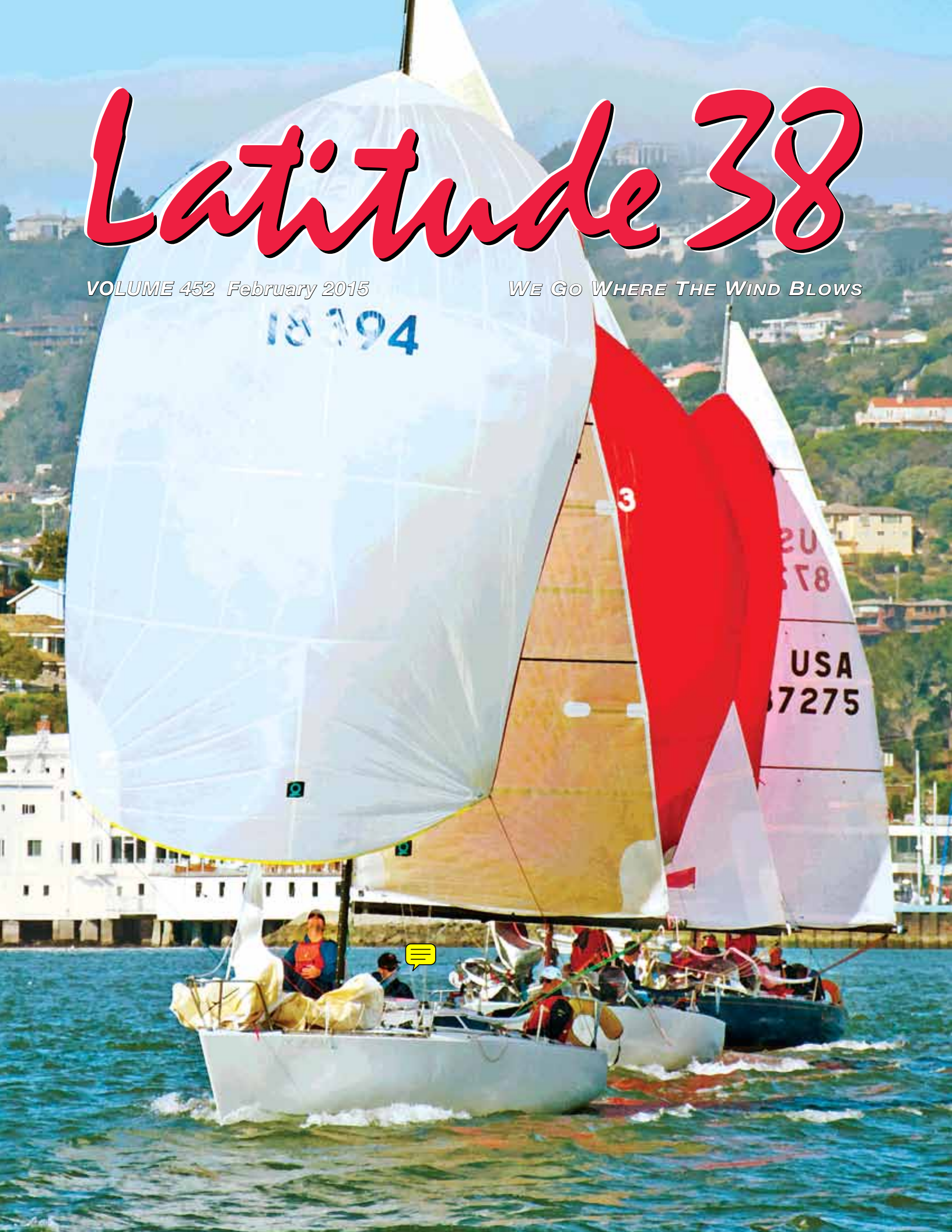


Latitude 38

VOLUME 452 February 2015

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Cover: The Express 27 start, downwind in a fresh northerly,
at the Corinthian Midwinters on January 17.

Photo by Latitude / Chris

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

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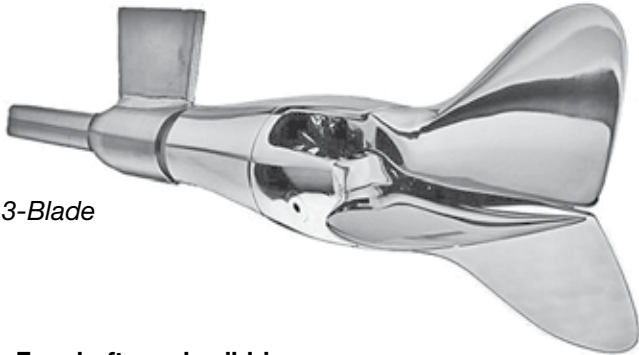
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Non-Race

Jan. 30-Feb. 1 — Seattle Boat Show Indoors + Afloat, at CenturyLink Field and on South Lake Union. Info, www.seattleboatshow.com.

Jan. 30-Mar. 30 — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Ventura Harbor through 2/4; Oxnard, 2/5-16; Oakland 2/20-3/4; San Francisco, 3/5-11; Sausalito, 3/12-30. Schedule & info, www.historicalseaport.org.

Feb. 1-22 — Veterans' Sail, 10 a.m., and Keelboat Sail, 12 noon, every Sunday with BAADS at South Beach Harbor in SF. Free. Info, (415) 281-0212 or www.baads.org.

Feb. 3 — Sail under the full moon on a Tuesday night.

Feb. 4-25 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YC members welcome. Info, www.stfyc.com.

Feb. 7 — Chantey Sing aboard *Balclutha*, Hyde Street Pier, SF, 8 p.m.-midnight. Free, but RSVP to Peter, (415) 561-7171.

Feb. 7 — Women's Sailing Convention, Bahia Corinthian YC, Corona del Mar. \$200 includes meals. Gail, (951) 677-8121, gail@scya.org or www.womenssailingconvention.com.

Feb. 7 — Fouling Control for Boats Workshop, Burton Chace Park Community Building, Marina del Rey, 8:30 a.m.-noon. Free, but RSVP to Maral, (310) 578-0961.

Feb. 11 or 12 — After the Sun Sets night racing seminar. At Del Rey YC on 2/11; Dana Point YC on 2/12; 7-8:30 p.m. Info, www.newporttoensenada.com.

Feb. 12 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Cocktails at 6:30 p.m.; dinner at 7 (\$6-\$9). Beginners welcome. Info, www.singlesailors.org.

Feb. 12 — Seabirds & Marine Mammals of West Coast Baja & the Gulf of California, Sausalito Club Nautique, 6:30-8:30 p.m. \$10/members; \$15/non-members includes appetizers and beverages. RSVP to (415) 332-8001.

Feb. 17 & 18 — Tides on San Francisco Bay by Kame Richards, Bay Model, Sausalito, 7:00 p.m. \$15 cash only. RSVP to Jim, (707) 759-2045 or jimtantillo@comcast.net.

Feb. 21-22 — US Sailing Advanced Race Management Seminar, 8 a.m.-5 p.m. \$125. StFYC, www.stfyc.com.

Feb. 25 — Pacific Puddle Jump Seminar & Party, Vallarta YC, Paradise Village, 3-6 p.m. Drinks, snacks, presentation, and crew interviews. Info, www.pacificpuddlejumps.com.

Feb. 26-Mar. 2 — San Francisco International Ocean Film Festival, Cowell Theater, Fort Mason Center. Info, www.oceanfilmfest.org.

Feb. 26 — Crew Overboard Recovery, Alameda Club Nautique, 6:30-8:30 p.m. \$10/members; \$15/non-members includes appetizers and beverages. RSVP to (510) 865-4700.

Feb. 28 — Sail a Small Boat Day, Richmond YC, 8:30-4:30. Free boat rides & hot dogs. Info, www.richmondyc.org.

Feb. 28 — USCGA Boating Safety Class, Encinal YC, 10:30-3:30. \$35. Doug, (510) 295-7430 or Rob, (510) 658-7085.

Mar. 4 — Pacific Puddle Jump Seminar & Party, Balboa YC, Panama City, noon-4 p.m. See 2/25 for more info.

Mar. 5-6 — RYA Short Range Certificate VHF course, SFYC. \$120 + \$90 licensing fee. Info, www.sfyc.org/training.

Mar. 7 — Pacific Puddle Jump Seminar & Party, Shelter Bay Marina, Caribbean side of the Panama Canal, noon-4 p.m. A Tahiti rep will attend this one. See 2/25 for more info.

Mar. 7-8 or 14-15 — ISAF/US Sailing Safety at Sea Course, SFYC. \$240. Info, www.sfyc.org/training.

Mar. 11 — Latitude 38 Spring Crew List Party, GGYC in San Francisco, 6-9 p.m. \$5-\$7 cash only. Info, (415) 383-8200 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Mar. 11 — Racing Rules of Sailing Seminar Series, Long Beach YC, 7 p.m. Info, www.lbyc.org.

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CALENDAR

Racing

Jan. 31 — Three Bridge Fiasco, a wacky singlehanded/doublehanded pursuit race. SSS, www.sfbaysss.org.

Feb. 7 — Double Up and Back. CPYC, www.cpyc.com.

Feb. 7, 21, Mar. 7 — Spring Series. FLYC, www.flyc.org.

Feb. 14, Mar. 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Feb. 14-15 — BAYS Winter Optis at EYC. Hannah, juniors@encinal.org or www.bayarea-youthsailing.com.

Feb. 21 — Londerville Cup. HMBYC, www.hmbyc.org.

Feb. 21-22 — SCYA Midwinter Regatta for everything from Sabots to sleds. Info, www.Midwinters.SCYAweb.org.

Feb. 21-22 — PCISA 4/5 Golden Bear high school regatta at TISC. PCISA, www.pcisa.hssailing.org.

Feb. 22 — Sadie Hawkins Race on the Estuary for women skippers and full crews. IYC, www.iyc.org.

Feb. 27-Mar. 1 — Half-Day Laser Clinic on Friday followed by the California Laser Masters Championship at Mission Bay YC in San Diego. Info, www.mbyc.org.

Feb. 28 — SeqYC Singlehanded/Doublehanded #1. Rick, (650) 255-5766 or www.sequoiayc.org.

Feb. 28-Mar. 1 — Team Race 101. StFYC, racing@stfyc.com or www.stfyc.com.

Feb. 28-Mar. 1 — Mission Bay YC, www.mbyc.org.

Mar. 7 — Mercury Series #1. EYC, www.encinal.org.

Mar. 7 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 7 — John Pitcher Memorial. CPYC, www.cpyc.com.

Mar. 7-8 — Big Daddy. RYC, www.richmondyc.org.

Mar. 7-8 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 14 — Rites of Spring for doublehanded, singlehanded and all-women crews. OYC, www.oaklandyachtclub.net.

Mar. 14 — Rosenblum Regatta. SFYC, www.sfyf.org.

Mar. 14-15 — Spring Keel/One Design. StFYC, racing@stfyc.com or www.stfyc.com.

Mar. 15 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 15 — Warm-up Race. PresYC, (415) 677-7917 or www.presidiyachtclub.org.

Mar. 20-21 — NHYC Newport to Cabo Race starts. Deadline to enter is 3/1. Info, www.nhyccaborace.com.

Midwinter Regattas

BAY VIEW BC — Midwinter Madness: 2/14, 3/14. Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YC — Frostbite Series: 2/14, 3/14. Joe, (707) 628-2914, www.benicia-yachtclub.com or race@benicia-yachtclub.com.

BERKELEY YC — Midwinters: 2/14-15; Winners Race, 3/1. Bobbi, (925) 939-9885 or www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Sundays through the end of March except when it conflicts with above. Paul, (510) 540-7968 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, www.cal-sailing.org.

CORINTHIAN YC — Midwinters: 2/21 (Robgatta), 2/22. Info, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Winter Beercans: 2/8, 2/22, 3/8, 3/22. Info, (650) 347-6730 or www.cpyc.com.

ELKHORN YC — Frostbite Series: 2/28, 3/14, 3/28, 4/11, 4/25. Info, (831) 724-3865, eyc@elkhornyc.com or www.elkhornyc.com.

ENCINAL YC — Jack Frost Series: 2/21, 3/14. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 2/7, 3/7. Info, (415) 346-2628 or www.ggyc.com.

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ISLAND YC — Island Days on the Estuary: 2/8, 3/8. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Midwinters: 2/14, 3/8; this year at Oakland's Jack London Aquatic Center on the Estuary instead of the lake. Mark, (925) 245-0287.

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 2/7. Info, www.mpyc.org or www.mercury-sail.com.

OAKLAND YC — Sunday Brunch Series: 2/1, 2/15, 3/1. Info, www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 2/7. Jeff, (415) 595-8364 or www.regattapro.com.

RICHMOND YC — Small Boat Midwinters: 2/1, 3/1. Optimists and El Toro Green Fleet: 1/31, 2/28. Info, www.richmondyc.org.

RICHMOND YC — Laser Sundays: 2/8, 2/15, 2/22, 3/15, 3/22, 3/29. Info, <http://rycsunday.myfleet.org>.

SANTA CRUZ YC — Midwinters: 2/21, 3/21. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 2/21, 3/21. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Midwinters: 2/1, 3/1. Info, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 2/7, 3/14. Redwood Cup: 2/21, 3/7. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever: 2/21, 3/21. Janelle, (650) 303-8236 or www.southbeachyc.org.

TIBURON YC — Midwinters: 2/7, 3/7. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 2/7, 3/7. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 29-Feb. 1 — Superyacht Challenge Antigua. Info, www.thesuperyachtchallenge.com.

Jan. 29-Feb. 3 — Island Water World Grenada Sailing Week. Info, www.grenadasailingweek.com.

Feb. 23 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Mar. 3-7 — Banderas Bay Regatta, five days of friendly racing for cruisers out of Nuevo Vallarta, Mexico, in one of the world's great sailing venues. Info, www.banderasbayregatta.com.

Mar. 6-8 — 35th St. Maarten Heineken Regatta. Their motto is "Serious Fun." Info, www.heinekenregatta.com.

Mar. 11-14 — Loro Piana Caribbean Superyacht Regatta and Rendezvous at Costa Smeralda YC in Gorda Sound, BVI. Info, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 16-Apr. 18 — Cruisers Rally to El Salvador. Start from wherever you are and cruise with your own group at your own pace. Arrive in Bahia del Sol by 3/16 to enjoy many weeks of activities. Info, www.elsalvadorrally.com.

Mar. 19-22 — St. Barths Bucket turns 21. Yachts from 100 to 289 feet go at it. You probably already know somebody on a boat and therefore have a decent shot at getting a ride. Info, www.bucketregattas.com/stbarths.

Mar. 27-29 — St. Thomas International Regatta, in USVI. Info, www.stthomasinternationalregatta.com.

Mar. 30-Apr. 5 — BVI Spring Regatta & Sailing Festival, with a huge bareboat fleet. Info, www.bvispringregatta.org.

Apr. 9-12 — La Paz Bay Fest for cruisers. Races, potlucks, seminars, and family activities. Info, www.clubcruceros.net.

Apr. 13-18 — Les Voiles de St. Barth. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 15-21 — Antigua Classic Yacht Regatta. There are often opportunities to crew. Info, www.antiguaclassics.com.

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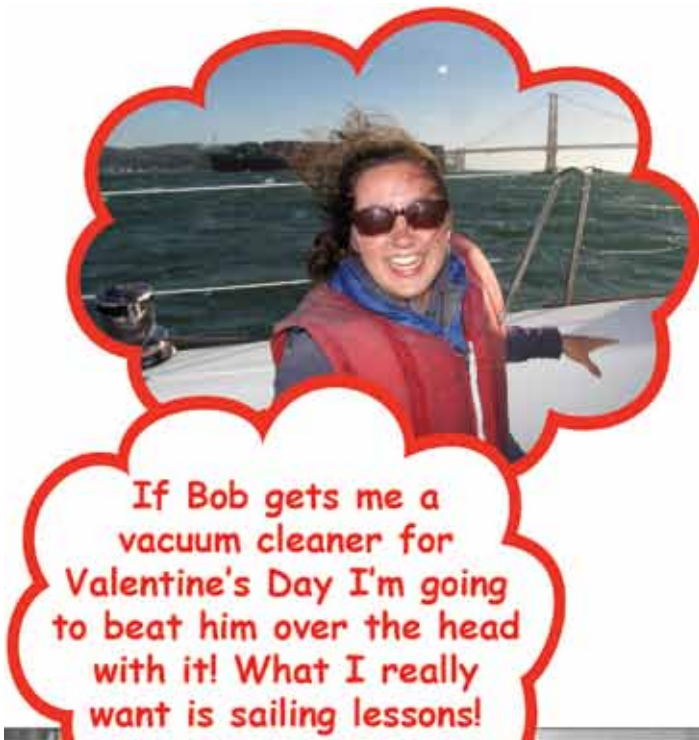
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CALENDAR

Apr. 25-May 1 — Antigua Sailing Week, featuring serious racing on a variety of courses. Info, www.sailingweek.com.

June 19-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38*, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

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



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February Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
1/31 Sat	0230/2.6	0842/6.2	1538/-0.2	2239/4.9
2/01 Sun	0321/2.5	0927/6.2	1616/-0.3	2318/5.1
	HIGH	LOW	HIGH	LOW
2/07 Sat	0146/5.2	0719/2.0	1315/5.0	1924/0.9
2/08 Sun	0216/5.3	0802/1.9	1359/4.6	1957/1.3
	LOW	HIGH	LOW	HIGH
2/14 Sat	0038/2.9	0700/5.9	1357/0.1	2112/4.4
2/15 Sun	0142/2.7	0758/6.2	1446/-0.3	2156/4.7
2/16 Mon	0238/2.5	0853/6.5	1532/-0.7	2236/5.1
	HIGH	LOW	HIGH	LOW
2/21 Sat	0111/6.1	0654/0.8	1318/5.9	1910/0.2
2/22 Sun	0153/6.2	0751/0.6	1417/5.3	1957/0.8
	LOW	HIGH	LOW	HIGH
2/28 Sat	0125/2.6	0730/5.6	1427/0.2	2129/4.8
3/01 Sun	0223/2.4	0825/5.7	1512/0.2	2209/5.0

February Weekend Currents

date/day	slack	max	slack	max
1/31 Sat	0934	0120/2.4E	0432	0656/2.2F
	2326	1330/3.7E	1750	2031/2.8F
2/01 Sun	1026	0212/2.5E	0527	0748/2.3F
	2145	1416/3.8E	1833	2112/3.0F
2/07 Sat	1001	0003/2.6F	0257	0608/2.6E
	2145	1224/1.7F	1439	1809/3.0E
2/08 Sun	1048	0038/2.4F	0316	0636/2.6E
	2214	1312/1.5F	1521	1853/2.6E
2/14 Sat	0248	0531/1.5F	0731	1138/3.1E
	1639	1910/2.2F	2217	
2/15 Sun	0836	0050/2.0E	0349	0629/1.8F
	2301	1234/3.5E	1719	1955/2.6F
2/16 Mon	0937	0136/2.3E	0443	0723/2.2F
	2340	1324/3.9E	1757	2037/3.0F
2/21 Sat	0204	0511/3.8E	0856	1143/2.9F
	1417	1735/3.7E	2111	
2/22 Sun	0953	0004/3.3F	0241	0554/3.8E
	2153	1238/2.7F	1516	1827/3.3E
2/28 Sat	0815	0010/2.1E	0325	0538/1.7F
	2215	1228/3.1E	1641	1927/2.4F
3/01 Sun	0921	0105/2.4E	0427	0639/1.8F
	2301	1319/3.3E	1726	2009/2.7F

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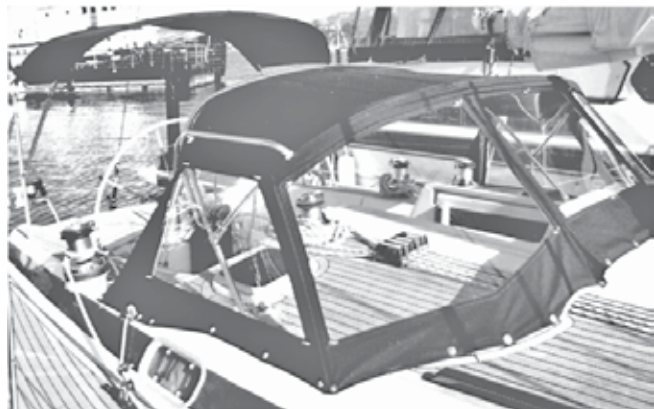


Peter Lyons photo

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LETTERS

↑↓ DOES THIS WORK ON OTHER CATS, TOO?

It's very important to be able to stop and take a breather when sailing offshore, especially when the weather is rough and the crew is tired of getting bounced around. It's also important in cases where it's necessary to stop to make repairs.



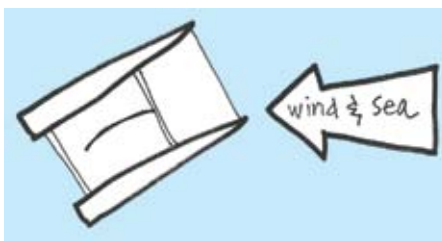
LATITUDE / RICHARD

'Sea Level', during last year's Ta-Ta, when no heaving-to was required.

My wife Kent and I have frequently hove-to on our Schionning 49 catamaran *Sea Level*. We have done this through the night in 25- to 35-knot winds. We have also done it simply to be able to enjoy a meal or watch a movie. The most wind in which we've hove-to was 38 knots, with 25- to 30-ft seas. That was in the Indian Ocean during our circumnavigation.

I have successfully used the following method to heave-to on several different catamaran designs: 1) Double reef the main; 2) Roll up the jib; 3) Center and strap in the main; 4) Center the rudders. That's it.

If you're on a starboard tack, as in the accompanying diagram, the cat should try to head up, but she will not come



JIM MILSKI

Does the Milskis' heave-to method work for all catamarans, or just 'Sea Level'?

around. If the port tack is more comfortable because of the sea state, we use one engine to drive the boat onto the other tack. It might be necessary to move the traveler a little, but probably not.

Once we discovered this method, we were much more comfortable cruising offshore without other crew. We're curious if this method works on all catamarans. Feedback from cat owners, please.
Jim & Kent Milski
Sea Level, Schionning 49
Lake City, Colorado

↑↓ A BUNCH OF FORMALITIES

I have a couple of thoughts regarding organizing and/or sponsoring the proposed San Francisco Bay Record event discussed in the *Letters* section of the December *Latitude* 38. But first, let me say I really like the idea.

I assume — and for *Latitude's* sake, hope — that you intend to run the event under the Racing Rules of Sailing. Some events that have tried to short-cut this have ended up being involved in complex liability situations, and even horrendous actual liabilities. Believe me, as I was an expert witness in one such case.

But with the RRS comes a bunch of other formalities. I know *Latitude* likes to keep things simple, but certain things are required by the RRS. You need to have an Organizing Authority that is affiliated somehow with the MNA (US Sailing). You need to have a Notice of Race that conforms to a minimum standard. You need to have a Race Committee, although it can be as large or small as you might like. It's best to have a US Sailing-certified PRO, who is automatically covered by personal liability insurance. And you need to have Sailing



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LETTERS

Instructions, again to a minimum prescribed standard.

I am all for 'let's get out there and have some fun' simplicity, but I would hate to see *Latitude* or any sponsors end up on the wrong end of a liability suit due to oversimplification.

Bartz Schneider
Expeditious, Express 37
Tiburon

Bartz — We appreciate your concern and information, and will consult with you and others on how to set up the event properly.

↑↓STRONG AS AN OX AND STUBBORN AS A BULL

Tito Rivano, 86, died in mid-December. He may not be well-known these days, but there was a time when he was a bit of a legend in Alameda's hippie-sailor crowd. That legend lived on in Tito's mind until the end. I say that in jest because Tito was always good for a laugh. And then another one.

The legend of Tito was based on his boatbuilding skills, which he shared freely among the Wylie Design Group, North Coast Yachts, and the Hulse Christmas Spars and Rigging crowd. It was Tito who coined Dave Hulse's well-known nickname of 'Squaw'.

Tito was born in Sardinia and lived his life as a seafaring man. He was strong as an ox and stubborn as a bull. He never came sailing without a pot of hot food, and he used to make sublime wine. He was a pain in the ass, too. I'll miss him.

Brian Ebert
Crew, Absolute Saidee, Wylie 33
Alameda

↑↓"I CAN BEAT DAT GUY," SAID TITO

Even though I've been on the East Coast for a few years now, I just learned from a friend that Tito Rivano passed away in December. I shared many a meal with Tito aboard his Cal on Pier 1 of the Encinal YC. Tito made some pretty good wine that he often shared with friends. He also built many boats, from rowing shells to El Toros to Wylie-designed Hawkfarm 28s.

