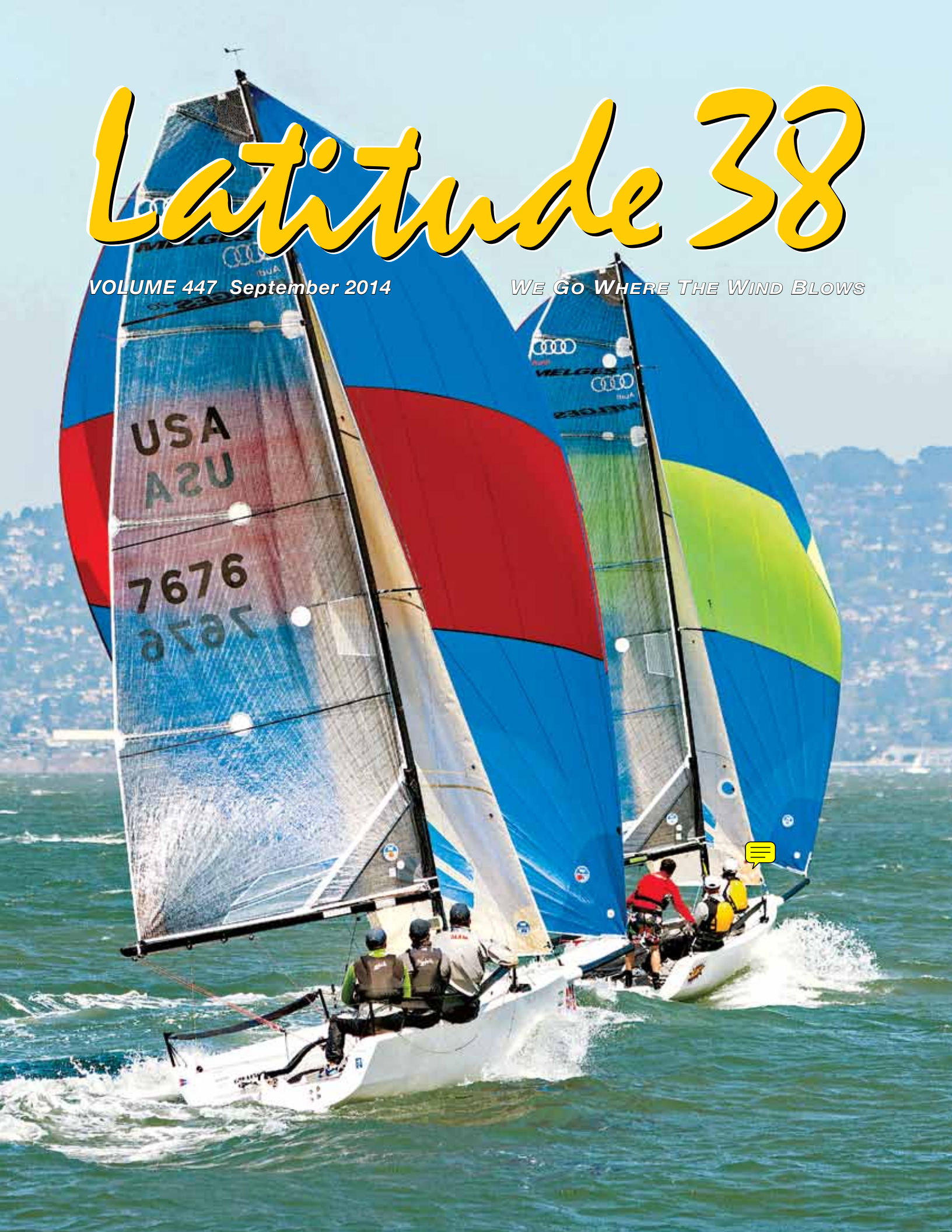


# Latitude 38

VOLUME 447 September 2014

WE GO WHERE THE WIND BLOWS





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YRA SECOND HALF OPENER —





# POINT BONITA BLAST



"It was San Francisco Bay racing at its best!" recalls *Aeolus'* skipper Rob Theis, class winner of the hotly contested J/111 class in the Pt. Bonita Race, August 2. That well-attended 22-miler was Act One of the YRA Second Half Opener, which serves as the official midpoint of San Francisco Bay's summer sailing season. This year's Bonita Race could hardly have featured more ideal racing conditions if they'd been scripted in advance — although there were a couple of substantial mid-course challenges.

With a moderate westerly blowing across the Central Bay on that Saturday morning, 66 boats in 12 divisions drove across the starting line, set north of Treasure Island, and began the long beat to Point Bonita while the current slowly changed from slack to flood. As the fleet clawed to windward north of Alcatraz, then passed beneath the Golden Gate, the breeze held in the mid-teens, occasionally gusting above 20 knots. Like carefully calculated moves on a chess board, each skipper had to balance the value of minimizing the number of tacks he called for with the benefits of avoiding the gradually developing mid-Bay flood.

*The vintage Express 37 'Golden Moon' roared east as her crew hoped to avoid tangling with an armada of outrigger canoes. Just inshore of them more than 100 Lasers crisscrossed the Cityfront.*

— photos erik simonson / [www.pressure-drop.us](http://www.pressure-drop.us)



# YRA SECOND HALF OPENER —

After jibing around the Point Bonita buoy (2.4 miles west of the Gate), each navigator was free to pick his own line for the 13-mile run through the Central Bay, beneath the Bay Bridge, and down the Estuary to the Encinal YC. As seen in the opening spread, there were two mid-Bay wild cards that day: 137 Laser sailors were buoy racing off the Cityfront in their Nationals competition, while dozens of six-person outrigger canoes

were ferociously paddling to and from Alcatraz in the Round the Rock Alcatraz Challenge. Amazingly, the SHO fleet managed to avoid them despite one canoe's flipping and her six crew having to be rescued by the Coasties.

Skies were gray all morning in the Central Bay, but gave way to brilliant sunshine by the time the fleet reached the Estuary. Although there were a few

wind holes southeast of Yerba Buena, the breeze held for most boats all the way to the club, where a live band, several food booths and two kegs of free beer were waiting.

**N**ot surprisingly, the fleet's only two multihulls — Peter Stoneberg's Pro-Sail 40 cat *Shadow* and Chris Harvey's



ALL PHOTOS ERIK SIMONSON EXCEPT AS NOTED / WWW.PRESSURE-DROP.US

FRED FAGO



# POINT BONITA BLAST

F-25 tri *Mojo* — clocked the fastest times around the course. But probably no one was smiling more broadly on the Encinal YC lawn that afternoon than Kame Richards. His late-'70s-built Express 37 not only clobbered his one-design competitors by more than 21 minutes, but corrected out to first in fleet among the monohulls. Kame's secret? Carrying the #1 all the way around despite occasion-

ally being overpowered.

John Clauser of the 1D48 *Bodacious+* — the second mono — was also beaming: "It's not every day that we can beat the RP 44 *Tai Kuai*," he said. The two boats swapped their division's lead several times during the long Bonita beat, with *Tai* rounding first and finishing well ahead, but not far enough to overcome her handicap.

As mentioned earlier, some of the closest racing was among the J/111s, with *Aeolus* edging out Dick Swanson's *Bad Dog* by only 29 seconds, while Dorian McKelvy's *MadMen* nipped at the *Dog's* heels. The Express 27s also had a tight race. Dan Pruzan's *Wile E. Coyote* crossed the line with a clean seven-minute lead, but Paul Deeds' *Magic Bus* squeaked into second place only a mere second ahead of John Rivlin's *Peaches*.



Top row, left to right: 'Shadow' blasts east; 'Double Digit' picks her line; 'Aeolus' leads the J/111s; 'Harry' and 'Lelo Too' work toward Bonita. Second row: 'MadMen' chasing 'Bad Dog'; 'JetStream' glides past The Rock; 'Jeannette' goes deep; a hail from 'Mudshark'. Bottom row: the Santana 35 'Ahi' and Schumacher 30 'Shameless' roar toward the finish; busy day at the Encinal YC docks; trimming for speed aboard 'PnuemAddict'.

— all photos erik simonson / www.pressure-drop.us





# YRA SECOND HALF OPENER

All in all, it was a great day on the water — and a spirited celebration ashore. This was, after all, a Party Circuit race.

Twenty-nine boats turned up for Sunday's windward-leeward buoy races,

staged in the South Bay, with the faster divisions sailing three laps and the slower ones completing only two.

The final Party Circuit shindig will

take place September 27 and 28, hosted by the Corinthian YC, with courses in the vicinity of Alcatraz and Angel Island. Will we see you there?

— **latitude/andy**

## SECOND HALF OPENER RESULTS

Complete results at [www.jibeset.net](http://www.jibeset.net)

### YRA 2ND HALF OPENER BONITA RACE (8/2)

J/111 — 1) **Aeolus**, Rob Theis; 2) **Bad Dog**, Dick Swanson; 3) **MadMen**, Dorian McKelvy. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Snowy Owl**, Jens Jensen; 3) **Stewball**, Bob Harford. (6 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan; 2) **Magic Bus**, Paul Deeds; 3) **Peaches**, John Rivlin. (9 boats)

PHRF 1 (<33) — 1) **Bodacious+**, 1D48, John Clauser; 2) **Tai Kuai**, R/P 44, Dan Thielman; 3) **Deception**, SC50, Bill Helvestine. (6 boats)

PHRF 2 (33-86) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Popp; 3) **Jarlen**, J/35, Bob Bloom. (6 boats)

PHRF 3 (87-125) — 1) **Chimera**, Little Harbor 47, Grant Miller; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (9 boats)

PHRF 4 (126-149) — 1) **Elusive**, Olson 911, Charlie Pick; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Luna Sea**, Islander 36, Dan Knox. (7 boats)

PHRF 5 (150+) — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Harry**, Newport 30 II, Richard Aronoff; 3) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

PHRF NON-SPINNAKER — 1) **Truant**, Swan 38, Laurie & Galen Bolard; 2) **Seascape**, Ericson 32-3, Michael Bender; 3) **Aquaholic**, Catalina/Morgan 381, Ryan Sabin. (3 boats)

SPORTBOAT — 1) **JetStream**, JS9000, Rob Blackmore; 2) **Frequent Flyer**, Farr 30, Stan Phillips; 3) **Centomiglia**, Flying Tiger 10, Mark Kennedy. (4 boats)

SHORTHANDED — 1) **Racer X**, J/105, Rich Pipkin; 2) **Pegasus**, J/35, Mark Sykes. (2 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg; 2) **Mojo**, F-25C, Christopher Harvey. (2 boats)

OVERALL — 1) **Shadow**; 2) **Mojo**; 3) **Golden Moon**; 4) **Bodacious+**; 5) **Aeolus**; 6) **Bad Dog**; 7) **MadMen**; 8) **Tai Kuai**; 9) **Swift Ness**, J/111, Nesrin Basoz; 10) **JetStream**. (64 boats)

### YRA 2ND HALF OPENER BUOY RACE (8/3)

J/111 — 1) **MadMen**; 2) **Aeolus**; 3) **Bad Dog**. (6 boats)

EXPRESS 27 — 1) **Levitation II**, Larry Levit; 2) **Libra**, Sergey Lubarsky. (2 boats)

PHRF 1 (<33) — 1) **Bodacious+**. (2 boats)

PHRF 2 (33-86) — 1) **Jarlen**; 2) **Mintaka 4**; 3) **Ohana**, Beneteau 45F5, Steve Hocking. (4 boats)

PHRF 3 (87-125) — 1) **Ahi**, Santana 35, Andy Newell; 2) **Shameless**; 3) **Chimera**. (6 boats)

PHRF 4 (126-149) — 1) **Luna Sea**. (1 boat)

PHRF 5 (150+) — 1) **Siento el Viento**; 2) **Lelo Too**. (2 boats)

PHRF NON-SPINNAKER — 1) **Seascape**. (2 boats)

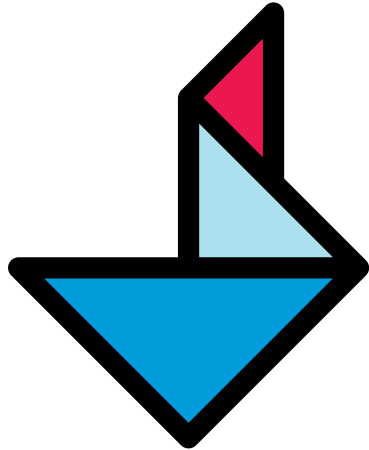
SPORTBOAT — 1) **Centomiglia**; 2) **Frequent Flyer**; 3) **Ragtime**, J/90, Trig Liljestrand. (3 boats)

SHORTHANDED — 1) **Pegasus**. (1 boat)

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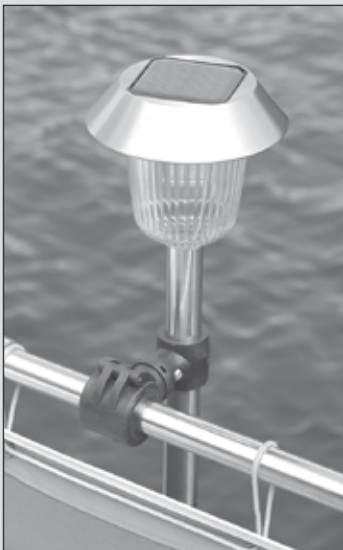
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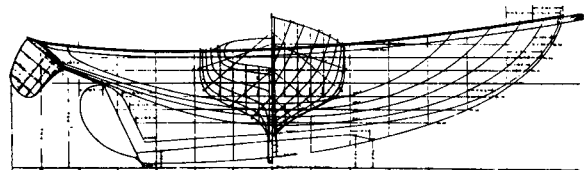


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# PACIFIC PUDDLE JUMP RECAP —

With its entry roster eventually swelling to 258, more boats signed up for the 2014 Pacific Puddle Jump than ever before, making it second only in size to the Atlantic Rally for Cruisers, the largest trans-ocean sailing event in the world.

To be clear though, we use the word 'rally' loosely to describe the Puddle

Jump, because unlike the ARC, the Baja Ha-Ha and other big rallies, the PPJ has no concrete starting day, no committee boat, no daily roll call and no cost to enter. Entrants depart from various points along the West

Coast of the Americas during a four-month period.

The common thread between them is that they all will eventually converge on the same dreamy archipelagos of French Polynesia, the first stop on their island-hopping tour of the South Pacific. You might say that the Puddle Jump does provide 'prizes', though; experiential prizes like cooling off under a waterfall at the end of an ancient Marquesan hiking trail, or relaxing at anchor in the turquoise lagoon of a Tuamotan atoll, where the water is so clear that you can

**Every year passage-makers send in shots of Fatu Hiva, in the Marquesas, and we're always amazed by its beauty.**

watch kaleidoscopic parrotfish swimming around your anchor on the sandy bottom below.

During the two decades that we've been reporting on the Puddle Jump, news about it has spread far and wide, evidenced by the fact that sailors registered at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com) this year from at least 24 countries. (Check out the full list on the website.)

No doubt many of them did so in order to take advantage of a program we facilitate with a Tahitian yacht agent who offers clearance in and out, access to duty-free fuel and bond exemptions, all for a very reasonable fee. Without this exemption non-EU citizens must deposit the cash value of an air ticket home in a Polynesian bank until the day they clear out — it's an insurance policy of sorts for the government, but cruisers regard it as

*"Kattu' likes to go fast, but we constantly had to rein her in because of the rough sea state."*

a royal pain. (This year's agent, Tehani of Tahiti Crew, got rave reviews by the way, even though it was her first time dealing with the Puddle Jumpers. By June, she had processed paperwork and performed other services for more than 160 boats.)

Registered Jumpers are also invited to attend our annual send-off parties at the Vallarta YC in Nuevo Vallarta, Mexico and at the Balboa YC in Panama. Both

events combine educational seminars with mix-and-mingle socializing.

Talk to cruisers from 10 different Puddle Jump boats, and you're likely to get 10 very different assessments of the rigors of the crossing, from wind and weather to breakage and state of mind. Even boats that leave from the same port only a few days apart often experience substantially different wind consistency — or lack thereof. Needless to say, boats with easy access to GRIB files and other weather resources generally have a more pleasant time than those who don't.

But there are always wild cards thrown into the mix in the much-contemplated doldrums, or ITCZ (Intertropical Convergence Zone), an ever-changing band of often-unsettled weather that lies between the northeast and southeast trades.

Where to cross it is a subject of endless debate and pontificating in sailors' bars as well as on ocean-crossing nets. Some boats report motoring across it in a couple of hours, while others report several days of squally weather with occasionally high winds. One truth that's born out anecdotally each season is that if you're going to see any high (aka scary) winds on this crossing, it will probably be within the ITCZ. As you can see on the table of crossing data on page 92, the highest gusts reported by survey respondents were 45 knots, with the average being closer to 30. In fact, in any given year, before departing many Jumpers will be worried about facing heavy weather, but when we meet up with them in Tahiti they complain about not having had enough strong breeze. Bottom line, it's more or less a crap shoot. The best advice we've ever heard about it is to be prepared for the worst, and simply deal with what you get.

Boats jump off from various ports in Mexico and Central America — plus a few sail from Ecuador, Chile, Peru and California. But the greatest numbers always leave from Puerto Vallarta and Panama, with many of the Panama starters stopping off at the Galapagos along the way. From there, or from PV, the distance to French Polynesia is roughly 3,000 miles.

When you read the answers to our survey questions, you might think



**While sipping coconut water, Lewis of 'Eleutheria' shows his intricate body art.**

ELEUTHERIA



EXODUS





# ACCESSING THE ARCHIPELAGOS



Shot with a GoPro on a boat hook, we suspect, Captain Max passes the time taking a mid-ocean selfie aboard 'Fluenta.'

the respondents are talking about two completely different oceans. The range of comments illustrates how different one passage experience can be from another. Needless to say, boat size and type come into play here also. The following is a sampling of experiences.

## How did your passage-making experience differ from your expectations before the trip? Were there any surprises?

**Rockstar:** "The surprise was inconsistent wind. It was more uncomfortable

*"It exceeded our expectations — no pirates, no cyclones, no Moby Dick attacks."*

than we expected. But, we believe that was because we chose to leave from Costa Rica."

**Laragh:** "We had a lot more wind and associated seas in general than the name 'milk run' would have led us to believe."

**Exodus:** "The ITCZ wasn't very clear-cut. I was expecting to *know* when we were in it, but it seemed to be a mystery. We were in it, then we weren't, then we were in it again. Thankfully, we never

had dead calm, just very squally periods to contend with."

**Bangorang:** "Since the weather was generally pretty good, in many ways the passage was easier than expected. On the other hand, I was surprised by the subtle differences in weather and sailing tactics that came into play each day. We changed and adjusted sails every day. We had a great passage, and aside from a couple dozen squalls, we experienced mostly broad reaching in

10-20 knots."

**Romany Star:** "We never saw any serious weather and were able to avoid most squalls, so it was an easier passage than we expected. The incidence of a second ITCZ south of the regular one was unexpected — and unfair!"

**Mintaka:** "The only surprise was having pretty benign weather in the ITCZ — almost no squalls."

**Manureva II:** "The Pacific is a much calmer ocean than the North Atlantic."

**Luckness:** "The passage went much easier than I expected. The surprise for me was how well the ITCZ crossing went."

**Kattu:** "Kattu likes to go fast, but we constantly had to rein her in because of the rough sea state. Also, the conven-

tional wisdom on routing did not work well for us."

**Pamela:** "It exceeded our expectations — no pirates, no cyclones, no Moby Dick attacks."

**Evenstar:** "Our autopilot breaking was a big surprise. We hand-steered 2,700



MOANA ROA

Wahoo! Fish was on the menu this night aboard the big cat 'Moana Roa'. Cruising kids get an education in the school of life.

miles of the trip from the Galapagos. My two teenagers stepped up big time, taking watches and sharing the driving."

## They say a long crossing is often a balance of highs and lows. What were some of the high points, or low points, of your crossing?

**Tatoosh:** "Balance? More like a roller coaster. Crossing the equator and getting into the southeast trades were among the biggest highs. The definite low was losing the starter on the engine. Crossing the doldrums we hit 0.0 knots through the water, with the current pushing us southeast at 1.5 knots. We had no steering and were at the mercy of the elements."

**Rockstar:** "The low points were rain

*After weeks at sea, it's great to get out and stretch your legs on a Marquesan trail. The views are often spectacular.*



PAMELA



# PACIFIC PUDDLE JUMP RECAP —

squalls in the middle of the night (on the Captain's shift) and the sea state throwing the boat around for days on end."

*Laragh*: "Highs — Sunsets and sunrises, whale dolphins, nearly landing several big fish, and seeing another yacht that we knew out there after seven days. Lows — Trying to cook with ingredients jumping all over the galley. Tiredness changing a normally good-humoured skipper into a cranky bollux."

*Exodus*: "Some of our highs were catching yellow fin tuna and having sashimi snacks, rainbows and sunrises at sea, skipping school to bake cookies, crossing the equator, and Tricky the dolphin who would barrel-roll on command."

"Some of our low points were getting caught by a 45-knot squall with too much sail up, being in the south equatorial counter-current, and having to run

the generator so much because of the autopilot."

*Eleutheria*: "Highs for Alyssa: showers. Highs for Lewis: ice and SOG over 6

*"The highs were flying the spinnaker in 20 knots of wind and making 250 miles in 24 hours."*

knots. Lows: leftover seas and no wind two days out of Zihua and the unbearable heat of running the engine through the humid doldrums."

*Bangorang*: "We were all pollywogs (first-timers) and crossing the equator

under sail was a high."

*Romany Star*: "The high point was leaving Mexico and reaching the deep blue of the open ocean."

*Novae*: "The highs were beautiful starry nights, and the lows were the thunderstorms in the ITCZ."

*Manureva II*: "The highs were flying the spinnaker in 20 knots of wind and making 250 miles in 24 hours. The lows were winds forward of the beam."

*Kattu*: "Low points were taking five days to transit the ITCZ with winds directly from the south, and being hove-to in a gale for three days around 10° south of the equator."