I also remember Tito tinkering with and sailing *Hot Banana*, his old wood Zephyr, in the Oakland Estuary. In fact, I can't remember a sunny weekend on the Estuary without seeing Tito sailing the *Banana*.

Tito was liberal with his advice and help. Many years ago Tito and I were having a discussion about Jimmy Warfield, who had brought his 5.5 Meter to Alameda from Stockton for the Estuary Midwinter Series. Jimmy was nearly unbeatable with his 5.5, but I'll never forget the day Tito told me, in his heavy Italian accent, "You can't beat dat guy. I can beat dat guy. You give me a boat, you give me a crew dat must obey, and I will beat dat guy."

Tito was a salt-of-the-earth kind of guy, with a big heart. I will miss him.

Adam Sadeg
Yard Manager, Zimmermann Marine
Deltaville, Virginia

↑↓THE DIFFERENCE BETWEEN TWO AFRICAS

Latitude's January editorial response to a Spike Africa-themed letter begs for an explanation of how a white dude comes to have the last name of Africa.

According to an early 1980s entry in this selfsame august publication, Spike was a less-than-successful used car salesman in a Bay Area neighborhood heavily populated with African-Americans — until he legally changed his last

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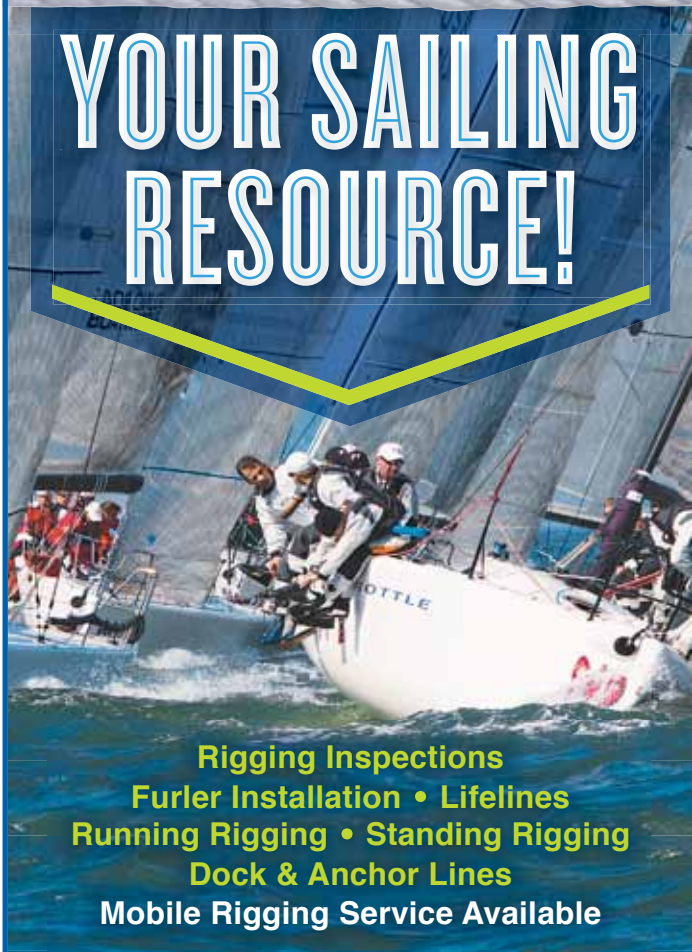
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LETTERS

name to 'Africa'. Then when he was met with skepticism upon introducing himself to prospective customers with his new name, he would whip out his driver's license as proof of his 'brotherhood'. Sales skyrocketed. With the proceeds from his now-successful car sales gambit, Africa opened San Francisco's first 'fern bar' restaurant, which he later sold for a cool million bucks — presumably with which he financed his sailing career and 'presidency' of the big pond.

Now, for your readers' enjoyment, can you reprint your circa-1980s yarn involving three Vegas hookers who retired, pooled their savings, and bought a former client's sailboat to pursue a leisurely sailing life? C'mon, you know the story.

Sam Burns
Southernaire, Catalina 309
Alameda

Sam — Entertaining letter, but you're confusing Spike Africa, who was the first President of the Pacific Ocean, and who died in 1985, with Henry Africa, creator of the 'fern bar' concept, who passed away 28 years later.

We can't remember where we got the info for the 'Henry Africa' piece we ran ages ago, or even the piece itself, but we can tell you that the person you're referring to was born Norman Jay Hobday in 1933 on a dairy farm in upstate New York. He landed in San Francisco on his way home to Buffalo from the service, but got rolled for all his money in a bar just before he was to catch a bus to the airport. He was helped out by a bartender and decided to stay in the City.

According to Hobday's version of his life, he was a driver for Lefty O'Doul and Joe DiMaggio, two baseball greats from San Francisco, when in 1969 he spotted the future Henry Africa's bar location at Broadway and Polk. In order to save money on decorating the bar, he filled it with plants. The unintended — but wildly successful — result was that young San Francisco single women found it a conducive environment in which to meet young San Francisco men in a time when sexual liberation was on the rise. Most other San Francisco bars of the time were somewhat unsavory. The 'fern bar' concept became a smash around the country.

According to Hobday, his mother loaned him the money he needed to open the bar, his fourth — on the condition he name it after an old boyfriend of hers who had been in the French Foreign Legion. We're guessing that Mama Hobday's old flame had served in Africa and had taken on the name of the continent. Sort of like Doña de Mallorca, who wasn't born with the de Mallorca last name, but was given it by the Wanderer as the result of her having lived in Mallorca for eight years. There's no law against a person's taking on or being given a more colorful last name.

When Hobday told his story to the Chronicle in 2011, a couple of years before his death, he didn't mention anything about selling cars to African Americans using Africa as a last name. That doesn't mean it didn't happen. When people get older they often want to delete parts of their history for a more shining legacy.

How does a white dude get the last name of 'Africa'? At least one 'white dude' was born with it, as you'll find in 'Spike's Story', as provided by Spike Africa's Fresh Seafood restaurant in San Diego:

"The name Spike Africa is fast becoming a part of the modern folklore of the sea. He is considered one of the last great tall ship schooner captains on the West Coast. The self-proclaimed 'President of the Pacific Ocean', Spike Africa sailed the waters from Alaska to Tahiti for most of the 20th century. An expert rigger, schooner captain, international boat racer, writer, actor,

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LETTERS

inventor, and surprisingly a master of macramé, everyone from roughneck sailors to members of high society found Spike to be a true Renaissance Man.

"Born Philip Marion Africa in 1906 on a Newark, Ohio farm, he was drawn to the ships on the Great Lakes and ran from home as a teenager to follow his dreams. In his twenties he moved to the West Coast to work in the logging camps near Portland, Oregon. His sailing career began when he shipped out on the K.V. Kruse, freighting lumber from Seattle to numerous world ports. It was on this ship that he mastered the art of sailing and eventually obtained his mate's papers for wooden sailing ships. Spike owned and captained the freight schooner Ruby, a true workhorse sailing between Seattle and Alaska.

"Wanderlust struck again as he watched the glamorous passenger ships sailing from the West Coast to Honolulu. The fantasy of Hawaii represented by exotic hula girls moved him to board the nearby cruise ship and sign on. Despite his rough appearance, he was accepted as a deckhand.

"In the short essay titled 'Monkey Fist' in Wooden Boat magazine, Spike wrote '...they sure set a nice table, so I went aboard, donned the whites, squeezed my leathery feet into cute sneakers, and headed for the pineapple country.' Upon arriving in Honolulu, he took it upon himself to help the captain anchor (sic) the ship to the dock. Using old ship parts, he fashioned a loaded monkey fist knot to tie to the anchor line for casting onto the docks. Though his time as a knot inventor was short-lived, it was not forgotten. Spike wrote '...I made a fine pitch and got a US Navy four-striper right between the eyes. He went down like a polled ox. The monkey fist was never retrieved, and I got a citation from the Navy...the only one I ever got. The loaded monkey fist was banned from the docks.'"

"Never known to shy away from confrontation, Spike joined the US Navy and became a Seabee lieutenant in World War II. As a Combat Seabee, he fought in the bloody battle of Peleliu Island, which was depicted in the HBO award-winning mini-series *The Pacific*.

"Before the war, Spike had fallen in love with Barbara Jean Dunham, better known as 'Red', and married her upon returning home. The daughter of a Seattle doctor and lawyer, her life of high society did not deter her from tying the knot with the rugged sailor. They had three children and remained married until his death.

"In 1958, Spike was first mate on the schooner *Wanderer*, owned and captained by famous actor Sterling Hayden. Hayden turned a short sailing trip into their legendary voyage to Tahiti when he defied a divorce court order and took all four of his children out of the country. Hayden and Spike's adventure was chronicled in Hayden's classic sea tale *Wanderer*.

"In the 1960s, Africa was a regular of Sausalito's famous *No Name Bar*, where he mingled with artists, musicians, beatniks and movie stars.

"In 1977, Africa's friend Bob Sloan was inspired to design and build the last great coasting schooner, *Spike Africa*. The graceful yet steady vessel has won awards and has been featured on several Hollywood films and TV shows.

"After returning to the Great Northwest, Africa settled down as harbormaster at the Seattle YC. His reputation was well known as a great captain, as well as a gentleman with clients. He continued to share his adventures and his knowledge of knotting in literary works and publications in the '70s and '80s. There is even a knot named after him which can be found on many macramé bottles.

"We suspect that Africa got his name 'Spike' from a rigging tool used on sailboats, and it fits him perfectly. He stood out among the crowd, and he was a force to be reckoned with

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41' Island Packet SP Cruiser 2007
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40' J/Boat J/124 2007
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38' SABRE 386 2005
\$239,900 Contact: Jack Lennox



38' SABRE 386 2004
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35' J/109 2004
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85' Azimut 85 02/2012 refit
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38' True North 38 2003
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LETTERS

when a challenge arose. Even the portrait of him in his old age illustrates his character. His white beard and lines on the facial appearance marked his long tales of oceanic adventures. He loved uncharted waters in the oceans as well as in life. Africa passed away in 1985 at the age of 78. His legend lives on here at Spike Africa's Fresh Fish Grill & Bar in San Diego, California."

We hope the above clarifies things. Vegas hookers buying an ex-client's boat? We don't remember any such thing. But our memory is no longer perfect.

↑↓ SPIKE WANTED MONEY FOR MY BOAT'S NAME

I have owned my Cal 20 *Spike Africa* for over 40 years. I often saw Spike in Sausalito over the years and he was indeed quite a character. One time he visited the Sausalito YC and I mentioned that I had named my boat after him. He seemed pleased — but then wanted money for my having done it! I think he was serious, although with Spike you never could tell.

Sometimes I'd see Spike walking down Bridgeway when I was driving to work, and I'd give him a honk. Even though his head was down and he couldn't see me, he always gave a wave, certain the honk was for him.

Barbara Kavanagh
Spike Africa, Cal 20
 Sausalito

↑↓ AND THE REAL WINNERS WERE . . .

We downloaded the December 2014 issue of *Latitude 38*

LATITUDE / RICHARD



Pat and Melodie Williams were the actual winners from the Ha-Ha Kissing Contest.

with much anticipation as we were hoping to see a picture of ourselves from the Ha-Ha's From Here to Eternity Kissing Contest. It was our understanding that we won the event. At least that's what the Grand Poobah told us on the beach shortly after our 'winning kiss'. In fact, our winning required a second display of our passionate embrace in the surf.

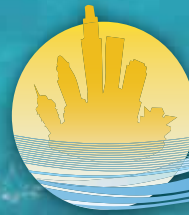
Regardless of who won that contest, we had fun doing it — and we had a great time on the Ha-Ha.

Pat & Melodie Williams
Starshine, Outbound 44
 San Francisco

Pat and Melodie — We're delighted that you wrote in to remind us that you won, because there was such chaos at the Beach/Awards Party that we couldn't remember who'd won. Thanks to Hurricane Vance, we were delayed in arriving in Cabo, which forced a change of venue. Trust the Poobah, having to share the Mango Deck with lap dancers and competitive drinkers made it the most screwed up Ha-Ha Beach Party ever. Our apologies to all.

↑↓ SNOOP DOGG COVERS JIMMY BUFFETT?

Most of my friends dislike rap/trance music. Not me, as those beats can be great for exercising and getting amped up. But I hate the violence and misogyny espoused in so many rap lyrics. What I'm looking for are rap versions of breezy and beachy Jimmy Buffett songs. In particular, I'd like to hear a rap version of 'Boat Drinks'. True, the lyrics include a line



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LETTERS

about a shooting, but it's shooting a freezer, not another human being. Can you help?

Sally 'Cowgirl' Wrangle
East Walnut Creek

Cowgirl — We did a quick check of Google and couldn't find any rap versions of Buffett songs, but we think you're on to something.

↑↓ OFF BY ELEVEN FEET

I don't think the December 22 *Lectronic* photo you posted of a boat in a shed is the *Kamali'i* of Transpac and Larry Doheny fame. As a kid growing up in Southern California, I loved to read about boats of this type, and I recall that Phillip Rhodes designed the 75-ft ketch *Kamali'i*, which was built of wood by



LATITUDE / RICHARD

This boat undergoing restoration in a shed wasn't 'Kamali'i', but rather 'La Belle Sole'.

Wilmington Boat Works around 1958. I believe that Larry Doheny was indeed the owner, and the boat was built primarily to do the Transpac. If you check out the last entry on the list of boats built by Wilmington Boat Works

(WILBO) on the Internet, you'll find *Kamali'i*. By the way, you can also find the 55-ft schooner *Santana*, once owned by Humphrey Bogart, on the list.

John Foy
Destiny, Catalina 42
Punta Mita, Mexico

John — The rumor that the boat in the shed was Larry Doheny's famous *Kamali'i* turned out to be false, as did the suggestion that she was hauled at the Lido Shipyard. The boat is actually *La Belle Sole*, a 64-ft Rhodes-designed centerboard ketch that was built in 1956, and she's in a shed at the Newport Harbor Boatyard on Lido Island.

Here's a blurb from a website that was created about the *La Belle Sole* design:

"Rhodes designed this vessel as a fully competent, go-anywhere, do-anything yacht, in a more modest size — well under



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his 70-plus footers. She performs well under sail or power, and draws under six feet for the shallow regions of the world. She provides two couples with large, comfortable cabins with their own heads and closets.

There is separate space for crew and generous tankage. She was built in steel, with four water-tight bulkheads. The design was so successful that five sisterships were built."

If we're not mistaken, the yacht is being restored nearly from scratch by one of the most charming yacht owners we've ever met, a person who did an impeccable restoration of a much larger Rhodes design a few years ago. Since this individual has

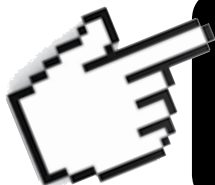
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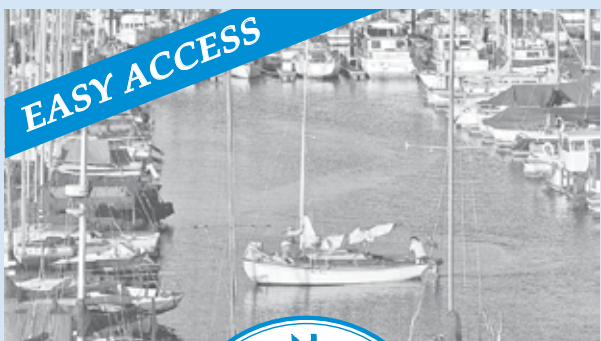
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LETTERS

not responded to our written request for comments, we're going to withhold his/her identity until it becomes public knowledge.

↑↓ "AN ACT INVOLVING DARING OR ADVENTURE"

Another great yacht that is falling apart is *Escapade*, the Rhodes /Luders-designed 72-ft centerboard ketch that's been beached at KKMI for years.

According to a blurb in *Wooden Boat* magazine's 'Save A Classic', *Escapade* was built by Luders Marine in 1938 for ocean racing and cruising, and had sailed on both coasts as well as on the Great Lakes and in Europe. She competed against other great yachts of her time, including *Ticonderoga* and *Bolero*.

Rumor has it she was being restored when the West Coast owner ran out of money. She's now on the hard and slowly falling apart.

Vickie Gilmour
Richmond YC

Vickie — *There's a great oil painting of Escapade under sail on the wall of Eddy's, our favorite restaurant in St. Barth. After a few 'ti punches, the old-timers from the recreational pot-smuggling days of the 1970s and 1980s will point to the ketch and say, "Since the statute of limitations has run out, we can tell you that she smuggled her share of pot."*

About a dozen years ago, *Escapade* was owned by Northern California lawyer Nikolai Tehin, who sailed her in a race to Mexico. On the way back to the Bay, she hit the Coast Guard mooring just off Pt. Conception, doing considerable damage to her bow. Tehin brought the boat to KKMI in Richmond for repairs. While the boat was out, work was started on replacing the decks, at which point some rot was discovered. Tehin told the yard to "make it all right." After a while the checks stopped coming. Not too long after that, Tehin was charged with, and later convicted of, spending money from the trust accounts of clients, some of them among the most vulnerable in society.

After several years, great effort, and enormous expense, KKMI was able to get title to the yacht. Initially there was



LATITUDE /RICHARD

'Finesse' is one of the lucky ones because she's owned by CF Kohler.

European interest in restoring the great yacht, but KKMI's Paul Kaplan was hoping to hold out for an American owner to restore the American-designed and -built yacht. In retrospect, the somewhat romantic notion cost KKMI dearly. At this point, Kaplan admits the best that can be hoped for is to salvage some components

of the old boat and build around them. "It would be," he told Latitude, "a really big project."

For those who didn't see the December 22 'Lectronic Latitude that broached this subject, we'll re-run it here so everybody can understand the reason Victoria mentioned *Escapade*:

"When you're talking about lucky wooden boats, *Finesse*, a 52-ft auxiliary centerboard ketch designed by S&S and built by Germany's acclaimed Abeking & Rasmussen yard, is one of them. She was built of mahogany over oak in 1958 for Cornelius Crane of the Crane Plumbing fortune, who sailed her through the South Pacific for the last 10 years of his life. So she got to see the tropical world.

We're not sure where *Finesse* spent the last 45 years, but she's currently docked at Koehler Kraft of San Diego and owned

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by CF Koehler, who is noted for loving and restoring wooden boats. Finesse is old and needs a lot of work, but if her luck holds, CF will find the time to do a complete restoration.

"Not as fortunate are Dolce Vita and Tondalayo, two once-great yachts we saw on the hard the other day at the Opequi-



LATITUDE / RICHARD

Not so lucky is 'Dolce Vita', which shows a hailing port of San Diego.

mar Boat Yard in Puerto Vallarta. We're guessing both yachts are about the same vintage as Finesse, and were similarly among the great yachts of their era. But both are in very sad shape, where the worms that once might have held the frames together dried up and died a long time ago. They are sad sights to see, but reminders that life is short and needs to be lived to the max.

"If anybody knows anything about the histories of Dolce Vita and Tondalayo, we'd love to hear about them."

↑↓SOMETIMES IT'S HARD TO COMPLY WITH LAWS

I have about a dozen old marine flares that are disintegrating. I contacted numerous places in Marin — Marin Resource Recovery, Marin County Sheriff's Department, and even the guys at the local firehouse — but nobody had a suggestion. Any ideas?

David Demarest
San Anselmo

David — Properly disposing of dated and/or disintegrating flares has long been a problem. Orion, a well-known manufacturer of pyrotechnic distress signals, recommends the following:

- 1) Donate expired flares to local Coast Guard Auxiliary or Power Squadron for use in training classes.
- 2) Ignite hand-held signal flares on land in a safe area, much the same as highway flares would be ignited.
- 3) Contact a local law-enforcement or fire-protection agency for their advice on proper visual distress signal disposal.
- 4) Retain the flares for backup use to expand signaling time in the event of an emergency.

Orion says you are never to do the following:

- 1) Jettison visual distress signals overboard.
- 2) Activate marine flares in a non-emergency situation on or near regulated water.
- 3) Dispose of flares in household trash.

Since all of Orion's recommended solutions are either non-solutions in California and/or the rest of the states, or are limited, we suspect that many marine flares are at risk of being disposed of illegally and/or in ways that Orion warns against. We have commonly gotten rid of old flares by setting them off in celebratory fashion at the beginning or end of regattas in foreign countries when there clearly was no emergency. Mind you, we're not recommending that anyone else do it.

↑↓HOW ABOUT AN APP TO PROSECUTE CORRUPTION?

The latest bit of good gossip/rumor is that Thailand's mandatory AIS rule is being totally disregarded. Why? The maritime official who'd pushed for it was involved in a kick-back scheme to install land-based tracking stations. He's allegedly absconded with millions of baht.

By the way, there is an app you can install on iPads — as well as other mobile devices — to use the devices as AIS transponders. I can't substantiate results, but thought it would

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LETTERS

be of interest.

And Defender is now selling a stand-alone transponder with its own screen and antenna for about \$800. I would buy one if I hadn't already bought the Standard Horizon VHF/GPS AIS receiver combo. I find it to be all I really need — except when being mandated by a government to have the transponder, too.

Tom Van Dyke
En Pointe, 31-ft Searunner trimaran
Pangkor, Malaysia

Tom — As far as we're concerned, there are two kinds of terror in the world: the violent kind, with guns and other weapons, and the silent type, meaning corruption, which is perhaps even more corrosive to civilization. While corruption may be practiced more blatantly in the Third World, we believe it's as pervasive and expensive in the United States.

Readers recall that members of Congress and their staffs were the only ones to whom laws against insider trading — i.e. legalized theft — did not apply. After years of just one Republican and just one Democrat trying in vain to stop this outrage, an episode on the television show 60 Minutes so embarrassed members of Congress that they reluctantly passed legislation to prohibit the practice. But only for a short time. About a year later, Congress gutted the legislation via some addendum to unrelated legislation, allowing them to resume their thievery. A pox on the bunch of them.

You know what country is really cracking down on corruption? It's China, ever since Xi Jinping took power as president in 2012. For example, in 2013 alone, Chinese courts convicted and punished 31,000 people for embezzlement, bribery and breach of duty. The convicted people included 'tigers and flies', meaning members of the military and politburo as well as ordinary citizens.

Back to sailing. To our knowledge there is no app that turns a smart device into an AIS transponder. The closest they come are apps that allow owners to use their smart devices to mirror or control their AIS devices via Wi-Fi or Bluetooth. There are also smart device apps that allow users to get AIS information, both locally and around the world, but it's receive-only, and you need to be connected to the Internet for it to work.

There are a number of brands of transmit-and-receive AISs in the \$650 range sold at places like West Marine and Defender, but they need to be hooked up to a monitor. Stand-alone units with their own screens are in the \$800 range.

We at Latitude think AIS receive-only is an incredible safety device, while AIS transmit capability is nice but not as necessary.

↑↓ MORE LIGHTS ARE NOT ALWAYS BETTER

I had the great pleasure of crewing on the 2014 Baja Ha-Ha that, minor paperwork issues notwithstanding, was an enjoyable experience start to finish. However, there was an issue beyond the control of the organizers that I'd like to address. Many participants did not display the proper lighting configuration for motorsailing at night. A substantial number of the boats used their sidelights, their masthead light, and their tricolor light simultaneously.

While on watch and scanning the horizon, I occasionally saw a boat on my port side showing green over white over green. I wondered if this was a trawler or an improperly lit vessel motorsailing. On my starboard side there were boats showing red over white over red, the lights of a fishing vessel.

Since I knew there were close to 150 sailboats in the area, and a few of them were visible by moonlight, I assumed the

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lights were on the Baja Ha-Ha fleet generally going the same direction that I was. I was not lulled into complacency, however, because two recreational vessels heading out to sea on autopilot did cross in front of us during the night while we were the stand-on vessel. They were properly lit but without a lookout. That's a separate story.

In any case, boats showing their sidelights, their masthead light, and their tricolor light simultaneously are sending the wrong signal.

Dave Allocco
Summer Nights, Capri 22
Phoenix, Arizona

Dave — You are correct about the impropriety and illegality of showing sidelights and a masthead tricolor at the same time, something we have to admit we didn't understand in the first 20 or so years of our sailing. While it's the responsibility of each skipper to show the correct lights, and the Grand Poobah mentioned the matter at least once, he could have done a better job of reminding everyone in the Ha-Ha. He will strive to do better in the future.

↑↓ ESTABLISHING SAILING TRADITIONS

To answer the question posed in the December 15 'Lectronic, the folks depicted dumping buckets of water over their heads are Mary McCarthy and Dave Milligan, who were crew on Roy Neyman's Seattle-based CT-41 ketch *Mabrouka* for the last Ha-Ha. *Mabrouka* is a lovely vessel.