**Did you celebrate crossing the equator?**



PAMELA



TATOOSH/ERIC NEWTON



STARSHINE



ROMANY STAR



# ACCESSING THE ARCHIPELAGOS

*Exodus:* "We made silly crowns out of duct tape, gave toasts to Neptune, cut our hair and offered it to Neptune, swam in the ocean, and had a huge feast."

*Bangorang:* "We made offerings of coins from our home port, toasts with champagne and tequila, and commemorative scrolls for the memories."

*Novae:* "We supined the greenest sailor to the Neptune tribunal, and when convicted threw him to the sharks — then we all joined in."

*Kattu:* "We poured Neptune a glug of champagne and drank the rest, enjoying being newly confirmed shellbacks."

**Pictures tell the story. Clockwise from upper left: equator antics on 'Pamela'; dolphins swim beneath 'Tatoosh'; another brilliant sunset; becoming shellbacks on the Wharram cat 'Kattu'; dad brings home lobster on 'Exodus'; the 'Qi' crew goofing with Daniel's Bay kids; 'Exodus' kids strike a pose; kayak sampling in the Gambiers; meeting friends along a tranquil road.**

## Can you remember the feeling you had when you first made landfall?

*Tatoosh:* "Yes, I was relieved and awestruck by the scenery in Taiohae Bay. Stepping ashore I was dizzy and promptly fell over."

*Laragh:* "Satisfaction and relief; a sense of achievement."

*Exodus:* "Euphoria."

*Eleutheria:* "You can smell the flowers on the island. Alyssa was ready for land a week before we saw Hiva Oa."

*Bangorang:* "Great! It was right where it was supposed to be! It suddenly no longer felt like it had been three weeks."

*Mintaka:* "It felt more like the end of a long road trip. The tedium was over, and we could begin to enjoy the destination."

*Manureva II:* "We made landfall at Atunono at 4 a.m., but the feeling of waking up in the morning with sun bathing the mountains of Hiva Oa was amazing."

*Luckness:* "I arrived in Nuku Hiva, but the first land I saw was Ua Huka. I saw it just before sunrise and it was awesome. As I neared Nuka Hiva I started seeing the details of the land — the lush forests and valleys, the enormous variety of shades of green as the light played over the forests. Entering Taiohae Bay was wonderful, a nice large anchorage with plenty of room surrounded by all that beauty. I loved every moment of it."

*Kattu:* "Grateful to be alive, and have the boat in one piece. Definitely a feeling of major accomplishment! Looking



ROCKSTAR



KATTU



EXODUS



EXODUS



COURTESY QI



# PACIFIC PUDDLE JUMP RECAP

CYGNUS



"Ah, here I am," says Sally from 'Cygnus'. She was one of many crew who caught a 3,000-mile ride to Polynesia's awesome archipelagos.

forward to sleep, fresh food and cold beer — in reverse order!"

### What advice would you give to future Puddle Jumpers?

**Tatoosh:** "No matter how much preparation you do, you cannot cover all the bases. Be confident in your ability to deal with adversity in its varying forms."

**Rockstar:** "Take as many crew as possible. Having even one extra sailor makes a huge difference to shifts, morale and conversations. When provisioning in Central America load up on non-perishables and alcohol."

**Laragh:** "Know yourself and your crew well."

**Exodus:** "Track your departure weather window yourself in addition to getting advice from others. We left when

everyone said there wasn't enough wind, but our own analysis told us there would be, and we were ready to go, so we left. We had a fine passage."

**Eleutheria:** "Get the long stay (six month) visa for French Polynesia. The standard three months is way too fast. And bring more booze; a bottle of whiskey is worth almost \$100 when trading in the islands."

**Romany Star:** "Provision for morale as well as nutrition — night watch needs cookies! Carry a spare autopilot, or at least spares of the parts likely to break. We carry three electronic autopilots in addition to our windvane. That leads to restful passages."

**Mintaka:** "While there are risks to the adventure, they are manageable with good preparation. So, prepare as well as you can, accept the risks, and go."

**Manureva II:** "If you haven't made a long passage before, then it is hard to prepare mentally. Take something that you can work on for at least two to three weeks. I brought a French language course with

a lesson every day."

**Kattu:** "This is one serious ocean. You can't expect trade wind conditions of the sort you read about. You might have them, or you could get clobbered most of the way like we did."

**Pamela:** "Jump early and often. Put aside all the fears. Life is short."

If Puddle Jumping sounds like a challenge you'd like to take on, check out the passage data table below and see more info on the website. Signups for the 2015 crossing season begin in November at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— andy



Bob Cadranell (center) demonstrates that you don't have to be young to be silly. He and the boys sailed 'Tatoosh' home via Hawaii.

## 2014 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
Bangorag	F-P 42 cat	Colin & Wendy Gegg	Ventura, CA	PV, 3/21	Hiva Oa, 4/11	21	2,774	129W	93 hrs	156 nm	105 nm	40 k	0	mast cleat, preventer, generator
Cygnus	Cabo Rico 38	Joe Lavash	Newport, OR	PV, 3/23	Hiva Oa, 4/15	24	2,860	133W	22 hrs	162 nm	89 nm	35 k	7	autopilot, solar charge controller, fuel blockage(s), macerator pump, whisker pole, nav computer
Eleutheria	Tartan 37	L Allen & A Alexopoulos	Redwood City, CA	Zihua, 3/10	Hiva Oa, 4/5	25	2,970	129W	110 hrs	140 nm	72 nm	38 k	1	alternator, jib UV strip, shackle on code zero
Evenstar	Hallberg-Rassy 53	BJ Porter & Kathy Woodruff	East Greenwich, RI	Galapagos, 5/15	Nuka Hiva, 5/31	16	3,008	N/A	9 hrs	162 nm	20 nm	25 k	2	autopilot, hydraulic vang leak
Exodus	Lagoon 400 cat	Gresham family	San Diego, CA	PV, 3/11	Hiva Oa, 4/2	22	2,908	127W	11 hrs	181 nm	91 nm	45 k	4	mainsail reef line chafed thru, genoa tear
Fluenta	Stevens 47	Brown-Shaw family	Halifax, NS	PV, 4/21	Fatu Hiva, 5/13	21	3,000	129W	7 hrs	170 nm	N/A	25 k	4	AIS, toerail, small diesel leak
Kattu	Wharram Tiki 38	Alf Bangert & K O'Brien	Hornby Island, BC	PV, 4/20	Nuku Hiva, 5/19	29	2,824	130W	12 hrs	146 nm	19 nm	40+ k	0	nothing broke, minor chafe
Laragh	Jeanneau 44	D Hennessy & B O'Regan	Cork, IRE	Panama 2/20	Hiva Oa, 4/16	27	3,982	87W	70 hrs	178 nm	120 nm	32 k	1	bolt sheared between quadrant and the autopilot drive, bearings in steering column failed, laptop died
Luckness	Pacific Seacraft 37	Craig McPheeters	Seattle, WA	PV, 3/11	Nuku Hiva, 3/31	20	2,700	131W	0 hrs	152 nm	107 nm	35 k	N/A	nothing broke!
Manureva II	Voyage 58 cat	Paul Scott	Nevada City, CA	Galapagos, 4/21	Hiva Oa, 5/14	15	N/A	N/A	50 hrs	250 nm	160 nm	30 k	5	leaky seal on engine fresh water pump; genset impeller issues; high capacity alternator on one engine failed
Mintaka	Ingrid 38	M Bennett & R Rogin	Salt Lake City, UT	PV 3/15	Hiva Oa, 4/9	26	2,949	129W	50 hrs	161 nm	79 nm	N/A	1	deck light water intrusion
Novae	Fountain Pajot 48 cat	Stefano & Helen Piviali	Fremantle, AUS	Galapagos, 3/12	Hiva Oa, 4/1	18	3,064	87W	117 hrs	201 nm	116 nm	28 k	5	nothing
Pamela	Pacific Seacraft 37	D Maggard & P York	San Francisco, CA	PV 3/15	Hiva Oa, 4/10	27	3,500	131W	48 hrs	148 nm	75 nm	31 k	3	lazy spin sheet launched bow light
Rockstar	C&C Landfall 43	Jeff & Amber Lim	Vancouver, BC	Golfito, CR 4/3	Hiva Oa, 5/7	34	3,600	N/A	60 hrs	175 nm	75 nm	35 k	1	generator failed; broken spin pole end
Romany Star	Ohlson 38	Paul Moore & B Wagner	San Francisco, CA	PV, 3/28	Gambier, 4/26	30	3,300	122W	58 hrs	140 nm	3 nm	35 k	1	autopilot failed
Tatoosh	80-ft Custom Seaborn	Bob & Molly Cadranell	Seattle, WA	San Diego, 5/1	Nuku Hiva, 5/27	26	3,339	129W	3 hrs	176 nm	52 nm	40 k	7	outhead car failed, sprang clutch on engine starter, refrigeration compressor



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

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



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SURVIVE YOUR DREAM



# BAJA HA-HA PROFILES, PART I —

Over its 21-year history the Baja Ha-Ha rally has been characterized in many different ways by those who've done it: It's a chance to start living out long-held cruising dreams; an opportunity to reinvent yourself; and an 'E' ticket on the merry-go-round of life. But the statement that rings true for the greatest number of Ha-Ha veterans is probably that committing to its starting day, October 27 this year, is a surefire way to make you quit procrastinating, cast off your docklines, and head south to the sunny latitudes of Mexico.

The folks you'll meet on these pages will be doing just that. As you'll read in the mini-profiles that follow (and in two additional installments in October and November), members of the 2014 fleet come from all walks of life, and the range of their past sailing experiences varies as widely as the boat types they sail on. From luxurious half-million-dollar yachts to bare-bones fixer-uppers bought for a song, they'll all be carrying their crews downwind, down-swell, and down-current, from San Diego to Cabo San Lucas, with rest stops along the way — as in years past — at Bahia Tortugas and Bahia Santa Maria.

By the time they complete the 750-mile 'course' to the Cape, they'll be smiling broadly with the satisfaction of having done something truly fulfilling — and they will have entered (or re-entered) the wonderful cruising lifestyle. With that intro we bring you the Baja Ha-Ha Class of 2014 (in the order in which they signed up.)

## **Talion — Gulfstar 50**

### **Patsy Verhoeven, La Paz, BCS**

Originally from Portland, Patsy has not only done more Ha-Ha's than anyone else, she has sailed every leg of the course every year. No wonder she's the celebrated *Reina del Mar*. Perhaps because of toilet seats being left up in past Ha-Ha's, this year she'll be sailing with an all-women crew.



'Talion'

## **Arluck III — Cabot 36**

### **Wayne Peters, Vancouver, BC**

Wayne, a 68-year-old retired executive, has owned *Arluck* for 15 years. Both he and the recently refit boat have crossed the Atlantic and sailed from Vancouver to Hawaii and Vancouver to

Alaska. When he gets his fill of Mexico, he will Puddle Jump to the South Pacific.

## **Quest — Golden Wave 42** **Michael Thirkill & Cybele Abbott** **Brookings, OR**

Michael, 58, a retired homebuilder, and Cybele, a symphony executive director, "have wanted to do something like this since we were kids, and now that we have each other and the boat, it's time to go." If they have a good time on the Ha-Ha, they'll continue. If not, they'll bash back home.

## **Family Circus — Lagoon 470 cat** **Tzortzis Family, San Francisco**

Chris, 43, a retired sales associate, and



'Family Circus' showing their Ha-Ha spirit.

Heather, a 'domestic goddess', are embarking on their "mid-life adventure." They'll have some of their six kids, including Mykaela, 20, Tristan, 12, Lexi, 11, and Maia, 6, along, "as well as a chill attitude, roller-furling headsails, a gigantic genset, a dive compressor, and books for 10 years of home-schooling." If all goes well, they will Puddle Jump in 2015.

## **Champagne — Hunter 456**

### **Tom Junod & Kim Hysni** **Newport Beach**

Tom, 64, still active in sales, and his wife Kim, a still-practicing lawyer, have sailed 5,000 miles locally over the last five years in anticipation of a 3+ year cruise. After starting with the Ha-Ha and cruising Mexico, during which time they expect to make lots of new friends, they



'Champagne'

*As the Baja Ha-Ha fleet leaves San Diego's Point Loma in the rear-view mirror, the sailors' adventures have just begun.*



plan to take their time sailing across the Caribbean and up the East Coast of the U.S. to Nova Scotia.

## **Cavale — Cheoy Lee 44**

### **Michael & Mary Tutty, Seattle, WA**

"The Ha-Ha is the beginning of our new life!" say the couple, both of whom are mortgage brokers. "We've owned *Cavale* for 20 years, but nobody would recognize her, as we've redone her from bow to stern." The couple has sailed from Seattle to San Francisco, but this time they plan to "stay gone."



'Cavale'

## **Long Winded — Jeanneau 42 CC**

### **Daniel & Marla Slattery** **Chula Vista**

Daniel, a just-retired furniture manufacturer and designer, and Marla, a retired administrative director, have been sailing Southern California waters for more than 50 years. Now they want to enjoy all that Mexico has to offer.





LATITUDE / ANDY

**Wind Dancer — Hunter 466**  
**Phil Helman & Desley Oliphant**  
**Pleasanton**

Phil, 65, owns a business, while his wife Desley is a retired international marketer. "We've put this off long enough,"



*'Wind Dancer'*

longest trip was to San Diego.

**Abby Normal — Island Packet 41**  
**Brad & Gay Gibson, Seattle, WA**

Brad, 55, an attorney, and his wife Gay, a computer programmer, have both been sailing for almost 20 years, and have owned their current boat for six years. Brad has sailed from New Caledonia to New Zealand and Seattle to Skagway. They will probably sail home via Hawaii.

**Third Wish — Norseman 447**  
**Jeff Goldfarb & Carolyn Lambert**  
**Long Beach**

Jeff, 54, a lawyer, and Carolyn, a teacher, admit to owning "the prettiest Norseman 447."

She'd been built for the Annapolis Boat Show. "We're stoked about starting our cruising life with the Ha-Ha, because we wanted to do it in the company of others." If they like cruising, they'll Puddle Jump in 2016.



*'Third Wish'*

**Cool Change — Pacific Seacraft 31**  
**Rick & Cindy Patrinellis, Coloma**

Rick, 59, is a just-retired tech manager, while Cindy is a just-retired government administrator.



*'Cool Change'*

"Go small, go now, go complex," is their motto, as they've loaded the boat with cruising gear. Their latest addition is a Spectra watermaker that they won at Strictly Sail Pacific earlier in the year. The Ha-Ha will kick off their cruising life.

**Penelope — Hans Christian 38**  
**Karl & Susan Gierga**  
**Portland, OR**

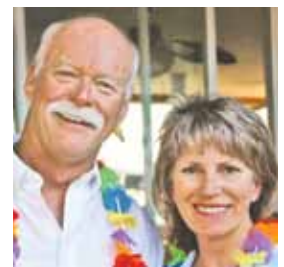
Karl, 57, a machinist, and his wife Susan, a civil engineer, are both still working. Their boat has all the cruising gear — including five anchors. They've owned their boat for eight years, but so far have only cruised to Victoria, BC.

**Kandu — Tayana V42 CC**  
**Rigney Family, Ventura**

Eric, 57, is a motion picture executive, while his wife Leslie is an opera singer! Sons Bryce, 13, and Trent, 11, will be along, and they are hoping to meet up with other 'kid boats'. This is the start of the family's planned circumnavigation. Eric has already done two passages to French Polynesia and Hawaii.

**Optimus Prime — Beneteau 49**  
**Keith & Dana Jensen, Cameron Park**

Keith, 59, retired from law enforcement, has done three trips up to Monterey and back. Tim Cotter, also ex-law enforcement, will crew. After the Ha-Ha and a season in the Sea of Cortez, Keith plans to head to the sunny Caribbee.



*'Optimus Prime'*

**Plan Sea — Island Packet 45**  
**Richard & Jenny Freeman**  
**Sioux Falls, SD**

Richard, 61, a facilities manager, and Jenny, a secretary, jokingly want to apologize to their kids: "We're going to spend your inheritance cruising the world." Longtime sailors, the couple have owned their boat for six years and plan to "circumnavigate the Pacific."

**Viking Mor2 — Morgan OI 41**  
**Kenneth & Lori Lillo, San Diego**

Kenneth, 66, and Lori, were both teachers. After retiring in 2007, they moved to San Diego to fully outfit their bare-bones Morgan Out Island. It took them seven years, but now she's ready to go. After sailing to Zihua, they'll head to La Paz, where they will make their home.

**Impulse — Hunter 336**  
**Chris & Cindy Corty, Portland, OR**

Chris, 63, a retired landscape architect, and his wife Cindy, also a landscape architect, aren't sure how they'll get the boat home after a season in Mexico: via



# BAJA HA-HA PROFILES, PART I —

Hawaii, bashing up the coast, or putting *Impulse* on a ship. Son Doug, 31, an engineer on sabbatical, will round out the crew.

## **Freya — Cal 2-46**

### **Steven & Cathy Straitiff, San Diego**

Steven, 64, a retired high school science teacher, and Cathy, a library media specialist, will be assisted by George 'the Admiral' Robinson, a retired high school principal. The Straitiffs have sailed to Mexico before, but think it's time to "extend summer" by doing it with a "bunch of like-minded people." They'll bash home in the spring.

## **Starshine — Outbound 44**

### **Patrick & Melodie Williams San Francisco**

Patrick, 50, is a retired police officer who has already done the Ha-Ha four times, while Melodie, a retired RN, did the Ha-Ha last year. The couple will be using the Ha-Ha to kick off "the next chapter" of their lives, which will be full-time cruising. Patrick's parents cruised their Passport 40 from 1991 to 1996. After cruising Mexico for a year, the Williamses will decide whether to go east or west.



'Starshine'

## **Starfire — Islander 32**

### **Jeff & 'Breezy' Delaney, Oxnard**

Jeff, 27, is a web developer. He and his wife Breezy are "enthusiastic first-timers who have dreamed about joining the Ha-Ha for years." Dawn Brooks, a longtime sailing instructor, will be their crew, along with their pug. After the Ha-Ha, the couple will head up to La Paz.



'Starfire'

## **Nova — Catalina 42**

### **Michael Bernitzke & Ina Tabak Los Gatos**

Michael, 64, a retired lineman, has a joke that goes, "A lineman, a fire captain, an engineer, and a professor walk into a

bar . . ." That's because there will be one of each on *Nova*. We'll have to hear the punch line later. A vet of the 1994 Pacific Cup, Michael has wanted to do the Ha-Ha a couple of times, but life always got in the way. He may do the Clipper Route back home.

## **Sisu III — Krogen 48 Trawler**

### **Ron & Janet Inberg, Seattle, WA**

Ron, 65, and Jan are retired insurance brokers whose trawler will be part of the biggest powerboat division ever in Ha-Ha history. *Sisu* is Finnish for "guts and perseverance." Ron's grandfather, who arrived in the U.S. via Ellis Island, impressed upon Ron the importance of those traits to Finnish culture, and thus the boat name. After at least a year in Mexico, they'll continue south and eventually head toward Florida and the Bahamas.



'Sisu III'



Meet the 'Pelagic' crew.

## **Pelagic — Hallberg Rassy 42**

### **Bradford Family, Portland, OR**

Michael, 47, is in real estate, while Amy is a biologist. They'll have their kids, Zander, 11, Porter, 9, and Anakena, 5, along. They are planning on a two-year cruise during which time they'll homeschool the boys. Michael has previously sailed from Seattle to Cape Horn to Easter Island and back to Chile.

## **Mana — Cape George 36**

### **David & Holli Swanson, Ventura**

David, 61, a contractor, and his wife Holli, a teacher, will be bringing two cats and two dogs along to keep things interesting. The couple will be starting the Ha-Ha on their 35th wedding anniversary.

Having sold their ancestral home and having kids who aren't completely settled yet, they're working on trying not to worry about things they can't control.

## **Petrel — Annapolis 30**

### **Dane Farber & Richard Fortman Sausalito**

Dane, 61, an investor, took a powerboat to Mexico in 1994 and was "engulfed" by sailboats at Punta Eugenia. Seeing they were having more fun than he was, he bought a sailboat. Fun fact: Designer Philip Rhodes didn't like that the builder of the Annapolis 30 was ignoring his specs, so he got a court to stop production. Nonetheless, a previous owner did a circumnavigation with *Petrel*.

## **Miss Lorelei — Beneteau Oceanis 36**

### **Michael Niggli, San Diego**

Michael, 64, is an electrical engineer and realtor. His crew will have plenty of experience: Two graduated from the Naval Academy, one is a licensed captain, and the other has sailed for 36 years. After four or five months in Mexico, they'll bash home.

## **Destiny — Island Packet 36**

### **Roberto Anima, Redwood City**

Roberto, 67, a geologist and professor, exclaims, "We're finally going!" The sailor of 30 years will have a full crew, including a massage therapist. It will be Roberto's first trip to Mexico, but he's not worried about finding the way because *Destiny* has already been there. After spending some time in the Sea of Cortez, he'll decide what to do next.

## **Indigo — Pacific Seacraft 34**

### **Bryan & Marya Lipiec Camp Pendleton**

Bryan, 42, is a helicopter pilot, while Marya, is a marketing manager. "We've been planning this cruise, something completely different, for 10 years," they report. "Since Bryan retired from the Marine Corps in May, we're all ready to go. We hope to do the Puddle Jump in 2015 or 2016."



'Indigo'



## **Scoots — Able Apogee 50**

### **Eric & Vandy Shrader, Belmont**

Eric, 53, is a mechanical engineer, while Vandy is a writer. During Strictly Sail Pacific in 2008, they came up with a five-year plan to go cruising. "The time has come for the beginning of our grand adventure," they say. For *Scoots*, it's just a continuation, as the boat has been around the world twice, as well as on additional trips to Tahiti and Seattle.



*Vandy of 'Scoots'*

## **Papillion II — Pacific Seacraft 37**

### **David Boyer, Vancouver, BC**

David, 68, is a retired businessman. "The Ha-Ha sounds like a wonderful way to get down to Cabo," he says. But he has grander cruising dreams. After spending time in La Paz and Puerto Vallarta, he plans on doing the Puddle Jump in March.

## **Between Da Sheets — Beneteau 42s7**

### **Rick & Sharon Seeber, Seattle, WA**

Rick, 67, a retired engineer, and Sharon, a still-active "domestic engineer," will be doing the Ha-Ha "to say we did it." This will be the couple's longest trip. "We won't have to come home," they say, "because wherever we are, we'll already be there."

## **Double Docs — Pacific Seacraft 37**

### **Thomas Balgooyen & Lucie Merkle-Balgooyen**

#### **San Francisco**

Thomas, 71, is a retired biologist, while Lucie is a still-active economist. They like the idea of being able to meet lots of other cruisers on the Ha-Ha. So far they have just done coastal California cruising, but their plans are to sail up to La Paz, then Puddle Jump in 2015.

## **Cockpit — Beneteau Oceanis 440**

### **Renald Bouchard, Vancouver, BC**

Renald, 54, is a contractor and owner of the boat, but he'll have friend Marc Niewerth, also a 54-year-old contractor, serve as the skipper. Renald is relatively new to sailing, but says, "YEE HAAA for the Ha-Ha!" When he gets to Mexico, he plans to stay for awhile.

*'Cockpit'*



## **Saturna Spirit — Beneteau 411**

### **Kat Blade & Gordon Schooley**

#### **Vancouver, BC**

Katherine, a retired manager, is listed as the owner of the boat. Husband Gordon, 60, will crew. "I'm a nauti-gal," says Kat. "I've been following the Ha-Ha for years, and we're finally jumping in." She's not sure what they'll do after a winter in Mexico, but she's already done a three-week trip in French Polynesia.

## **Impulsive — Outbound 44**

### **Morris & Debra Adams, Seattle, WA**

Morris, 55, is an electrical engineer, as is his wife Debra. They say their Outbound 44 is "a better sailor than we are." Most good boats are. "We're not going home," the couple advise, "as home is our boat and she'll be going to the South Pacific."

## **Opportunity 44 — Cat/Morgan 440**

### **Miguel & Barbara Ramirez-Williams**

#### **San Diego**

Miguel, 61, a pilot/nurse practitioner, and his wife, an RN, intend to go where they only dreamed they could go. "By moving forward in life, we intend to 'validate reality,'" they say. We're all in favor of that. They've done several long offshore passages, so after visiting La Paz, they plan to do the Puddle Jump.

## **Lea Scotia — Taswell 43**

### **Bucky Jordan & Michelle Walker**

#### **Seattle, WA**

Bucky, 34, is a software engineer, while his girlfriend Michelle is a nurse. "We're looking forward to an escape from the land of cubicles and starting a new adventure," Bucky says. "I had delusions of doing last year's rally, but quickly realized things with the newly-purchased boat were going to take longer than I'd thought. Then I met Michelle and it took a bit of time to convince her to come along." They are thinking about doing a Puddle Jump.

## **Misjudged II — Hunter 460**

### **Patrick & Laura Magers, Corona**

Patrick, 64, is a retired Superior Court judge. His wife is a physician, but is not signed up as crew. Patrick has done the 2006 and 2008 Ha-Ha's as captain, and did last year's Ha-Ha as crew. He's also sailed to Cuba. After the Ha-Ha, Patrick and his wife intend to take their boat south to the Canal, then up to Cape Harbor, Florida. Patrick notes, "Florida is a state with no boat tax, no state tax, and no income tax."

## **Wayward Wind — Catalina 42**

### **Bill & Kathi Gaffney**

#### **Huntington Beach**

Bill, 69, is a retired attorney. His wife Kathi, an engineer, will fly down to Cabo to meet him. Bill and his two crew have already sailed to Mexico, but not on *Wayward Wind*. Bill and Kathi will cruise as far south as Zihua, 'commuter cruise' for awhile, then bash back at some time in the future.

## **Iolani — Hughes 48**

### **Barry & Sylvia Stompe**

#### **San Geronimo**

Barry, 55, a contractor, and Sylvia, a dress designer, both have lots of offshore experience. Sylvia, in fact, did a lot of sailing between the Caribbean and the Northeast, as well as the very first Ha-Ha, on *Latitude's* Ocean 71 *Big O*. Barry tried to buy *Iolani* in 1990 before he met Sylvia, but was outbid. He and Sylvia bought the yawl "for a song" as a derelict 16 years later. They've since been rebuilding the entire boat in anticipation of the Ha-Ha and sailing to the South Pacific on a two-year jaunt.



*'Iolani'*

## **Endeavour — Tatoosh 51**

### **John Stephens & Tara Travers**

#### **Arnold**

John, 56, a retired firefighter, and Tara, an active RN, have sailed from Hawaii to California, but this will be their first time to Mexico. After cruising their big boat in the Sea of Cortez for awhile, they'll bash back to California.

## **Intuition — Tartan 3500**

### **Don & Laura McLennan, Altadena**

Don, 56, a semi-retired IT consultant, and Laura, an active attorney, say "We're looking to expand our sailing horizons." Having done a passage to Hawaii in 2000 and the 2011 Ha-Ha, Don was inspired to share such an adventure with Laura. "Tartans are beautiful boats," he says, "perfect for the Ha-Ha and cruising the Sea of Cortez."



*'Intuition'*



# BAJA HA-HA PROFILES, PART I

## **Ill-in-I — Cheoy Lee 43 M/S Robert Taylor, Ventura**

"I'm 63 and a retired firefighter, so I'll do whatever my wife, a retired National Park ranger, will let me do." Apparently that includes doing the Ha-Ha with three friends as crew, parking the boat in Mexico next summer, cruising more next fall, and bashing back in 2016.

## **\*Entropy II — Ranger 33 Crumley/Svendsen Family Bodega Bay**

Richard, 53, a retired park ranger, and his environmental educator wife



'Entropy'

for them. After a six-month season in Mexico, they plan to bash back to Bodega Bay.

## **Sea-Esta — Acapulco 40 Trawler Robert & Sally Reynolds, Oxnard**

Robert, 67, a retired Navy diver, and his wife Sally say, "Life is short, the tides don't wait for anyone — tequila straight up!" While their boat might be slow, they note that *Sea-Esta* is "comfortable, paid-off — and has an icemaker for the tequila." They've already been to Kodiak, Alaska and back.



'Sea Esta'

## **Choisi — Krogen 55 Trawler Peter & Sara Gebhard Dartmouth, MA**

Peter, 64, is a business owner while Sara is the "travel coordinator/domestic engineer." They are doing a 15-month, 8,600-mile trip from Alaska to Maine. They previously did a lot of sailing, participating in Bermuda races, deliveries from the Northeast to the Caribbean, and sailing from Turkey to Sicily. This is their first trip 'on the dark side'.

## **Sparx — O'Day 37 Bob & Greta Huntsman Fountain Valley**

Bob, 67, a retired television engineer, and Greta, a customer service as-

sociate, say their boat is their "happy place." Having cruised Southern California extensively with *Sparx*, which they've owned for 20 years, they say it's time for them to expand their horizons. Bob served on the *USS Providence* for four years.



'Sparx'

## **Seaduction — Catalina 42 Mk II Dan Lawler, Holiday, UT**

Dan, 68, a retired mortgage loan officer, did his first Ha-Ha in 2007 as crew, "and it opened up a new world for me. I bought my own boat and did the 2008 and 2010 Ha-Ha's with her. I have now sailed almost 10,000 miles on my own boat, and have made great lifetime friends along the way."



'Seaduction'

He enjoys introducing Utah friends to ocean sailing.

## **Northern Lights — J/42**

### **Roderic & Mary Deyo, Seattle, WA**

Roderic, 63, is a data scientist while Mary is a retired programmer. They learned about the Ha-Ha from friends who had done it. Their motivation? "To get away from the rain and gloom of the Northwest winter."

## **Pantera — Catalina 42 Mk II Barney & Paula McCloskey Green Valley, AZ**

Barney, 70, a retired IT QA tester, and his wife Paula "have spent 12 years and made two previous attempts to do the Ha-Ha. This year we're finally going to do it." They've already done a San Pedro-to-Zihua trip. "We don't plan on bringing our boat home," they say.

## **Desire — Cavalier 39**

### **Tom & Britta Hamilton, San Pedro**

Tom, 51, an LED light builder, reports that he can't believe that his wife, 'The Geminator', "has been able to put up with his s--t while living aboard for 10 years. As a reward, "the Hamburger is finally going to paradise." Britta is from Hamburg, Germany. "Our plan is to leave Cape Town to starboard, and transit the Canal." Sounds like a circumnavigation to us.

## **Que Será — Horizon Nemo 39 Heidy Gross & Sean Hall Marina del Rey**

After doing the Ha-Ha in 2008, the now 32-year-old flight attendant created a five-year plan to do the Ha-Ha on her own boat.

"It's five years later, I've got a perfect boat of my own, money in the bank, and a wonderful partner in Sean," she says. "So I'm



'Que Sera'

quitting my high-paying job and sailing over the horizon. After a winter in the Sea, we'll decide what to do next."

## **Vixen — Ericson 39 Dan Dennis & Judy Burch Redondo Beach**

Dan, 69, a retired businessman, and Judy, retired from FedEx, "have been wanting to do the Ha-Ha for 20 years." Dan sold his business on March 1, knowing it would take six months to get *Vixen* ready. Dan did the 1977 TransPac aboard the 73-ft Alden yawl *Criterion*, and Judy joined the boat for the trip back to California. After a year in Mexico, the couple plan to head to the Caribbean.

## **Moonshadow — Deerfoot 2-62 John & Deb Rogers, San Diego**

John, 62, a retired software executive, and Debbie, a retired life insurance executive, are 2.5 years and 11,000 miles into a five-year cruise they have yet to start the clock on. *Moonshadow* competed in the first Atlantic Rally for Cruisers under her first owner, and did a second ARC near the end of her



'Moonshadow'

16-year circumnavigation. John has crossed to the Marquesas and did the 1979 Transpac. The couple will Puddle Jump and go at least as far as New Zealand. Fun fact: Doña de Mallorca did the first leg of *Moonshadow's* 16-year circumnavigation.

We'll take a breather here, but look for another installment of mini-profiles next month. And if you'd like to join the fun, we're taking sign-ups until September 15 at [www.baja-haha.com](http://www.baja-haha.com).

— richard & andy



# BAJA HA-HA XXI

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roster at [www.baja-haha.com](http://www.baja-haha.com)  
and you'll see that boat types  
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In addition to many first-  
timers, there are plenty of 'repeat  
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Mexico cruisers even sail all the  
way back to San Diego each fall  
just to re-do the rally.

Beginning this month, we'll run  
three installments of mini-profiles  
of all registered crews. Also,  
you'll find frequent event updates  
in 'Lectronic Latitude' at [www.  
latitude38.com](http://www.latitude38.com).

If you're new to the event, let  
us explain that the Ha-Ha is a  
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## MEET THE FLEET

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

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

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## IMPORTANT DATES

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

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

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

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

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

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

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

Oct. 27, 11 a.m. — Start of Leg 1

Nov. 1, 8 a.m. — Start of Leg 2

Nov. 5, 7 a.m. — Start of Leg 3

Nov. 7 — Cabo Beach Party

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

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

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#### PLEASE NOTE:

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

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



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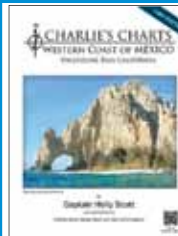
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It was hard enough for the owner of this heavy old cruiser to persuade me to come out for a club race. But how he ever convinced Lee Helm to join us was a complete mystery. The boat is the antithesis of what she considers a proper racing yacht: roller-furling rig, heavy displacement, and a hull shape "from the dark years of IOR," as Lee would say. I can enjoy a casual race on a slow boat with good company, but Lee has much higher standards and a lot less patience. If it's not a fast boat with good sails and a perfect bottom, she'd rather be windsurfing.

Not only was it not her type of boat, but she didn't even get to call tactics. In this program she was working the mast, and I was assigned to be her mid-deck assistant.

"Great sandwiches," Lee whispered when I questioned her motives for being in this situation. "And he takes us out to a fancy dinner, like, even when we lose. Also, there's a really cool fleece jacket for all the regular crew."

Okay, bribes work, especially for starving grad students. No surprise there. But despite the bribes, Lee was not completely with the program on this cruised-out floating condo. With great effort she had convinced the owner to fold down the full cockpit dodger for this race. Usually it stays up, where it adds about a hundred square feet of brake area and makes it almost impossible for the trimmers to see their work.

"Big jib" was the call from the back of the boat, with ten minutes to our start. It was the right call, but a lot more work than on a normal race boat, because first we had to lower the roller-furled 130, flake and bag it, and then pull out the 155 genoa. So we were doing a sail change when we should have been checking out the starting line.

"Furlers," sighed Lee. "They always guarantee that you have, like, the wrong jib up. Those all-purpose 130s are too heavy for light air and too big for heavy air, and hard to tack compared to a full-hoist sail with more power and less overlap."

"Could be worse," added the guy doing foredeck. "If the number three had been on the furler, with those long vertical battens, we'd be late for the start by the time that sail was bagged."

Fortunately there were no battens to deal with, and we did the sail change quickly and efficiently. The 155 was up and drawing just after our prep signal.

"Ready about," hailed the skipper to

get us in position for the first tack with the jib up. Lee ran forward to help the big overlapping sail clear the mast, and I moved forward to help skirt in the foot over the lifelines.

"No skirt needed," said Lee. "No part of this sail is below the lifelines."

"I like it!" I said. "One less thing for the foredeck to worry about on a tack. Good visibility, too."

"I hate it," said Lee. "We give up power and pointing angle. It's like having a two-foot shorter mast, with no rating credit."

"Couldn't be that bad," I replied. "We'll be at the top end of this sail's wind speed range anyway, so I don't think we really need the sail area lost by having a slightly smaller sail."

"Losing the area wouldn't be so bad," explained Lee, "if only the tack was, like, down at deck level and there wasn't such a giant air gap between the sail and the deck. I mean, like, the gap really should be zero, which is easy to achieve with a little foot-roach and a low clew."

"I know it's theoretically faster," I agreed. "But really, Lee, how much difference will it make on this heavy cruising boat?"

"Tons!" she said. "Let me show you some diagrams of air flow around a jib, based on actual measured wind tunnel tests."

"Ready about!" Lee almost had her smart phone web browser fired up when the order came, and we all had to go back to tacking stations. Again, once the

*"Those all-purpose 130s are too heavy for light air and too big for heavy air, and hard to tack."*

jib cleared the mast it was an effortless tack, with the sail completely free of the usual interference from lifeline wires and stanchions.

"Going to a broad reach" was the next call from the cockpit, so the sails went out again as we bore off to the starting line to get a shore bearing and check again for favored end.

"Here's the flow around a deck-sweeping jib," Lee explained after locating the desired image. The important thing to notice is the upwash angle."

"Upwash?" I questioned. "This is a view looking straight down, right? All the wind is flowing horizontally."

"Like, they mix it up with aeronautical terms when they talk about sails as air-foils. Upwash refers to the way the wind direction lifts, or curves to leeward, just before it gets to the sail. If this were a wing, the upwash would be directed up from horizontal flow."

"Okay, I see the lifting wind direction in front of the jib luff."

"But look how big it is!" Lee exclaimed. "If you put a protractor on the streamline right in front of the sail, you get a lift of about 15 degrees."

"Is that real?" I questioned.

"For the two-dimensional case, for sure," she answered. "And if the sail is touching the deck, and high aspect ratio, the 2-D data is valid."

"It still seems unlikely," I protested. "In the real world, I don't think the wind starts to bend until it gets to the sail. How can it somehow know, in advance, that it's about to be affected by a sail?"

"The wind doesn't 'know' anything," Lee responded. "Air just flows from high pressure to low pressure. And, like, if there's low pressure on the leeward side of the sail, then the air gets sucked in that direction as the sail approaches. That's how you get the component of wind moving from the windward side to the leeward side, and when you add that vector to the apparent wind speed, you get the wind bending into a big lift — upwash in aero jargon."

"Luffing up!"

It was another pre-start maneuver, this one to check wind direction from the other end of the starting line. Lee forgot about streamlines and upwash for a second and brought out her mental pre-start checklist.

"Okay, we have shore range in one direction, wind direction from both ends of the line. We still need to know the close-hauled or barging-line course, we need to get our second shore range looking the other way, and we need to know how long it takes to run the line on starboard. And check the current. We already know that it takes 15 seconds to tack in this wind speed."

"Looks to me like left-end pin is slightly favored," I suggested.

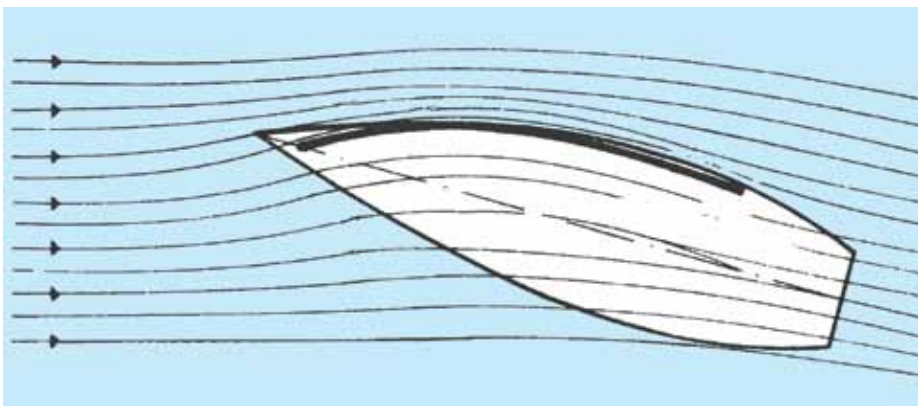
"Totally," Lee confirmed. "Especially since, with all the boats on the line at the start, and the wind taking the easiest path around the obstructions, there's usually a very slight lift on the left end and a slight header on the right end."

"Are you going to relay that back to the afterguard?" I asked.

"Naw, they like to do it their way. This

old lead mine rates the same as a lot of much smaller boats, so we're thrown in with boats that can outmaneuver us on the starting line. We plan on second-row mid-line starts. Saves wear and tear on the gelcoat."

We tacked back to a port-tack beam reach, and Lee's attention returned to the picture of two-dimensional air flow



**Streamlines showing air flowing around a jib, based on two-dimensional flow. Note the upwash angle of about 15 degrees immediately ahead of the sail. (Adapted from 'Sail Power' by Wallace Ross, 1984 edition.)**

around a jib.

"See the upwash?" she repeated, practically shoving the screen of her phone into my face. "See? And, like, what do you think would happen to the flow right in front of the jib if there were a big air gap that let the pressure on the two sides of the sail equalize?" What then?"

"Tacking!"

Lee was interrupted again by another call to tack, this one much more urgent, to avoid some starboard tackers that were coming at us.

"Looks like we're never going to get a good left-side shore range," she mumbled after we were trimmed for starboard tack again.

"Tell me," asked the person in charge of the foredeck. "What are you actually looking for when you find those shore ranges?"

Lee rolled her eyes, but not so the foredeck guy could see. "It's a point on shore that's co-linear with the two ends of the line," she explained. "You'll find that it's much easier for you to call distance to the line when you have a shore range to look at."

The bow guy still didn't seem to know exactly what Lee meant, but the back of the boat announced a jibe so we were tied up with more sail handling.

"Back to air flow around and under jibs," Lee said as she brought the picture back up on her screen. "If air flows under the bottom of the sail, there's no upwash because there's no low pressure to suck the air flow to leeward. No upwash, and the sail luffs. To stop it from luffing, you have to bear off by the

amount of the upwash that was lost from the air flowing under the foot of the sail."

"So you are saying that we have to bear off an extra 15 degrees if there's a gap between the foot of the sail and the deck?"

"Well okay, it's not really

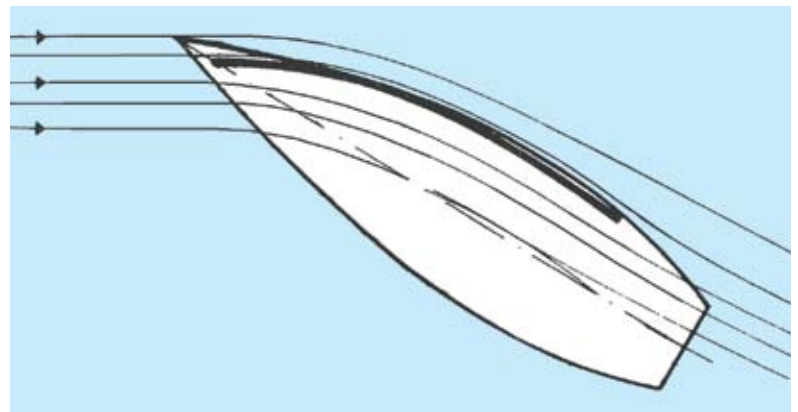
that big a hit, and it's only the very bottom part of the sail. But, like, the pressure difference is reduced at least a little bit for a good distance up the sail, so, like, for sure, you do have to bear off more to fill the sail compared to if it were a deck-sweeper. That's why you can't point as high with an air gap under the jib, even a small one."

"Okay, in the real world, how much to you think we really lose?" I asked.

"Probably two degrees for a small gap, maybe three or four with a sail that's all above the lifelines like this one."

"I read that short wide wings are less efficient than long slender wings because of induced drag," added the foredeck guy. "Is that something different?"

"It's another way of describing the same thing," explained Lee. "But not nearly as intuitive. In the induced drag model, start with a very high-aspect-



**Estimated flow around the lower part of a sail with a large air gap. The pressure difference is gone and the upwash is gone. Note the difference in pointing angle.**

course.

"The afterguard usually forgets to look for course flags," she noted, "but it's on my checklist. Let's see... for a pin-end start, we take the time remaining at the RC boat, add the time to run the line, divide by two, add half the tacking time, and that's when we tack."

She did this calculation in her head, turned to face the cockpit and hailed "tack at 1:40" and then went back to her position on the rail.

As we sailed away from the line it was easy to tell which boats were early and which boats were late, based on our own calculated time to tack. But true to form, the boat didn't reverse course till 1:30, and we would have been 20 seconds



# MAX EBB

late if we had stayed with the plan to go for the pin end. But despite that, and despite our bow crew calling boatlengths off the line without understanding shore ranges, we were almost on the line at the start and got off in clear air.