Craig Russell
Addiction, Newport 30 Mk III
Emeryville

Readers — Since a lot of readers may not understand what's going on in the photos, let us explain. We at Latitude believe that sailing traditions are important as they can create great and lasting memories. For centuries, people who sailed across

the equator for the first time had to participate in an initiation rite known as the Crossing the Line Ceremony to commemorate their crossing the equator by vessel for the first time. This initiation is observed by the U.S. Navy, the U.S. Marines, the Coast Guard, the Royal Navy, the Russian Navy, the Dutch Merchant Navy, the British Merchant Navy, and many recreational vessels. It's believed that such nonsense boosts morale.

Ceremonies vary widely, but almost always include an appearance by King Neptune. After suitable hazing, which often includes such things as the liberal application of shaving cream, ridiculous costumes, the consumption of raw eggs, and the like, the former pollywogs or griffins are elevated to Shellbacks or Sons of Neptune status.

Since a very small percentage of sailors will ever sail small boats across the equator, we at Latitude thought there needed to be a lesser tradition to signify a somewhat lesser nautical achievement: specifically, the first time people sailed across the Tropic of Taurus. So during the Ha-Ha a few years ago, we created the Crossing of the Tropic of Taurus Ceremony. It's quite simple. At the first suitable opportunity after crossing the Tropic of Taurus, each first-timer is to pull a bucket of tropical water



COURTESY MABROUKA

Dave Milligan appeased Neptune with a celebratory bucket.



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LETTERS

from the sea and 'baptize' him-/herself. In the accompanying photos, both Dave and Mary are seen to be doing an excellent job. They are to be commended.

What's the deal with the 'Tropic of Taurus'? We'll let the folks at astronomy website Mexican Skies explain:



COURTESY MABROUKA

Mary 'baptized' herself with tropical water.

"The Tropic of Cancer, an imaginary line circling the globe at 23.5 degrees north latitude, was given that name because that is where the sun is directly overhead at the moment of the summer solstice on June 22. Some 2,000 years ago, when the line was named, the sun was in the constellation Cancer on that date. Due to precession, the sun is now actually in Taurus on June 22. So far nobody has suggested the line be renamed the Tropic of Taurus."

Mexican Skies should have written that nobody has suggested the line be renamed Tropic of Taurus except for those of us at Latitude 38 and the Baja Ha-Ha. If we're going to have a 'crossing into the tropics for the

first time' ceremony, what could be more hip — and curiosity-inducing — than a perplexing name? Thus the dumping of the bucket of tropical water over one's head for first-timers sailing into the tropics is called the 'Crossing the Tropic of Taurus Ceremony'.

We'll be the first to admit that this 'tradition' has been slow to catch on. But we're patient. Besides, we think we can instantly goose the popularity of the tradition by offering free CTTC t-shirts to those who provide photographic proof that they complied with the baptism during next fall's Baja Ha-Ha. You can't believe what people will do for free commemorative t-shirts.

Two Fun Facts: The Tropic of Cancer (Taurus) moves a little bit each year, and the progression is marked by signs on major Mexican highways. Fun Fact Two: It's now more properly the Tropic of Sagittarius, not the Tropic of Capricorn.

↑↓ THE TRIBE WAS PROUD OF THE 'REDSKINS' NAME

In her January letter titled 'What's in a Boat Name, White Man?', Ms. Tepper refers to the University of Miami changing its mascot name some 20 years ago to something less insulting to our red brethren. She's confused, for the change from Redskins to Redhawks was made by zealots at Miami University in Oxford, Ohio, not by the University of Miami (Hurricanes) in Florida.

Miami University officials consulted the elders of the Miami Tribe before the change was enacted. The elders universally declared that the change would be an unwelcome slight on their proud tradition in Southern Ohio, and that they considered the mascot name an honor and certainly not disrespectful. (The Tribe's forebears had greeted George Washington when he surveyed the area long before becoming our first President.)

Despite the wishes of the elders of the Miami tribe, Miami University made the change in mascot names. From that day onward, when fundraisers have called me for my annual alumni donation, I cheerfully respond that I will send a check as soon as the mascot name reverts to the original.

Dan Robson
Pelican, Dyer 40
Napa

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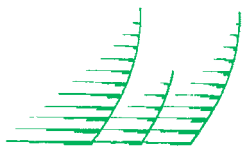
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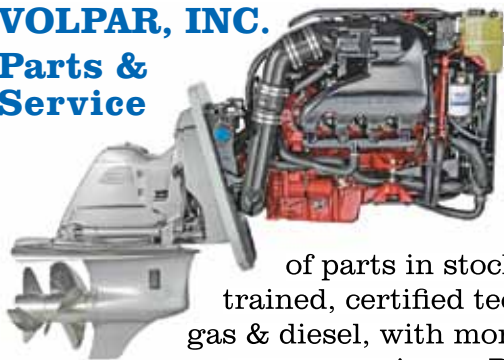
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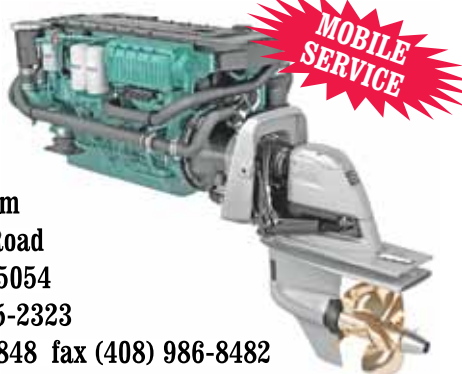
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LETTERS

↑↓ PROTESTING PROTESTS

I read the December *Racing Sheet* article about a collision and protest that occurred in a race on San Francisco Bay in November, and didn't think it was egregious — meaning the article, not the collision. Granted, I've done a lot of racing, so to my mind the fact that one party files a protest doesn't mean that the other party is guilty or admitting fault if they don't file a protest, too. I'm guessing that most racers understand that, too. I'm not sure how non-racers would interpret it.

Bill Lily
Moonshadow, Lagoon 470
Newport Beach / Mexico

Bill — We apologized for the article's not being clearer because we believe that many non-racers would get the misimpression that not filing a counter protest would be an admission of guilt.

Apparently the protest hearing was delayed numerous times because of the holidays and other reasons, and it was postponed again when, just as the hearing was to begin, a member of the committee was informed his house was in the process of being burglarized.

↑↓ SAY IT AIN'T SO!

It wasn't until late December that I got around to reading the December issue — including the letter from the gentleman who complained about the Ha-Ha. I was appalled by his complaints.

I've only done one Ha-Ha, which was on the Celestial 48 *Tamara Lee Ann* in 2012. I had to read the complainer's letter twice, as I had a hard time putting the boat in the same cruiser rally that I had enjoyed. Eventually it dawned on me that the author is a curmudgeon. By definition, curmudgeons are not happy people.

The editor's response was inspired. In fact, it's not often that I get to read something like that. Whether Capt. Curmudgeon realizes it or not, he was filleted in your pages and left to bleed out. It wasn't death by a thousand cuts, but rather 25 or so knife pricks inflicted by a very sharp knife. I may cut out the offending letter along with your response and hold it until a time when I need a long, low chuckle.

Capt. Ron Landmann
Sail/Power/Steam

Capt. Ron — We agree that the gentleman's expectations were out of line, but it did give us an opportunity to clarify Ha-Ha expectations and the culture of the event. So in that respect, we welcomed his letter. But don't worry about the Poobah as, following the Ha-Ha, he's received countless compliments about adapting to the unusual situation in last year's event

It was not our intent to 'knife' or belittle anyone, but having put in as much effort as the Poobah had in difficult circumstances, we wanted to make sure his point of view was presented forcefully.

The way you signed your status — "Sail/Power/Steam" — provides us with an opportunity for some offsetting levity. A few years ago we bought a motorcycle in St. Barth from our longtime French friend 'Big Yves' who, because he empties septic tanks, is sometimes described as "the most important person on the island." Anyway, we picked up the Spanish-built bike at the guesthouse of the La Vie En Rose villa, which is where Yves and his wife Veronique, who manages the estate, reside. So we were given the tour.

After a brief meeting with the effusive owners, who were in residence, and who despite speaking even less English than we speak French, insisted we come stay with them for a week at

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LETTERS

their estate in Aix-en-Provence, Veronique gave us the walking tour of the grounds and pool area.

When we asked what type of person pays \$40,000 a week to rent a place like that, Veronique named an actor who is famous for having played James Bond several times. "He rented the place just two hours before he and his entourage arrived. There was the actor, another guy, another guy, another guy and a little girl. They were all very nice."

"You mean to tell us that the actor who played Bond is gay?" we asked in surprise.

"I don't know for sure," Veronique replied, "but we French have a saying that translates to something like, 'He uses both sail and steam.' So you may want to be careful how you identify yourself."

THIN SOLAR PANELS AND BAD COVERAGE

Congrats on *Profligate's* giant new hardtop. I see that there isn't much space between the boom and the back of the hardtop, so I'm thinking you might have some clearance issues when/if you are going to install some solar panels. Unless, of course, you install some thin ones.

I bought two of the Solbian panels, which are about 1/16-inch thick and weigh less than 5 lbs. They are highly efficient monocrystalline panels and kick ass. We love them! The mono panels are more expensive, but we think they are worth it. We move ours around on the boat, and they are so much easier to deal with than the heavy-assed solar panels.

I got our panels from Bruce Schwab, the longtime East Bay rigger who won the 1996 Singlehanded TransPac in *Rumbleseat* before finishing the 2002-3 Around Alone and the 2004-5 Vendee Globe with his Tom Wylie-designed *OceanPlanet*. He lives in Bath, Maine now, but he's a great guy and was very helpful. He has some less-expensive polycrystalline solar panels as well.

I'd also like to take this opportunity to whine about the television coverage of the Volvo Ocean Race. The shows have been pathetic wastes of time. Some of the stuff that's been bad: 1) It's hard to understand the basic facts; 2) The coverage is disorienting; and 3) The camera work is shaky. It's hard to believe that any organization is paying money for such poor coverage.

Devan Mullin
Points Beyond, Shannon 38
Newport Beach

Readers — As long as the solar panels aren't close to the centerline on *Profligate's* hardtop, there isn't a clearance issue. We already have several solar panels on *Profligate* and intend to add more. While we can't live off-the-grid at this point in our lives, we love the concept.



LATITUDE / RICHARD

Made in the shade! 'Profligate's' new hardtop makes her like a new boat.

Unfortunately, there are many decisions to be made when deciding what kind of solar panels are needed on a cruising boat, and how many, and how to manage the power. Getting expert advice is usually a good investment.

As for the Volvo coverage, we think Stan Honey and his team for the 34th America's Cup set the bar too high for those in their wake.

ANYONE NEED PARTS FOR A ROUGHWATER 33?

It's a little late, but I want to point out a couple of errors in



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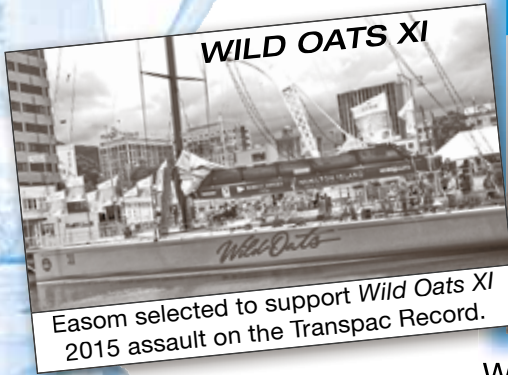
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LETTERS

your November 2014 issue, neither of which was your fault.

You have a photo in which the caption says that *Aspara* is on top of *Dorikam*, but it's actually the opposite. My lovely *Aspara* is the one on the bottom and *Dorikam* on top. This took



COURTESY VIVACIA

'Dorikam' was actually atop 'Aspara' in this image of Hurricane Odile's aftermath.

place on the Magote in La Paz during Hurricane *Odile*. It breaks my heart.

After the purchase of another boat, *Aspara* was reluctantly placed for sale. A person, who shall remain unnamed, was paid to look after *Aspara* while I crewed on another boat on a trip to Alaska. A late departure from Alaska left me fighting southerlies, and I was unable to return to La Paz in time to deal with the issue. We finally made San Francisco, and I plan to fly to La Paz from here.

I want to thank Jordan of *Sea Witch*, a great guy, for stripping *Aspara* of her valuables and saving them for me. Jordan helped many others in their time of need, too. Anyone in need of parts for a Roughwater 33, or similar boat, is welcome to contact me.

Russ Morgan
svmariposa@hotmail.com

Russ — We're sorry to hear about your loss, but think it's important that everybody understand that leaving one's boat in somebody else's charge doesn't always work out.

About 25 years ago a young Brit in Antigua told us he absolutely, positively wanted to spend the off-season in Antigua, and very much wanted the job of staying on and watching over our Ocean 71 Big O. We warned him that English Harbor became all but a ghost town after Antigua Sailing Week, and that he could look forward to six months of humidity and rain. We were told not to worry, as he dearly wanted the opportunity to get some big-boat experience on his resume. He had some decent references, too.

About three weeks later, we got a call from him. He casually mentioned that he was 150 miles east of Antigua, at which point he seemed to forget why he called us. He remembered when we reminded him of his promise to watch over our boat. He insisted that he was sorry, but "everybody" had left, it had gotten hot, and he kind of missed his ex-girlfriend back in Old Blighty.

When we asked if he thought he perhaps should have informed us of his abrupt change in plans before leaving, he told us not to worry because the good news was that he'd found another brilliant young Brit to watch over our boat. Chills ran down our spine when he told us, "You have nothing to worry about."

Sure enough, the "brilliant and reliable" friend lasted only a couple a weeks before he, too, left without bothering to inform us. This happened at the same time we had a disc problem that required surgery. The result was that Big O spent most of the hurricane season floating unattended and as vulnerable as could be in Falmouth Harbor. We were later told that nobody would go near her, fearing she was full of drugs or that there was some other reason to stay well clear of her.

Even in the cases where we've paid people to watch over *Profligate* in a marina we've had mixed results. For example, assurances that her engines would be run for at least 15 minutes each week were routinely ignored, and promises that our

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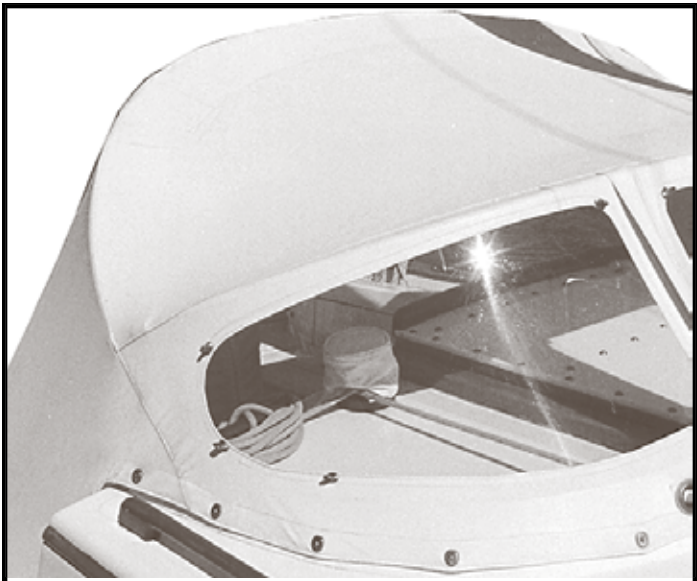
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boat would not be the site of parties were forgotten. Fortunately, our most serious loss was some of our faith in humanity.

This is not to say that there aren't individuals — we had one last year — who are true to their promises of being responsible. But when hiring or arranging for someone to watch over your boat in your absence, particularly if she's to be anchored out, it's good to have an independent party verify that what's been agreed to is actually being done. All too often, out of sight is out of mind.

↑↓ **LUCI IN THE SKY WITH LEDS**

For Christmas, I got one of the inflatable LED Luci lights mentioned in the January 12 *'Lectronic*. It truly is amazing, but I need two more — one for my ditch bag and another for my liferaft canister.

On the broader subject of LED lights, I think Lunasea has by far the best selection, and most are rated for 12-30 volts. I replaced all the bulbs with theirs on my old Swan 51, which is a 24-volt boat, including those pesky festoon bulbs in the old two-way (white/red) dome lights. From another source I even tracked down a tiny single-LED bulb that fit under the windvane dome.

Lunasea also carries a full range of bulbs for the running lights. Svendsen and San Diego Marine Exchange carry Lunasea bulbs at reasonable prices.

Lou Freeman
Seabird, Swan 51
San Diego

↑↓ **STILL KEEPING TABS**

Nice write-up on the Luci LED lights. Just so you know, they are also available at one of your longtime advertisers, West Marine, for \$14.99. LED lighting gets better every year, with powerful LED spotlights, multiple versions of small, powerful long lasting flashlights, halogen replacement bulbs, and so on.

I enjoy *'Lectronic*, one of the few e-newsletters I always read. I'm glad to see that the publisher is still out there having a blast sailing and writing about it.

Our Wylie 65 *Convergence* has been resting at a marina in Corfu for the winter. We cruised her in Croatia last summer and will be heading to Sicily and points beyond this summer.

Randy Repass
Convergence, Wylie 65
Santa Cruz

Readers — Randy is, of course, the founder of West Marine. We're glad to see that he and Sally-Christine are still having a blast sailing, too — and that Randy is still keeping an eye on the business.

↑↓ **LUCIS FOR NAVIGATION LIGHTS?**

After reading your recent report on the Luci LED lights, I came to the realization that they could make great running lights, as they come in red and green as well as white. It would be pretty simple to set up some sort of charging holder on deck. Have you heard of anything like this being done? Has your experience with them been good enough for that application?

John McNeill
San Francisco

John — No, no, dear God no! The Luci LED lights would be horrible for running lights. They are bulky when inflated and would blow all around, putting their only modestly strong



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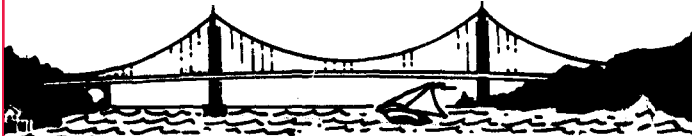
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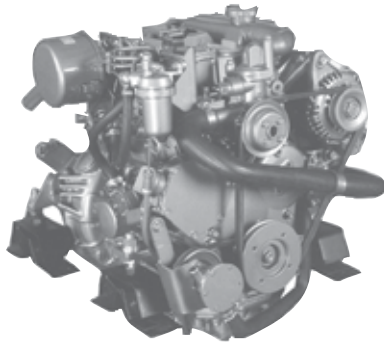
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LETTERS

handle at risk. An even bigger defect is they wouldn't show themselves in a very specific range of degrees off the bow, which is necessary to meet legal and safety requirements.

But no worries, as there are all kinds of LED lights made specifically to be running lights. The last one we bought was a lovely stainless one for our Olson 30 La Gamelle, and it only cost \$22. It had a one-mile range, making it legal for all boats under 65-ft. But it did require 12-volt power. Solar lights are not suitable for running lights as they are likely not to work after a few hours.

BLUE JOBS, PINK JOBS, AND GOING ALOFT

Regarding 'pink vs blue' crew assignments, most of the long-distance sailing I've done has been as part of a small crew, usually three or four people in all. We didn't have the luxury of having a designated cook/swab aboard, so everyone did everything. But I will admit that when it came to serious engine/systems issues, it usually was a male who ministered to the affected item.

That said, it can be useful to be comparatively short/small. I'm about 5'5", so not only do I have standing headroom on most boats, but my weight hasn't been a major load on a halyard or for the person grinding when I needed to go aloft.

The first time I went up was a few decades ago, and it was up the 50-ft or so mast of a Swan 43 at the Berkeley Marina. I didn't go to the masthead, as I just had to retape a shroud/spreader junction. Being big-time acrophobic, I was shaking so hard that it must have felt like a Richter 5 temblor down on deck.

My most recent ascent was on an Alberg 35 in Neah Bay, Washington. I was at the masthead, about 44 feet above deck, to tighten a masthead light connection. The effect of having weight at the far end of the lever on this smallish boat required small, gradual movements to minimize rolling and heeling. But the view was great!

Tips? Start with a sufficiently long halyard tail so that the person tending it has a good amount of line to hold. Have a grinder you can trust, and communicate clearly — especially when you're negotiating your way around shrouds and spreaders. And attach tools with small stuff so you don't drop them.

Jean Ouellette
San Francisco

Jean — We may be wrong, but sense that pink and blue jobs on boats are more the rule than the exception.

FINDING SOLITUDE AT THE TOP OF THE MAST

I don't see what the big deal is about one's gender and going up the mast, out on the pole, diving on the keel — or anything else for that matter. It's more about whether a person as crew is willing to do it.

In my 25,000+ miles of ocean racing/sailing, there were plenty of men who wanted nothing to do with strapping on the climbing harness and going aloft. With a crew of 18, most of them men, on a 68-footer, I was one of only three people, all women, who were willing to be mast monkey/kite spiker when at sea.

The highest mast I ever climbed was 100 feet, but the

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Craig Shaw's Columbia 43 'Adios' in the 2013 Baja Ha-Ha.

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LETTERS

roughest climb was aboard the Beneteau 411 *Bequia* in the 2012 Pacific Cup in 25 knots of wind and moderate seas with a series of fast-approaching squalls. I carry my own Petzl climbing harness, as I do not trust the ancient bosun's chair that is usually dug out from the dark/damp recesses of any given boat. I tie my own knots. I use a safety line. And I select who will be at the helm and who will be at the end of my halyards.

On long ocean races, going up the mast or out the pole is the only way to find some solitude!

Shana Bagley
Walnut Creek

↑↓ MARY IS A MEMBER OF THE '100-FT CLUB' TOO

We once sent Mary Compton to the top of the 105-ft-tall mast on her husband Dick's Andrews 77 *Alchemy*. She did a great job cleaning the mast with a white t-shirt.

Mark Coleman
Wainui, Cal 48
Ventura

↑↓ I DON'T WEAR A PIRATE OUTFIT WHEN GOING ALOFT

In all the sailing venues that *Latitude* has been you only know a few females that have gone aloft?!

I have been up the mast many times. If my husband was up there, he would be worried about my dropping him, and I would be calling out all the places that needed inspection and just bugging him in general. I trust him to keep me safe and he trusts me to do the work. I put up the lazy jacks, halyards, new wind indicator, antenna and so forth. We do need a new masthead light, which is going to be hard because that's at the very top of the mast.

To be fair, it is my boat and I have had the mast down twice, so I'm pretty familiar with her. And the mast isn't very tall. And no, I wasn't wearing a pirate outfit.

I also feel it's my responsibility to do the oil changes, fuel filters, and transmission oil. Why should I make him do that? When I get really frustrated with seized parts, stubborn hoses, and the like, my husband helps me and I do appreciate it. Neither one of us cleans the bottom much. We hire somebody to do it.

It did upset some Mexican boatyard guys to see me with the wrench and my husband with the vacuum cleaner. It doesn't fit with their world view.

Anyway, to each his/her own. Whatever it takes to keep boats out on the high seas.

Name Withheld By Request
Still in Mexico After the 2006 Ha-Ha

N.W.B.R. — Sailors and others doing jobs outside their traditional roles can really confuse workers in Mexico and other Third World countries. Generally speaking, you are a laborer, supervisor or owner. Supervisors and (boat)owners are not expected to do manual labor. It can be upsetting to laborers when this tradition is not adhered to.

↑↓ WHAT DO YOU LIKE TO DO?

I love going high! On calm days it's fun to go aloft. On windy days, when the boat is really moving, it's exhilarating. The views are great and it's great exercise, too.

I wear my Metolius climbing harness, in addition to our new and very comfortable padded bosun's chair, when going up the mast. The climbing harness makes me feel more secure, especially if I'm doing something at the top of the mast. By the way, the owners of the company that makes the Metolius harness are cruisers who did the Puddle Jump

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LETTERS

last spring.

My husband John and I are both climbers, so we're both comfortable going aloft. We hoist a 5:1 block & tackle system up the main halyard, which reduces the pull to about 25 pounds. Then we use a jumar on the haul line to stop anywhere we need to work. For a quicker way up, the person at the bottom can pull and help with the hoist. It's a good workout for the arms.



JOHN MCDANIEL

Cyn doesn't mind climbing the rig or doing the odd 'blue' job.

Regarding blue and pink jobs, we have blue and green designations instead. John does most of the blue (boat) jobs and I do the green (money/work) jobs. We share the pink jobs and I help with the blue jobs when I can and when it makes sense — such as contorting my body into small engine area spaces and doing electrical work where having small hands is beneficial.

Cyn McDaniel

Alcyone, Ericson 35 Mk3

Currently in Mexico

↑↓"I LIKE GOING ALOFT"

I'm a woman and I go aloft on the 65-ft mast of our Swan 41. Not to boast, but I may be one of the older women who goes aloft. For a few months now, I've been able to tap into retirement funds without penalty.

I went up the mast twice last year, with my husband Rod doing the grinding. I help Rod by pulling and pushing myself up wherever I can get a hold of something. I use a Spinlock climbing harness, which I prefer over a bosun's chair.

Earlier this year we were on our way from Majuro in the Marshall Islands to Funafuti, Tuvalu when a sudden loud bang came from the forestay area. It turned out that the forestay was still intact, but the genoa was no longer connected to the halyard. After lowering the genoa, we found that the shackle connecting it to the roller furler had broken. This



ELISABETH LEHMBERG

Elisabeth may be old enough to collect retirement, but that doesn't stop her from going aloft.

was rather disappointing, since the roller furler is only two years old. If we'd been farther offshore, Rod would have had to go aloft while we were at sea. But we made our way to Funafuti under main only and with some help from the engine. Once in the anchorage we had to retrieve the upper part of the roller furler, an easy task. When I asked Rod

if I could do the job, he said, "Of course." All I needed to do was to connect a line to the furler, so we could pull it down. So, up I went. While aloft, I took some photos and enjoyed the beautiful view. Piece of cake!

My second occasion to go up the mast last year arose when we were preparing our boat for going into a pit at Vuda Marina, Viti Levu, Fiji for cyclone season. The wind instrument had to come down, so again I volunteered to be hauled up. Camera in pocket, up I went.

I really enjoy going aloft — although I confess I haven't tried

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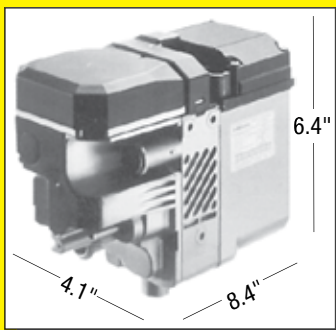
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LETTERS

it while underway when the boat is really moving around.

I've also used an ATN Mast Climber to get to the second spreader to install some lazy jacks. But since going down is as much work with the ATN as is going up, I don't use it to go to the top of the mast. As I write this, I am promising myself to do just that to get the wind instrument back up when we return to our boat in March next year.

Elisabeth Lehmborg
Proximity, Swan 41
Alameda

↑↓ DUTY CALLS

I don't know if you want secondhand stories about women who go up, but since I lost contact with the woman involved years ago, I'll tell it anyway.

Back in the 1980s I learned to sail from Charlie Kern, an older guy who owned *Valiant*, US 24, a 12 Meter that had been built for the 1970 America's Cup. Most of the sailing we did was between Los Angeles Harbor and Catalina on weekends.



DOUG FORD

Charlie enjoyed taking lots of folks sailing because the boat needed a lot of crew. And he enjoyed taking people who would be sailing for the first time. One time Patty, one of the regular crew, brought a never-been-sailing-before boyfriend along. While lowering the sails at Catalina, he lost his grip and the mainsail halyard went to the top.

Since Patty had invited the one who let the halyard go, and since she was also the lightest person aboard, we sent her up the mast. As I recall, the mast was 85 feet tall, and *Valiant* being a monohull, she was rolling in the anchorage. Patty didn't have a good time going aloft, but she got the job done.

Valiant had big winches for the headsails and there was a two-person grinder, so hoisting Patty was the easiest ever. I'm sure she weighed less than the main.

Doug Ford
ex-*Valiant* Crew

Readers — We love the stories of women who go aloft . . . and sometimes go down, too. They deserve the attention, so you can look forward to them in future issues.

↑↓ GUNBOAT IS AN AMERICAN SUCCESS STORY

There haven't been a lot of big success stories in the American sailboat building industry in the last 20 years, but I certainly think that Peter Johnstone's Gunboat International qualifies. I get regular newsletters from the company and couldn't help being impressed by information in the most recent. Among other things, it reported:

1) That both *Cruising World* and *Sailing World* named the new Gunboat 55 catamaran their Boat of the Year, and that 15 of the cats have already been sold. 2) That they have received orders for a new Gunboat 64 and Gunboat 70, both of which will also be built at Gunboat's relatively new plant at Wanchese, North Carolina. (Previous Gunboats were built in South Africa and China.) 3) That the first Gunboat G4, *Yachts and Yachting's* 2015 Performance Boat of the Year, is slated to sail in Antigua Sailing Week in late April. This is described



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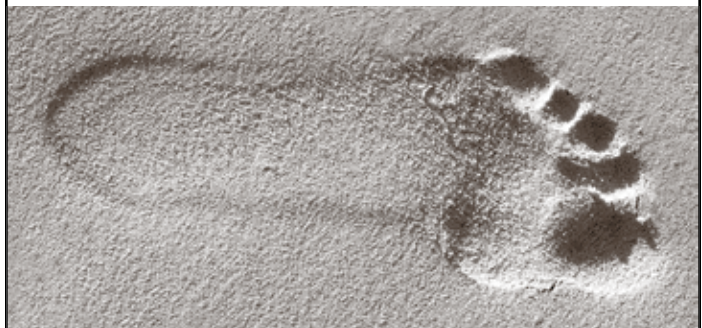
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LETTERS

as "a new multipurpose 40-ft coastal cruiser-racer." In that initial brief they didn't mention that the cat, which displaces a mere 6,000 lbs, is designed and built to foil!

I'm not pimping Gunboats and could never dream of affording one, but I love American success stories, particularly American sailing success stories, and I think this is one of them. As a monohull sailor, however, I wonder if these performance cats might be too performance-oriented for some. This concern comes from reading the following line in the latest newsletter:

"An updated salon and skyscraping Hall rig are the highlights of a major refit performed in the Gunboat 62 *Tribe* by Newport Shipyard. With her new Doyle sails, she will be a force to be reckoned with. As the older Gunboats are powered up with larger sails and taller masts to keep pace with their newer sisters, we urge caution and safety to all this Caribbean season. When racing, always keep hands on the sheets!"

"Always keep hands on the sheets." Yikes! The newsletter went on to report that up to 10 Gunboats are expected to participate in "three of the Caribbean's best events, the St. Maarten Heineken Regatta, Les Voiles de St. Barth, and Antigua Sailing Week." I think it's pretty exciting in more ways than one.

Thomas Fuller
Currently Boatless and Traveling in Asia
Jackson Hole, Wyoming

Thomas — We agree that Johnstone and Gunboat deserve a big shout-out for what they've done in the last 15 years. It started when the Johnstone family, disappointed with the lack of comfort in cruising a sled in the windy winter Caribbean, prompted Dad to come up with a better solution. Unlike a lot of companies, Gunboat has continued to innovate over the years, as the new 55, and particularly the new G4, are entirely different beasts than the original 62. And yeah, we think it's really great that they are being built in the US.

And it's not as if the Gunboats are inexpensive. During a discussion of cats on Facebook with Johnstone, we asked him what the new 55s sell for. Johnstone, who was nice enough to take a moment to compliment multihull designer Chris White and say kind things about Latitude's *Profligate*, reported the base price of a 55 was \$1.9 million, and true sailaway was \$2.1 million. They'd sold 15 of them by the time the first one was launched. Very, very impressive. (By the way, anyone who wants to eavesdrop on the Facebook chatter between Johnstone and the publisher of *Latitude* is welcome to 'friend' Richard Spindler.)

As for the 'always have hands on sheets' caution, we presume it's in part a result of a near capsizing of a Gunboat 66 in last year's windy Voiles de St. Barth, the one in which Steve Schmidt's short-masted *Santa Cruz 70* hit 22+ knots under white sails alone. As evidenced by the fact that we own a big cat, we think they are safe. But performance-oriented cats, no matter the size, demand continual respect.

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

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

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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SIGHTINGS

avalon's darkest night

The violent wind and seas that lashed Catalina Island's Avalon Harbor on December 30 may be old news now, but reminders of that horrible night's devastation remain today along the waterfront. And members of the tight-knit island community are still mourning the loss of two well-loved, longtime island residents, Tim Mitchell, 39, and Bruce Ryder, 53.

If you were taking a break from mainstream news during the holidays, you may not have heard about any of this, so we'll do our best to recap what happened — although some facts have been difficult to confirm.

Various accounts indicate that the afternoon of December 30 was a relatively pleasant winter day in the Avalon anchorage: cool, with a light breeze and somewhat sloppy sea conditions. However, mainstream weather sources were predicting 5-15 knots of wind that night from the northeast — like so-called Santa Ana conditions, but colder. This forecast was not threatening enough for the harbor authorities to turn boats away from the normally peaceful harbor. What puzzled

continued on outside column of next sightings page

french polynesia

One look at an idyllic postcard image of French Polynesia's jagged mountain tops, lush rain forests and turquoise lagoons, and almost any mariner would wish he or she could explore those waters under sail. Every year many sailors take that notion well beyond the pipedreaming stage, though. In the two months since we opened (free) registration for the 2015 Pacific Puddle Jump rally, nearly 110 boats from nine countries have signed up. (See www.pacificpuddlejump.com.)

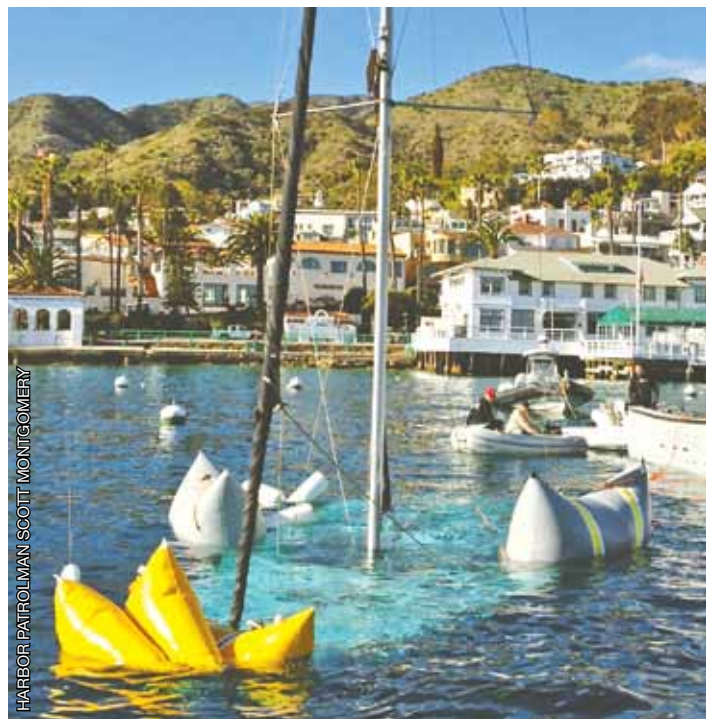
They'll be departing during the next four months from various points along the west coast of the Americas, with Puerto Vallarta, Mexico; Balboa, Panama; and the Galapagos Islands of Ecuador being the most popular jumping off points.



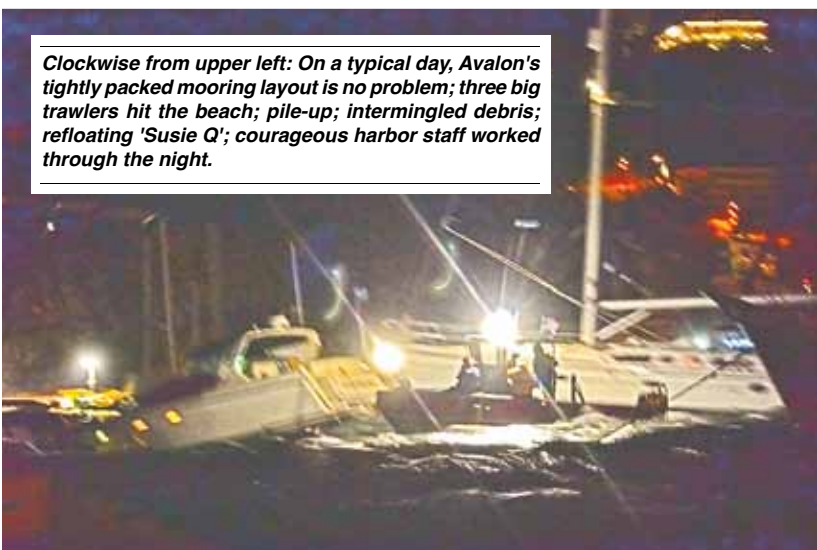
LATITUDE ARCHIVES



BILL BUSHING



HARBOR PATROLMAN SCOTT MONTGOMERY



SOURCE UNKNOWN

Clockwise from upper left: On a typical day, Avalon's tightly packed mooring layout is no problem; three big trawlers hit the beach; pile-up; intermingled debris; refloating 'Susie Q'; courageous harbor staff worked through the night.

on the mind

No matter where you leave from, though, it's a very long sail — 18-30 days for the typical cruising boats that do it each year, with no options for a pitstop along the way. Once you arrive, though, it's as though you've passed through the looking glass — to borrow a concept from Lewis Carroll. That is, you will have entered a wonderworld of exotic tropical islands, ideally suited to sailboat cruising.

At our three PPJ Sendoff Parties this month and next (dates below), we'll be sharing insights into cruising the islands as well as dealing with the local bureaucracy. One of biggest questions on the minds of westbound sailors is always "How long can we stay?" Unless you're

continued in middle column of next sightings page



HOLLY SCOTT / CHARLIE'S CHARTS

HOLLY SCOTT / CHARLIE'S CHARTS

avalon — continued

some mariners later, however, was that various apps and professional weather services had predicted a much stronger blow, while mainstream weather sources had not. "It's odd to me that if you looked at several weather forecasts, you could see it coming, but NOAA didn't," said Captain Holly Scott, co-owner of Charlie's Charts, who is a frequent visitor to the island.

The problem, as all who have spent time at Avalon know, is that its broad anchorage is completely exposed to the northeast, so when strong winds blow from the mainland, the accompanying wind waves have roughly 25 miles of fetch in which to build to destructive proportions. That's exactly what happened on the night of December 30. A couple of hours after dark the breeze increased suddenly, wind waves began to build and the mooring field became a roiling caldron of dread.

One of the most vivid eyewitness accounts came from Daniel Sipes of San Diego. After securing his wife and kids in a hotel ashore, he reportedly caught a ride out to his family's 34-ft Meridian powerboat, *Tamara*, aboard the last shore boat that dared to go out that night. "The wind was blowing maybe 20 knots and the seas in the harbor were increasing — now 4 to 5 feet and steep, arriving every five seconds or so," he wrote in a widely circulated email. Conditions in the harbor soon got worse — much worse — as Sipes caught glimpses of the drama unfolding in the darkness around him, while listening to the harbor patrol channel, VHF 12. As the wind speed and wave height increased, so did the chaos around him. "Harbor patrol, we have sick people on board and need to be evacuated," he recalled hearing. "Harbor patrol, we have elderly on board and need to get to shore." "Harbor patrol, the captain is not on board, what do we do?" "Harbor patrol, we have a person having an anxiety attack with shortness of breath. We need to be taken ashore."

As winds gusted as high as 42 knots, and short-period waves crashed against the shoreline, an untold number of selfless harbor patrol personnel and volunteers put their lives on the line that night to reattach severed mooring lines, tow drifting boats to safety, and respond to cries for help from countless frightened boaters.

One of the biggest challenges of the night was controlling the 65-ft dive boat *King Neptune*, which had broken loose and was roaring toward the shore. Courageous harbor staff attached tow lines and attempted to pull her into more sheltered waters, but at least twice their towlines broke due to the tremendous force of the pounding swells. According to firsthand accounts, Harbor Patrol Assistant Tim Mitchell — who had worked aboard *King Neptune* as a dive instructor and guide for about 10 years before joining the harbor staff last May — climbed aboard her from a patrol boat and attempted to fire up her engines. But before he could do so, the beamy 65-footer slammed ashore at Step Beach, near the Green Pleasure Pier. Witnesses say Mitchell tried to jump to safety, but didn't make it. They watched in horror as he was pinned between the boat and the rocky shore. Despite the best efforts of sheriff's deputies and Mitchell's coworkers, they were unable to rescue him.

A native of New Zealand, but longtime Catalina resident, Mitchell obtained US citizenship last year. According to Harbor Master Brian

continued on outside column of next sightings page



CITY OF AVALON HARBOR DEPT

Harbor Patrol Assistant Tim Mitchell died trying to save his friend's dive boat.



CITY OF AVALON HARBOR DEPT

Bruce Ryder didn't make it to shore when his boat went down, but his yellow lab, P.B., did.

SIGHTINGS

avalon — continued

Bray, "He held joint degrees in religious studies and sociology, and was an accomplished musician, playing multiple instruments." He had also worked as a reserve firefighter for the past five years. Perhaps the saddest fact about Mitchell was that, according to Bray, he was like a "second father" to the children of *King Neptune's* owners, Bob and Tina Kennedy.

Mitchell's body was not recovered until morning when conditions finally calmed down. Also discovered amid acres of diesel-soaked

debris, shattered boat parts, battered dinghies and skiffs was the body of Bruce Ryder, floating on the surface near the Tuna Club. His 32-ft liveaboard powerboat *Ocean Ryder II* had gone down in the storm, and bits of it were reportedly scattered along the shoreline.

According to his friends, this Southern California native

had come to Catalina roughly 20 years ago, and was well known around town. He too had worked as a dive instructor for ScubaLuv — in fact, he'd known owner Bob Kennedy since grade school. Ryder had also worked as a fisherman and boat captain, and had run a pumpout service. Most recently, though, he'd worked repairing moorings. Neither man was married, but Ryder had a constant companion: his yellow lab Pretty Boy, aka P.B.

At least five big boats were beached and/or destroyed, three of which were large trawlers that grounded against the seawall. One reportedly had its anchor windlass pulled out by the wave force. *King Neptune* was completely destroyed before first light. Out in the mooring field, the canted mast of the Hunter 40 *Susie Q* protruded from the surface. According to Sipes' report, she'd been holed after becoming entangled with a 35-ft powerboat. Thankfully, her crew was evacuated before she sank, and she was eventually refloated. Another sailboat was reportedly destroyed against the breakwater in front of the landmark Catalina Casino.

No official estimate of property damage has been released yet, but Sipes' assessment was dire: "I'd guess that 50% of the boats in the harbor had significant damage," he wrote.

Lessons learned? There are dozens of them. But the most salient have to do with weather forecasts. As Holly Scott advises: "Check several marine weather forecasts every time you leave your slip. Any mention of a northeasterly or a Santa Ana should cause alarms to go off in your head. The ocean will always win."

— andy

bay sailing — anybody can play

They say that if you can sail on San Francisco Bay you can sail anywhere, and that if you can sail a dinghy you can sail anything. The quote, "The small-boat sailor is the real sailor," is famously attributed to Jack London. Put those sayings together and you get Sail a Small Boat Day at Richmond Yacht Club. No need to worry about the rigors of sailing in the Slot, however, as this event is designed for everyone, old and young, experienced and novice, and sailing takes place in the relatively protected Richmond Riviera.

continued on outside column of next sightings page

french polynesia —

a European Union (EU) citizen, you can only get a non-renewable 90-day visa upon arrival, and that's not much time to explore an area larger than Western Europe — seriously. Foreign boats can actually stay for 18 months, but the only way for North Americans to stay longer than 90 days is to arrange a "long stay visa" with a French consulate or embassy *in advance* of setting sail. See the PPJ site for details or contact the embassy/consulate nearest your homeport. You have to jump through some bureaucratic hoops, and the approval can take up to eight weeks, but having the extra time (six months or possibly a year) is well worth a little hassle.

Speaking of hassle, once again this year the PPJ Rally Committee is working

BILL BUSHING



After driving the trawler 'Maria' ashore, the punishing waves ripped her interior apart.



ALL PHOTOS WWW.NORCALSAILING.COM

continued

with Tahitian yacht agents, who offer fleet members a flat rate package of services: clearance in and out, access to duty-free fuel, and 'expatriation bond' exemptions for crew. Without the exemption, each crew member must deposit in a local bank the *cash* equivalent of a plane ticket to his or her home town. It's refundable on the day you check out, but you may take a hit on the currency exchange.

If you're heading west this season, we'd love to buy you a drink, snap your photo and get to know a little about you. Party dates are:

- Feb 25 — Vallarta YC, Nuevo Vallarta
 - Mar 4 — Balboa YC, Panama
 - Mar 7 — Shelter Bay Marina, Panama
- Hope to see you there.

— andy

anybody can play — continued

Boat rides are offered on all manner of small craft, ranging in size from 8-ft Optis and El Toros to centerboard boats like Vanguard 15s and Snipes, skiffs like 29ers and 49ers, multihulls such as Weta trimarans and Hobie Cats, and even small keelboats, like the Wylie Wabbit, Ultimate 20 and Open 5.70, with a wide range of shapes, sizes and speeds in between. Following a recent trend, stand-up paddleboards, pedal-craft and kayaks will be available to try out too.

If you have them, you're encouraged to bring a wetsuit and life jacket (but not the inflatable kind); warm, waterproof clothing if not. A limited number of PFDs will be available to borrow. Be prepared to get wet — bring a change of clothes and leave valuable electronics at home. Kids will need a parent to sign a waiver. Sign-ups will be taken on a first-come, first-served basis, and class representatives will be on hand to answer questions about their fleets.

Sail a Small Boat Day is free to attend, and you can even get a free hot dog lunch. This year's event will be held on Saturday, February 28, from 10:30 a.m. to 3:30 p.m. For more information, see www.richmondyc.org.

— chris



These kids would tell you that sailing small boats is big fun. Get out and join them at Sail a Small Boat Day.

SIGHTINGS

the west coast's biggest warhorse

One of the hottest, sexiest new West Coast boats is also the biggest. Watch out, because *Rio100* is coming to town — Newport Harbor to be exact. If you followed the Rolex Sydney Hobart race in December, you probably know that she was one of four 100-footers. Built by Bakewell-White in 2003, she had raced in that event previously in her original 98-ft configuration, variously named *Lahana*, *Konica Minolta*, and *Zana*.

Early last year, Manouch Moshayedi of Corona del Mar purchased *Lahana* in Australia and delivered her to Cookson's Yachts in New Zealand for a complete refit with the goal of creating a boat that would be suitable for and competitive in West Coast ocean racing, and which would qualify for the Transpac Barn Door trophy.

Moshayedi is the founder and former CEO and chairman of sTec, Inc., a computer data storage company with locations in Silicon Valley and Southern California. In 2013, the company was bought by Irvine-based West Digital.

When we checked in with him in January, Moshayedi explained:

continued on outside column of next sightings page

hugo boss dismasts

After leading the doublehanded Barcelona World Race for the better part of two weeks, *Hugo Boss* dismasted on January 14 in the South Atlantic Ocean, about 370 miles east of Salvador de Bahia, Brazil. The IMOCA 60 had already set a new record for the passage from Barcelona to Gibraltar in the Mediterranean and a course record to the equator.

Pre-race favorites Alex Thomson, a 40-year-old Brit, and Pepe Ribes, a 43-year-old Spaniard, estimated that they had extended their lead to about 60 miles when the rig came down in a moderate easterly and big seas.

Both sailors were on deck making a headsail change when they believe that the central pin in the headsail furling



off brazil

drum sheared, leaving the mast unsupported from the front of the boat. Thomson watched helplessly from the bow as the mast and sails fell backward. "I looked up and instinctively I knew the mast was going to fall down," he said. "It kind of hovered there for a few seconds and then fell backwards into the water. Within a couple of minutes the mast broke in two where it was hinged over the boat. Pepe did a great job with the grinder cutting it away before the mast made a hole inside the boat in the big waves we had."

Regarding the pin that broke, Thomson said, "That part has been back to the supplier in the months leading up to the race to be serviced and checked. The

continued in middle column of next sightings page



The newly-redesigned and rebuilt Bakewell-White 'Rio100' at the start of the Rolex Sydney Hobart on December 26.

CARLO BORLENGHI

warhorse — continued

"The boat used to have water ballast, and we removed the back half of the boat, which had all the water ballast, and rebuilt the boat without it and without a canting keel, to qualify for the Barn Door. So the boat has been purpose-built for the Barn Door. We are also looking to break the monohull record on a boat without the use of stored power. *Wild Oats XI* is also participating in the Transpac, but that boat has a canting keel, water ballast, DSS lifting boards and all-electric and mechanical winch systems. This boat will get to Hawaii first, but it certainly is not a monohull in a traditional sense of the word."

Brett Bakewell-White redeveloped and modernized the design of *Rio100*. A crew of 20-25 people worked on the refit seven days a week for nine months. She now sports a wider, longer stern, a longer boom and a longer bowsprit. The helm stations were moved aft, and *Rio100* is now 6-7 tons lighter than was *Lahana*. Her winches are all manual. A new engine was installed with a new lifting prop, and a new lifting keel (from 19 to 14 feet) will facilitate entry into at least some West Coast marinas.

Rio100's first race was New Zealand's 230-mile Yates Cup in November, and she won it. Her second race was the 628-mile Rolex Sydney Hobart, which started on Boxing Day, December 26, in Sydney Harbour.