"Great start!" all the experts in the back of the boat complimented each other. But it didn't last long. Upwind we couldn't point with the smaller boats, and downwind we couldn't surf with the lighter ones.

"So tell me, Lee," I said during a dull period on the second run. "If you just can't abide the gap under a roller-furling jib, how would you set up a boat for casual local cruising and daysailing?"

"How many times do you raise and lower the jib every time you take your boat out for a daysail?" she asked.

"I usually don't do jib changes when I have guests out for daysail," I said, "so the answer is once."

"How many times do you tack?"

"That depends. Maybe a dozen, two

dozen sometimes."

"Okay, so, like, to make sailing easy, do you want roller furling or self-tacking?"

"Let me think about that," I said. "Roller furling at least keeps the sail out of the cabin, so no bending sails on to get rigged in the morning and no folding sails to put the boat away at night."

"Or you could just leave the sail on deck, hanked to the forestay, and snap a cover over it like the mainsail. My idea of a cruising rig is a full-hoist non-overlapping self-tacker, with a clew board, long battens and a big roach. It would be so much nicer than those roller-furled 130s we see everywhere. Those sails are too big for heavy air and too flat and heavy for light air, not to mention they don't point worth beans 'cause of the short hoist."

"Wouldn't a maximum-size self-tacker still be too slow in light air?" I asked.

"It would probably have about the same light-air power as that roller-furled 130," Lee surmised. "But, like, for light

air you could add a giant 155% code zero or something, set on its own furler."

"Did I hear you say you'd allow a sail on a furler?"

"Well, I'd want a recess in the deck for the drum," Lee backtracked a little.

Eventually she confessed that roller furling on light racing sails was not the work of the devil, and had its applications, even on race boats.

We finished near the tail end of the fleet.

"How did your race go today?" asked the server at the owner's favorite restaurant. Apparently the crew were all regulars here. The fancy post-race dinner was standard procedure, and I could see that it worked wonders for crew loyalty.

"We had fun!" proclaimed the owner, using a phrase widely understood by racers to be code for "we got clobbered."

But the food was pretty darn good. I'll have to do a few more races to get my fleece jacket, though.

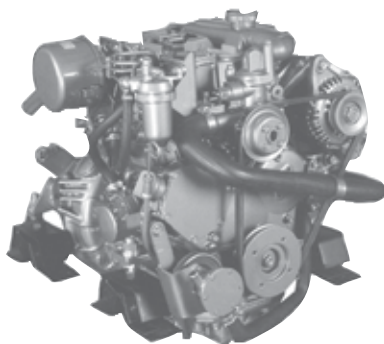
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# THE RACING

**Two 'Moonlight Marathons' in August took advantage of favorable current in their respective neighborhoods; Vallejo YC turned a Wednesday night race pink for charity; the SSS joined forces with the OYRA for the Drake's Bay Race; Lasers circumnavigated the bridge-encumbered island of Alameda and raced on the Cityfront in their Nationals; speaking of Nationals, this is a busy season for championship regattas; and a Bay Area boat hit the road for the Santa Barbara to King Harbor Race. Plus Box Scores and Race Notes.**

## Midnight Moonlight Maritime Marathon

The Midnight Moonlight Maritime Marathon provides a respite from the usual packed summer schedule of windward/leeward courses on SF Bay. This distance race, run by San Francisco Yacht Club, starts in Raccoon Strait, rounds the center pier of the Carquinez Bridge, and returns to the entrance of Raccoon Strait. Since it's a pursuit race, the early-starting, slower boats are challenged to hold off the later-starting, boats, and the first boat over the finish line wins.

Our start on David James' Lapworth 36 *Leda* was relatively early – 2:19 – on a flood current, with strong breeze forecast. We knew we'd have to catch the two Cal 20s that started ahead of us and have a multitude of fast boats trying to catch us.

Despite competition with the Second Half Opener, 12 boats registered. There was a bit of chatter about the lack of moonlight and midnight, but, for us, the notion of a distance race plus the knowledge that the bar would still be open when we got back was enough.

Rock (we took it to port); where the current was strongest, etc. We had a nice downwind run until the right turn at Point Pinole and held on in a close reach to the Carquinez Bridge – despite another debate on whether to peel to a reacher.

The 20-knot winds that carried us down San Pablo Bay meant the return trip, even in flood, was sure to be bumpy, so we geared back up for cold and wet. "The Slog," is what the water-beaten sailors called it later at the bar. After rounding, we couldn't see the Cal 20s ahead, but we could see a J/80 and several other boats closing in on us. We carried our big #1 genoa, which held up well in the breeze, although it meant constantly working the sails.

Before rounding Point Pinole we caught sight of the Cal 20s. The early ebb in the center of the channel helped us extend a bit on the boats behind us. We now had one job: pass the Cals. We edged past them near the Richmond Bridge, but the race wasn't over. The wind lightened, the current was spotty, and the Cal 20 *Can O'Whoopass* crew were working hard. We split tacks, and they almost had us as we sailed into a



an hour of our arrival and enjoyed the warm fire, adult beverages, good dance music and tall tales.

— paige brooks

### MIDNIGHT MOONLIGHT MARITIME MARATHON, SFYC (8/2)

PURSUIT — 1) *Leda*, L-36, David James; 2) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 3) *Saigent*, Cal 2-39, Mark & Rich Pearce. (12 boats)

Complete results at [www.sfyc.org](http://www.sfyc.org)

### Moonlight Marathon

Twelve boats, ranging from the Catalina 27 *No Worries*, rating 228, to the J/120 *Saetta*, rating 48, sailed in Sequoia YC's annual Moonlight Marathon race on August 9. This year's course was from the end of Redwood Creek in the South Bay, around Alcatraz Island, and back to the entrance of Redwood Creek (about 44 miles). The race started at 3:30 p.m. and was scheduled to take advantage of the big currents and extra-large full 'supermoon' that night. To keep it interesting, competitors could ignore all government marks and round Alcatraz in either direction (staying away from the island for safety).



MARTHA BLANCHFIELD

VYC was in the pink on July 23, for their third annual Pink Sail, a beer can race and fundraiser.

At the start, the huge flood meant staying upstream of the line, and we hoisted the kite as we started. The great debates ensued onboard: how to cross the North Bay; which way to pass Red

flat patch of water. But we managed to find breeze and cross the line first at 8:03 p.m. It was an all Lapworth podium, as it turned out, with *Leda*, *Can O'Whoopass*, and a Cal 39 finishing 1,2,3.

The yacht club party was all we'd hoped for. The race crews rolled in within

Top left: 'Leda' starts SFYC's Midnight Moonlight Maritime Marathon near Angel Island's Point Stuart. Spread: The Farr 40 'Bright Hour' sails past San Rafael on the way back to Tiburon. Bottom left: the blustery start of SeqYC's Moonlight Marathon a week later on Redwood Creek.



SPREAD & TOP INSET LATITUDE / CHRIS; LOWER INSET FABIAN PEASE

Conditions were boisterous at the start, with about 25 knots of wind together with a large ebb chop, as the various sized boats all converged on the favored end.

The faster boats had a quick beat up to the San Mateo Bridge, and then gradually cracked off to a close reach up either side of the San Bruno Shoal to the Bay Bridge. Conditions got up to about 30 knots and bouncy around Alcatraz, as the current switched on cue to a flood to speed the close reach back down the Bay. Spinnakers finally appeared just north of the San Mateo Bridge, as the supermoon finally emerged from the clouds. With the first boats finishing before 9:00 p.m., this was the quickest race in memory. Some years boats get in closer to 2:00 the next morning, when the club bar closes.

The slower boats had the moon and stars stacked against them this year, as the current switched from ebb to flood before they cleared the wind hole under the Bay Bridge. Several weren't able to get around Alcatraz before they declared they'd had enough fun and headed for home DNF.

— john graves

#### MOONLIGHT MARATHON, SEQYC (8/9)

SPINNAKER — 1) **Metridium**, Catalina 42, John Graves; 2) **Smokin' J**, J/29, Mark Bettis; 3) **Melilani**, J/105, Richard Butts. (10 boats)  
NON-SPINNAKER — 1) **Ohana**, Catalina 36 Mk II, Dan Lockwood. (3 boats)

Complete results at [www.sequoiayc.org](http://www.sequoiayc.org)

#### Vallejo YC's Pink Sail

The third annual Pink Sail Wednesday night beer can race on July 23 featured pink racers, pink dinners, pink drinks, pink prizes and pink décor. The Pink Pigpetual trophy for the most pink sailors aboard was awarded to Elvin Valverde's J/35 *Joker*; Dale Anderson's Islander 36 *Lean Times*, Tom Ochs' Schock 35 *Somewhere in Time*, and Michael Coleman's J/35 *Hattie*.

"We looked out in the harbor pre-race and 90 percent of crew members were decked out in pink," said club manager Jonathan Douglas. "The Pink Sail is a fantastic event for building camaraderie, adding whimsy to a beer can race, and, of course, raising funds. Racers, cruisers and guests have been looking forward to the fun."

It started off as a little "real men wear pink" boat-to-boat challenge, but it's become a fantastic social event plus fundraiser for cancer research.

The first year was a pass-the-can affair which netted \$70. Last year more than \$300 was raised, and in 2014 the club members filled the pink piggy bank with more than \$1,000 in donations for the American Cancer Society.

Cheering on efforts was VYC member Barbara Blotzer Brown, who took the initiative to custom-embroider 35 pink T-shirts. She sold every one of them – donating the profits to the cause. The Ship Store stocked up on pink merchandise and donated 10% from sales on anything pink during the month of July. The greatest percentage of revenue was collected when members and guests stuffed donations into the piggy bank – \$20 bills were the norm.

Douglas buttoned up a rose-colored shirt and stepped onto a boat at the end of the day. "What a great way to spend a Wednesday! It's fantastic to see the club pull together and support the local community."

VYC challenges other clubs to do a Pink Sail – whether during a regular beer can or as a special event. You can find a How-To at [www.vyc.org/racing](http://www.vyc.org/racing).

— martha blanchfield

#### Drake's Bay Race

The addition of the Singlehanded Sailing Society fleet to OYRA's Drake's Bay Race on August 16-17 was an experiment that mostly succeeded, with the exception of some glitches that will – hopefully – be worked out next year.

Since some boats race in both the SSS and OYRA series, organizers decided that to be scored in both, a skipper would have to race with the least crew allowed. Stephen Buckingham has been doing the Singlehanded SSS season on the 30-ft Black Soo *Starbuck*, so he sailed solo. The glitch was his use of the autopilot,

For more racing news, subscribe to 'Electronic Latitude online at [www.latitude38.com](http://www.latitude38.com)

August's racing stories included:

35th America's Cup  
Round Britain Race  
Moonlight Marathon  
Albert T. Simpson Regatta  
Friday Night Races • YRA Summer #2

Plus previews of the  
Midnight Moonlight Maritime Marathon,  
the Drake's Bay Race, Zongo Yachting  
Cup, Bart's Bash, Melges 20 championships,  
Aldo Alessio, 18-ft Skiffs, Hannig  
Cup, and much more!



# THE RACING



CHRIS GOLIAN

PHOTOS THIS PAGE CHRIS RAY EXCEPT AS NOTED

**This page: St. Francis YC hosted 30 standard rig Lasers and 107 Radials for their National Championships on July 31-August 3. Clockwise from top left: Hey, that didn't happen at the Nationals! Nope, it's the Sir Francis Chichester Memorial Circumnavigation of Alameda, in which Laser racers must somehow 'sail' their boats under three low bridges without bridge openings; THIS happened at the Laser Nationals; the spray flies at a leeward mark rounding; the Cityfront startline on Day 1 of racing. See Box Scores for top finishers.**

a necessity for a 31-mile singlehanded race, but against the rules in the OYRA full crew divisions – and *Starbuck* is also competing in the OYRA series with crew.

Disagreement also arose over which boats passed the Duxbury Reef buoy on the wrong side – but the Sailing Instructions clearly stated that the mark off Bolinas must be left to starboard on Saturday, on the way up to Drake's Bay, and to port on Sunday, during the return trip back to San Francisco Bay.

The regatta had permission from the Coast Guard to fire off expired flares in Drake's Bay, an elephant seal habitat; unfortunately, one of the parachute flares failed to deploy, landed on the ridge above the anchorage, and ignited the dry grass. Fortunately, fire crews were able to extinguish the blaze.

Although the wind on the ocean was painfully light and spotty, a particular burden for the heavier boats, the racers shared the gentle sea swell with porpoises, sunfish (*Mola mola*), by-the-wind sailors (*Verella verella*), and murre

trailed by their singleton offspring.

Sunday's race featured more light air and high fog on the ocean, but once they sailed under the Golden Gate Bridge, the racers finally got 25 knots of wind – and sunshine – for the broad reach back to Corinthian YC.

— latitude / chris

### SSS DRAKE'S BAY 1, 8/16

SINGLEHANDED MONOHULL OVERALL – 1) **Temerity**, Olson 34, David Nabors. (4 boats)

DOUBLEHANDED MONOHULL OVERALL –

1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Wind Speed**, J/30, Tony Castruccio/Konstantin Andreyev; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (12 boats)

SINGLEHANDED MULTIHULL OVERALL – 1) **Tri N Fly**, F-27, David Morris; 2) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED MULTIHULL OVERALL – 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (1 boat)

### SSS DRAKE'S BAY 2, 8/17

SINGLEHANDED MONOHULL OVERALL – 1) **Starbuck**, Black Soo, Stephen Buckingham. (3 boats)

DOUBLEHANDED MONOHULL OVERALL –

2) **Arcadia**; 2) **Moonshine**, Dogpatch 26, Dylan Benjamin/Rufus Sjoberg; 3) **Javelin**, J/105, Sergei Podshivalov/Frank Van Diggelen. (12 boats)

SINGLEHANDED MULTIHULL OVERALL – 1) **Tri N Fly**; 2) **Raven**. (2 boats)

DOUBLEHANDED MULTIHULL OVERALL – 1) **Roshambo**. (1 boat)

### OYRA DRAKE'S BAY I, 8/16

OVERALL – 1) **Inspired Environments**, Beneteau First 40.7, Megan Landeck; 2) **Emily Carr**, SC50, Ray Minehan; 3) **Ohana**, Beneteau 45F5, Steve Hocking; 4) **Elan**, Express 37, Jack Peurach; 5) **Nancy**, Wyliecat 30, Pat Broderick; 6) **Alpha Puppy**, 1D35, Alex Farrell. (23 boats)

### OYRA DRAKE'S BAY II, 8/17

OVERALL – 1) **Moonshine**; 2) **Starbuck**; 3) **Ahi**, Santana 35, Andy Newell; 4) **Sea Star**, Cal 39, Bob Walden; 5) **Rhum Boogie**, Quest 33, Wayne Lamprey. (20 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

### **Sir Francis Chichester Race**

Sailors like circumnavigations. There's something satisfying about returning to where you started, regardless of whether you've rounded an ocean, a





PHOTOS THIS PAGE LATITUDE / CHRIS

**This page:** The Drake's Bay Race was sailed on a foggy, light-air weekend in mid-August. Top: Greg Nelsen and Karl Crawford on the Azzura 310 'Outsider' head north in the Bonita Channel on Saturday; the Black Soo 'Starbuck' (sailed by Stephen Buckingham, in the back) rafted up to the Sabre 40-2 'Escapade' (crew, left to right: Michael Malaga, Leah Pepe, Ramon Nieto, Jennifer McKenna, and skipper Nick Sands). Bottom: fire on the mountain – a faulty flare went astray (the yellow lights to the left are from the occupied Historic Lifeboat Station); the peaceful scene before the start on Sunday morning.

continent or even the small island nation of Alameda. On July 26, 11 intrepid Laser sailors competed in Encinal YC's Sir Francis Chichester Race. While Sir Francis found fame in being the first person to sail singlehanded around the world by the clipper route, these racers could choose their route, and the fleet split: six went clockwise down the Estuary, while five went counterclockwise.

As challenging as the Southern Ocean may be, Sir Francis didn't have to deal with this race's great challenge: ducking under the four bridges that connect Alameda to the mainland. Three have a clearance less than the height of the Laser's mast, which makes for strategic heelings, planned capsizes, and even some rules-sanctioned dragging of boats by the bow line along shore.

With the first bridge just two miles from the start, the clockwise sailors found themselves in a dogpile under the bridges. Once clear, they fought the

current as they sailed up the shoreline and watched the leading counterclockwise boats screaming downwind with the current behind them.

In the end, counterclockwise won the day. Emilio Castelli got the gun, with Roger Herbst and Richard Leland finishing four minutes later after tight match racing under the bridges. Mike Bishop, the leading clockwise racer, crossed the line 15 minutes later.

— Elisa Williams

#### SIR FRANCIS CHICHESTER RACE, EYC (7/26)

LASER STANDARD — 1) Emilio Castelli; 2) Roger Herbst; 3) Richard Leland. (8 boats)

LASER RADIAL — 1) Laird Henkel; 2) Andrew Geist. (3 boats)

Complete results at [www.encinal.org](http://www.encinal.org)

#### **Santana 22 Nationals**

Sixteen tunas schooled for the 2014 Santana 22 Nationals on July 25-27. Racers from host Monterey Peninsula YC were joined by W.D. Schock classics from Santa Cruz YC and the 2013 defender,

Garth Copenhaver (*Oreo*), from SF Bay. Deb Fehr (*Meli'ki*), 2013 Queen of Latitude 38's unofficial Women's Circuit, borrowed Chuck Murray's *Tara* from Santa Cruz, racing with her all-female crew in colorful tutus.

The usual fog stayed away, even if whales and harbor seals didn't. Wind, light and shifty at Friday's practice, behaved better on Saturday at 10-13 knots from the west-southwest, increasing and shifting enough on Sunday, after unseasonal rain showers, to mute most of the left favor known by locals.

Fleet starts were so competitive that over-earlies and fouls became decisive. "The start line was tight and not for the faint of heart," said Fehr. PRO Mike Gross noted, "The race committee observed a good number of boats spinning penalties, which kept things out of the protest room."

Indeed, a penalty turn by *Oreo*, after hitting the start pin in Race 4, helped Bob Comstock's *Rick's Place* secure the championship. On yielding the title,



# THE RACING

JASON HERRING



MAXWELL ROSENBERG

BREN MEYER



MAXWELL ROSENBERG

**The Santa Barbara to King Harbor Race, clockwise from top left: Tim Philpott, Steve Dair, Jeff Bruton and Jason Herring on the Hobie 33 'Flying Dutchman' spot a whale off their starboard bow; Flying Dutchman', seen here at the start, would go on to win first place overall; the crew of Jim Yabsley's R/P 68 'Taxi Dancer' had time to reflect on the race in the early going; 'David Bacci at the helm of the Wyliecat 30 'Uno'.**

Garth thinks of his error "as karmic fruition from last year's Nationals," where he used a match-racing trick to cause an OCS for the previous champion, Michael Andrews (*Bonito*).

Comstock and wife Monika, back just one year from 20 years living in Singapore, celebrated their 29th wedding anniversary racing together with crew Pip, Bob's friend since 1978.

— Kristen Soetebier

## SANTANA 22 NATIONALS, MPYC (7/25-27)

1) **Rick's Place**, Bob Comstock, SCYC, 13 points; 2) **Maybe**, Phil Vandenberg, UCSC/SCYC, 16; 3) **Oreo**, Garth Copenhaver, SSS, 17; 4) **Cnidarian**, Kate Conway, MPYC, 18; 5) **Leprechaun**, David & Charlie Kurtman, MPYC, 30. (16 boats)

Eddie Rideout Trophy for the oldest skipper: **Tickle**, Jeff Carter, MPYC.

Complete results at [www.santana22.com](http://www.santana22.com)

## Santa Barbara to King Harbor Race

On Wednesday, July 23, Bay Area sailors Brendan Meyer, Erik Menzel, and

David Bacci trailed the Wyliecat 30 *Uno* down to Santa Barbara YC, launched the boat, stepped the mast, and dropped into a Wet Wednesday race.

"After we rounded the first mark in back of the leaders, the wind died, and in the big lump of ocean waves and no wind we worked our way through our fleet and some of the fleets ahead to finish in the top group of boats," said David Bacci.

Next up was Friday's Santa Barbara to King Harbor Race. *Uno's* co-owner, Steve Wonne, who bought an avocado farm and moved to the San Diego area last fall, drove up to meet the boat.

"The weather report was miserable," said Bren, "with some sort of weird low coming from the south. Winds of 2-4 knots were forecast." But actually they had a whole 5 knots from the southwest at their 12:25 p.m. start. They reached off a bit, sailing lower than the competition, so that they could set a Code Zero. A breeze of 12-15 knots filled in and lifted them toward Anacapa Island, which must be kept to port. Sailing un-

der spinnaker through pods of dolphins and whales, *Uno* was among the first few boats to make it through the gap between Anacapa and Santa Cruz Islands. They went wide, passing boats that had sailed into Anacapa's wind shadow, then followed the rhumbline to King Harbor.

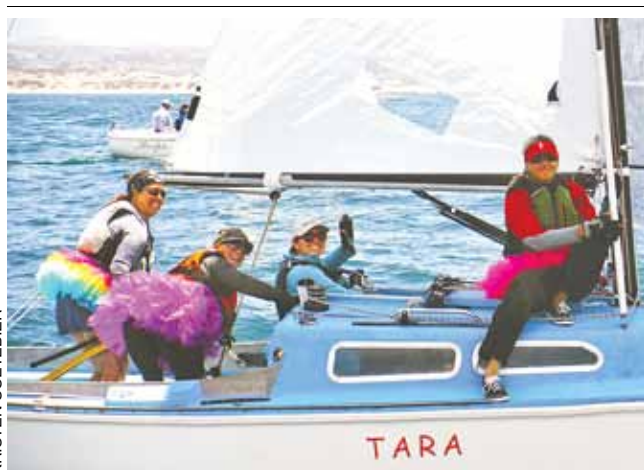
The wind shut down around 2:00 a.m., and the Wyliecat's boatspeed dropped to 0-3 knots. *Uno* finished around 5:00 in the morning in 2-3 knots of breeze from the south, placing third in their division. "Imagine a bunch of tired sailors ghosting along with collapsing spinnakers," said Bacci, "barely making the finish line while rowdy seal lions on a big buoy are carrying on in a wildlife version of the Jerry Springer show!"

The crew's intention was to hang out at King Harbor YC on Saturday and drive home on Sunday, but there wasn't much to do at 6:00 a.m. in Redondo Beach, so, after one hour of sleep, they sailed down to San Pedro, hauled out, and drove home, arriving in Alameda at 2:00 a.m. on Sunday.

Ninety boats sailed in the Santa Barbara to King Harbor Race this year; see results at [www.sbycracing.org](http://www.sbycracing.org).

— latitude / chris

KRISTEN SOETEBIER



Queen Deb on the tutu Tuna 'Tara' had an all-girl crew for the Santana 22 Nationals in Monterey.

### Race Notes

The Andrew Simpson Sailing Foundation finalized the criteria for **Bart's Bash** events to be counted in the Guinness World Record attempt for the largest sailing race in the world.

For a race to count toward the record it must have at least 25 boats participating. The race must take place between 00:00 GMT (5:00 p.m. PDT) and 23:59 GMT on September 21.

Registration for clubs will close on September 14, and individual online

entries will close on the 19th. Anyone signing up after that can do so directly with their club. In California, Berkeley, Richmond and Mission Bay YCs, SFYC/Leukemia Cup, and Artemis Racing in Alameda are signed up, and Treasure Island Sailing Center and Encinal YC are planning events.

California sailors racing abroad

in August included San Diego YC's **George Szabo**, who placed third at the 46-boat **Star Eastern Hemisphere Regatta** after four races. Szabo is ranked sixth in the world among Star Boat skippers. Top-ranked Diego Negri with crew Sergio Lambertenghi of Italy topped the regatta, which was held on August 7-13 in Brunnen, Switzerland.

Also hailing from SDYC, **Scott Sinks and Rebecca McElvain** won the Club 420 class at the **US Sailing Youth**

**Championships** at Grosse Pointe YC in Michigan on August 10-14.

Bay Area kiteboarder extraordinaire **Johnny Heineken** won the **Engadinwind Kitefoil Gold Cup**, held August 11-14 on Lake Silvaplana in Switzerland. The next and final stop on the three-event tour will be in Townsville, Australia, at the end of September.

— latitude / chris

Meet the new Santa Cruz 27 champions. Left to right, back row: **Chris Otanez, Chris Neufeld, Leland Hubble; front row: Ron Boehm, Cindy Satterberg, Doug Stelck.** See Box Scores for results.



BRIAN PIAZZA

## THE BOX SCORES

### LASER NATIONALS, STFYC, 7/31-8/3 (11r, 2t)

STANDARD — 1) Rob Crane, Noroton YC (CT), 32 points; 2) Erik Bowers, Minnetonka YC (MN), 35; 3) Frederick Vranizan, Royal Vancouver YC (BC), 37; 4) Luke Muller, Lauderdale YC (FL), 37; 5) Kyle Martin, Royal Vancouver YC, 45; 6) Stephen Bourdow, SCYC, 51; 7) Malcolm Lamphere, Lake Geneva YC (WI), 59; 8) Max Gallant, Royal Victoria YC (BC), 60; 9) Stephen Long, Santa Barbara YC, 74. (30 boats)

RADIAL GOLD — 1) Erik Weis, Lauderdale YC, 28 points; 2) William Marshall, Fast Sailing (RI), 45; 3) Haddon Hughes, TCYC/GCYSA (TX), 46; 4) Graham Harney, Royal Vancouver, 50; 5) Christine Neville, US Sailing, 58; 6) Alexander Fritz, Royal Vancouver, 68; 7) Ander Belausteguigoitia, Club de Vela Izar (MEX), 74; 8) Patrick Shanahan, St. Petersburg YC/Lauderdale YC, 79; 9) Liam McCarthy, St. Petersburg, 81; 10) Cooper Weitz, StFYC/SFYC, 81. (54 boats)

RADIAL SILVER — 1) Richie Gordon, Cedar Point YC (CT), 83 points; 2) Lola Bushnell, SFYC/SFYC, 89; 3) Ellie Shaw Ungar, Seattle YC/Royal Vancouver, 109; 4) D'amy Steward, Coronado YC, 126; 5) Wade Wagner, Lauderdale/Chicago YC, 140; 6) Greiner Hobbs, Davis Island YC (FL), 147; 7) Caden Scheiblaue, Cabrillo Beach YC/Santa Barbara YC, 161; 8) Alexander Hankins, Lakewood YC (TX), 162; 9) Jessica McJones,

Cal YC, 169; 10) Cameron Feves, Cabrillo Beach, 174. (53 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

### SANTA CRUZ 27 NATIONALS, MPYC, 8/1-8/3 (7r, 1t)

1) **California Zephyr**, Ron Boehm, Santa Barbara YC, 10 points; 2) **Hanalei**, Rob Schuyler, SCYC, 14; 3) **Sumo**, Henry Cassidy, SCYC, 19; 4) **Jersey Girl**, Pete Woodhouse, SCYC, 30; 5) **Mistress Quickly**, Evan Diola, SCYC, 31. (15 boats)

Full results at [www.sc27.org](http://www.sc27.org)

### CORONADO 15 NA, HMBYC, 8/8-8/10 (9r, 1t)

CHAMPIONSHIP — 1) Terence Gallagher, Marina del Rey, 14 points; 2) Kiersten Vance, MdR, 14; 3) Vincent Paternoster, South Coast Corinthian YC, 20. (9 boats)

CABRILLO — 1) Ofer Amir, HMBYC, 20 points; 2) Richard McCluney, HMBYC, 22; 3) Mike Day, HMBYC, 25. (8 boats)

### DAY ON MONTEREY BAY, SCYC, 8/10

PHRF 1 (< 97) — 1) **Elyxir**, SC52, Skip Ely; 2) **Buena Sera**, SC70, Edward Marez; 3) **Hijinx**, J/120, Brad Sampson. (7 boats)

PHRF 2 (97-170) — 1) **Spitfire**, J/70, Tyler Kuraszcusid; 2) **Paddy Wagon**, Moore 24, Sean

McBurney; 3) **Magic**, SC27, Magdalena Naef. (7 boats)

PHRF 3 (171-300) — 1) **Wind Walker**, Islander 28, Van Tunstall. 1 boat)

NON-SPINNAKER — 1) **Sailing Pair a Dice**, Catalina 30, Barry Keeler; 2) **Surprise**, Alerion 38 yawl, Charles Hawley; 3) **Sagittarius**, Catalina 38, Steve Murphey; 4) **Valkyrie**, C&C 41, Dave Emberson. (13 boats)

### SUMMER KEEL, SFYC, 8/16-17 (5r, 0t)

J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Peregrine**, David Halliwill, 12; 3) **Twist**, Timo Bruck, 13. (5 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 11 points; 2) **Mojo**, Jeff Littfin, 16T; 3) **Godot**, Phillip Laby, 16T; 4) **Risk**, Jason Woodley/Scott Whitney, 24; 5) **Akula**, Doug Bailey, 29T; 6) **Jam Session**, Adam Spiegel, 29T. (19 boats)

J/70 — 1) **1FA**, Scott Sellers, 8 points; 2) **Jennifer**, Chris Kostanecki, 15; 3) **Bottle Rocket**, David Schumann, 19. (10 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 5 points; 2) **Stewball**, Bob Harford, 13; 3) **Expeditions**, Bartz Schneider, 16. (5 boats)

MELGES 20 — 1) **Kuai**, Dan Thielman, 9 points; 2) **Flygfisk**, Tom Kassberg, 11; 3) **Blast!**, Roland Vandermeer, 15. (6 boats)

Full results at [www.sfyf.org](http://www.sfyf.org)



# WORLD

With a special report this month on **The Case For Buying Into Charter Management Programs in Exotic Destinations**, and a special **Charter Note**.

## **Putting Your Boat in Charter: An Investment in a Lifestyle:**

If you're new to renting bareboats in exotic locations, you may not realize that most of them are not actually owned by the charter companies that market them. Most are owned by private individuals who keep their boats under 'management contracts' with bareboat firms in order to gain some enticing benefits.

So why would you want to own a "rental" boat far from home? A quote heard often in the Caribbean, where life is lived at a much slower pace than here on the mainland, may help to explain: "It's not always about the money, mon."

Most charter companies are forthright in explaining upfront that buying a boat and putting it into charter is an investment in an amazing lifestyle, although probably not the best place to put your money if your financial goal is to maximize the growth of your portfolio.

Putting a boat that you own into an international bareboat fleet can, however, help offset some of the expenses involved with yacht ownership, such as slip fees and maintenance. With some, but not all, management companies, you also get a percentage of the charter fees.

If you, as a potential boat owner, take far-flung sailing vacations with family or friends several times a year, being in a yacht-management program works to defray the cost of boat rentals, and gives you an incentive to get away frequently

**"Everybody say, 'Pina Colada.'" Picture yourself on a 'business trip' in the tropics, checking up on your investment.**



to use your own boat in an exotic sailing destination. The larger charter companies offer reciprocal use of boats that are of a size and type similar to yours in many venues worldwide.

If charter yacht ownership is an investment that you've been considering, there are many companies with a range of options that may work for you. But be prepared to do your homework and keep your calculator handy.

Larger companies, such as The Moorings (which is now affiliated with Sunsail under their common parent company, TUI Marine), Dream Yachts Charters and the Catamaran Company are called first-tier companies. Through the brokerage departments of such companies, they can guide you through the purchase of a brand new yacht that can remain in their charter fleet for four or five years.

Once that term is up — assuming you purchased the boat with a mortgage — you will most likely still have a hefty chunk of the loan to pay off, although you will have gained five years of equity, and there can be some substantial tax advantages, depending on how your deal was structured. At that point also, of course, all the day-to-day boat costs become your responsibility. So you would have some important decisions to make.

You could retrieve your boat and sail off to paradise, as many full- or part-time cruisers do; sell the boat and be boatless; sell the old boat and upgrade to a new one, implementing a new management contract; or continue to offset some of the day-to-day costs by placing

your boat in what's called a second-tier company such as Footloose (part of TUI), BVI Yacht Charters, TMM, Horizon, Voyage, Conch Charters or Pro Valor Charters. This list is a sampling of such companies located in the British Virgin Islands — which is, as regular readers know, the most popular charter destination in the world.

Another option



ALL PHOTOS LYNN RINGSEIS

for testing the waters of charter boat ownership is to start off with a second-tier company by buying a used boat (of a type and size acceptable in that market) that has already experienced some devaluation, but has been well maintained. Doing this would offset some expenses as you paid down the mortgage.

Not all second-tier companies have multiple bases in different locations where you could use reciprocal privileges, but if you're happy with returning every season to a place like the BVI, you may find that you like working with a smaller, more intimate company. Every company has a somewhat different management deal, such as charging for dockage, maintenance and insurance, so be sure to look into the details carefully.

Some advantages of being involved with a smaller operation include working directly with the owners, such as Jim Gulczynski and Cecilia Donegan of Pro Valor Charters in the BVI. They hail from Wisconsin and were drawn to the BVI like many others by dreams of warm water and sweet sailing. They have owned and operated Pro Valor Charters since 2007.

Cecilia explains: "Being a smaller company in the BVI, each person that

# OF CHARTERING



***Can you spell tranquil? If you've ever chartered in a dreamy location like this, you get the meaning of 'investment in a lifestyle'.***

owns and charters a boat will work with each of PVC's staff members at one time or another during the course of their charter start/end experience. It truly is personal."

Jim and Cecilia own a catamaran in the fleet, so they can relate to fellow owners' requirements and many of them have become life-long friends.

Conch Charters also has a family feel and has been in the BVI for 26 years. Peter Twist is in charge of yacht purchase and management. "There is always a director of the company on site and a lot of our owners like this," he explains.

Another longstanding BVI business is TMM, with founders Barney and Lin Crook still at the helm. They believe it is a privilege to manage and care for the vessels of others, and they appreciate the opportunity. TMM sales employee Don Pietrykowski says, "The TMM program is simple and straightforward and has proved successful for well over three decades." These days, TMM also has bases in St. Vincent and the Grenadines, and in Belize.

Laura Greces, sales manager for BVI Yacht Charters says, "Our longtime staff provides personal service, and potential owners have many options when choosing the make and model of the boat to purchase, along with the equipment to meet their personal requirements."

If you're looking for a larger company with lots of bases around the world, you'll want to talk to Sunsail and The Moorings, as they are the largest. Dream

Yacht Charters is another to consider, as it, too, offers a great diversity of international locations. Stephen Cockcroft of Dream explains, "Unlike other operators, DYC owns about 40% of the fleet and runs owners' yachts alongside company-owned boats. DYC has a well-developed worldwide reservations system with hundreds of agents

to ensure good occupancy of the fleet."

If you and your sailing buddies are serial charter addicts, make sure to find out how much owners' time you'll be given by the terms of your contract. Some companies offer unlimited time, while others allow just a few weeks a year. Keep in mind that owners typically pay a fee each time they use their boat to cover expenses such as prepping and cleaning. Such fees vary from company to company.

Given the highly competitive nature of this industry, it's not surprising that details of management deals offered by different companies vary substantially. Some offer attractive tax incentives, some offer a guaranteed monthly income regardless of how many times your boat is rented, and some offer more use to the owner with more varied choices of reciprocal bases. So we recommend that you shop around, explore your options and talk to other boat owners.

Putting a boat in a bareboat management program won't appeal to everyone, but there are plenty of happy owners who find that the 'pros' outweigh the 'cons'. Some like the arrangement so much that they've upgraded and begun again multiple times when they've reached the end of their contractual period. One satisfied owner is *Latitude 38's* publisher, who keeps his Leopard 45 'ti Profligate' in charter with BVI Yacht Charters, and uses her as a floating office and race viewing platform for a couple of months each winter. He couldn't be happier with the arrangement.

Here's a final thought: The next time

***When was the last time you took a nap in a shaded hammock with the warm trade winds wafting over you like a gentle caress?***





# WORLD OF CHARTERING

you find yourself on a charter watching the fiery sun slip into the sea while you sip a sundowner with your loved ones, take a look at the hailing port on the stern of your rented boat, and make a toast to the owner. It's likely that he or she is stuck at a desk in some landlocked state at that very moment, yearning to be where you are, watching the sun sink below the horizon.

— Lynn Ringseis

## Charter Notes

It's been a longstanding editorial policy at *Latitude 38* that we don't normally run obits on departed sailors. But we do make occasional exceptions. This month we're very sorry to have to ring our 'eight bells' for sailing educator John Connolly.

Born in 1947, John passed away August 1 aboard his boat in Sausalito, surrounded by close family members.

He cofounded Sausalito's Modern Sailing School & Club with business partner Jack Majszak and was an early advocate for crew-overboard practice and research. He personally led ambitious

charter trips in the Caribbean, South Pacific and elsewhere, and taught more than 140 advanced



*Regarded as a walking encyclopedia of sailing knowledge, John personally led many training voyages in far-flung destinations.*

American Sailing Association courses throughout the world.

He also hosted and facilitated the ASA's "live" man overboard trials every few years, where ASA instructors would fly in from all over the country and — under the auspices of the US Coast Guard

— would test the various COB methods with live people in the water in challenging conditions at the foot of the Golden Gate Bridge.

"John's sharing of experiences was effusive and often non-stop," recalls Captain Robert McCreary, an ASA instructor at Modern Sailing. "When John Connolly talked ocean sailing, sailors ranging from beginners to professionals listened.

"His love and fascination for the history and treasures of the areas around the world in which he led students knew no bounds," adds McCreary. "He was a virtual walking encyclopedia of knowledge."

John taught sailing for more than 20 years, but it wasn't his first career. He found early success as a New York tennis champion, rock-concert promoter, and a Southern California foreign-car parts distributor. He developed and held patents for a built-in emergency hull-hole cover and an ice-surface rescue device.

John will be sorely missed by many in the S.F. Bay sailing community.

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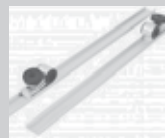
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# CHANGES

With reports this month from **Angel Louise** at Baiona, Spain; **Savannah** getting spectacularly rebuilt in Seattle for a future second cruise; **Beau Soleil** on decades of cruising all over — and around, twice — the world (on \$500/month; from **Joy of Tahoe** on getting from Texas to France, and Schengen problems and solutions; from **R&R Kedger** on the El Salvador Rally; and **Cruise Notes**.

## Angel Louise — Catalac 41 Cat Ed & Sue Kelly Snagged on Fishing Gear (Des Moines, Iowa)

We are now in Baiona, Spain, where Chris Columbus first made landfall back in Europe in 1493. A replica of the vessel he sailed to the Caribbean and back 521

years ago sits in the harbor. We have now personally floated on the waters Columbus left from, the Rio Tinto on Spain's south coast east of Gibraltar, as well as the bay he returned to.

Last week we had a bit of an

adventure, as we managed to get a heavy 100-ft line wrapped around the shaft and prop of our port engine, stopping the engine. It happened while we were transiting a tidal cut between a point and some offshore rocks.

Because the line was attached to fishing gear and a submerged float 100 feet behind us, it actually pulled us backward and to port. We were only able to get out of the jam by applying full power to the starboard engine and steering with 18 degrees of right rudder. We only managed to do two knots. Without the load we would have done five.

We continued on to San Francisco Beach, not far east of Muros, where we were able to set our Spade anchor in

**Lovely Baiona, Spain is a tourist town with a medieval historical center. The population of 11,000 swells to 45,000 in the summer.**

35 feet of water. We were being blown parallel to the beach in a 12-knot wind, but nose toward the beach because the load on the port prop acted like a second anchor, holding our stern into the wind.

Ed got out the wetsuit, mask and snorkel, and jumped overboard with a knife. It was a poor imitation of what Lloyd Bridges used to do on the old *Sea Hunt* TV show. After six dives, I managed to cut the line. The boat was under so much tension that it literally 'jumped' when the line was severed, and quickly turned 90 degrees clockwise to align with the anchor rode.

The rest of the mess on the prop was so tight, and the line so hard, that we elected to continue on to Muros and engage the services of a professional diver. All ended fine, and *Angel Louise* and her happy crew moved on. We were incredibly moved to be escorted by a great pod of dolphins, and this time got one of the better dolphin shots ever.

Life is good! But would be even better if a rain leak hadn't doused part of our MacBook Pro laptop keyboard overnight. It was turned off at the time, so we're hoping that if we let it dry for a couple of days, it will work again.

We're slowly making our way down to the Cape Verdes Islands for a winter crossing of the Atlantic to the Caribbean.

— ed & sue 08/04/2014

## Savannah — Featherlight 43 Cat Teal, Linh and Emma, 7, Goben Working Toward a Second Cruise (Ellensburg, WA)

You really do meet some of the most interesting people on a Ha-Ha. Consider the case of Teal and Linh Goben, who were 38 and 23 respectively when they did the 2004 Ha-Ha with their Lauren Williams 41 trimaran *Savannah*. They had a little excitement during the event, as they were hit by a whale that put a small crack in one of the hulls. Teal was able to make repairs during the stop in Turtle Bay.

Following the Ha-Ha, we met up with the Gobens in Mazatlan and later Banderas Bay. In fact, lovely Linh became the first commodore of the Punta Mita Yacht & Surf



Club. "I missed out," she laughs, "because back then the commodore didn't get to initiate new members with a whack on the bottom with a paddle."

After two years of cruising on the mainland and in the Sea, the couple decided it was time to return home and get on with their life. One of their goals on returning was to earn enough money to buy a larger multihull, this time a catamaran. They sold *Savannah* to Julia Brown — who has entered her in this year's Ha-Ha — to buy a house in the small eastern Washington town of Ellensburg.

Before long, Linh was surprised to find that she was pregnant. With a child on the way, Teal, whose work experience had pretty much been limited to working in a lumberyard, didn't seem to have the brightest prospects. But the great thing about people is that sometimes they can really surprise you. Despite the fact that

ANGEL LOUISE



What's with the Mac?

ANGEL LOUISE



# IN LATITUDES

PHOTOS COURTESY SAVANNAH



**Big photo: Teal, Emma and Linh, the Goben family aboard their new 'Savannah'. Each has certain interests they are allowed to indulge in. For Teal it's tools and the nav station. For Emma, it's cooling off in Lake Union. For Linh, it's simple and healthy food — and wearing heels on the boat.**

the economy was just entering the Great Recession, Teal had no building experience, and contracting jobs in small towns supposedly only go to locals, he decided to become a contractor.

"People thought he was crazy," says Linh. One can only imagine how the young couple had to struggle, right?

"Within a week he had a couple of jobs," says Linh, "and he's been busy ever since. For the last couple of years, he's built \$3 to \$5 million luxury homes."

Who knew there were such things east of the Cascades?

Before long Linh was busy taking care of their lovely daughter Emma, while Teal was not only working hard as a contractor, he even started a millworks supply company. With the young family so occupied, sailing naturally got put on

the back burner.

"Although things were going really well," Linh remembers, "after a couple of years we got the sense that something was missing in our lives. We discovered

what it was during a little vacation trip to Whidbey Island. We saw all the boats and it reminded us how much we missed sailing. We needed the catamaran we'd been dreaming about when we left Mexico.

"We were on the cusp of buying a Wildcat 35 cat," Linh continues. "But Teal got on the Internet and read all the neg-

atives posted about them by the owners of *Bumfuzzle*, novice sailors who had done a circumnavigation on one. Their cat had taken them halfway across the Pacific before they realized what a two-speed winch was, but they still seemed to complain about a lot of things. Our broker told us he felt their comments had really driven down the value of the Wildcats. So we passed."

Linh finally asked Teal why they were only looking for cats in the Caribbean. She knew cats were few and few between in the Northwest, but it couldn't hurt to look. So they found a broker and told him to keep an eye out for a project.