"*Rio100* performed very well," said Moshayedi about the Australian race. "Our primary goals were to get off the start line cleanly and make it to Hobart in one piece. The fact that we were in contention for third place up until a couple of hours before the finish was icing on the cake. We were still very happy with our fourth-place finish just 11 minutes behind the third-place finisher, *Ragamuffin 100*, which is a canting-keel boat with water ballast and a much larger sail plan."

The crew saw 35 knots on the nose the first night, triple zeros the next morning, then 35 knots from behind, followed by triple zeros again. "The only low point was when we parked at the head of the Derwent River and waited for *Ragamuffin 100*," said Moshayedi.

Aboard for the Sydney Hobart were skipper Moshayedi, navigator Peter Isler, tactician Gavin Brady, boat captain Keith Kilpatrick, Jeff Mesaano, Mike Howard, Mike Van Dyke, Mike Pentecost, Mike Mottl, Peter Van Niekerk, Alastair Campbell, Brad Ferrand, Duncan Macleod, Nick Partridge, Steve Kemp, Julian Freeman, Tyler Wolk, Bill Jenkins, Nick Vindin, San Franciscan Joe Penrod, Sean 'Doogie' Couvreur and Morgan Gutenkunst. The latter two sailed as youth in the Bay Area.

Gutenkunst had raced with Moshayedi on his TP52 *Rio*, so when *Rio100* was ready to go, he got the call to be one of the lead bowmen.

"The Sydney Hobart has always been on my list of races to do," said Gutenkunst. "The start in Sydney Harbour with all of the boats, media, and spectators was incredible. I also really enjoyed rounding Tasman Island — the cliffs did not disappoint."

"There is so much excitement about the race in Sydney," said Moshayedi. "Everyone knew about the race. When you arrive in Hobart, there is a warm welcome from the locals. I had never seen this type of a reception around a sailboat race."

Rio100 has been pulled apart again for loading onto a ship bound from Sydney to San Pedro. The boat will live on its cradle at the Windward yard in Marina del Rey. The next race will be Newport to Cabo starting on March 21. To learn more, see www.rioracingusa.com.

— chris



'Rio100' owner Manouch Moshayedi at the helm.

BRAD DAVIES / WWW.LIVESAILDIE.COM

SIGHTINGS

is apster still afloat?

Although it's been more than a month since the 32-ft Bristol Channel cutter *Apster* was abandoned 75 miles off the Monterey County coast, many Bay Area classic boat aficionados are still hoping against hope that she will be spotted and retrieved. As you'll read below, this Lyle Hess-designed woodie has a fascinating history, having literally



US COAST GUARD

Singlehander Jeff Weaver is winched to safety aboard a Coast Guard helicopter, as 'Apster' is left to drift with sails up. Many wonder where she is now.

'risen from the ashes' years ago.

It was Christmas Day when owner Jeff Weaver called for rescue because *Apster* was taking on water, reportedly through her hawse holes and possibly elsewhere. Conditions were nasty, with 10- to 15-foot seas and 30-knot winds. But according to the Coast Guard, by the time their rescue helicopter arrived on the scene to winch Weaver to safety, he'd been able to stop or substantially slow the inflow of sea water. (Our calls to Weaver requesting comments were not returned.)

With a staysail and triple-reefed main still up, *Apster* was left to drift with prevailing northwesterly winds and southbound currents.

Although it's possible she'll show up somewhere in Southern California or Mexico — if she stays afloat — she might also turn up on some Pacific island months from now, as other abandoned vessels have done.

Meanwhile, those who know the remarkable story of *Apster's* creation are keeping their fingers crossed that this sad report will not be her final chapter. Not only was she built from a classic design drawn by a renowned, old-school naval architect, but she'd become

somewhat of a local legend long before she was launched in October 2000. Why? Because back in 1986, with her hull nearly completed, she was partially destroyed during a fire at Bob Darr's Wooden Boatbuilding School in San Rafael. Shipwright Dan Jones — who'd helped build her — bought the charred hulk from insurers and carted her to his property in Marin. After 14 years and an estimated 4,000 hours of labor, the slender beauty was finally launched with an adoring crowd looking on. The immaculately finished cutter was named *Apster* after the son of Jones' buddy Peter Strietman: Alfred Peter Strietman Jr., who was then three years old. Sadly, not long after *Apster's* completion, Jones became seriously ill and was forced to sell his little gem to Weaver to pay for medical treatments.

Is *Apster* still afloat out there somewhere? It's anybody's guess. Here at *Latitude* we too are keeping our fingers crossed.

— andy



WOODY SKORIAK

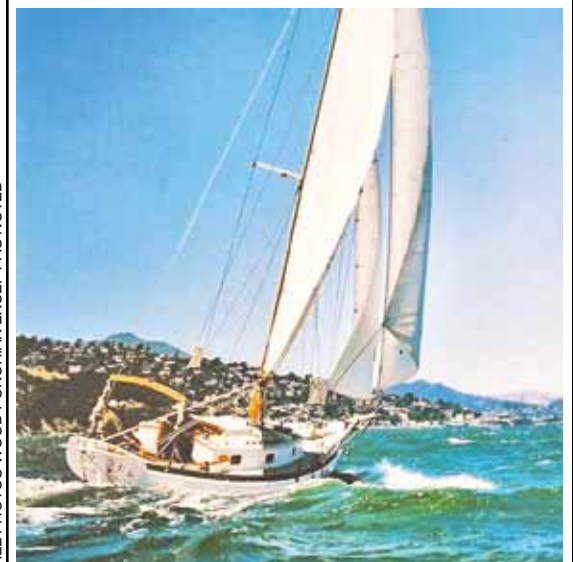
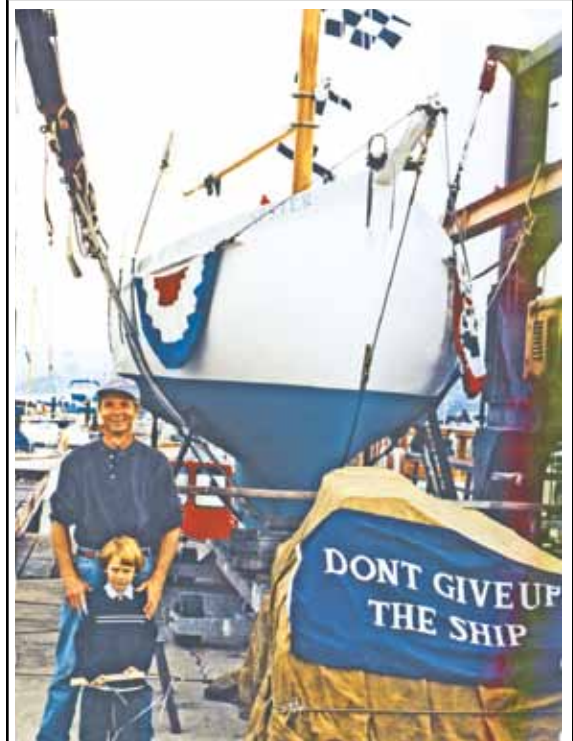
Fond memories: 'Apster's' namesake, Alfred, christened her with a bottle of champagne at her launch in 2000.

hugo boss —

material it is made from is the right kind. I think we need to get this broken piece back and looked at by a metallurgist. We are talking about a metal bar which is 22 mm in diameter. And the piece had been non-destructive tested two months prior to the race. So I am not sure that there is anything else we could have done."

They motored to Salvador de Bahia, arriving safely on January 18. "Both of us would like to come back and do it again," said Thomson.

Frenchmen Bernard Stamm and Jean



ALL PHOTOS WOODY SKORIAK EXCEPT AS NOTED

continued

Le Cam on *Cheminées Poujoulat* took over the lead in the nonstop around-the-world race, which started on New Year's Eve, with Spaniard Guillermo Altadill and José Muñoz of Chile on *Neutrogena* striving to get past them.

As we were going to press, the leaders were closing in on the Cape of Good Hope, having escaped the St. Helena High, and *Cheminées Poujoulat* was out in front of *Neutrogena* by more than 100 miles. See www.barcelonaworldrace.org for more.

— chris

sailing is a love potion

'Wiki Steve' Felton's Tacoma-based Hylas 44 *Penn Station* was the 'love boat' of the 2014 Baja Ha-Ha rally. How does love happen? Well let Darrel Anderson tell his side of the story.

"I had the most gigantic crush on Amy Beth Canonica ever since exchanging names with her aboard my best friend Steve's *Penn Station* off Tacoma during the summer of 2012. The shenanigan of the day was sending the girls up *Penn Station's* 60-ft mast to let them marvel at the breathtaking scenery of the Pacific Northwest. Amy took a little convincing when it was her turn, but we got her to agree — if we hoisted her slowly. Right. Before she could finish saying 'Ready', we had her 10 feet in the air and rising quickly. She screamed the whole way up. When we got the halyard cleated off, we shouted, 'We're

continued on outside column of next sightings page



Clockwise from upper left: Builder Dan Jones and three-year-old Alfred on launch day; the lovely cutter under sail on the Bay in 2006; a crowd of admirers witnesses the launch; looking sweet as she glides across the Bay.



LATITUDE / JR

SIGHTINGS

sailing is a love potion

going to eat, be back in a while.' You always tease the ones you love.

"As we gently let her down, I pretended to catch her in my arms — and slipped in a little pinch on her butt. 'Hey!' she said, 'I don't know you that well. Yet.'

"That was all I needed to make sure I was going to get to know her better, as she has the greatest personality — to say nothing of being stunningly beautiful. Two years later, after a lot of sailing, racing and a plethora of memorable and hilarious moments together, our friendship blossomed into a relationship. As a result, we became practically inseparable.

"While helping deliver *Penn Station* from Tacoma to San Francisco, I told Steve and the other crew, Nikki, that I was going to ask for Amy's hand in marriage. I just had to find the right occasion. It came on November 9, after we'd done the Ha-Ha and while we were anchored off Cabo San Lucas.

"With the help of newfound Ha-Ha friend Nick Caldwell, I went up the mast and in shaky letters managed to spell out: Will. You. Marry.

continued on outside column of next sightings page

smooth sailing

If you love visiting tropical sailing destinations, you may be wondering how Obama's recent push to warm relations with Cuba will affect recreational sailors. We've curious too.

The way we understand it, even now, American travelers cannot simply show up and explore the island (and its offshore islets) independently. New guidelines available for your perusal on the US Treasury Department website seem to indicate that travelers must be part of a tour that focuses on "people-to-people" encounters, and must guarantee a "full-time schedule of educational activities that will result in meaningful interaction" with Cubans.

O-o-o-kay. That's not exactly unfettered access, but it's a step in the right



to cuba?

direction. Sounds like the new rules might open the door for some Florida YC to organize a Miami to Havana race, with a regatta after arrival that includes Cuban crews. Prizes? Easy. How about a box of *Cubano* cigars or a bottle of 12-year-old Havana Club rum?

Or perhaps a Florida-based bareboat company — The Moorings and Sunsail are both based in Clearwater — could organize an 'educational' flotilla to the island, where Cuban hosts/crew come along to offer local knowledge: i.e. avoiding unmarked reefs and discerning the differences between rhumba, salsa and Afro-Cuban jazz. In any case, the possibilities are exciting.

— andy



Left to right: The passions of Nikki, Steve, Darrel and Amy have inspired us to nickname 'Penn Station' the love boat! Let's hope the passion stays hot.

sailing is a love potion

Me. One word on each of the four spreaders. Then we convinced Amy that she had to go aloft once again.

"Having not forgotten her trip aloft two years before, Amy was hesitant. But we finally got her into the chair and began to hoist. The wakes caused by the pangas resulted in her being tossed about, and she yelled at us to let her back down. But there was no way we could let her down.

"When she got to the first set of spreaders, she read Will and You. In between cursing at us, she was giggling. But she fearlessly held on as we hoisted her to the second set of spreaders. When she saw Marry and Me, she shouted down that she loved me.

"Loving me didn't mean she would marry me, so I shouted back, 'If you ever want to come down, you'll have to give me a yes or no.'

"Yes! Si! Yes!' she shouted.

"We then quickly lowered her down. I almost put the ring on the wrong finger because I was so ecstatic that I will get to spend the rest of my life with the most brilliantly beautiful, courageously strong companion, who is always up for an adventure. The unconditional love we have for each other is something I have never experienced."

Nice story, isn't it?

But there was more, as recounted by Wiki Steve, owner of *Penn Station*.

"Nikki and I first met at Whidbey Island Race Week over two years ago. We were introduced by mutual friends because we both owned and raced San Juan 24s. Nikki and I hadn't seen each other since then, however, because of our previous relationships, and because I was preparing to leave Puget Sound on *Penn Station* for a long cruise. When I mentioned on a Facebook post that I had room for one more crew on *Penn Station*, Nikki responded. After all, we were both single. So I signed her on.

"Nikki and I really hit it off on the trip down to San Francisco with Darrel and Amy, so I asked her to stay on for the second leg to the Ha-Ha start in San Diego. She agreed, even though it meant it was just the two of us, and that she would get fired from her job back home. With no remorse we harbor-hopped down, stopping at Monterey, Morro Bay and Catalina. After a few drinks at our favorite pub in San Diego, and a tearful goodbye, Nikki caught a flight back home to the Northwest. It soon dawned on both of us that her going back north was a bad idea.

"Two days later I asked Nikki to join me for my proposed trip around the world. 'I hoped you were going to ask me,' she said. So she became my official girlfriend, and rapidly began selling or giving away her possessions. She was back aboard *Penn Station* two weeks before the start of the Ha-Ha, which we would do with my best friend Darrel and his then-just-girlfriend Amy — although we knew a proposal was in the offing.

"The Ha-Ha was all we had been hoping it would be for two years, and *Penn Station* truly was the 'love boat'. I couldn't have dreamed up a better way to leave the States to start off a world cruise. Nikki and I are currently wintering in La Paz with our new friends at The Shack, but will be sailing over to La Cruz for provisioning prior to doing the Puddle Jump in a few months."

— richard



LATITUDE / RICHARD

Darrel organized a risky proposal in 'Penn Station's rigging, but luckily for him Amy went for it.

SIGHTINGS

cyber seafloor tour of the bay

We often take a cynical view of how government agencies spend taxpayer dollars, but rarely, if ever, do we take issue with the efforts of the USGS (US Geological Survey) or NOAA (National Oceanic and Atmospheric Administration). In fact, without the work of these agencies, the navigational info available to American mariners would be drastically reduced.

A reader steered us toward an amazing video that is a byproduct of survey work done by both agencies in collaboration with the California State University Monterey Bay. It's a virtual flyover of San Francisco

Bay — without the water — that reveals detailed contours of the seafloor, including actual rock pinnacles, sand waves and the influences of human activities. The bird's eye view takes you on a tour from the South Bay north to the Richmond-San Rafael Bridge, then southwest through Raccoon Strait, around the Central Bay, out the Golden Gate and back in again.

Beyond the gee-whiz factor, you can glean some

useful insights into why currents would flow faster in some places than others, as well as the best spots to anchor — and not to anchor — during Fleet Week or while doing an inside-the-Bay overnight. Our hats are off to Peter Dartnell of the USGS, who produced the four-minute video in 2009.

The easiest way to get to it is to Google "fly over the seafloor of san francisco bay" which will bring up the USGS Multimedia Gallery. We think you'll agree it's an awesome effort worthy of your tax dollars.

— andy

a high-flying cat

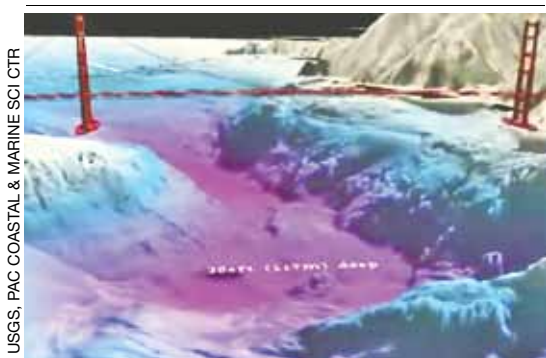
Just before we left San Diego for the start of the Ha-Ha in late October last year, we were treated to an unusual sight — a big multi-hull coming out of the water at Driscoll's Boat Yard on Shelter Island

without benefit of a Travelift. The boat was Gunboat 62 *Cucu Belle*, ex-*Safari*, which had been built in South Africa in 2002. Her 28-ft beam was too wide for the Travelift, so a heavy-duty crane was brought in for the job. That cost \$7,000.

Soon to be christened *Chim Chim* by her new Southern California owner, the big cat has seen a lot of ocean miles pass beneath her hulls. In fact, we remember sailing *Profligate* side-by-side with her from Isle Fourche to St. Barth in late 2004. For the last four years the

Morrelli & Melvin design has been cruised all over the South Pacific, as far as New Zealand and Australia.

The cat's new owner is giving her a complete refit. "We've gutted all the wiring and plumbing, removed the genset and bathtub, and will be installing all new electronics and solar powered air-conditioning,"



USGS, PAC COASTAL & MARINE SCI CTR

Ever wonder why current runs faster in some parts of the Bay than others? Check out this video for a fascinating look at the San Francisco Bay seafloor.



LATITUDE / RICHARD

Skipper Nils Erickson strikes a pose next to one of 'Chim Chim's saildrives. Changes included removing the bathtub.

construction resumes

If you know anything about the international shipping industry, you're aware that the lock size of the now-100-year-old Panama Canal has been woefully inadequate for decades, given the size of many modern ships. Panamanian leaders addressed this problem several years ago by launching an ambitious project that will add a new lane of locks alongside the originals which will accommodate ships that are more than 30% larger.

Unfortunately massive cost overruns brought the project to a halt early last year, while an intensely complicated lawsuit was litigated. A settlement was finally reached last month, awarding \$233 million to the building consortium, which includes Spanish, Italian, Belgian



LATITUDE / RICHARD

on panama's new ditch

and Panamanian contractors.

That was only half the amount being sought. Nevertheless construction will soon restart, and the project is expected to be completed by early 2016, and open for business shortly thereafter.

Cruising sailboats will probably never travel in the new lane, and how the expansion will ultimately affect them is anybody's guess.

Meanwhile, plans were announced in 2012 for a competing canal in Nicaragua, to be financed by China. But it would be three times as long as Panama's famous 'ditch', and would cost \$50 billion, only a fraction of which has been identified thus far. Industry experts are skeptical.

— andy

cat — continued

reports skipper Nils Erickson. And that's just the start. Instead of the hulls getting new paint, they will be covered in colored vinyl.

The owner plans to daysail and cruise the boat in Southern California, but he also wants to do this summer's Los Angeles to Honolulu Transpac. "Our goal is to have the boat in the water by May 15 so we can qualify for the race," says Erickson, "We're on schedule, as everything was removed by January 1, and the new work has started."

Although *Chim Chim* is in the process of becoming the lightest Gunboat ever, she'll probably not be a threat for elapsed-time multi-hull honors in the race to Honolulu.

Readers may remember that Lloyd Thornburg's Santa Fe and St. Barth-based orange Gunboat 66 *Phaedo*, an admittedly higher-tech and slightly longer boat, did 427-miles in just 24 hours in the last Transpac before being dismantled. If *Phaedo* skipper Paul Hand — who was *Chim Chim*'s skipper in the Caribbean in 2004 — can keep *Phaedo*'s mast up, it will be hard for *Chim Chim* to maintain pace. But you never know. And it should be a fast and sweet ride.

— richard



Yard workers look on as the big Gunboat 'Chim Chim' dangles in her cradle. She's been trimmed down to fighting weight in order to do battle in this summer's Transpac.

THE DUAL NATURE OF



— **T**ragedy and comedy, black and white, heads and tails, north and south — add to the list of opposites the Saturday and Sunday of January's Corinthian Midwinters.

Mostly sunny skies graced the Bay Area on Saturday, January 17. With a brisk 10-knot northerly blowing — more wind than was expected — all 12 divisions had downwind starts. The first start had the most wind; puffs as high as 15 were recorded, and ebb as much as 4 knots was observed at Harding Rock.

Duality being the theme of the weekend, it was fitting that the Corinthian

Yacht Club split the 98 boats into two groups, with the faster boats starting off a committee boat in the Knox racing area west of Angel Island, and the slower boats starting off the clubhouse race deck in Belvedere Cove. The two fleets would be switched on Sunday — at least that was the plan.

For the Knox divisions, the first mark was Ft. Mason, and the committee-boat end of the line was favored in the strong ebb. The Santa Cruz 50 *Hana Ho* won the Division A start, but the 1D48 *Bodacious+* quickly passed them. Everyone started on starboard, and it was pretty

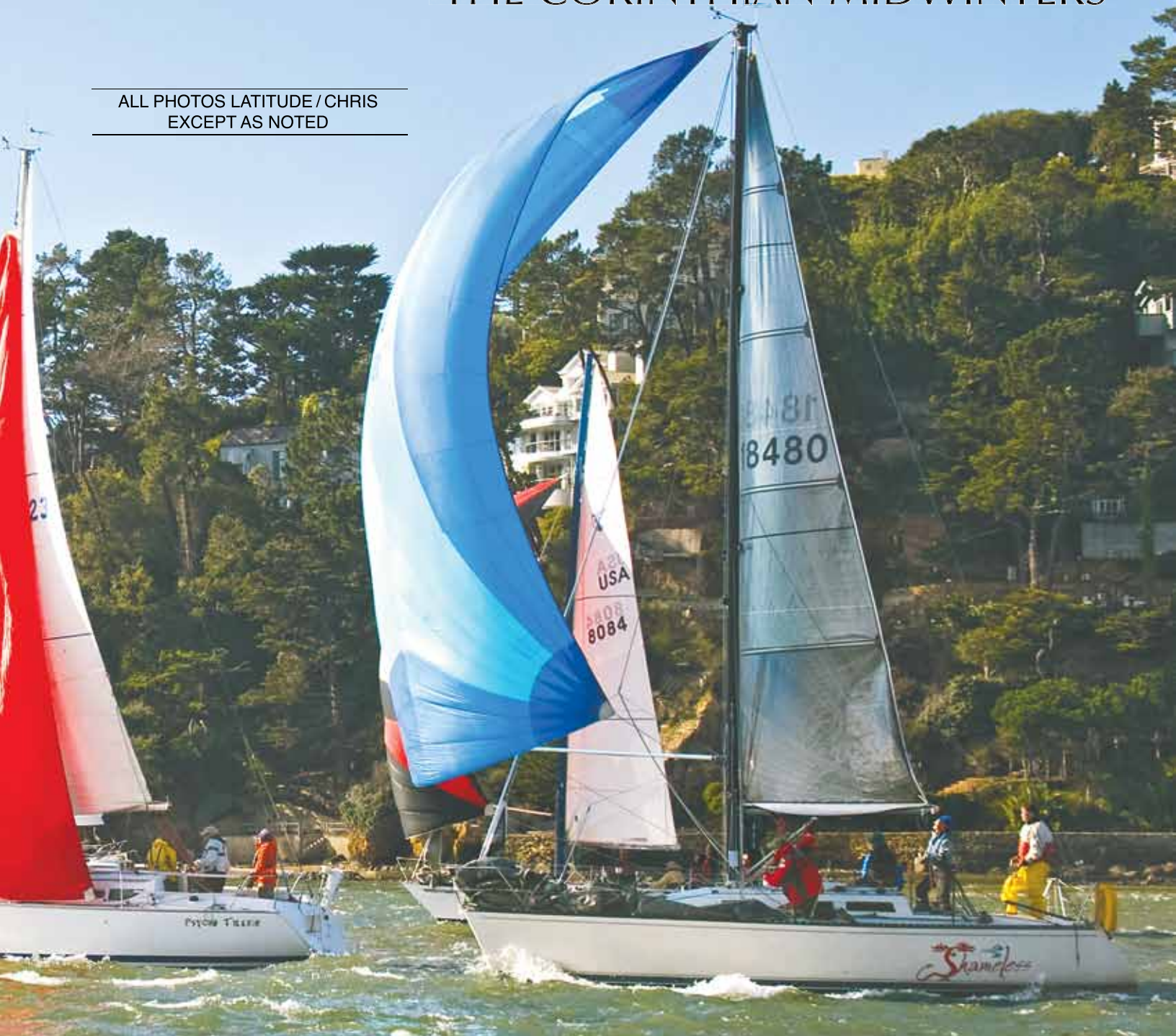
crazy with the big kites going up. Some boats had to peel off and try again. In the melée, the Farr 36 *Racer X* snagged the race committee boat's anchor rode, and the RC went into postponement.

"I know you're busy," said someone over the VHF race channel, "but you'd do us all a favor if you move the pin end a lot closer to San Francisco." Which they did, stating the obvious, "As you can see, it's a downwind start, with a big ebb," before coming out of postponement after about half an hour.

The line was long, and set 90 degrees to the wind. Everyone was reaching along

THE CORINTHIAN MIDWINTERS

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED



the line toward each other on opposite tacks. Coming from the pin end, you were on starboard and did a jibe set; from the boat end you were on port and did a bear-away set. The B start was given the same twice-around course as A, then successive fleets starting off Knox were given a single-lap course — just to Mason and back to a turning mark, then a downwind finish off the committee boat. The good breeze made for a quick race.

Although the regatta used two starting areas and sets of courses for the first time, both areas shared a VHF channel

The PHRF 4 division started at the Corinthian YC clubhouse, hoisted their spinnakers, and made a beeline for Belvedere's Peninsula Point.

and a rolling start sequence. The boats in the clubhouse area were confused when their original start times rolled around and nothing happened. They didn't realize they were in postponement too. Announcements were not being made for them on the VHF. Confusion about times and courses continued after the sequences began. Some of the Express 27s thought they might have sailed the wrong course.

Most of the clubhouse starters went to Yellow Bluff by way of Peninsula Point.

On the east shore of the point was a deep-water washing machine, and less breeze. A better strategy was to head for the middle to get in the strongest ebb and the freshest breeze. Hugging the shore of Belvedere for current relief made more sense on the way back to the clubhouse finish.

Back at the post-race raft-up at the club, we caught up with Michael Moradzadeh, who purchased the SC50 *Oaxaca* with David Ritchie in November. The boat is already registered for next year's

THE DUAL NATURE OF



This page, clockwise from top left: Linda Farabee and Mike Mannix doublehanded the Catalina 38 'Harp' non-spinnaker; at the PHRF 5 start, a pair of IODs hoisted their spinnakers a little later than Ian Matthew's C&C 29; Charlie Brochard's explanation of the exciting mark rounding at Yellow Bluff (15); curious sailors from other crews checked out the new one-design C&C 30 'Javelin'.

Pacific Cup. "She was in Monterey," said Moradzadeh. She had been raced in Santa Cruz, but stopped racing after a pretty unpleasant dismasting."

Liz Baylis stood behind Moradzadeh during the race, whispering sweet nothings in his ear. "We had an extremely pleasant group today," she said.

Seadon Wijssen sailed on Daniel Thielman's R/P 44 *Tai Kuai*. "It was good racing," observed Wijssen. *Tai Kuai* enjoyed a good battle with Buzz Blackett's

Antrim Class 40 *California Condor*. *Tai Kuai* finished the race first, but *Condor* corrected out. "The downwind start was scary because of the 3-knot ebb and the RC boat being so favored," said Wijssen. "This series has gotten a bad rap for the last few years. We were fortunate today because the wind stayed with us." Seadon thinks keelboat racing on the Bay is picking up.

Charlie Brochard from the Olson 34 *Baleineau*, which sailed in the first

division that started off the clubhouse, described an exciting rounding of Yellow Bluff. "The faster boats had two laps. We were coming in from Little Harding for our second rounding, while the smaller boats were rounding after coming in from the start, so the two groups of boats converged on the mark from different directions on opposite tacks."

A conversation-piece anchored off Angel Island, the 235-ft motor yacht *Kogo* became a windbreak for finishers already unfortunate enough to be out in the middle when she was repositioned at the mouth of the Strait.

Another conversation piece, the

THE CORINTHIAN MIDWINTERS



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brand-new, shiny gray C&C 30 *Javelin*, the demo boat for Sail California, is the first of her kind on the West Coast. Dealer Pat Nolan raced her in the new Sportboat 30 division. "We were focused on the Soto 30 with Scott Easom aboard and the Synergy got by," said her sailmaker, Jeff Thorpe. "We were first to finish but we left a little on the race course," he admitted. "We're still figuring out the trim." The boat had just been delivered that Monday. "We practiced on Thursday and Friday in no wind. That's it. We're still working the bugs out, but it performed well. If we didn't make the tactical mistakes, we might have won."

This page, clockwise from top left: Fog shrouded the boats that went out on Sunday; the postponement flag came down and the abandonment flag went up; 'Oaxaca' checked out the wind before Saturday's race; Jim Snow tidied up 'Raccoon'; 'Racer X' doused her kite after snagging the RC boat's rode; kites went up at the Division A start. Center: The only competition on Sunday was of the armchair variety.

"We expected it to be a drifter," said Dave Rasmussen from the Synergy 1000 *Sapphire*. His wife Betty finished the thought: "It turned out great!"

"We had a feisty little group of five Cal 20s," said Jim Snow of *Raccoon*, which had a nice duel with Richard vonEhrenkrook's *Can O'Whoopass* in the last start. The ladies in *Just Em* tried to take advantage of it. "Richard took it going away," said Snow. "He showed his mastery going around Peninsula Point.

I'm proud of all our guys. Everyone was right there at the start." The Cals sailed the shortest course, to Yellow Bluff and back. "When the currents are like that you can be side by side and the current stops just one of you. You stop and spin." We did call it a "washing machine."

Sunday was a day of a different color — literally. Instead of sky blue, it was fog gray. With no wind and limited

THE CORINTHIAN MIDWINTERS

visibility, the race committee postponed ashore well before the first scheduled start time at noon. The would-be sailors proceeded to decimate CYC's build-your-own Bloody Mary bar. A chilly easterly piped up a couple of times, but didn't hold. "As my grandmother used to say, never trust an easterly," quipped a rueful observer.

Around 12:30, a race committee volunteer told the principal race officer, Jeff Zarwell, that the Expedition software was telling them it was about an hour from Yellow Bluff (the shortest course) back to the club in the ebb. We didn't think that was too bad. However, the second time the easterly fluttered in, it brought with it a fog that completely obscured the boats that had gone out to practice. The race committee could not have seen the start line pin, had it been set, or the sail numbers of the race boats. After much discussion among the race council members and Zarwell, the decision was made at 1:10 to abandon racing for the day.

Competition on Sunday was only enjoyed vicariously as the racers cheered



Regatta chair Allyn Schafer (left) kept the daily awards ceremony fast and fun, like the race.

for the Green Bay Packers or Seattle Seahawks in the NFC Championship game. A race to the hoist followed the final touchdown in overtime.




The Corinthian Midwinter Series concludes on February 21-22. Everyone has their fingers crossed for another

day like January 17 (though we'd guess that the race committee would prefer a different wind direction). Saturday the 21st will feature the third annual Rob Moore Memorial Regatta, affectionately nicknamed 'Robgatta'. Rob, *Latitude 38's* racing editor for 18 years, was a strong believer in competitive but fun racing at all levels on San Francisco Bay. The event has been developed to promote midwinter sailing and to raise funds for the #1 cancer killer, lung cancer.

After the race, the aforementioned Liz Baylis, 2002 Rolex Yachtswoman of the Year and an America's Cup veteran, will speak about her recent exotic racing experiences in the Middle East and Asia. Proceeds of the live and silent auctions will go to lung cancer research. A seven-night Bitter End YC Pro Am Regatta package for two is among the items on the auction block. Special awards will be given out for the best red hair, mustache, woman skipper, sailing kids, and more.

There's still time to register for Robgatta or the whole February weekend. See <http://race.cyc.org>.

— **latitude**/chris




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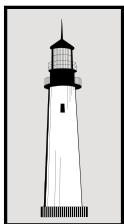
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CIRCUMNAVIGATORS' HOMECOMING —

There is no right or wrong way to circumnavigate our watery planet on a cruising boat. For some, the goal is to get around at a fast clip so they can check this impressive feat off on their bucket lists. Some map out a complete port-to-port schedule and do their best to stick to it. Others keep their minds and itineraries open, readjusting their

route to their Alaska homeport. And the *Baraka* crew were out there for eight years before completing their loop last summer.

As far as we know the two couples have never met, but we'll profile them together here, as they both showed up on the *Latitude 38* radar last month, and they share an affinity for traveling slow.

"Tropical Storm Alvin will become a hurricane by tomorrow. We are in deep trouble."

Randy, now 69, and Carole, 68, were among almost 50 crews that we interviewed in March 2013 at our Panama PPJ Sendoff Party. We remember thinking that it was one of the most fascinating chats we'd had all day.

At the time, they were poised to sail north, 4,500 miles nonstop to Hawaii, and would cross their outbound track en route. Little did they know at the time what challenges lay ahead.

Not long after that Panama *fiesta*, we tried to follow up via email with a few questions and facts to clarify. But we never heard back from them until last month.

As we learned through Randy's email, their trip north was anything but a cakewalk. "We had a passage from hell after leaving Panama for Hawaii," wrote Randy. As you read the following account, bear in mind that when we interviewed the Barnharts in Panama, Carole said, "Up until now, we've really only had about two or three bad days on our whole circumnavigation."

Bad luck struck several days after their departure in early April, when Randy discovered that *Westwind's* diesel fuel tank, which should have been full, was nearly empty. He was shocked by the realization that it had leaked into the bilge through a pitted surface of the tank and had been pumped overboard by automatic bilge pumps. Luckily, they still had 75 gallons in jerry jugs.



Dave and Jan struck a pose with their PPJ burgee at our 2008 Sendoff Party at Zihuatanejo, shortly before 'jumping' west.

plans frequently as new opportunities and inspirations present themselves.

This 'ad libbing' approach seems to have been taken by both Randy and Carole Barnhart of the Petersburg, Alaska-based Yankee Clipper 49 *Westwind*, and by Dave Pryde and Jan Eckmann of the Seattle, Washington-based Slocum 43 *Baraka*. The Barnharts cruised the world for 14 years before finally crossing their outbound track in May 2013 while en

As you can see, it was almost as if Alvin (blue line) was hunting down 'Westwind' (red line) as it built into a hurricane.



We'll share the drama that followed through excerpts from Randy's log:

April 16— "The winds are so light that turtles are passing us 10 feet away with birds on their backs."

April 24 — "Sailmail wind GRIBs show the Pacific High is not filling in as it should. We are lucky to make 50 miles a day." They'd been powering their genset to make water, but it blew a head gasket. Without the ability to make water, they instituted water rationing. At that point they had 40 gallons of diesel fuel left. Another concern was lots of growth on the bottom thanks to a new paint that didn't seem to be working

May 1 — "I took the Survivor 500 watermaker out of the liferaft and started making water with it. But I do not see how two people could survive on the little it makes. After pumping for a half hour it blew a seal and failed. I cannot fix it." Determined to find solutions, he took the diesel genset apart and improvised a head gasket, which held. They were then able to make water again, plus Randy dove on the bottom. Things were looking up, but the euphoria was short-lived.

May 15 — "Today our weather fax [via Sailmail] shows a deep low has formed 550 miles SE of us. This is what I did not want to see." By that afternoon the low had formed into Tropical Storm Alvin. It was tracking WNW at 14 knots

LATITUDE / ANDY

WESTWIND

COURTESY WESTWIND

RECOUNTING THE HIGHS & LOWS



The Yankee Clipper 'Westwind' lies in a peaceful anchorage at Malolo Lailai, Fiji during the early years of the Barnharts' circumnavigation.

and developing fast. "We are watching it closely," wrote Randy.

"At 1500 hrs the weather report states Tropical Storm Alvin will become a hurricane by tomorrow. We are in deep trouble. We have about two days to escape if it stays on course. I am hoping it will turn north. We are getting *Westwind* ready for a hurricane and will heave-to under mizzen to ride it out if need be." They secured everything on deck and dogged down all the hatches. Although their fuel was getting low, they felt their best hope of avoiding the danger zone was to motor to the southwest.

May 16— The next day Alvin had become a Category 1 hurricane with winds of 80 knots, and it turned south, as if chasing *Westwind*. When they learned of the storm's turn, they had winds up to 40 knots from ENE, so the hardy Alaskans turned due north to escape Alvin's wrath. That night winds picked up to 60 knots.

May 17— "We are hove-to at 14°42'N, 114°29'W. Winds have gotten up to about 80 knots. We are below deck and waiting. The noise is deafening. *Westwind* is sliding sideways at 2.5 knots and riding well."

By morning Alvin had passed them

and its fury was diminished to a tropical storm. "We were *very* lucky," said Randy. They set sail again under a 60% jib and double-reefed mizzen, as winds had decreased to 40 knots, with rough seas of about 15 feet. The next day they assessed the damage, which included a crack in the steering bracket.

May 24 — *Westwind* crossed her outbound track from April 2000 and Carole baked a cake to celebrate.

Things were definitely looking up, as they had steady ENE trades of 10-12 knots. But Randy was still hand-steering 18 hours a day and using the autopilot only while he rested due to their limited ability to charge batteries. Carole was unable to take the helm at all due to a

knee problem.

"We only have 14 gallons of diesel left now. The batteries are near dead. I am running the engine one hour a day and have to parallel the starter batteries to turn the engine over with 24 volts. This is not good. The bottom is getting dirty again, so we are making only about four knots max. It is not safe to go over the side again to clean the bottom. We are constantly dehydrated and down to 20 gallons of water total. Ration is reduced to one liter a day each. In the tropics that is not enough. Any work that I do causes me to sweat too much to recover with only one liter of water."

June 4 — Randy discovered that many strands of the forestay had parted. He jury-rigged forward tension with a halyard, and *Westwind* kept sailing under shortened sail. A few days later Randy was working on the damaged steering system when a deck hatch crashed down on his ankle, cutting it down to the bone.

June 10 — With only 287 miles to go before making landfall at Hilo, the rigging and steering repairs were holding, but the couple was down to only four liters of diesel and three gallons of water. With no juice for the autopilot, they had to heave-to at night to rest. They saved the little battery power they still had for

occasional looks at the chart plotter and AIS.

June 12 — "The starter is now going bad and the starter batteries are ruined. I will stay on watch until we get to Hilo as this is no time to rest."

The next day, June 13, they were 2.5

"Winds have gotten up to about 80 knots. We are below deck and waiting. The noise is deafening."

miles from Hilo with a half gallon of diesel left to keep the engine primed. As they got close, the wind died and *Westwind* began drifting north. Randy alerted the Coast Guard at Radio Bay of their situation, and requested that someone bring out five gallons of diesel. "I did not care who brought it, or what it cost." Just before midnight a Coast Guard Auxiliary boat fulfilled the request, and a short while later, after 67 days at sea, *Westwind* anchored in Hilo Harbor.

Reflecting on the ordeal, Randy wrote later, "On the good side, this passage was a great weight loss program." They'd each



LATITUDE / ANDY

Randy and Carole are seen here at our 2013 Puddle Jump Party in Panama. Is that a 'thumbs up' or are they hitchhiking?

lost 35 lbs. After 70,000 miles, he says "that was by far the toughest passage. It took all the knowledge we had to keep going. You never know how a passage will go until it is over. You can 'what if' it to death. You take what comes; do what needs to be done. You never wait to be rescued."

Of course, that passage wasn't the only time this pair was challenged.

CIRCUMNAVIGATORS' HOMECOMING —

In fact, it would be hard to imagine anyone sailing around the world for 14 years in a relatively small boat and *not* facing many substantial challenges. As we often observe, long-haul sailing tends to be a series of highs and lows. Here's an excerpted recap of the Barnharts' adventures before Panama, gleaned from that memorable 2013 interview. (A big, gregarious guy, Randy did most of the talking.)

They sailed south from Valdez in 1999, and 'jumped the puddle' to the Marquesas the next spring. "We were there for Festival 2000 [the millennium celebration] and had a ball," Randy recalls.

"From there we managed to get to Fiji just in time for the 2000 *coup d'état*. But our stay was wonderful. We spent a year there. Fabulous place. Then we kinda bounced around for a few years — Vanuatu, New Caledonia, Tonga. . ."

They loved Australia, and stayed for three years. "We liked it so well," said Randy, "we had to get out of there or we never would have gone anywhere else."

After a season in Cairns, inshore of the Great Barrier Reef, they crossed to the Louisiade Archipelago of Papua New Guinea: "*Westwind* was one of only about seven or eight yachts there. We did a lot of trading with the locals. Wonderful

people; very safe there."

Next, they went back to Australia and 'over the top'. "We managed to get to Bali just in time for the famous night club bombing [October 12, 2002]. We always seem to arrive when something interesting is happening!" From there it was on to Borneo and Singapore, then they bounced back and forth between Thailand and Malaysia, as so many cruisers do.

In December 2004 they had just gotten settled into the anchorage in front of the Royal Langkawi Yacht Club when a friend called on SSB. "He was about 80 miles out and said there was something

HIGHLIGHTS OF BARAKA'S EIGHT-YEAR CRUISE

When Dave Pryde and Jan Eckmann, now both 64, sailed south from Seattle in 2006, they already 'knew the way' to Mexico and also to French Polynesia, as they'd traveled the same route 18 years earlier on their first extended cruise. That four-year journey took them as far as Turkey. But when they headed west from Mexico in 2008, the plan was to go all the way 'round.

After eight years of voyaging, they finally completed their lap around the planet last summer. Last month, they checked in with some highlights: "Our travels through the Pacific islands were fabulous. The diversity of the various island groups made every landfall a new experience. Our stops at Palmerston Island and Minerva Reef were especially unique and most unforgettable."

Dave and Jan tested their agility in the ancient fruit carrier's race at the 2008 Tahiti-Moorea Sailing Rendezvous.

Like the majority of South Pacific cruisers, they "fell in love with New Zealand and couldn't get enough," wrote Dave. During the Southern Hemisphere's summer there, they bought an SUV and toured North Island before sailing up to the tropics again to tour Fiji, Vanuatu and New Caledonia.

Next, it was on to Australia, where they based at Scarborough and loved it. But eventually, "Southeast Asia beckoned as a great cruising area and a land of richly varied cultures. Indonesia provided a vibrant introduction to Southeast Asia, and what a grand way to begin. We were overwhelmed with the delectable foods and their 'poignant' aromas.

"Seeing Indonesia's fishing industry was worth the visit. Vessels of all sizes were using every method of fishing imaginable. Hundreds of tiny boats would go out every night, with nothing more than a lit cigarette indicating their presence.

"We cruised the waters of Indonesia, Singapore, Malaysia and Thailand, and took land trips to visit Cambodia, Vietnam and Laos. The combination of cuisine, cultures, history and affordability made our two years there fly by. A cruising boat proved to be a great base for exploration."

But when they were ready

to move on, they were faced with a tough decision. Due to piracy in and near the Gulf of Aden, they couldn't go up the Red Sea to the Med as originally planned. Shipping *Baraka* was not in the budget, and they were not too thrilled with the idea of sailing home via Japan across the North Pacific. "That left either selling *Baraka* or crossing the southern Indian Ocean, rounding South Africa, then taking on the Atlantic, Caribbean and Pacific.

"The southern Indian Ocean meant sailing 4,700 miles in unrelenting high winds, with few places to stop for repairs or re-provisioning. Rounding South Africa also scared us. Antarctic storms opposing the fabled Agulhas Current can create sea conditions that could sink almost any ship.

"Jan and I decided to break the Indian Ocean crossing into five passages, with planned stops at Cocos Keeling, Rodrigues, Mauritius and Reunion. We ended up making two additional, unplanned stops at Madagascar and Mozambique when forecasts for dangerous conditions made landfalls prudent. *Baraka's* 75-lb anchor held through five days of waves breaking over the bow and a howling full gale. Nail-bitingly difficult, but a safer alternative than sailing on through 70-knot winds and seas up to 65 feet high!"

After arrival at South Africa, they spent three months exploring its attractions, including game parks, wineries, battlefields and townships. The experience gave them "an appreciation for the challenges facing this beautiful but troubled country."

Although they'd seen much of the country, the hadn't yet rounded the treacherous Cape of Good Hope. "Heavy weather conditions were to be expected when sailing around the tip of South



RECOUNTING THE HIGHS & LOWS

going on out there. We thought: *tsunami!* We gave a warning, but nobody seemed to know what we were talking about. The locals said, 'Just tie more dock lines.'"

They made it far enough offshore to survive the tsunami's swells rolling under them, but burned up their diesel engine in the process. "We were safe," explains Randy, "but Rebak and Telaga Marinas were destroyed." Being a retired paramedic, he and Carole came back inshore to help out after the threat was gone. It was a full year before they completed their engine refit. That so-called Boxing Day Tsunami (December 26, 2004) was the deadliest in modern times.

Africa. The trip was rough and scary; the most scared I've been in over 12 years of cruising. We finally made it safely into the Simonstown marina, where the constant 40-knot winds were the norm."

From there, passages up the South Atlantic to the Caribbean, west to Panama, then north to Seattle, were relatively easy, as expected, despite a typical laundry list of broken gear along the way. After transiting the Panama Canal, they spent time in the Galapagos before crossing to French Polynesia again. Along the way, they completed the loop of their circumnavigation.

"*Baraka* crossed the ITCZ for the sixth time to reach Hawaii, then we made our bittersweet final passage home to the Pacific Northwest.

"On our eight-year voyage we traveled 46,000 sea miles, spent 284 days on passages, stayed in 242 anchorages and 77 marinas, and visited 45 countries. Sharing the world with other cruisers was one of the highlights of the trip for us. Since departing in 2006, we had the fortune to get to know the crews of 280 cruising boats, from 27 different US states and 26 different countries. Our lives were enriched by meeting these interesting travelers. . . Unfortunately, six of the boats we sailed with either sank or were lost on reefs. Thankfully no lives were lost, with several of the crews being rescued by fellow sailors.

"Although we have the figures on boat acquisition, equipment purchases, upgrades, repairs, maintenance, fuel, travel, etc., we have not yet run the totals. We only know it was the most rewarding investment we could have made!"

You can read more about *Baraka's* travels on their blog site, www.svbaraka.com, which also has a summary of their first voyage, from 1988 to 1992.

The Barnharts' eventual route through the Indian Ocean was down the outside of Sumatra to Aceh, out past Cocos Keeling and on toward Mauritius. They got within about 100 miles of it when a friend radioed that they *had* to go to the Seychelles, so they did. Next, it was on to the remote French archipelago of Mayotte, in the channel between Mozambique and Madagascar. "We'd wanted to go to Madagascar," explained Randy, "but they were having a coup at that time. Meanwhile, the Somali pirates were taking a lot of yachts and people were being shot. We managed to get through, right down the middle of the Mozambique Channel to South Africa."

Along the way they stopped at the tiny French island called Juan de Nova, in the narrowest part of the channel. While there, *Westwind's* "brand new" 3/8-inch anchor chain broke in 20 knots of wind. "It was supposed to be American-made, but it was Chinese." So Randy let down another rode, put on his scuba gear, and swam down to retrieve the 150-ft length of chain and an anchor. But things soon got more complicated. "There were a lot of sharks there and I had a lot of problems. The worst was that I got mask squeeze at 60 feet and basically went blind."

Adding to the urgency of the situation, the second rode got jammed on a coral head. Luckily, he was able to grope around and untangle it: "If I hadn't gotten it off we might have lost our boat. I followed the rode up, but I couldn't see. It was pretty messy; I'd hemorrhaged everywhere."

About the time he finally clambered aboard, the French navy came along and said *Westwind* couldn't anchor there. "I couldn't even see them." So for three days they sailed down the Mozambique Channel with Carole steering and tending the sails, while Randy helped to navigate as much as he could without vision. "By the time I got to Richards' Bay, South Africa," remembers Randy, "I could finally see again, but it looked like somebody had hit me in the face with a baseball bat."

They took *Westwind* around South Africa and up to Namibia. "That place was wonderful, in fact, the whole area is fantastic." On the way up the South Atlantic to the Caribbean they stopped

at St. Helena, where Napoleon was once imprisoned in exile by the British, then they made a stop at French Guiana on their approach to the Caribbean. "At the prison where Papillon was held, the old guards' accommodations are now a nice resort."

From there it was through the Caribbean, up to Puerto Rico and Florida and eventually on to Panama, where this narrative comes full circle.



A sunset snapshot of Carole and Randy in a Thailand anchorage in 2004. They were in neighboring Malaysia when the tsunami hit.

Despite that hellish run from Panama to Hawaii, the Barnharts would probably tell you that they experienced many more highs than lows. In fact, although they're now enjoying sailing in Southeast Alaska, they say the South Pacific still beckons.

"I could finally see again, but it looked like somebody had hit me in the face with a baseball bat."

Within the worldwide community of sailors, we hold circumnavigators in especially high esteem, as each of them has accomplished a truly remarkable feat.

Long ago, *Latitude 38* established an official roster of West Coast circumnavigators, which you can find at www.latitude38.com. We include sailors based on the West Coast, including Hawaii, as well as trips by non-West Coasters whose voyages began and ended here.

Will your name someday be added to that prestigious list?

— **latitude/andy**

HAWAII RACE PREP —

The 2016 Pacific Cup from San Francisco to Kaneohe Bay, Oahu, is still a year and a half away, but the Notice of Race has been posted and sign-ups are already underway. The first divisions will start on July 11.

The Singlehanded TransPac from Tiburon to Kauai is tentatively scheduled to start on July 2 next year, and the first start of the 2016 Vic-Maui Race has been announced for July 7.