"We were surprised when just a week later he told us to come to Friday Harbor, less than a three-hour ferry ride from Seattle, to look at a Featherlight 43 that had been built by Mastermold in Florida in 1993. Her owner had bought her in the Caribbean, brought her through the Canal, replaced her single outboard on a sled with two 30-hp Yanmar diesels, and got her to the Pacific Northwest. But when his uninterested wife got pregnant, the cat had to go.

"That was 4½ years ago, and we bought the cat that first weekend we saw her. When we did the sea trial, her jib looked like the one Kevin Costner had on his trimaran in *Waterworld*, the main was tired and didn't have full battens, and the boat was loaded down with years' worth of accumulated stuff. But there was a nice breeze, and we hit 18 knots. Teal was just tickled."

You can do 18 knots when your 43-ft cat only displaces 8,000 pounds.

After buying the boat, the family moved her to Seattle's Lake Washington, where she has a view of the Space Needle and has been ever since.

"It took Teal an entire year to gut the *Teal has given 'Savannah', now old enough to drink alcohol, a totally clean and modern interior. Excellent styling and craftsmanship.*



SAVANNAH



# CHANGES

boat. It's a long time, but he was only able to work on weekends, and it's a two-hour drive to the boat from our house. In addition, Teal is meticulous, he took out everything that wasn't structural,

including all the electrical and plumbing. All we wanted was the shell, as we're not fans of the traditional look. We wanted to make her as clean and modern-looking as possible. Low maintenance and very light weight have been two other major considerations."

So far Teal, with some assistance from Linh and Emma, has completed the main saloon and main cockpit, Emma's stateroom, and two other main staterooms. "He's used a lot of honeycomb and other light materials," says Linh, "and carefully weighs everything before bringing it aboard. It's rubbed off on Emma."

"Now seven, Emma knows all about the importance of keeping the boat light. So when it came time for her to select a musical instrument to play, she chose a violin over the piano. And she loves the boat and helping her dad. She hops on and off the boat on her own, and knows more correct nautical terms than do a lot of other sailors on our dock. In fact, Emma has replaced me as cocaptain. I've been demoted to cook."

Linh tells us that Emma is enthusiastic about becoming a marine biologist. She's certainly not afraid of even cold Lake Union water. "It's about 65 degrees, Teal and Linh pose at Isla San Francisco, Sea of Cortez, during their last cruise. Their trimaran 'Savannah' can be seen in the background.

**Teal and Linh pose at Isla San Francisco, Sea of Cortez, during their last cruise. Their trimaran 'Savannah' can be seen in the background.**



**The new 'Savannah'.**

but she still spends as much time as she can in the water. If I have to punish her, I don't go in. I like my ocean water to be over 80 degrees."

The Gobens got Emma interested in travel early. "We kept her watching the Travel Channel, and she really enjoyed it. So she's the one who has mapped out all our future travels. With Emma, I don't need a son, too.

"I love to cook and entertain, so I asked Teal for indoor and outdoor galleys. I know I'm spoiled," she laughs, "but I really needed both. Nonetheless, I'm keeping things really simple and light. All I need to make delicious food outside is the grill, a sink, and one spatula."

Linh got into cooking fresh and natural foods during their first cruise. "Teal, who often dove for dinner, lost 20 unneeded pounds in the first month, and kept it off. "And it's not like we don't drink. Emma has eaten only good food from when she was born. She sneers at Chicken McNuggets and hamburgers, saying they aren't real food.

"We learned a lot from our first cruise," says Linh, "such as we brought 50% more stuff than we needed or ultimately wanted. So now we're keeping things very simple. Nonetheless, in order to be happy cruising, you need to have a few things that are really important to you. For Teal, it's tools, spare parts, and his beautiful nav station."

What about for Linh?

"We all have wants and needs. I want a lot of luxury, but know that I only needed three things: The two galleys and my own head, are the first two. I'd had a shoe locker on our trimaran, but on our new cat I needed my own shoe display."

It turns out that the past commodore of the Punta Mita Yacht & Surf Club has an Imelda Marcos-type shoe fetish.

"Before we went cruising the first time, I had 102 pairs of shoes. I cut that down to 75 pairs for our trip. Some men don't know that a woman needs different shoes for the different seasons. Because we need to keep the new boat as light as possible, I'm going to limit myself to 50 pairs when we move aboard. I'll have two pairs of Topsiders and 48 pairs of high heels.

High heels?!

"People laugh when they see me walking down the dock in high heels, but I can walk better in high heels. The only times I've gotten hurt walking is when I wore flip-flops."



What kind of shoes does she wear on the boat?

"High heels. At least I do about 80% of the time. But I'm careful to buy high heels that don't scuff." A nice big hat, a bikini, and high heels. That's Linh's nautical look. It could catch on.

"It's taken us longer than we expected for our cat to be ready for us to live aboard," says Linh, but we know why, and neither of us are willing to compromise superb quality for getting the boat ready a little earlier. And we do have big plans. We expect to move aboard next summer, and living aboard should make it easier for Teal to get jobs done more quickly. We've already bought everything we need to finish her."

Linh says living aboard is important to the family because "we know we'll be happy there, and happiness is more important than money — although we're confident we could make money anywhere." After being a stay-at-home

SAVANNAH

COURTESY SAVANNAH







PHOTOS COURTESY SAVANNAH AND BEAU SOLEIL

*Insets left. Teal, wiped out after another hard weekend day working on 'Savannah'. Nobody has been able to figure out where Emma got her interest in clothes and shoes. Above; Karen and Mike Riley look normal enough, but what they've accomplished, on so little money, is extraordinary.*

mom, Linh has gone back to work at a title company.

"We'll certainly do another Ha-Ha and go cruising again, but not right away," says Linh. "Sometimes I hear people who haven't done a Ha-Ha dismiss it as a bunch of party people. I tell them to bite their tongue, as the Ha-Ha is a great community. Many of our best friends are people we did the Ha-Ha with, and even though it was 10 years ago, we keep in touch. Half of them are still cruising in other parts of the world, while half of them are in the Pacific Northwest and we have reunions. I wouldn't trade my Ha-Ha and cruising friends for any of my land neighbors. When you do a Ha-Ha and cruise, you discover that you make better friends in a week than you do with land people in years."

— *latitude/rs* 08/04/2014

**Beau Soleil — Dickerson 47  
Mike & Karen Riley  
Cruising on \$500/Month  
(Coronado)**

I don't know how cruisers spend so much money. I say this as someone who has cruised for 40 years, most of it with my wife, and much of it with our son Falcon, on today's equivalent of \$500 a month. We have twice circumnavigated, and recently crossed the Pacific a third time.

I started cruising with *Time Out*, a humble, engineless 24-ft Columbia Challenger. I made it from Coronado to the Mozambique Channel in the Indian Ocean. More than halfway around the world, I ran into a freighter, and knocked three feet off the bow of my boat in the process. I sailed the wreck back to the Comoros

Islands, where I sold her.

After returning to Coronado, I became broken-hearted because I hadn't even attempted to repair my brave little boat. Seeking redemption, I bought a Columbia 24 — the one with the raised cabin and two big ports — and christened her *TOLA*, meaning *Time Out Lives Again*. I circumnavigated with her via the Red Sea and Panama.

It was while passing through Papua New Guinea on my second circumnavigation that I met Karen. We would be married in Australia. Our son Falcon was born in Malta. The three of us continued across the Med, the Atlantic, the Caribbean and the Pacific to Hawaii on our little boat. We finally sold *TOLA* in Hawaii because Falcon had outgrown his berth.

We returned to Coronado to work for a year, then we bought the Dickerson 41 *Beau Soleil*. We circumnavigated with her via the Cape of Good Hope and Panama. Subsequently we spent three years in Maryland so Falcon could complete high school. After he graduated, we sent him off to Coronado for college, and we took off again.

We're still on our Dickerson, but cruise around at a slower pace. We sailed up to Maine, then down to the West Indies and the Western Caribbean. After a couple of years in the Sea of Cortez, we crossed the Pacific, sailing down to New Zealand. Karen, by the way, is a Connecticut/Kiwi. Last year we sailed up to Fiji and New Caledonia, then returned to Whangarei, New Zealand, where we left *Beau Soleil*. We are currently in Coronado, caring for my 92-year-old mother.

I've written 13 books — mostly non-fiction — during the course of our cruising. All of them are available at Amazon. I'm even more proud of the fact that I built my own printing press, and sold my books 'off the back of my boat'. I haven't been able to pay for our cruising habit

***The Rileys say that cruisers can save money by not hauling in boatyards. This is their Columbia 'TOLA' getting a bottom job in India. India!***



MIKE RILEY



# CHANGES

through writing, but it's kept me in rum and beer. There's not much money in writing, but you do meet a lot of people.

As I said earlier, I really don't understand how people can spend so much money cruising. I can only imagine they wake up in the morning and make a plan to spend it all. It just doesn't cost that much to go cruising. Of course, Karen and I do things differently.



**Young, in love, and in the jungle.**

For instance, we do dine out, although only for lunches, because they are much less expensive than dinners. The exceptions are birthdays and anniversaries. When we 'dine out', we tend to eat street food, because we've fallen ill too many times after eating in regular restaurants. My theory is that families who sell food on the street eat all the leftovers at the end of the day. Sit-down restaurants shove their leftovers into the fridge to be served later.

We have also developed a system of 'buy prices' for food that we normally use to stock the boat. Unless we are desperate for something, we never buy over our 'buy price'. When we do find the right price, we buy cases of whatever it might be. For example, cream of mushroom soup, 3/\$1. Beans, four 15-ounce cans for \$1. Rice, 20 pounds for \$7. These are rock-bottom prices, but you can find them. Often you can find them in one country but not others. It does help that our current boat has huge lockers compared to the ones on the 24-footer

**Both buying clothes and having to do lots of laundry are boring and can be expensive. so sailing naked is not only fun, it's economical.**



MIKE RILEY

we went around on twice.

We brew our own beer, we decant toddy from coconut trees, and we make our own rum. Others might call it 'white lightning', but I prefer the term 'rum'. It's my bottle, so I call it what I want!

Despite our being frugal when it comes to food, food and beverages are still our greatest expense.

We also believe that boat insurance is a pyramid scheme. Instead of paying insurance premiums, we buy heavy gear for anchoring and are eternally vigilant. Furthermore, we never leave our boat in hurricanes. Many boats are lost in hurricanes because the owner doesn't attend to the anchor lines.

Lest anyone think that we're shouting through our hat, we have been through the eye wall of four Category 5 hurricanes in 40 years. The eye wall is where the most vicious mini tornados lurk. We're ridden out storms with mini tornados that added 100 to 150 knots to the wind speed.

When we were younger, we used a 15-hp outboard. But gas is very dear in most of the world, so now we either row or use an electric outboard.

Our solar panels give us half a kilowatt a day, allowing all our tools, galley gear, and audio/visual toys to be driven by inverters.

We avoid hospitals. Most ports have shipping pharmacies, where the boat's captain, armed with departure papers, can buy any medicine. We stock up. We also carry medical books, such as *Where There is No Doctor*.

There is plenty of entertainment in our lives. It's easy to organize parties and potlucks. We trade DVDs. And the world is full of great books. I know, because I wrote 13 of them!

We do fly back to the 'real world' every two or three years, but only after exhaustive Internet searches for the lowest prices. Cheap tickets can be found — although they usually involve flying through Communist countries. When in the Third World, a bit of currency adaptation can keep the price down.

The other side of spending on any budget is making money. It's not hard while cruising. Really! But you want to be smart, which means earning money in expensive countries, where the pay is good, and spending it in cheap countries, where everything is cheap. This isn't rocket science, right?



I hold a 100-ton license, but so do many other cruisers, so what's my trick to getting the gigs? I tell the owner that I'm coming to see him and his boat at his dock, and will be arriving on my own boat by myself. Commercial docks are rarely easy, so I check for currents and windshifts before arriving. Then I make sure I make a great landing in front of my potential employer. If you make a good landing, you'll at least get a job trial. You are never paid for the first few days of driving a commercial vessel; that's just the way it is. Make sure you don't break the boat during the trial period, and you should have a lasting job.

Using this technique, I have driven vessels in many parts of the world. I particularly like driving ferries, as I enjoy the challenge of stressful landings with less-than-nimble vessels. Plus, ferry docks are usually located on points, where the current and wind are about the worst. If you aren't ready for that much stress, maybe you should get more practice first.

Sometimes you can only find normal



# IN LATITUDES



PHOTOS COURTESY BEAU SOLEIL

**Spread; The Rileys' Dickerson 47 'Beau Soleil', which Mike stretched from 41 feet with a "surfing bustle". They'd previously done 1.5 circumnavigations with 24-ft boats. Note the solar panels. In the long run they save big bucks. Insets left; Karen with some South Pacific locals. Falcon Riley.**

types of jobs. I worked as a carpenter in Noumea, a truck helper in Australia, an ore wheelbarrow man in Australia, a boatwright in Tunisia, and a backpacker transporter between the San Blas Islands of Panama and Cartagena, Colombia. It's true that none of these jobs were legal, but nobody cared. For instance, I had to walk past an immigration officer each morning to go to work in Noumea. He didn't mind, as I wasn't taking a 'good job' away from a local.

I have also worked on cruising boats as a rigger, a refrigeration mechanic, a delivery captain — you know the drill. Work isn't hard to find if you let people know that you are looking for it. Most boatowners assume that you are as rich as they are. There is no shame in letting them know that you are not, and that you need to make money.

Karen is a wizard with a sewing machine. She has rescued many a sailor in

far ports by repairing trashed sails, and has been rewarded for her work.

When it comes to work, our son Falcon has put both his parents to shame. He delivered ice to boats in Malaysia, used our dinghy to be a ferry captain in Phuket, delivered the morning coffee and newspapers in the Seychelles, and taught kids to rock climb in South Africa. In these cases there hadn't been legal jobs for him, so he created them.

Making money is easy. But if you're not used to getting jobs by your wits and using your hands, I recommend getting some experience before taking off on a world cruise. That's right, quit your high-paying job and learn to use your wits and passion to find work. Really.

So how much does it cost for us to cruise? It comes to about \$500 a month, plus diesel, plus a haulout every couple years. If we are feeling too poor for a regular haulout, we

lean our boat against a dock while the tide goes out or careen her on a beach.

Far from being embarrassed, we feel as though we are living like kings. We fill our cockpit with friends, booze them up, and have a great time. Or we go to all the beach parties, where Karen competes in the game of who makes the best food. When cruising, we eat fish three nights a week, meat three times a week, and have one night of 'who knows what' experiment. I have learned to love the results of the experiments — or else!

Can a couple really cruise for so little. Absolutely! We do it with a Dickerson 41, which is actually 47 feet long because I added a 'surfing bustle'. It costs a lot of money to maintain a 47-foot boat — which is why we do all our own boat work. Can you? Will you?

Some cruisers work and save half their lives for their cruising adventure. We've seen too many who have spent their savings as quickly as they could in their first port. When they are out of money, they have to go home.

Some cruisers are more careful with their money, and get over to New Zealand or Australia or Singapore. But then they lose their courage and/or desire to sail home.

Other cruisers fall in love with the cruising lifestyle, which is based on freedom, joy, laughter, terror, and victory.

Did I mention freedom? Freedom in every sense of the word. Complete and utter freedom. As far as we're concerned, there isn't a drug that can compete with that. We're not the only cruisers who can't seem to give up the sea, as we've met plenty of others who have been out cruising for decades. They might stop

**No longer kids, Mike and Karen maintain their youthful — and healthy — outlook on life. Money, they know, isn't the important thing.**



BEAU SOLEIL



# CHANGES

for a bit, but the call of the sea lures them back. They are addicted, but to a new, non-polluting, non-global warming, totally free, fabulous lifestyle.

So \$500 a month for freedom, joy and happiness. Most of you probably have the boat and enough money in the bank to get started already. What's to stop you? Lack of ambition? The important commercials you might be missing on television?

Got kids? I say take them out of school so they can get a real-world education. They'll make new friends. So will you. People out cruising are like your long-lost brothers. They want to cross oceans as you do. They want to stare at the far horizons with steel in their eyes, as you do. They want to laugh with the full body laughter only possible to those who have succeeded against near-impossible odds.

Or do you want to stay ashore, waste money, get old and fat, and go to an early grave? Life should be more than a slow plod to the grave. Live your life as though it's the only one that you have. Live as if you only have a couple of years left. Draw a few more boxes on your Bucket List.

The one thing you shouldn't do is make the excuse that you don't have the money. Five hundred bucks a month. Anyone can do that. We've been living proof for 40 years.

— mike 06/15/2014

## **Joy of Tahoe — Lagoon 440 Cat Walt & Joy Kass The Schengen Situation (Tahoe City, California)**

*Bonjour* from Port Chantereyne, Cherbourg, France. Joy and I should not be placed in the 'he-man, old salt, pirate-slaying, cruiser class. We believe

***The 'Joy of Tahoe' motors past the Statue of Liberty in New York Harbor. She's now enjoying the country that gifted Lady Liberty to the U.S.***

in calm passages with friendly winds and currents, where the wine glasses don't break and the espresso machine works every day. And we want to thank *Latitude* for all the years of great reading, and for being such a great inspiration and source of knowledge.

After living in Tahoe City and owning Barifot Photography for 40+ years, we were motivated to visit some different and older cultures. So in 2006 we took delivery of our Lagoon 44 catamaran *Joy of Tahoe* at Kemah, Texas. The cat had come directly from the factory as deck cargo. We had Capt Bill Olson sail *JOT* around the tip of Florida and up to the Chesapeake in November 2008 so we could learn how to sail. Twenty-five years of Ski Nautique-ing around Lake Tahoe, and a two-week-long Captain's Course at California Maritime Academy, had qualified me for a Masters 25 Ton Inland USCG license. It's the lowest of the low of these licenses, but above the 'Six Pak'.

We liked the Chesapeake — specifically Tracy's Landing, south of Annapolis and a half hour from D.C. — so much that we decided to stay for three years. The highlights were history, overdosing on soft-shell crabs, the many friends we made, and our trip with said friends to New York on our way to Mystic Seaport. We motored past the Statue of Liberty on July 6, 2012, glad to be on the water as it was 104° on the streets of NYC.

That fall we passed through Charleston on our way to winter in Fort Lauderdale. Spring Break is for the physically young. *JOT* has an air draft of 73 feet, which precludes her from using much of the Intercoastal Waterway, where bridges are a standard 66 feet tall. Getting around Cape Hatteras was an experience we hope not to repeat.

Capt Bill sailed *JOT* to Lymington, England for us, as we didn't want to do 30 days at sea. He arrived on July 1, 2013. We've been 'sort of cruising' since, as we're using our cat as a floating apartment.

There are two additional concerns for U.S. mariners cruis-



ing in the United Kingdom and Europe; immigration regulations and the threat of the 20% Value Added Tax (VAT).

There were reports in the July *Latitude* from Jim and Debbie Gregory on the Richmond-based Schumacher 50 *Morpheus*, and Ed and Sue Kelly on the Des Moines-based Catalac 41 cat *Angel Louise*, on the immigration issue. In particular, the 'Schengen Area' rules that make it difficult if not impossible for Americans to stay in Schengen Area countries — meaning most of the E.U. — for more than 90 days without having to leave for another 90 days. Based on our experience, everything written about the subject in *Latitude* has been accurate.

Here's the short version of our Schengen adventures. Keep in mind that we made every effort to be legal, as our boat is our home. The United Kingdom — except perhaps for the dependencies of Jersey and Guernsey — allows U.S. tourists only six months in the country. According to much research and face-to-face discussions with three UK immigration officers, we learned no extensions

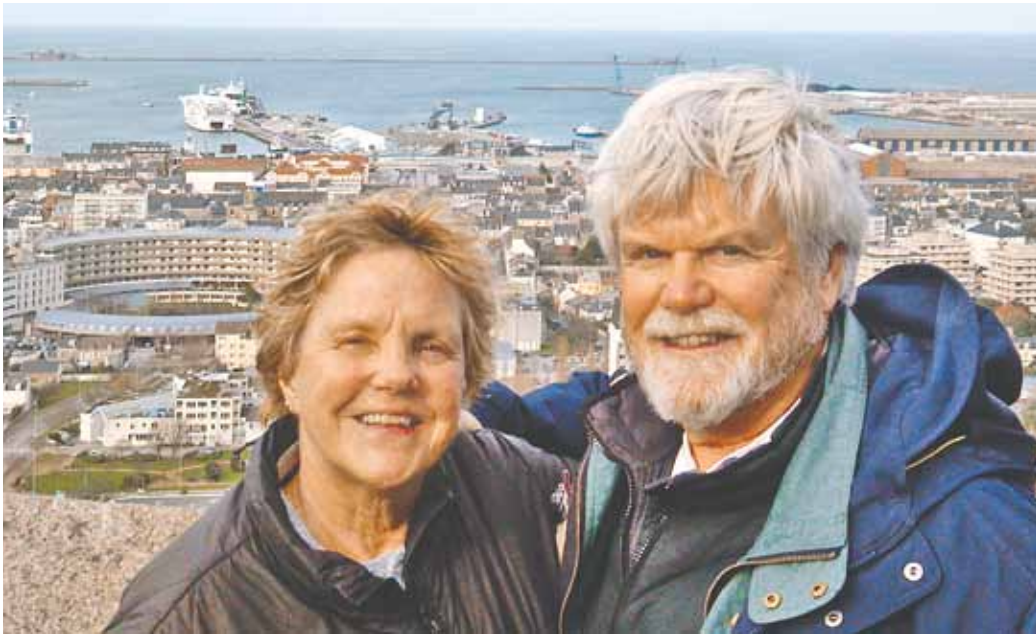




# IN LATITUDES



LOWER LEFT PHOTO COURTESY JOY OF TAHOE



**Joy and Walt, spread, have gotten around on their Lagoon 440. Clockwise from lower left; Tracy Landing, south of Annapolis and close to D.C. Soft-shell crabs from the Chesapeake. Kemah, Texas, where they first stepped aboard 'JOT'. Lymington, England at street level and from above.**

are possible, and that we must leave for six months before we can return for another six months. That's the law.

The reality is somewhat different from the law. One couple we know has stayed on their boat in London for a few years. Each time upon returning from normal return-to-home-type trips, they were granted an additional six months in the UK. The decision to allow visitors back in less than the six months away required by law is apparently left to the immigration officer you get on your return. He/she can ignore the law or not. We were repeatedly told this was the case.