If a 2016 Hawaii Race is on your to-do list, the time to start getting yourself and your boat ready is now. If you're planning for this July's Transpac, check to make sure you've already done everything up to the six-months-out section below and start there (see the box below for more on the Transpac).

This story is tailored for the boat owner/skipper. We'll follow up with some suggestions for would-be Hawaii race crew next month.

1.5 Years Out:

- "Decide if you are racing seriously, racing for fun, or cruising," says Pacific Cup Yacht Club staff commodore Steve Chamberlin, who's done four Pac Cups. "A mixed boat is an unhappy boat; everyone needs to be on the same page. Think about the Cruising Division: same event, much less pressure."

- If you don't already have one, select a boat and purchase it. A lot of worthy, ocean-capable boats can be found for sale in these very pages.

- Consider a partnership to share the cost. Two newly-purchased SC50s, *Adrenalin* and *Oaxaca*, are partnerships. But it's important to have a well-defined partnership agreement between people with similar means and goals.

- Already have a boat? Start spend-

"Spend Spring 2016 on the ocean, not getting the boat ready."

ing money on it now. The drain on your wallet will hurt less if you spread it out over time. If you're wondering how much this adventure might cost, check out a sample budget at <https://pacificcup.org/kb/pac-cup-expenses>.

- Also read Steve Chamberlin's <https://pacificcup.org/content/getting-organized> and Mary Lovely's Timeline article at <https://pacificcup.org/kb/timeline>. Much of the information in this story is gleaned from those postings. Lovely has done seven Pac Cups and one Transpac.

- More winter reading: Immerse yourself in last year's race updates on the Pac Cup and Singlehanded TransPac (SHTP) websites.

- Consider whether you'll be able to take the time off from work before spending a whole lot of money.



1.25 Years Out:

- Get trained. You'll want at least a full season or more of ocean racing under your belt, and in order to sail in local offshore races 30% of the crew must have valid Safety-at-Sea certifications — including the "person in charge."

The ISAF-approved BC Sailing Offshore Personal Survival Course will be offered at West Vancouver YC on March 1-2. In the Bay Area, SFYC will host the

run to the islands.

The oldest of the 'oldie but goodies' is *Martha*, an 84-ft schooner that was built in 1907, entered by the Schooner Martha Foundation of Port Townsend, Washington.

The second oldest boat entered to date is Sam and Willi Bell's Long Beach-based Lapworth 50 *Westward*. Built in 1962, the Lapworth 50 actually has a shot at overall corrected time honors, as evidenced by the fact that she was near the top of the leaderboard for much of the 2013 Transpac.

If you have a more 'normal' boat, don't be deterred from entering, as owners have already signed up with a Beneteau, two Jeanneaus, a Catalina and such. From Northern California, two Richmond YC-based boats are entered: the cold-molded Farr 36 *Sweet Okole* and the SC50 *Adrenalin*. Entry fees range from \$1,250 to more than \$10,000.

The race starts are on July 13-18. For details, visit www.transpacyc.com.

— **latitude** / richard & chris

48th TRANSPAC ENTRY ROSTER SHAPING UP NICELY

The standard entry deadline for the 48th Los Angeles to Honolulu Transpacific Yacht Race is four weeks away — March 1 — and the late entry deadline is June 1. As of press time, 35 boats had signed up, including two 100-footers fresh from success in the recent Rolex Sydney Hobart Yacht Race.

The Reichel-Pugh 100 *Wild Oats XI* took line honors in Hobart for a record eighth time, besting Jim Clark's \$100 million 100-ft *Comanche* and her all-star crew. *Wild Oats* has been entered in the Transpac by Robert Oatley of Australia's Hamilton Island YC and Roy P. Disney of Southern California. The second 100-footer entered is Manouch Moshayed's totally redesigned Newport Beach-based Bakewell-White *Rio100*, the fourth finisher in Hobart. *Comanche* will be going after the transatlantic record, so she'll not be racing to Hawaii, but there could be other 100-footers.

The third biggest entry is the inter-

national sailing legend, the S&S 79 *Kialoa III*, campaigned around the world starting in 1974 by Jim Kilroy of Los Angeles. She's now owned by Jorge Madden of Helena, Montana, who nonetheless will be racing under the burgee of the Yacht Club of Monaco.

The Transpac has always been a sledfest; so far three SC70s — *Grand Illusion*, *Holua* and *Maverick* — have signed up. More are possible.

Lloyd Thornburg of Santa Fe, St. Barth, and the New York YC will be returning with his totally rebuilt Gunboat 66 cat *Phaedo* ("Fay-dough"). The big orange machine — with a 12,000-lb load on the headstay at rest — had turned in a 24-hour run of 427 miles in the last Transpac before losing her stick. Another Gunboat cat, *Chim Chim*, the second Gunboat 62 ever built, is undergoing a total refit at Driscoll's in San Diego (see *Sightings* page 66). Her owner hopes she'll be done in time for a

TIMELINE TO SUCCESS



LESLIE RICHTER / WWW.ROCKKIPPER.COM

Kame Richards drives the Schumacher 46 'Surprise', skippered by Bob Hinden, in the home stretch of the 2014 Pacific Cup.

ISAF Sea Survival for \$240, with two weekends to choose from next month: March 7-8 or March 14-15.

One-day US Sailing Safety at Sea Seminars will qualify you for California to Hawaii and coastal races. The next one will be offered for \$130 on May 17 at Encinal YC in Alameda. Shoreline YC in Long Beach will host one on July 12. Sign up early, as these sessions fill up quickly.

- Prep your rig for offshore racing. Scott Easom of Easom Rigging says it takes about two weeks for his company to do a rig inspection and replace standing and running rigging. Do this before the spring offshore season starts.

- Have your hull and structure inspected.

- Plan an emergency rudder system and cost it out. "Seriously consider a cassette system that is effortless to install in a seaway," says Singlehanded TransPac chair Brian Boschma, a veteran of four Pac Cups and one SHTP. "Anything else will be virtually impossible in a seaway, especially if you're solo. I have broken a rudder on a Pac Cup, and the cassette e-rudder took 10 minutes to have up and running."

1 Year Out:

- Attend the Pacific Cup Offshore Academy (PCOA) at Richmond YC in June. These sessions impart "a lot of re-

ally good information on ocean sailing and preparing your boat for such adventures," says PCYC commodore Gary Troxel, a veteran of four Pac Cups.

- Sail on the ocean as much as you can, including at night, and with the crew you hope will do the race with you.

- If you're entering the SHTP, complete the 400-mile qualifier 12 to 9 months ahead of the race. "The weather offshore is typically more enjoyable in summer than early spring. The SSS LongPac (Longitude Pacific Race) is set up for this purpose," says Boschma.

- If you're not already physically fit, start working out. You'll need strength and stamina to make it to Hawaii.

- Go through all your boat's systems. Figure out a charging system that will power essential systems even on overcast or windless days.

- Select your communication gear, have it installed and start trying it out.

- If you're sailing solo or doublehanded, plan your autopilot and AP backup, get them installed, and test them in the LongPac or other qualifier. "Autopilots are the biggest power consumers," says Boschma. "Plan the

power budget accordingly and make sure the below-deck connections are sound."

- Start on any other boat projects you haven't already tackled.

- Get your boat insured for the race. "If you're racing solo in the SHTP, you likely will not be able to get insurance," says Boschma. "Consider the total loss of your vessel a possibility."

9 Months Out:

- Carefully review the Notice of Race and add deadlines to your calendar.

- If you've not already signed up, enter the race. For the Pac Cup, the facilities in Kaneohe are limited to about 70 boats, so get your entry in early.

- Continue with PCOA seminars.

- Make your reservations for land accommodations in Hawaii.

- Haul out, get a bottom job, and have your rudder inspected to make sure it is in sound working condition.

"If your rig or rudder have not been out of the boat in the last three years, they need to come out for a complete inspection," reminds Chamberlin. "This should be done at the latest the winter before the race. No excuses — do it. Failure of either of these two will make for a very unhappy passage."

6 Months Out:

- Lock down your crew. Not literally of course!

- Continue your education with the Singlehanded TransPac seminars, which will begin in January 2016.

- Take care of any pending medical and dental issues.

- Purchase or reserve rentals for offshore safety equipment that you don't have yet or that's out of date, such as

'Horizon', shown below finishing the 2013 Transpac, 'Adrenalin' and 'J/World's Hula Girl' are three SC50s entered in this year's Transpac.



SHARON GREEN / WWW.ULTIMATESAILING.COM

HAWAII RACE PREP

an EPIRB, satphone, liferaft or flares.

- Decide how you're going to get your boat back from Hawaii.
- Confirm the time off from work.
- Get your 2016 PHRF certificate.
- Boschma suggests an overnight ocean sail in a winter storm. "Pick one not too severe. Target Monterey and back. Take the crew along. This will result in realistic meal planning. Expect to look for a few more crew afterwards."

4 Months Out:

- Order any sails you still need. "You should allow at least eight weeks," says Kame Richards of Pineapple Sails in Alameda. "It is a lot less stressful and there is time to solve cloth availability problems, as well as time to practice with the new sails."
- Try out your emergency steering under sail with the crew.
- "Spend Spring 2016 in the ocean, not getting the boat ready," advises Chamberlin.

3 Months Out:

- Arrange for shipment of non-race



WWW.NORCALSAILING.COM

Brian Cline and the Berkeley-based Dana 24 'Maris' beat toward the Golden Gate at the start of the 2014 Singlehanded TransPac.

(return delivery) gear to Hawaii. If you're doing the SHTP, ship over larger ground tackle for Hanalei Bay.

- Have the rig checked again. You've been sailing with it on the ocean for a year now.
- Prepare for the pre-race inspection and schedule it.
- Practice crew-overboard and other emergency drills with your race crew.

- Set reefing up to be very simple, and practice reefing and sail changes.

2 Months Out:

- Start organizing your provisions and galley procedures.

1 Month Out:

- Correct any deficiencies found during the inspection.

In the Final Week:

- Finish provisioning.
- Attend the skippers/navigators' meeting and enjoy the pre-race parties.
- Get lots of sleep!

As this issue was going to press, 13 boats had signed up for the Pacific Cup, ranging in size from the Moore 24 *Mas* to the SC50 *Oaxaca*. Will your boat be joining them? For more information on the 2016 Hawaii races, see: Pacific Cup, www.pacificcup.org; Singlehanded TransPac, www.sfbaysss.org/shtp; and Vic-Maui Race, www.vicmaui.org.

— **latitude**/chris

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"Zero point zero," reported the foredeck crew, even though we could all see the big knotmeter display on the mast as clearly as he could.

"Goose eggs," sighed the spinnaker

tion, either."

"It's going to be ugly at the next mark," predicted the foredeck crew. "Let's

make sure the anchor is ready."

I suggested that he bring the small racing anchor up on deck.

That was the one with only a short length of plastic coated chain. We could deploy it silently because the chain didn't rattle, and it could be broken out

of the bottom easily when the wind came back.

"Step carefully!" I scolded. "Let's not shake the wind out of the sails, and keep your weight on the low side while you're in the cabin, if you can."

"No need, actually," said the tactician. "Wind is absolutely zero. Still making good progress to the mark with the current, though."

But even though we were being swept towards the mark at nearly two knots, there was a problem: The mark had to be left to starboard, and on our current trajectory we were going to drift right past it, leaving it to port. I put the boat on a starboard-tack beam reach, aimed at right angles to the direction of the current, hoping that the current might produce two knots of apparent wind in

"It's a better day for paddling than sailing, don't you think?"

the other direction so we could make some progress towards the required side of the mark. No such luck — the air seemed to be stuck to the water and, even after sculling the boat around to the desired heading, trimming the sails for a reach and heeling it over as far as we could so that gravity, if not wind, would allow the sails to take the proper shape, the knotmeter didn't budge from the peg. Then there was a sharp bump against the windward side of the hull.

With everyone hiking out to port we couldn't see what we hit. At first I

thought we must have drifted into a big piece of flotsam. But no, with our water speed at zero, it would be drifting at the same speed as us. A recognizable voice solved the mystery:

"It's a better day for paddling than sailing, don't you think?"

Lee Helm, in her kayak, came around our stern. She wasn't done with us yet.

"Too bad the whole fleet is, like, drifting on the wrong side of the mark. The boats in Division A have already anchored. Got the stealth anchor ready?"

"Now Lee," I warned. "No outside assistance, please."

"For sure, Max. I was careful not to push you forward when I bumped

— max

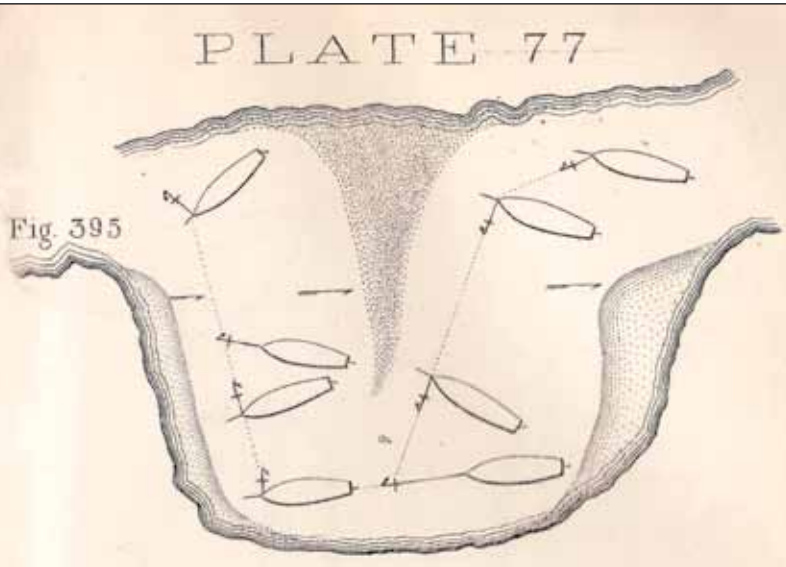


Illustration of clubbing, from the 1868 edition of *Seamanship* by S.B. Luce. Modern texts seem to have forgotten about the technique.

trimmer. He had already disconnected the sheet and lazy guy to keep the weight off the sail, and was holding the clew of the limp sail in his hand.

"Ground speed still one-point-seven," added our tactician, trying hard to sound optimistic. "And not in a terrible direc-

CLUBBIN' IN THE 1800s

Clubbing is described in detail in the 1868 edition of *Seamanship*, by S. B. Luce.

This was the standard text on the subject used at the U.S. Naval Academy; and reprints can be found online for about \$45. But the technique seems to have disappeared from modern texts on the subject.

"Clubbing is recommended for smaller vessels in a rapid river; you may heave in the cable until the anchor is under foot, when she will drift down by the force of the current, veering out or heaving in the cable as she deepens or shoals the water, or as you may wish to diminish or increase her drift, see Fig. 395, Plate 77. Vessels drifting in this manner, generally have a spring from the ring of the anchor, leading in at one of the quarters, so that by veering on the cable and rousing in the hawser, you may present her broadside to the current. This is termed clubbing a vessel. Though, from the danger of fouling the anchor against rocks, or other matter, and the inconvenience of the operation, one or the other of the previous methods should be resorted to, in preference to this.

"Clubbing is such a simple maneuver, where the sets of the tides a known, that it is only necessary to observe that a ship at anchor, with a tide running past her, is as much affected by a motion of the helm, as if she were reaching at the same rate under canvas; therefore, if a ship's helm be put over one way or the other, she will answer to it, and shoot across the tide, taking her anchor with her, if there be short enough scope, so by heaving in to that scope, and putting the helm hard over, she will cross the tide without losing much ground; hence, although, as represented by the arrows in Fig. 395, the tide sets directly over the sands and athwart the deep water channel, yet by sheering her as far as she will go, and bringing her up when she begins to lose ground, she may be dropped down, or sheered across any channel against the wind, where she might otherwise wait months for a fair wind to sail down. It is scarcely necessary to observe, that she will sheer to port more readily with her starboard anchor down, and vice versa."

DRAGGING IT SIDeways

into your hull. But, like, you do remember that you have more choices than just going with the current or anchoring in place when the wind is zero, right?"

"What's she talking about?" asked the tactician. "We can't control the direction of the current." He was new at being tactician, having taken over from Lee, who usually has that job when I can convince her to crew for me.

"But you can control the direction you drag the anchor," Lee replied. "And like, I've already said too much."

"Now I remember what Lee is referring to," I said. "I think it's called 'clubbing,' described in a book on seamanship from the middle of the 19th Century."

"They went clubbing in those days?" said the foredeck crew. "I thought they just passed around a barrel of grog."

"Lead the anchor rode through the

port after-guy block," suggested Lee. And watch what happens.

"Do it!" I instructed.

"But we're still half a mile from the mark," complained the tactician, "and still drifting towards it pretty fast. I don't think we want to anchor here."

"Set the anchor," I repeated.

My crew rigged the anchor rode as instructed, and when the hook took hold in the muddy bottom I let the bow swing around into the current. We suddenly had 1.7 knots of boat speed through the water, but zero speed towards the mark. We were also suddenly being passed by all the boats around us that were not anchored to the bottom, because they were still being carried towards the next mark with the tide.

"You don't want a lot of scope," said Lee from her kayak. "The anchor has to start dragging when you want it to drag."

"I know that!" I hailed back. "You have to keep out of this! No outside assistance!"

I did, in fact, know exactly what to do. The helm responded well in the current flow, so I steered over to the right, pulling the anchor rode with it. Then the rode was at about 45 degrees or more to the current, with the strain increasing all the time, it started to drag. We could feel the shocks and releases as it bounced along the bottom, sometimes catching but then letting go again. We were dragging, but dragging at almost a 45° angle to the current.

We were dragging, but dragging at almost a 45° angle to the current.

"Oh, now I get it!" exclaimed the tactician.

"We're using the keel as the sail, and the anchor as the keel. We can reach across the tide and get ourselves on the correct side of the mark for the starboard rounding!" "He catches on fast!" Lee joked.

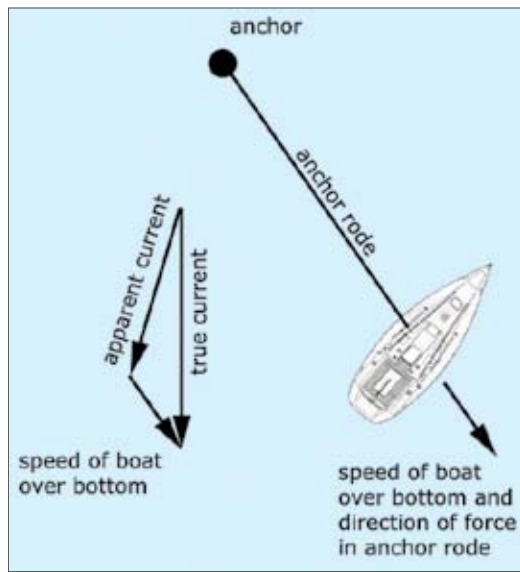
After a few minutes of this we

were the only boat positioned to drift around the mark on the required side, so we pulled the anchor clear of the bottom and took the rest of the ride directly down-current. When we found that we were giving the mark a little more room than it needed, we re-rigged the anchor rode to the starboard afterguy block and 'clubbed' over to the mark for a close rounding to starboard. Once clear of the mark we turned the boat back into the flow, let out some more rode so the anchor would hold, and admired the rest of our fleet as they drifted past the mark or anchored on the wrong side without having rounded it first.

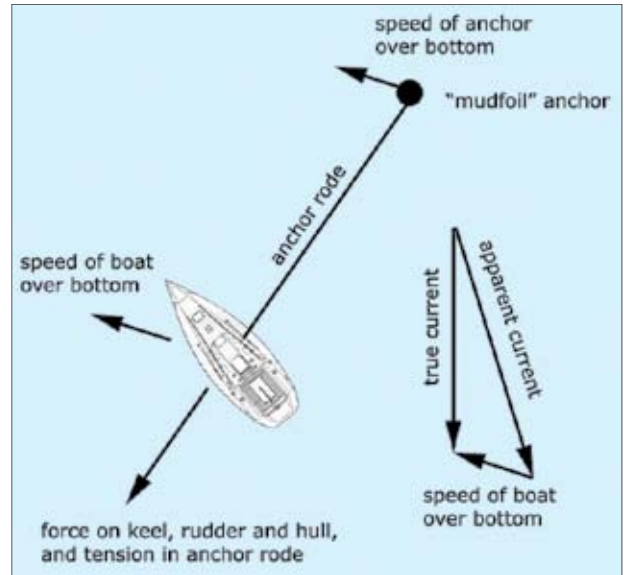
"Was that really legal?" asked the main trimmer. "Isn't there a rule that says we have to be propelled only by the natural action of the wind on the sails?"

"And by the water on the hull," added the tactician. "Seems okay to me."

The foredeck crew had a rulebook in his phone: "That must be old wording," he announced. "Now it's just says



Speed and force vectors for a boat clubbing down-tide, with a conventional dragging anchor.



Speed and force vectors for a boat clubbing uptide, with a yet-to-be invented mudfoil anchor.

'A boat shall compete by using only the wind and water to increase, maintain or decrease her speed.' So it doesn't even have to be 'natural,' if you call what we did unnatural."

Lee had been paddling around the anchored fleet, exchanging taunts, encouragement, and unwanted advice with friends on various boats. I heard her remind several boats that if, after the start, they were first boat in their division to withdraw from a race that had no finishers within the time limit, then they would get the first-place trophy.

"That's a great trick," said the foredeck crew when Lee had paddled back over to us. "But you know, I think it

"Was that really legal?" asked the main trimmer.

would work better with a big length of chain and no anchor at all. That way it would slide along the bottom with more of a constant drag force, instead of alternately catching and breaking out. Wouldn't be so sensitive to changes in depth and scope, either."

"For sure," Lee agreed. "But like, if you had the right kind of anchor, you could actually drag the anchor upwind — I mean, upcurrent, instead of just within a range of angles downcurrent like you just did."

MAX EBB

"With zero wind?" asked the tactician. "How would that work?"

"I mean, like, you already figured out that the anchor in the mud is like the keel, and keel of the boat in the water is like the sail. We're using the same principles to work the mud-water interface instead of the water-air interface. If you can find an anchor with a decent lift-drag ratio in the mud, you can tack up-current."

"What would that anchor look like?" I asked.

"I dunno," replied Lee with a contrived shrug. "Would make a good design contest for an engineering class. I mean, we're all getting tired of that egg drop contest from the roof of the mechanical engineering building, and the concrete canoe race converged on the optimal design, like, a decade ago."

"I'm thinking it would have to look like a sideways pizza knife," said the mainsheet trimmer.

"You'd need a double rode to control the angle," added the foredeck crew.

"You'd have to sail it at the right angle through the mud, sort of like a kiteboard kite."

"I'm thinking it would have to look like a sideways pizza knife."

"At least three pizza knives, for stability in roll and pitch," the tactician thought out loud. "With spoon-like dishes around each blade wheel, to keep the blades from digging in too deep."

"What keeps them from popping out of the bottom?" asked the foredeck crew. "Remember, the tension on the rode has an upward pull."

"Weight," suggested the mainsheet trimmer. "Or angle."

"I worry about the friction of those dishes sliding along the top of the mud,"

said the foredeck crew. "That stuff down there is like glue — I think the anti-digging-in device should roll, not slide."

The brainstorm session lasted all through lunch, and only ended when a wind line finally reached us. As the only boat to have already rounded the mark, we sailed off on the next leg with a monstrous lead over the rest of the boats in our division, and ahead of some of the boats in the faster divisions too.

"Lee picked the wrong race to miss," I remarked. "She'd love being on the boat right now."

But the wind line was not the afternoon sea breeze fill we expected. It faded and then died again, and the race was abandoned when it was clear that no-one could finish within the time limit.

Lee was right after all. And if we had only had the sense to withdraw first, we'd be taking home the hardware for a division win.

— max ebb

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THE RACING

Midwinter racing continues in the Bay Area, with reports this month from **Sequoia, Golden Gate, Sausalito, Berkeley, and South Beach Yacht Clubs**. We check in with two Southland races: the **Two Gates Pursuit Race** out of Long Beach and the **Marina del Rey Malibu & Return**. And we wrap up with some **Race Notes** from across the pond.

Sequoia Yacht Club Welcomes 2015

Just two days after a big party at the club to celebrate the new year, Sequoia YC racers gathered for Winter #3. Winter racing conditions, however, continued to be dominated by light winds. Race captain Tim Anto wisely called a short course of 3.7 miles, which allowed all the boats to creep around the course and return to the marina before the sun set. Charlie Watt in his unnamed red Open 6.50 handily sailed the course and finished in first place. He was followed by Tracy Rogers' J/92 *Relentless* and John Ryan's C&C 110 Express *Xpression*.