Rather than risk back-and-forth trips only to be turned down by a UK immigration officer, we decided to try something else based on the advice of three French embassy agents in London. They assured us that all we had to do was show up in France, where we could apply for a year-long French Long Stay Visa. So we crossed the English Channel

in mid-January — having become illegal aliens in England for two weeks as a result of waiting for suitable weather. We still missed the weather window by 12 hours, and bashed into 20-knot winds that gusted to 30. The sounds that an overloaded cruising cat can make in such conditions are amazing, but we had no problems other than *mal de mer* and speed over ground of just three knots.

We ended up in Cherbourg, Normandy, which is perfect for us. The local prefecture lady was extremely apologetic, but said that no matter what the embassy agents in London had told us, we couldn't apply for a Long Stay Visa while in France. We ended up having to fly to the French consulate in San Francisco, where they spent five-minutes taking our fingerprints and photos, as well as confirming our income, and health and repatriation insurance. A week after the appointment, we got our passports back with the LSV glued in.

The second step of the LSV is to have a medical exam here in France within

90 days of our return. This involved a two-hour trip to Caen on the Normandy coast for a 241-euro each medical exam, including x-rays and a fairly complete physical. The examining doctor was a little past prime, but very nice, and needed only a black and white filter and a Gauloises hanging from his lips while dusting ashes off the x-rays to fit into a film noir scene.

The confirming LSV sticker was duly pasted and stamped into our passports the same afternoon, making us legal in France for a year. We can travel anywhere we want, with the proviso that we cannot be out of France for more than 90 days in a row, or we are considered not interested in the LSVs. We would have to forfeit them, with the penalty of having to reapply in San Francisco. We can renew our LSV in France two months before expiration.

UK friends have told us they are hearing that both the UK and Schengen Area countries — the latter require you to leave the Schengen area for 90 days after every 90 days — are talking about making visitor visas less restrictive. They also told us not to hold our breath. But for right now, the French LSV seems like the best approach for us.

Before any Americans get too huffy about UK and Schengen Area restrictions on tourists, don't forget that the U.S. also has a 90-day rule for foreign visitors.

Then there is the major matter of VAT. We'll discuss that, and our favorite places, in the next *Latitude*.

—joy & walt 08/07/2014

## **R & R Kedger — Hunter 460**

### **Rob and Rose Benson**

#### **El Salvador Rally (San Diego)**

We'd like to share our fond memories of this year's Cruisers Rally to El Salvador. We'd started our cruising with a wonderful Baja Ha-Ha in 2013, then

**Rose Benson. We're not sure if she's smiling because she has a good cell connection with the U.S. or what, but it's a happy smile.**



R7R KEDGER



# CHANGES

jumped across the Sea of Cortez south to Banderas Bay. Lunch plans with fellow cruisers resulted in our attending an El Salvador Rally presentation by Bill Yeargan and Jean Strain of the Hawaii-based

Irwin 37 *Mita Kuuluu*. They are the organizers and hosts of the event.

Originally we had no plans to stop in El Salvador, as we were going to sail right past that small Central American country on our way to the Panama Canal. But Bill and Jean's presentation opened up our minds and got us excited about El Salvador, so we changed our plans. Besides, it was right on our way to Panama.

It's a bit of a jump from Banderas Bay to El Salvador's Bahia del Sol — a little over 1,200 miles. As the rally doesn't have a defined starting place or starting date, we took our time and made many stops in Mexico. But knowing the rally was out there, we kept sailing. It was a good thing, for otherwise we might have gotten stuck somewhere in Mexico and then returned to San Diego for the hurricane season. As it was, we were able to pick our weather windows so we that had superb conditions all the way down. It wasn't hard, as the weather was almost always accommodating.

We arrived at the Bahia del Sol rally site on the first day, and stayed through the final day, a full month later. We met

**One of the El Salvador Rally boats crosses the bar at Bahia del Sol. It's rarely as exciting as most crews hope it will be.**

many Salvadorans and the most amazing fellow cruisers. The cruisers who were headed north proved to be excellent sources of current information on the places we were headed to.

From our welcome cocktail through the final dinner, Bill and Jean went out of their way to make the event terrific, keeping all the participants engaged and entertained. We learned how to make *empanadas* and *papas*, paddled a *cayuco*, visited colonial cities, and even swam in a pool — with large blocks of ice — with our new best cruising buddies.

For those who wanted to do more land travel in Central America, Bill and Jean either led the way or hooked us up with locals who knew the way. We quickly learned that it's easy to visit a lot of places without too much effort. We truly enjoyed our trips all around El Salvador, Guatemala, and Honduras. The people, history and culture were mesmerizing.

A great thing about the rally, aside from the wonderful people at the marina and hotel, is that you could participate as little or as much as you wanted. Activities were planned for most days, but if you wanted, you could pass. As a result, we could catch up on planning, boat projects, and the always important relaxing.

Another plus of the rally was that it didn't matter if you arrived days late or needed to depart before it ended. You could arrive when you liked, stay as long as you wanted, and depart when you wanted to or had to.

We liked El Salvador so much that we stayed at Bahia del Sol for an additional month. We honestly thought about staying there even longer, but knew it was time to head toward the Panama Canal. We most likely will return to Bahia del Sol when we head north in the Pacific again. It won't matter if the rally is happening or not; we will return to see our Salvadorian friends, and we're sure that Bill and Jean will insure "the fun will continue."

— rose and rob 08/08/2014

Readers — "This was the fifth year of the El Salvador Rally," report organizers Bill Yeargen and Jean Strain. "Entries start from anywhere they want when they want, and the Bahia del Sol activities start in mid-March and continue for about a month. The entry fee is \$76. We had 32 entries the first year, with a 40% increase the next two years. The next two years it dropped to

R7R KEDGER



**Rob takes a crack at making maize. It's not easy.**



about 25, but picked up again this year. The number of non-rally arrivals has increased each year from 14 in 2012 to 37 in 2014. The majority of these boats say they heard about El Salvador from former rally entrants who recommended us as a 'must stop' destination. Also encouraging is more boaters are finding that this is a good place to stay during hurricane season. Twenty-one boats are summering over this year. While a couple of boats have had exciting bar crossings over the years, most have been 'Ho-hum, what's the big deal?' crossings."

## Cruise Notes:

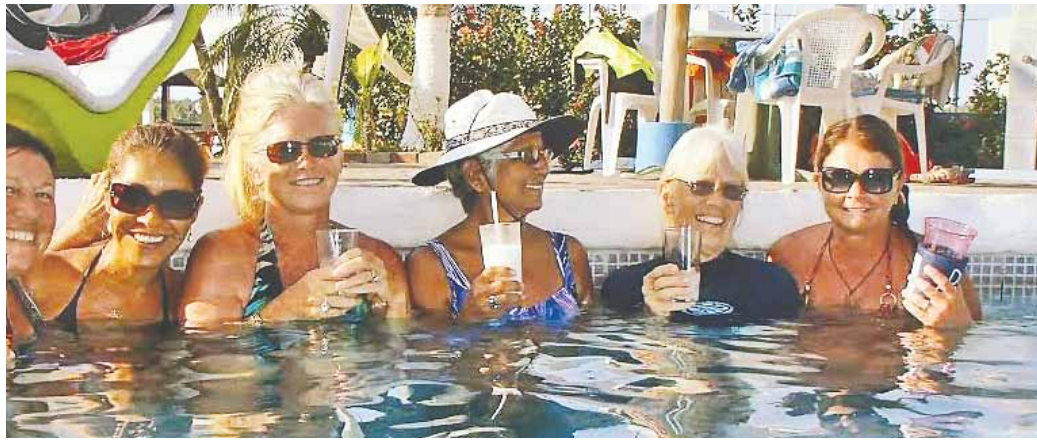
We can't believe it, but Mexico's 'Nautical Stairway' idea is back. About 30 years ago, a private marina company came up with the concept of a 'stairway' of harbors and marinas between California and the Pacific Coast of tropical Mexico. It got nowhere. About a dozen years later, **Fonatur**, Mexico's tourist

EL SALVADOR RALLY





# IN LATITUDES



PHOTOS COURTESY RYR KEDGER AND EL SALVADOR RALLY

too. Some \$500 million pesos are earmarked for a new marine terminal in P.V., another \$500 million pesos to upgrade the old colonial city center and *malecon*, and \$50 million pesos for a new terminal at the airport. San Blas, in Nayarit, will get \$500 million pesos for tourist development, with the main focus being the historic port. You'll remember that last month the Governor of Nayarit announced that ground would be broken this November to make tiny San Blas the biggest container port in Latin America. All we can say is only time will tell.

*Cherchez la femme!* "There is this giant government Customs boat that comes and searches your boat in the Marquesas to see if you have anything you haven't declared," report the crew of the Channel Islands-based Hughes 58 cat **Lil' Explorers**. "They searched our boat in Nuku Hiva. We heard that the boat came to Tahiti, where her crew got drunk and hooked up with some fun-loving women. No doubt seeking to impress the ladies, the crew took the customs vessel out for a little spin — and hit a reef, sinking the boat."

"I've been in La Paz for seven years and had never seen a *chubasco*, but we've already had half a dozen of them this year," reports **Shelley Ward** of La Paz Yachts. *Chubascos* are powerful but short-lived storms that normally hit farther up in the Sea of Cortez in the summer and fall. Perhaps caused by very warm air and ocean temperatures, one came up through Cabo on July 24 with 80-knot winds, glanced La Paz with just 35 knots, and then nailed the anchorages of San Evaristo and Puerto Escondido with what was estimated as up to 60 knots of wind.

One of the victims was **Cyber**, Bill Grinder's Yorktown 35. A failed weld on a Sampson post apparently started a chain **Bill Grinder's Yorktown 35 'Cyber', on her first mini cruise, was a victim of a powerful chubasco at San Evaristo.**



**Spread; Cruisers gone wild at Bahia del Sol? Not exactly, but everybody enjoys it when the big chunks of ice are put in the pool to cool the water. Other photos from lower left; One of the van tours. Salsa instructors demonstrate how to do it. The Ladies Sundowner Society meets in the pool.**

development agency, not only revived the idea, they acted on it with tons of money. One of the first things they did was build a breakwater at remote Santa Rosalillita on the Pacific Coast of Baja, which was to be the terminus of a 'land canal' for boats from the Sea of Cortez to the Pacific. Once the breakwater was finished, it started filling with sand, and to our knowledge has never been used.

The rest of the project was to consist of high-end resorts with golf courses and about a dozen new marinas located near similarly new airports. It was a brilliant idea — assuming everybody in California with a boat over 30 feet was going to bring them down to Mexico every year. In the end, all that got built were nine marinas, the best known of them at Puerto Escondido, La Paz, Guaymas, Mazatlan and San Blas. Except for Mazatlan, most

of them have been under achievers, to put it mildly.

Previous 'Stairway' failures notwithstanding, during a recent tourism festival at Cancun, **Mexican President Enrique Peña Nieto** unveiled plans for a new \$174 million peso 'Nautical Stairway' from Baja Norte as far south as Nayarit (Banderas Bay) "to make of the Sea of Cortez a safe and attractive spot for the practice of sailing and yachting." Isn't it attractive enough already? We hate to be a killjoy, but mariners haven't been crying out for such facilities.

There is a lot more tourism investment money headed to **Puerto Vallarta** and the **Riviera Nayarit** over the next five years,



EAGLE



# CHANGES

of failures that put the boat on the beach at Evaristo with a large hole. "It's really sad for a couple of reasons," says Ward. "First, Bill, who had been our Friday net controller, had spent three years fixing up the boat, which he'd bought without a mast from a boatyard. Second, it was his first little cruise on her, with his Mexican wife, kids and dogs."

Jake Howard of the Seattle-based Hunter 40 **Jake** reports that they had 38 knots gusting to 42 at **Puerto Escondido**. Three boats had dinghies with outboards flip over. "Boats to the south at **Candeleros Bay** had 50-knot gusts." **Saltshaker** went onto the rocks at Ensenada Blanca, and is apparently a lost cause. **Carpe Iam** was blown onto the rocks at Isla Coronado. While she was left unguarded for the night, many things were taken. Big surprise. She was hauled at Puerto Escondido, declared a total loss, and will be sold as salvage.

Speaking of strong winds, **Joy of Tahoe**, Walt and Joy Kass's Tahoe-based Lagoon 440 cat, has seen her share of powerful winds in the last eight years.

"Despite three hurricanes and one



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night of 99-mph winds, our experiences have been very anticlimactic," reports Walt. "JOT was docked near Kemah, Texas in a well-protected marina with 25-foot-rise pilings on floating docks

with condos all around. We weren't aboard when hurricane *Ike* hit in 2008. After a week of no word and nail-biting, we learned that *JOT* was fine despite damage to Kemah. The boatyard she'd been in just before had been blown 30 miles inland!

"*JOT* was berthed at Tracy's Landing, Maryland when hurricane **Irene** came through in 2008. We were in Tahoe and she was spider-webbed in the marina. Once again, nobody was aboard and there was no damage.

"We were aboard *JOT* in the Chesapeake when hurricane **Sandy** came calling in 2012. The usual spider web of lines was deployed, and she sat out 60+ knot winds in the marina. We watched from a few blocks away. Although Sandy devastated large areas, the Chesapeake was mostly spared. Having a generator and watermaker made us a little smug.

"The last wind event was at **Lynington** on the south coast of England near the Isle of Wight. We heard predictions of 100-mph winds two days before, and had *JOT* tied to a 150-foot pontoon be-

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tween two pilings near the town center. As a precaution, we ran extra lines to the pontoon before going to bed. There were 99-mph winds at the Needles, and we woke the next morning to find the pontoon had a 90-degree angle. Our lines and that of other boats were all that were holding it together! No damage to *JOT*."

"For a visiting cruiser to describe the boats in the **Waiting Room** anchorage just outside Puerto Escondido, Baja as "squatters" is simply wrong," reports Mike Wilson of the S&S 44 **Tortue**. For one thing, it's a tough place to anchor. Second, each of the vessels is legally moored there and pays a monthly or daily fee to A.P.I. (Integral Ports Authority). It's just like people paying to have a boat on a mooring in Newport Beach. This fee includes garbage disposal and a water supply.

"We've been making a summer cruise to the Sea of Cortez from our base in Mazatlan for the last several years," continues Wilson. "Normally we cross in late June or early July, when the winds have switched to the southerly monsoon,

and most always when there is a full moon. It's normally a lovely sail, and we usually make landfall at Isla San Francisco or Agua Verde. When the northers return late in the summer, we reach south and east back to the mainland.

"Melissa and I never take a mooring," Wilson goes on, "as we prefer to rely on our own tackle, knowing it's in good condition. We've enjoyed our time in the Middle Sea, and have found the folks who have chosen to make it their home to be friendly, decent, extremely helpful — and yes, a bit different. The latter is part of the flavor. As for **Elvin Shultz** of P.E.M.S. in Puerto Escondido, who was suspected of 'borrowing' a dinghy, he's as honest as the day is long. If he says he took someone's dinghy by mistake, we believe him."

"We sailed from New Zealand to



*The 'Pacific Highway' crew thanked these playful Fijian kids for their hospitality by giving them a 2012 Baja Ha-Ha frisbee.*

Fiji, arriving at the end of May, report Bruce and Laura Masterson of the St. John, USVI-based Davidson 44 **Pacific Highway**. "Fiji has quickly become our favorite cruising ground. The Fijians are incredibly friendly, the snorkeling has been the best ever, the beaches are spectacular, and the food and fishing great. Best of all, the cost of living is easy on a cruiser's budget. We were adopted by a village in the Lau Group, where we found

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# CHANGES

a good home for our 2012 Baja Ha-Ha frisbee!

"Having left our Nor'West 33 **Brio** in Chiapas Marina, Mexico for hurricane season, we arrived at Bahia del Sol, **El Salvador** both excited and nervous about the bar crossing," report and Leah and Jonathan Kruger of Vancouver. "Frankly, we were disappointed in our bar crossing, as there were no breakers. Bill Yeargen and Jean Strain of the Irwin 37 **Mita Kuuluu** were at the Bahia del Sol dock to greet us with slushy rum drinks. Check-in with customs and immigration took less than 30 minutes. Our only regret is that we didn't leave the boat in El Salvador for hurricane season the year before, as we could have had the wonderful locals varnishing and painting while we were gone." The couple have recently passed through New York City on their way to Jonathan's home in Maine.

Who liked the **El Salvador Rally** and El Salvador? Among many was Kevin 'CB' Midkiff of the Seattle-based Hans Christian 38T **Palarran**. "We signed up for the El Salvador Cruisers Rally on the



EL SALVADOR RALLY

**Kim and Dave Wegesend of the Catana 42 'Maluhia' in El Salvador looking pretty happy. Maybe it's the change after years in P.V.**

recommendation of friends who did it in 2011. We're glad we did. We got here mid-April, and four months later are still here. On a cruiser's budget — and not very good at sticking to it — staying in El Salvador would have been way more economical than staying in Costa Rica."

"Since leaving the Galapagos for the South Pacific, we have had two days of motoring with no wind and the current against us, followed by three days of over 200 miles per day," blogs Al Wigginton of the Indianapolis/Livermore-based Hughes 65 catamaran **Dragonfly**. "Yesterday it looked as though we would exceed 240 miles in 24 hours, but oh no, my wife Jill, the referee, blew the whistle and called for a reduction in sail so it would be easier for people to sleep. My view is what we have on the boat are not people, but crew, and they should not expect to sleep when a few more bumps and crashes at 13 knots would get us over the 240-mile-per day hurdle. What Jill did was the football equivalent of calling offensive pass interference on a touchdown, assessing a 15-yard penalty, and giving the other team possession. I will be filing an official protest with the Pacific Puddle Jump to overturn the call and ask for sanctions against the ref.

"Our crossing from Panama to the Galapagos, and on to the Marquesas, was nice except for **breakages**. We broke



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a main halyard just before getting to the Galapagos. Fortunately it was at the crane, so we only lost 18 inches, but it was a pain to re-run. Four days after leaving the Galapagos, one autopilot quit. Three days later, the new back-up autopilot quit, so it was hand-steering from then on. Our rudders have a hydraulic link instead of a bar between them, and we had a problem with one cylinder leaking past the ram. So after a few hours one rudder would go out of alignment. In half an hour it would be badly misaligned, so I closed the bypass valve, meaning we could only steer with one rudder. This was all right when we were on one tack, but we had difficulty sailing on the other tack, as the weather helm would overcome the rudder and the boat would head into the wind. So we stayed further south than we wanted, then made some northing back when the wind dropped and we were close to Fatu Hiva.

"We got repairs done and a new cylinder in **Nuku Hiva**. A control head had gone bad on one autopilot and a

pump/motor unit in the other. Everything is fine now except for a recently broken Reefurl unit. Although it was new in 1999, the folks at Reefurl said they would cover it under warranty! We have done four weeks of rotations with the Sea Mercy folks and are waiting to start the next eight weeks of non-stop travel in the Lau Group of Fiji. So far it has been great fun and very rewarding."

"We have spent two months in New Caledonia, and love it," report Steve and Dorothy Darden, long ago of Tiburon, of the M&M 52 **Adagio**. "There are a few things Puddle Jumpers heading this way need to know about.

The first is about checking in with customs and immigration at **New Caledonia**, as misleading information is given



*New Caledonia is 750 miles east of Australia and home to 250,000 people. This is an aerial view of a marina in the capital of Noumea.*

on both the Puddle Jumper's PDF and the Port Moselle Marina's website. While there are five ports of entry — Lifou, Koumac, Hienghe, Touho, and Noumea — the truth of the matter is that you can only fully check in at Noumea without incurring a large and unnecessary expense. There have been cases where cruisers who have landed in Lifou, for instance, have had to pay for an immigration official to fly round-trip, plus

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# CHANGES

hotel and meal expenses, to avoid big problems.

"Second, the Puddle Jump Guide seems to suggest that Port Moselle Marina and Port du Sud Marina are somehow one facility, but they are two.

"Cruisers also need to be aware of the changing political climate in New Caledonia," continue the Dardens. "The locals are friendly in most places, but not in some of the outlying areas. For instance, two cruising boats in the lovely Bay of Oro on the Isle of Pines were told to leave by locals in a small boat. When you cruise New Caledonia waters, it is important to be sensitive to changing attitudes."

It's getting toward the **cruising rally** time of year, so let's review them. We'll start with the 2,700-mile **ARC** from the Canary Islands to St. Lucia that starts in late November. There are 215 entries, 14 from the States: **Antares**, Island Packet 380, Joe Novotnak; **Aphrodite**, Swan 46, Christopher Otorowski; **Balikcil**, Jeanneau 45, Mustafa Yurtbulmus; **Bikini**, Bavaria 49, Dmitri Sokolov; **Ekaterina**, Sabre 386, Michael Bull; **Euphoria**, EC-

42, Len Borjeson; **Hanuman**, Oyster 54, Morris Schindler; **Imagine**, Najad 355, Ben Kaliwoda; **Libeccio**, Leopard 44, Kevin Rush; **Maravilha**, Hanse 430e, Victor Pinheiro; **North**, Hallberg-Rassy 43, Nejat Avci; **Sojourner**, Shannon 37, Ken Small; **Perseverance**, Swan 56, Tom Puett; **Constanter**, Swan 62RS, Willem Mesdag.

The ARC became so overcrowded a few years back that they had to add the ARC+, which starts a little earlier, stops at the Cape Verde Islands, then continues to finish in St. Lucia at the same time as the original ARC. There are currently 63 entries with a big waiting list. The U.S. entries are: **Archer**, Outremer 51, Rick & Julie Palm; **Asylum**, Bavaria 39, Thane Paulsen; **Azzurra**, Tayana 55, Ray Veatch; **Bonnie Lass**, Catalina 440, Bill Alexander; **Carrick**, Rustler 42, Allan Dobson; **Makena**, Lagoon 620, Luc Barthelet; **Purr-fect**, Lagoon 380, David and Linda Witham; **Wipaca**, Lagoon 450, Oscar Rabeiro Bonome. It's fun to see

what people are cruising on these days.

There are also three rallies from the Northeast to the Caribbean: The **NARC** (North American Rally to the Caribbean); the **Caribbean 1500**; and the newest and biggest of them all, the **Salty Dawg Rally**. More on them next month.

Sixteen years ago, Clive Green, a former utility worker who is now 62, and Jane Green, a former hospital microbiologist, now 60, left Wales on what was intended to be a weekend cruise to Ireland and Spain. They didn't return for 16 years, having now completed a 56-country, 60,000-mile circumnavigation with the **Trident Challenger** they bought for \$30,000. They spent another \$36,000 outfitting the boat. While cruising, they lived on just under \$1,000/month, most of which came from two small rental properties. One time they ran short of funds in Fiji, and had to trade one of her bras for fruits and veggies! The couple say they saw a lot of great places, but the most rewarding were the people they met along the way. No surprise there.

We'd love to hear from YOU!

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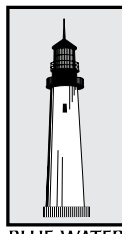
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## 24 FEET & UNDER



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**22-FT CATALINA CAPRI, 2002.** \$11,500. Like new, wing keel, race package, lake-sailed, Trail-Rite galvanized trailer with brakes. 2006 Honda 5hp 4-stroke. Newer sails, Ullman race main, Quantum Kevlar 135%, Haarstick Tirradial 155% Santa Cruz Tirradial carbon and Kevlar 155, Somerset spinnaker and Rolly Taskie spinnaker. Mast-mount Velocitek speed puck. Lifesling, anchor, handheld VHF. Equipment stored: CDI furler + sleeve, newer cockpit cushions, unused Porta-Potti. (707) 278-7071 or (650) 888-6626 or coovert6682@gmail.com.

**CATALINA 22 MK II WING KEEL.** 2001. Shady Cove, OR. \$10,000/Asking. Hull #15464 w/single-axle galvanized trailer. Clear title to boat and trailer. Many extras. Call or text for details. (530) 277-6760 or (541) 646-9220 or gfnin@yahoo.com.

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**25-FT CATALINA, 1980.** Owl Harbor - Delta. \$5,995. Swing keel, new standing/running rigging; 110AC, new 8hp with cockpit controls. New furler, 135% genoa. Clean interior. No trailer. More at <http://dhowe.com/c25>. Contact (916) 214-4281 or boat@dhowe.com.

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## 29 TO 31 FEET



**30-FT CHEOY LEE BERMUDA KETCH.** 1965. Point Richmond, CA. \$18,500. Well-maintained 30-ft ketch. Yanmar 3GMF, aluminum masts and booms, roller-furling jib, new teak deck and cabin sides, full boat cover, rigged for single-handed sailing. Contact (510) 412-2120 or grinz.sailing@gmail.com.



**30-FT SEAFARER, 1963.** Moss Landing, CA. \$29,500. Bill Tripp-designed full-keel boat made in Holland. New 24hp Yanmar, total restoration, absolutely beautiful. Call or email James. (831) 383-1650 or windwardcaymarine@yahoo.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 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. (575) 758-8366 or jmac@laplaza.org.



**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 BENEUEAU, 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@elversfamily.com.

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



**30-FT WILDERNESS, 1980.** Richmond. \$12,500. Ultra-light sailboat with standing headroom and berths for four. \$10K professional re-fit in 2011 including new paint. 2010 6hp Tohatsu Sail Pro. With an extensive sail selection, this boat is ready to race! Email foxlegende@yahoo.com.



**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.

**29-FT RANGER, 1973.** Napa. \$2,500. Popular SF Bay design by Gary Mull has great potential for the handyman. Roomy interior sleeps five, enclosed head, folding dinette table, custom dual anchor rollers, 3 anchors, windlass, dodger, all lines led aft, Dutchman flaking system on main, 3 jibs, spinnaker, 2 self-tailing Lewmar #30 winches, slotted toe rail, Atomic 4 gas engine, bow/stern pulpits, depth sounder, knotmeter, compass, VHF. Owner passed away, priced to move quickly. For details, email: ranger29sailboat@hotmail.com.

**30-FT ERICSON 30-2, 1979.** San Francisco. \$17,000. Clean cruiser, great condition, rebuilt Yanmar and engine mounts (2014), new sails (2012), Harken RF, spinnaker and pole, wheel, VHF, depth, speed, grill, stereo, head with holding tank, pressurized water. Email gallagher415@gmail.com.



**30-FT PALMER JOHNSON.** Charleston Harbor, Coos Bay, OR. \$14,000. Designed by Olin Stephens. 10hp Volvo Penta MD-6A diesel. Boat needs upgrade, gear, cosmetics and refurbishment. Contact Rick, rjtesq@northcoast.com or (916) 296-8525.

## 32 TO 35 FEET

**32-FT GULF PILOTHOUSE, 1986.** Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info: [gulf32coyotepoint@live.com](mailto:gulf32coyotepoint@live.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](http://www.ericson351977.blogspot.com). Call (925) 935-4413.



**33-FT FREEDOM CAT KETCH, 1980.** Oxnard, CA. \$10,000. Strong, sound and simple. 15hp Yanmar, new running rigging, new fuel tank, new batteries, centerboard draft 3' 6"/6'. Needs stove and new electronics. See Yachtworld for specs. Email katakun@mac.com.



**35-FT ERICSON, 1977.** Pt. Richmond, Alameda. \$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](http://www.ericson351977.blogspot.com). Call (925) 935-4413.

**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 Tillerpilot, 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.



**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.



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

**33-FT 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](http://www.mechdesign.com/3200). (435) 640-0587 or sail@mechdesign.com.

**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.

**33-FT WAUQUIEZ GLADIATEUR, 1983.** Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website. Please contact if questions. [www.quest33.info](http://www.quest33.info). (707) 832-3734 or (707) 725-2028 or krs1147@aol.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. <http://picasaweb.google.com/Gnuggat/J105181Wianno> ForSale# or gnuggat@gmail.com.

**34-FT HUNTER, 1983.** Stockton Sail Club. \$26,000. Clean, fresh-water boat, light usage. New bottom 10/2013. Yanmar diesel. MaxProp, GPS, 135% genoa, 110% jib, spinnaker. Many extras. Pictures available. (916) 715-9861 or (916) 419-6818 or omafray02@sbcglobal.net.



**34-FT O'DAY, 1982.** Alameda. \$25,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.



**32-FT ERICSON, 1985.** Benicia. \$17,500. Model 32-3, deep draft 6' lead keel, Universal M-25 diesel, newer Twin Disc TMC transmission, Edson wheel steering, Hood main and foam luff working jib, ProFurl furler, Barient self-tailing primary winches, newer upholstery, documented, 7/13 haulout, very clean. (707) 748-1364.



**34-FT IRWIN CITATION SLOOP, 1978.** Los Alamitos Harbor, Long Beach, CA. \$18,500. Federally documented. Good condition. Diesel inboard, roller furling, wood interior, ample seating. Twin winches, cockpit and mast. Newer lines, battery and electric bilge. (949) 290-5128 or Paul@californiaglassblock.com.

### 36 TO 39 FEET

**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.



**38-FT BENETEAU M38, 1990.** SF Marina, West Basin. \$69,000. Beautiful condition. Sailed Baja Ha-Ha in 2011 and 2012. Transfer of berth possible! Call for complete specs. (209) 988-4884 or (510) 703-2484 or donker@well.com.



**36-FT ISLANDER FREEPORT 36B.** 1980. Puerto Escondido, Mexico. \$55,000. Great condition. On mooring in Puerto Escondido, MX. Main, genoa, spinnaker. New watermaker, Pathfinder 55, in good shape. New upholstery in the salon. This boat ready to cruise or live aboard. Many spares. This boat will take you anywhere. 10-ft Aquapro dinghy, 15hp Evinrude outboard. Forget the Ha-Ha, your boat is waiting in the Sea of Cortez! (425) 775-4381, (206) 234-6713 or chrisde44@hotmail.com.



**39-FT CAL, 1971.** Oceanside, CA. \$10,000/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. (949) 280-6220 or granahan@cox.net.



**37-FT SANTANA, ALAMITOS BAY.** \$15,000/obo. With scoop. LOA 40-ft. Race winner, but cruisable. 30-year owner, many sails, Signet instruments, Mull design. Needs TLC. (562) 301-8321.



**39-FT JEANNEAU SUN ODYSSEY.** 2007. Pt. Richmond. \$179,000. Deck Salon model with light and airy main salon. Extra clean, only 100 engine hours. Huge cockpit, room for six adults seated comfortably, twin helms and folding cockpit table with custom radar/GPS/chartplotter on swiveling mount, as well as safety grab rails. In-mast furling mainsail easily operated by one person using 2-speed electric winch. Roller furling genoa with UV cover, additional smaller jib. Full Raymarine electronics. Extra sharp teak cockpit with cushions. Well maintained in Bay Area, never raced, nearly-new overall condition. Contact Eric. (432) 214-2387 or yarboat@msn.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! See more at <http://1drv.ms/1IKnc13>. Contact (509) 370-4222 or gastonfmartin@hotmail.com.



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

**36-FT 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.



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



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

**39-FT 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.

**37-FT JEANNEAU SUN ODYSSEY.** 2002. Long Beach. \$68,000. End of season sale. Original owner, selling well-designed cruiser, built with Jeanneau-lasting quality. Raymarine autopilot and instruments, bimini, dinghy with Yamaha OB. Contact (760) 980-0204 or marshallkagan@yahoo.com.



**38-FT CRUISING C&C, 1978.** Alameda. \$44,800. Having been to Mexico and Hawaii, this seakindly yet quick and easy sailing boat is now ready to head out with a new owner. Many upgrades in 2009, including new Yanmar diesel. Sails. Dinghy. Dodger. Autopilot. Comes with extensive gear needed to go offshore, Monitor wind vane, Liferaft. Inverter, solar panels, LED lights, etc. Unfortunately work and family forces sale. Inventory list upon request. Go to <http://youtu.be/8aRTtFLY9C4>. Also see <http://youtu.be/SfUVVD4qpMs>. Call (530) 363-0497.

**36-FT CAL-CRUISE 36, 1969.** La Paz, BCS, MX. \$27,500. Affordable turnkey cruiser. Perkins 4-107, 7 sails. MaxProp, AMS autopilot, Monitor wind-vane, Harken furling system, 8 self-tailing Barients, Navtec backstay adjuster, Destroyer wheel. Stout rigging, heavy tackle, Lofrans Tigress. Icom SSB, EPIRB, C.A.R.D., Garmin GPS. Zodiac liferaft. Siemens solar panels, AirMarine Windgen, energy monitor. Large water, fuel tanks. Refrigerator-freezer, Force 10 stove. Manual head. Fresh/salt water power wash. 11-ft Zodiac inflatable, 2 outboards. Extra parts, service manuals, etc. (707) 839-0120.



**38-FT PEARSON 385, 1984.** Barra de Navidad, Jalisco, Mexico. \$49,500. Exceptional, cruise-ready Pearson 385, ready to go ANYWHERE. Detachment is berthed in Barra de Navidad near the international airport, near Manzanillo (ZLO). She has been constantly upgraded and equipped. Upgrades include solid teak and holly cabin sole, all stainless steel galley, 250 GPD watermaker, recent Garmin 4kw HD radar and 4012 chartplotter and much more. Consider being a full-time or commuter cruiser. (619) 618-1212 or pearson385@aol.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. Liveboard slip or cruise anywhere. Great boat! Photos and details at: [http://yachtoffered.com/listing.php?yacht\\_id=246](http://yachtoffered.com/listing.php?yacht_id=246). Email [pearsonketch@yahoo.com](mailto:pearsonketch@yahoo.com).



**37-FT PEARSON 365 SLOOP/CUTTER.** 1978. Sausalito. \$35,000/obo. Price reduced to sell. Well maintained, upgraded, sailed, and lived on for 23+ yrs. Recent LPU topsides, Mainsail, much more... Come see. Contact (415) 297-4080 or [art\\_epstein@yahoo.com](mailto:art_epstein@yahoo.com).



**38-FT CHEOY LEE OFFSHORE, 1979.** Berkeley. \$22,000/obo. Fiberglass hull is in good shape. Exterior teak and spruce mast and boom need to be sanded and redone and either stained, varnished or finished as the new owner sees fit. Purchased new mainsail from North Sails. Purchased used furling jib from Pineapple Sails. New fuel pump. New fuel tank. Rewired engine. Complete rebuild of the entire exhaust system, new bilge pump and significant work on the diesel engine and alignment. Rebuilt starter motor. Purchased new sun awning for cockpit for \$815. Still in factory box unused. Replaced water pump. All in the past 5 years. 38hp Isuzu diesel engine with 900 hours. (510) 435-5575 or [miltwerner@aol.com](mailto:miltwerner@aol.com).

### 40 TO 50 FEET

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**45-FT STARRETT & JENKS, 1979.** Richmond. \$20,000/obo. Great boat for the Baja Ha-Ha on a budget. Thick fiberglass hull. New Yanmar 40hp and rudder 2007. Make me a reasonable offer! (510) 621-8487 or [bsidel4190@sbcglobal.net](mailto:bsidel4190@sbcglobal.net).



**46-FT JEANNEAU SUN ODYSSEY 45.1.** 1996. San Rafael, CA. \$119,900. Good cruiser/racer. Offshore gear, AIS, radar, plotter, autopilot, etc. Good North sails. Good engine. Clean interior. Pictures/details available at website: [www.yachtoffered.com](http://www.yachtoffered.com). Or contact: (253) 377-1660 or [sailingfans@hotmail.com](mailto:sailingfans@hotmail.com).



**46-FT KELLY PETERSON, 1982.** Morro Bay, CA. \$149,500. Price reduced! Stretch/updated version of the Peterson 44. Built in 1982, this is a 40-foot-year-old boat with a closed glass cockpit, autopilot, generator, 2 auxiliary tanks, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready.

**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](mailto:fsimonds33@gmail.com) or (805) 754-8897.



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**48-FT SPARKMAN & STEPHENS, 1970.** Marina del Rey, CA. \$298,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at [www.sailinglola.com](http://www.sailinglola.com). Contact (707) 509-9096 or [mjboucher76@hotmail.com](mailto:mjboucher76@hotmail.com).



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



**41-FT PEARSON RHODES, 1964.** Mazatlan, MX. \$40,000. Classic Rhodes 41, fun and easy to sail, cruise- equipped. She's a hot rod with a 44hp Yanmar and LP paint job. 10.5 beam, 5.5 draft, 8,800 ballast, 18,800 displacement, 6 bags sails, new rigging, Barient's, ProFurl, dodger, autopilot, GPS, radar, fish finder, custom 12v refrigeration system, electric windlass, gel cel batteries, solar panels, dinette interior, 10-ft dinghy with 15hp Yamaha, many spares, meticulously maintained. Contact (360) 961-0507 or [boatburneill@hotmail.com](mailto:boatburneill@hotmail.com).



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



**44-FT KELLY PETERSON, 1977.** Alameda. \$95,000. 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](mailto:10fba711@opayq.com).



**48-FT PERRY-DESIGNED CUTTER.** 1994. Seattle, WA. \$78,500/obo. Beautiful custom center cockpit, lightly used and well cared for. Excellent sails and rigging. Bow and stern thrusters and much more! MUST SELL. Photos/specs at: [www.yachtsoffered.com/listing.php?yacht\\_id=223](http://www.yachtsoffered.com/listing.php?yacht_id=223). Contact (206) 352-6453 or [larsons\\_5@yahoo.com](mailto:larsons_5@yahoo.com).



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



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



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



**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](mailto:galaxaura@gmail.com).



**44-FT KELLY PETERSON.** Center-cockpit cutter, 1978. La Paz, BCS, Mexico. \$94,500. Price recently reduced. This classic, well equipped, proven voyage-maker is in good condition and ready for a new owner with cruising plans. (562) 599-9068 or [tabenj@frontier.com](mailto:tabenj@frontier.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. [www.dropbox.com/sh/gxjff56ktnxuvsa/4REqpVCvoj](http://www.dropbox.com/sh/gxjff56ktnxuvsa/4REqpVCvoj). Contact [maliamroseley@gmail.com](mailto:maliamroseley@gmail.com) or (415) 948-9801.

**41-FT CT-41, 1972.** Gardnerville, NV. \$4,999. A very reasonably priced CT-41 that has all the problems that came with the older Taiwan boats. Wiring, cabin sides, and some deck work. This beauty comes with brand new, never-stepped mast and new rigging that cost over \$28,000. I will sell the mast and rigging for \$7,500 or you can take the boat and everything for \$4,999. I ran the engine and it runs good. Lots of old sails, but I haven't opened them so don't ask the condition. I will take some photos to send, but it would be best to come have a look. (775) 720-3166 or [busyguyfish@gmail.com](mailto:busyguyfish@gmail.com).



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$265,000/obo. Mint condition. Captain-maintained. Beautiful deck salon, light and airy. 75hp Yanmar, low hours. Batteries recently replaced. Two large solar panels, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. LLC available. Contact (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).

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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 sail-drive, carbon bowsprit, Norseman rigging. Windlass 2014. Owner willing to assist with re-position. See <http://sites.google.com/site/svhaiyun65>. Contact (408) 218-5244 or [maxallen777@gmail.com](mailto:maxallen777@gmail.com).

## CLASSIC BOATS



**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](http://www.concordiaboats.com/yawls.php). Contact Scott. (503) 701-6942 or (702) 489-7670 or [Scott.Dethloff@ch2m.com](mailto:Scott.Dethloff@ch2m.com).

**48-FT KETCH RIGGED NORWEGIAN.** Fishing trawler, 1919. Oyster Point Marina. \$16,000/obo. Needs work. (415) 559-3117 or [intrepidmarine@sbcglobal.net](mailto:intrepidmarine@sbcglobal.net).



**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](http://www.schoonerforsale.com). Contact (360) 643-3840 or [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com).

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**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](http://www.contour34.com). Contact (415) 602-5880 or [Paul@PierpontPerformanceSailing.com](mailto:Paul@PierpontPerformanceSailing.com).

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

**35-FT OPEN BRIDGEDECK.** Cruising catamaran, 1996. Nawiliwili Harbor, Kauai. \$30,000. Just completed passage from Seattle. Epoxy foam construction, Gougeon 46' wing mast, single daggerboard, one Yamaha 9.9 outboard in central well, tiller steering, autopilot, EPIRB. (206) 612-4623 or [zklaja@gmail.com](mailto:zklaja@gmail.com).



**52-FT MODIFIED TENNANT.** Blade Runner, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sail catamaran on the West Coast, for sale to a good home. See <http://afterburner.gibbsCAM.com>. Contact [afterburner@gibbsCAM.com](mailto:afterburner@gibbsCAM.com) or (805) 377-1789.

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**50-FT EX-US NAVY LIBERTY.** Conversion, 1944. Monterey Marina, Monterey, CA. Best offer over \$30,000. Tri-cabin liveboard trawler. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Flybridge with large sun deck. Dual Capilano hydraulic steering. Stand-up engine room. Detroit 671 diesel Morse controls. LectraSan, 35 gal holding. New 50 amp shorepower and main battery panels. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Some project work required. Owner will finance OAC. Contact (831) 373-6061 or [johna@arnoldassoc.com](mailto:johna@arnoldassoc.com).

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**WANTED: YANMAR 1GM10.** 1 cylinder diesel. Santa Barbara. A good runner or a rebuild candidate or even something in between. Email [todd@cicadamarine.com](mailto:todd@cicadamarine.com).

## GEAR

**KARVER TOP DOWN FURLER.** Santa Barbara. \$1,100/obo. Top down Karver chute furler. Model 2 with lock. Briefly used on boat with 19-foot J and 50-foot mast. No torsion lines included. Email [jaunie@cox.net](mailto:jaunie@cox.net).

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## NON-PROFIT

**VOLUNTEER SKIPPERS.** For runs to Farallones. Visit the Farallones? Join the skippers that volunteer their time and boats to deliver researchers and supplies to the island. Experienced skippers with sound boats can contact Keith. (415) 710-4134 or kbsedwick@hotmail.com.

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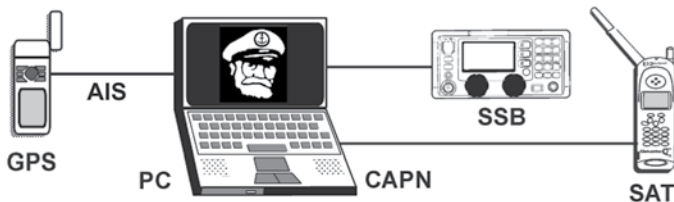
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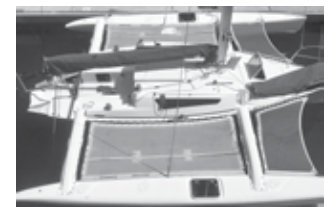
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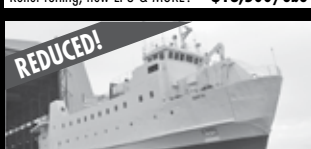
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## CWEA SMALL INDUSTRY OF THE YEAR



KKMI is the first and only marine service company to be recognized by the California Water Environment Association, on two separate occasions, their "Small Industry of the Year" award. While this recognition occurred ten years apart, these awards demonstrate KKMI's long-term commitment toward protecting the environment and dedication toward continual improvement. KKMI's history of "doing the right thing" extends deeper than providing the finest craftsmanship and lasting value - it's imbedded into all that we do. Schedule your next haul out with us, you'll be glad you did.



**IT'S NOT EASY BEING GREEN.** Creating a sustainable business model, no matter what the enterprise, requires considerable effort. How much effort does it take to operate a "clean and green" boatyard in California? Well, *Professional BoatBuilder* magazine has published an in-depth article about the challenges facing the marine industry that profiles KKMI's two locations. The article covers a great many topics, from detailing how KKMI has addressed the hurdles of being good stewards of the environment to their ability to do so in a financially responsible manner. For those who have always wondered what it takes to run a boatyard, the article provides many insights on topics not often made known to the boating community. Visit KKMI's web site and click on the "Clean and Green" button for more information.