Winter #3 was followed just one week later by the third race in the Redwood Cup series. Although the Bay Area was still under a Spare the Air alert and winds were once again forecast to be light, there was a bit more optimism that a light wind could be coaxed to show up and push the fleet around the course. The Redwood Cup is run in pursuit format and so 10 boats gathered in the Port of Redwood City turning basin watching the wind and planning their starts.

Race Captain Andrew Rist called a 6.7-mile course based on expected conditions and an optimistic attitude. The first boat was across the start line

a fairly steady gentle breeze allowed all the boats to start and begin the many tacks required to get out the channel.

The windward end of the course was Sequoia club mark Y. As boats approached the mark to tack around it and begin the downwind run to the finish, they had a chance to watch the Sequoia YC cruisers forming a raft in the vicinity of the South Bay Wreck. Eight Sequoia boats participated in the raft-up, and they cheered on the racers as they passed by on their way to the anchorage.

The faster boats benefited from avoiding the double whammy of light winds and having to fight a strong ebb current. Spinnakers popped and a colorful display of sail made its way down the Redwood Creek Channel. With light winds there was no drama on the foredeck and it was a good day for exercising the crew in setting and dousing the spinnaker. As the day wore on, however, what little wind there was diminished and the ebb current increased. The slower boats found themselves crawling down the channel hoping to make the finish line before the race timed out at 5:00.

It was a very patriotic finish. Charlie Watt's red Open 6.50 took first place. Stan Phillips' white-hulled Farr 30

Frequent Flyer took second, and the blue-hulled *Relentless* took third. With an early winter sunset, the boats finishing in the back saw the stars.

Although the race would certainly not go down as one of the more exciting at Sequoia, all agreed that it was great to be sailing out on San Francisco Bay in January, and comments about friends with

boats in the Midwest and Northeast were not uncommon.

The next Winter Series race will be on February 7, and the next Redwood Cup race will be on February 21. For complete results, see www.sequoiayc.org.

— tim petersen

SYC's fourth midwinter race on January 4. Spread: the Sabre 402 'Escapade', J/105 'Triple Play', J/88 'Inconceivable', and Newport 30-II 'No Agenda'. Inset: having a chilly 'Escapade' on San Francisco Bay.



GGYC's Seaweed Soup

The third Golden Gate YC Manuel Fagundes midwinter race on January 3 started on time with a north-northeast wind in the high single digits and a building ebb current. The three fastest PHRF divisions and the J/111 class were sent on a triangular course from the start off the GGYC race deck west to Blackaller, out to Harding Rock, in to Fort Mason, and then another trip out to Harding, back to Mason, and finish. The slower PHRF and Catalina 34 fleets sailed the same triangle, but without the extra loop around Harding Rock. The Knarrs and Folkboats sailed a sausage course along the Cityfront, with Blackaller as the first mark.

The first leg to Blackaller was a close reach, and for the fleets headed out to Harding Rock the second leg was a long beat into an increasing ebb, which resulted in some wide roundings. It also resulted in several boats bumping up against the Harding Rock buoy when skippers misjudged the strength of the ebb. The short Harding Rock-to-Fort Mason leg was the only spinnaker run, and boats spread out, some sailing high

FABIAN PEASE



Hazy skies and slow speeds characterized Bay racing in the first half of January. In this photo, Stan Phillips' Farr 30 'Frequent Flyer' glides around the SeqYC Redwood Cup course.

just after 1:30 and the race was on. Although far from some of the exciting starts experienced in summer months,



ROXANNE FAIRBAIN / WWW.FOXSHOTS.SMUGMUG.COM

Two Gates Pursuit Race

In 2012, Long Beach YC re-invented their long-standing Two Gates Invitational race and turned it into a pursuit race. But they didn't change the 13.2-mile course, which starts in Long Beach Harbor, goes up to Los Angeles Harbor, and then returns to finish in Long Beach. The boats weave in and out of Long Beach's Queen's Gate harbor entrance and Los Angeles' Angel's Gate harbor entrance, hence the name.

Bill Durant and his team raced his Santa Cruz 52 *Relentless* to first-place honors in this year's Two Gates, sailed on Sunday, January 4.

Weather forecasters predicted little to no wind, but the good ol' Long Beach southwest breeze proved them wrong when it filled in and carried the 29-boat fleet to the finish line under sunny skies.

Durant — who is a veteran ocean racer, a regular in local regattas, and a match-racer — gave full credit to his crew. "It was a phenomenal day with the dream team," Durant said, "with my son and all of my very close friends."

This year, the slowest boats, which started the pursuit race first, were the two Cal 25s of Seal Beach YC's Felix Basadre and Dennis Diem of LBYC. The fastest boat, starting last, was Peter Tong's Santa Cruz 70 *OEX*, driven by John Sangmeister of LBYC.

As the boats sailed downwind to a turning mark and headed upwind to the finish, *OEX* was eating up boats, drawing down on Ray Godwin's Farr 40 *Temptress* and Durant's *Relentless*.

But as they all rounded and set their course for the finish it became clear that *OEX* was running out of time to repeat 2013's win.

Durant said, "You know, I've sailed on that boat before, and I can tell you that

toward Alcatraz and others lower then jibing back to the Fort Mason buoy.

Most boats sailing the Harding Rock courses finished in an hour and some pocket change. The Knarrs and Folkboats, which sailed a 6-minute course, took a few minutes longer.

The closest finish was Mark Dowdy's Express 37 *Eclipse* nipping Hank Eason's 8-Meter *Yucca* by 3 seconds on corrected time in PHRF 3. The closest one-design racing was in the five-boat Folkboat class, with a spread of less than 8:30 minutes.

The next GGYC race is scheduled for Saturday, February 7. Series standings can be found at www.ggyc.org.

— pat broderick

SYC Midwinter

The third Sausalito YC Midwinter race was sailed in a north-northwesterly that settled in at around 9 knots after a windier start. Fleets were sent from a start line near Little Harding Buoy on a beat up to the Sausalito daymark #2, then on a run to either YRA mark #6, Fort Mason, or YRA #17, Harding Rock. The two spinnaker fleets and J/105s

sailed the longer 6.8-mile course over to Fort Mason and back, while the non-spinnaker fleets sailed a shorter 3.5-mile course around Harding Rock.

Those sailing the longer course over to Fort Mason encountered a building ebb and lighter wind from about Alcatraz to Fort Mason. The spinnaker fleet boats split, with some boats staying high near Alcatraz and others sailing lower, arriving at San Francisco near GGYC then tacking up toward Fort Mason, taking advantage of the counter-current. The non-spinnaker boats encountered less ebb and enjoyed healthier wind on their shorter course.

Michael Radcliffe's Synergy 1000 *Kilo* eked out a 9-second win over Cam Hutton's *Rustler* in Division A. Don Wieneke's *Lulu* trumped the J/105 Fleet. Paul Tomita's Express 34 *Express Lane* took Division C; Dave Borton's Beneteau 350 *French Kiss* continued its winning ways, taking Division D; and Jim Snow's Cal 20 *Raccoon* thumped Division E.

The next SYC Midwinter race will be on Sunday, February 1. See series standings at www.sausalitoyachtclub.org.

— pat broderick

For more racing news, subscribe to *Electronic Latitude* online at www.latitude38.com

January's racing stories included:

- Volvo Ocean Race
- GGYC, SYC, BYC, RegattaPRO, TYC, SeqYC, RYC, CYC, SBYC, Midwinters
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THE RACING

TOP ROW FRED FAGO



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ANDY KOPETZKY



A winter racing potpourri. This page, top row: Racing was abandoned when Larry Baskin's Express 37 'Bullet', Adam Thier's Beneteau First 36.7 'Red Sky', Greg Nelsen's Azzura 310 'Outsider', and Grant Hays' Hobie 33, 'Vitesse Too' were the only four boats that managed to start EYC's Jack Frost on January 10. Bottom left: A herd of El Toros round a leeward mark in RYC's Small Boat Midwinters on January 4; right: Maxi division winner 'Holua' finishes the Malibu Race.

boat is incredibly fast."

The 2012 winner, Godwin, and his crew hung with *Relentless* and held off Sangmeister to capture second place, leaving OEX with third. For complete results, see www.lbyc.org.

— rick roberts & latitude/chris

Berkeley Yacht Club Midwinters

"They should start on time because it's just going to get floodier," commented one of the racers before the start of BYC's midwinter race on Saturday, January 10. And the race committee did send the first two divisions off on time, on a twice-around windward/leeward course with a windward mark set at 305°. But something happened to the wind after Division C's warning, and the boats were not making the start line against the building flood. They were postponed with 45 seconds to go until their 12:10 start. Divisions A and B continued making snail-like progress on their 8-mile course.

About an hour passed, and someone hailed the RC on the VHF: "We want to know your thoughts." BYC's Bobbi Tosse responded, "You don't want to know our thoughts." Finally, she announced, "We're going to give this a shot."

The postponement ended at 1:20. Divisions A and B were still working their way around on their second lap, so they mixed it up with the later-starting single-lap divisions at the mark roundings, and the patient sailors were rewarded with a completed race. Back at the club that evening, Tosse admitted that she had been close to giving up and abandoning.

At BYC's guest dock on Sunday morning, a racer commented to an RC volunteer, "Nice day."

"Yeah, if you like gloomy," the volunteer responded.

A monochrome tule fog covered the Bay on the morning of January 11. Visibility on the water was about one mile. It's eerie when you're on the Bay and you can't see any land. The postponement

was a foregone conclusion.

Treasure Island began to appear out of the mist first, then Angel Island, but the Golden Gate Bridge remained shrouded for most of the race. A narrow band of wind fluttered the water to the west of the starting area, and a less wispy one crept in from the southeast. Some of the boats were able to get in spinnaker practice on it. But would it hold? The RC was in no hurry to set up a course on it.

Finally, they dropped a windward mark at 090°, and the starting sequence began at 1:35, with a 4-mile single-sausage course assigned to all. The breeze died as the sequences proceeded, resulting in many over-earlies and a great deal of difficulty returning from the course side of the line in the flood.

Around 2:15, the predicted westerly of about 8-10 knots filled in, and the course was reversed. Spinnakers were hastily doused, only to be reset at the formerly leeward mark. Once again patience had its reward.

Racing concludes on February 14-15. Series standings to date can be found at www.berkeleyyc.org. We'll run final results in March's *Racing Sheet*.

— latitude/chris



Marina Del Rey Malibu & Return

Del Rey YC's first race of the 2015 season and the first of the Berger-Stein Series got underway on January 3 in very light air.

Cool temps of 50s and 60s, mirror-flat seas, and sunny skies prevailed for the 90 entries, causing most competitors to gripe about the land of no wind living up to its name. No residual effects were left over from the record New Year's Eve wind and surf.

At the start of the Maxi (PHRF AA) fleet, the wind barely touched a knot and a half, according to Andrews 70 *Pyewacket's* Robbie Haines. He would later record winds of six knots at Malibu en route to claiming line honors.

Maverick, Chris Slagerman's SC70, barely got past the start line and made up time by staying away from the shore. After a 15-minute delay, the other six classes started. The boats that were able to go outside managed to go rhumb line. and their only tack was at Malibu. Most enjoyed a nice reach back to Marina del Rey on the 22-mile course.

Holua, Brack Duker's SC70, saved her time over *Pyewacket* and took first in class. *Coquille*, Gary Ezor's Farr 40,

This page, clockwise from top left: The SC52 'Relentless' crew celebrates their win in the Two Gates Pursuit Race; colorful spinnakers at SBYC's Island Fever Race; when navy blue boats meet: Bob Johnston, singlehanded the J/92 'Ragtime' in BYC's Sunday race, slips to leeward of Tim Han's J/105 'Energy'; "Hurry up! The paint's drying!" (at a Saturday BYC mark rounding).

won PHRF A by more than 11 minutes.
— *andy kopetzky*

MALIBU AND RETURN RACE, DRYC, 1/3/15

PHRF AA — 1) **Holua**, SC70, Brack Duker; 2) **Pyewacket**, Andrews 70, Roy Disney Jr.; 3) **Pendragon IV**, Davidson 52, John MacLaurin. (8 boats)

PHRF A — 1) **Coquille**, Farr 40, Gary Ezor; 2) **Babe**, Farr 30, Doug Steele; 3) **Ghost**, Farr 395, Al Berg; 4) **Flying Fische**, 1D35, Zellmer/Wacker; 5) **Déjà Vu**, 1D35, Thomas Payne. (16 boats)

PHRF B — 1) **Trust Me**, Soverel 33, Duncan Cameron; 2) **Lugano**, Beneteau 40.7, Mark Stratton; 3) **Bewila Vita**, Beneteau 36.7, Martin Burke; 4) **Klexy**, B-29, Ed Jenkins; 5) **Wolfhound**, 11:Metre, Jamie Myer. (17 boats)

PHRF C — 1) **Turn Key**, J/92, Adolf Liebe; 2) **Critter**, J/24, James Baurley; 3) **Infidel**, Santana 30/30, Rick Ruskin; 4) **MisQue**, C&C SR 25, Jerry & Lea Kaye; 5) **Scooter**, Capo 26, Liz Hjorth. (16 boats)

ORCA — 1) **FRA 031**, F-25C, Jerome Sammarcelli; 2) **Hi Per**, F-25C, David Collins; 3) **Sea Monkey**, Wizard 22, Thomas Armstrong. (7 boats)

CRUISER A — 1) **Va Pensiero**, Brooklyn 48,

Joseph Weber; 2) **Encore**, Irwin Citation 41, John McEntire; 3) **Celerity**, Catalina 42 MkII, Bruce & Rennie Bilson; 4) **Pacific**, Jeanneau 43, Whitney Green. (11 boats)

CRUISER B — 1) **Squall**, Catalina 34T, Gary Brockman; 2) **Betty**, J/32, Scott McKenney; 3) **Senia Jade**, Hunter 44 AC, Lynn Silverman; 4) **Cross Fire**, Cal 36, Joe Cowan; 5) **Makani II**, Catalina 34 MKII, Edward Chadroff. (15 boats)

For full results, see www.dryc.org.

Island Fever at South Beach

No hands were idle in the third race of South Beach YC's Island Fever Series on January 17. With winds between 7 and 11 knots at the start line, fleet division contenders kept close to one another's sterns and bows for an hour's worth of spirited competition. Winds picked up a few knots farther from land and remained steady from out of the north — keeping conditions just right for two spinnaker sets followed by a smooth glide along the breakwater to a finish inside McCovey Cove.

In Spinnaker PHRF 99 and below,

THE RACING SHEET

Mark Kennedy's Flying Tiger 10 *Centomiglia* blasted by the breakwater bunch-up, followed by Donald Olgado's J/105 *Aquavit*, and in third was Nico Popp's *Dare Dare*, a Jeanneau Sun Fast 3200.

The Spinnaker PHRF 100 and above division saw nine boats on the water, plus tight turns at the marks. Robert Fairbank and David Crone's Yankee 30 *Double Play* prevailed. Ray Irvine's Catalina 34 *Crew's Nest* followed in second, and Ray Collier's Catalina 320 *Linda Carol* earned third place.

In non-spinnaker, the SBYC/BAADS boat *Alpha*, a 23-ft Sonar helmed by Dylan Young with John Wallace on main, took first again this month. They were followed by Peter Hamm's C&C 115 *SeaView* and Jess Ramos' CS30 *Unanimous*.

See www.southbeachyachtclub.org.
— martha blanchfield

Race Notes

Bay Area-based Matt Brooks has entered his 52-ft S&S yawl *Dorade* in the 90th anniversary **Rolex Fastnet**, which will start on August 16. The 46th



ERIK SIMONSON / WWW.PRESSURE-DROP.US

The SC50 'Adrenalin', seen here racing in the GGYC midwinters, is new to the Bay. A group of partners from RYC plans to sail her in Hawaii races.

edition of the biennial race got 300 sign-ups in 24 minutes on January 12. The Royal Ocean Racing Club runs the Fastnet, which starts off Cowes on the Isle of Wight along the south coast of England, rounds the Fastnet Rock south

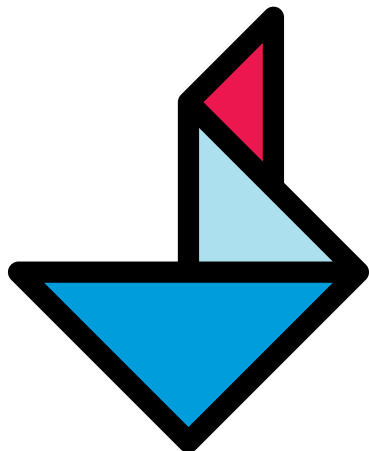
of Ireland, and finishes at Plymouth. See www.fastnet.rorc.org.

On January 14, Sir Ben Ainslie, a founding trustee of the Andrew Simpson Sailing Foundation, accepted the Guinness World Record Certificate for **Bart's Bash**, the charity global race that took place on September, 21, 2014. Bart's Bash is now recognized as the largest sailing race on one day in the world, with 9,484 boats at 237 locations officially included in the record, and an estimated 16,000 boats participating that day.

Frenchman Armel Le Cléac'h plans to do the next Vendée Globe solo around-the-world race, which will start in November 2016, with a **60-ft semi-foiling monohull**. The new *Banque Populaire* was designed by VPLP Verdier and is expected to launch in March. Le Cléac'h also plans to doublehand the boat in the Fastnet and this October's Transat Jacques Vabre. The extra lift is expected to result in speed gains of several knots.

Cagliari, on the Mediterranean island of Sardinia, will host the first **America's Cup World Series** event on June 4-7.

— latitude/chris



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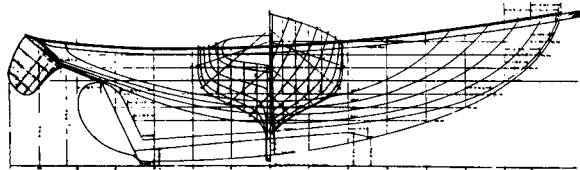


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This month a longtime charter addict gives us **Insights into Sailing Two of the Med's Most Alluring Islands**, and we present **The Case for Shoulder Season Chartering**.

Even though sailor Erik Westgard lives in St Paul, Minnesota, he has long been a loyal *Latitude 38* reader and occasional contributor. The trip report below is from his 15th charter. As with several sailing vacations that he's reported on previously, on this trip he brought along an all-woman crew. — Ed.

Sailing Sardinia & Corsica With an All-Girl Crew

Sunsail has been promoting a new base in Cannigione, Sardinia. Roughly 112 miles west of Rome, Sardinia appeared on the yachting radar starting in the early 1960s, when religious leader and sportsman the Aga Khan IV bought 35 miles of coastline on the northeast corner of the island.

Recognized through history for an abundance of natural bays and harbors, the area also has excellent wind. You will need your ICC Certificate to skipper a yacht in Italy, which is the ASA 101/103/104 + ICC course sequence for Americans.

Armed with stacks of Euros, and some jackets, as it was early May, we flew into Rome and gathered at our usual hotel, the Best Western Villafranca, near Termini train station. From Termini,

the Leonardo Express runs twice an hour to the airport, and there is regular service to the ferry/cruise ship terminal in Civitavecchia, and of course the Metro.

To get to the Sunsail charter base in Cannigione, use Olbia, Sardinia as your gateway. You can fly to Olbia from various places, or take a jetfoil or overnight ferry from Civitavecchia. Ask the base to order you a taxi to and from the Olbia ferry dock, as there did not seem to be a lot of cabs standing by. It's about a 40-minute ride.

We arrived at the base early Sunday morning, which is run jointly with Sailitalia. We purchased the smallest "Get Going" provisioning package for six of us, and topped that off from the local deli-type shops, as the nearby supermarket was closed Sundays. We did face a minor crisis: the low-end red wine was undrinkable. So an expedition set out and returned a few hours later with a plastic jug of red table wine obtained from a tank at a local co-op market.

There was a strong wind forecast (30+ knots) and we would need to stay



SUSAN SHELSON



MARIANNE PERRY

Left: A jovial waiter brings out the 'last crab' on a bed of pasta. Above: Much of the town of Bonifacio is perched high above the water.

in port during our first scheduled night out. At a lovely dinner in Cannigione, we were offered the "last crab" in the lobby aquarium, a giant specimen, which was expertly prepared atop some fresh linguini. We had to smile on the way out the door as a replacement crab appeared in the tank.

The centerpiece of the sailing area is the La Maddalena Archipelago National Park and Marine Reserve. These beautiful islands are right outside the Golfo di Arzachena where the Sunsail base is, and fill almost ten pages in Rob Heikell's excellent guidebook *Italian Waters Pi-*

lot published by Imray. This book, and the Italian charts, such as NGA #53285 (or 3350), should be consulted for details on the complex park regulations and the many charted and well-marked hazards in the area.

Our first stop was the Cala Gavetta marina on La Maddalena. You need to watch for ferry traffic on the way up there. We were told to expect "lazy lines" and/or buoy rentals in most places, so we would not need to anchor. The key to lazy lines is to get them very tight. You toss over your stern lines and run them to your cleats via rings on the dock, and rapidly secure the lazy line to the bow. Then let the stern lines out as far as they will go (say 10 feet) and tighten the lazy line.

Only then do you use the engine and/or winches to pull the boat back to within a few feet of the dock, so the plank can



ERIK WESTGARD

OF CHARTERING



It would be hard to find a boat refuge more picturesque than Bonifacio's natural harbor.

be secured. The idea is if you can still back the stern of the boat right up to the wall under engine power, the wind will do that for you in the middle of the night or when you are away sightseeing. You'll want to leave a fender or two back there as well. In Europe — we watched a few minutes of a sailing class — they teach you to station crew holding fenders by their lines between boats as you go in or out.

The town was lovely and we were again offered the "last crab" for dinner.

The Sunsail regulations allowed us to sail to Corsica, across the channel, and politically part of Metropolitan France. Headed for Bonifacio, we put up a French courtesy ensign and were directed on VHF to the last bit of dock available for a large boat. The docks are being rebuilt and there were nice showers and facilities. You check in with your passport at the marina office at the back of the harbor.



Above: Local fishermen ply their trade in small boats, as generations have done before them. Right: Erik loves sailing with all-female crews, and they love him for inviting them.

We decided to stay an extra day and explore the walled city and fortress in Bonifacio, which was designed for the defense of Tuscany. The whole French flair was popular with my crew. You could find crêpes, French wine and even a disco ringing the harbor, or walk or take a tiny tram up the hill to the main

town, which has many historical sites. For our last night out we chose Santa Teresa Di Gallura, back on the Sardinian mainland. On paper, this port made me nervous as it was blowing more than 20 knots out in the Bocche di Bonifacio channel, and the guidebook aboard (in Italian) stated the harbor had a vessel length limit of 20 meters, and seemed narrow. The shelter was good once inside. A pair of large car ferries get in and out regularly and there is room in a few places to turn around.

There were some seasonal shops and restaurants in the marina, but most were in the existing town, which was across the harbor and up a little hill. We dined on pizza, pasta with bacon and excellent desserts. The dockage fee was reasonable, 31 Euros for 50 feet, but it goes up in season.

All in all it was an excellent week. The area is sheltered and has well-developed marinas, and plenty of safe anchorages.

— erik westgard

In Praise of Shoulder Seasons

When you're thinking about taking a sailing vacation, there are, of course, a few basic decisions you have to make at the beginning of your planning process: where to go, whom to go with, and what time of year to go. We've got a few points to make about the latter.

Many travelers automatically assume that the middle of the prime sailing season in any charter venue is unquestionably the best time to sail there. Well, that depends on what you're looking for. For example, in European sailing destinations such as Croatia, Greece



ERIK WESTGARD

WORLD OF CHARTERING

and Turkey, you often see hordes of Germans, Brits and Scandinavians traveling in flotillas of six to ten boats during the midsummer months. The sailors on board seem to relish the excitement of nonstop talk and laughter, and the daily chaos of trying to shoehorn their boats into a tiny gap along the village quay.

But such 'togetherness' isn't for everyone. If you're more interested in uncrowded anchorages and beaches, fewer diners in restaurants, and more attentive service in shops, consider chartering during non-peak time periods, particularly in the 'shoulder seasons' between the high and low seasons. Ponder this: The Eastern Carib is considered a year-round sailing destination, and people do charter there even at the height of hurricane season (September and October). True, boat rental prices are cheapest then, but skies can be gray and a little gloomy, as tropical waves pass through frequently. By contrast, just



Turkey's picturesque Turquoise Coast is less crowded in May and September, and sailing winds may be better then also.

before and after the December-to-April peak season, prices are a bit higher, but sailing conditions are generally better.

Mid-summer brings the hottest temperatures of the year to Greece, Turkey, Croatia and Italy, just as it does to the Pacific Northwest, but not necessarily

the best sailing breezes. In all these places you're *generally* more likely to find better wind conditions — and much smaller crowds — in May or September, the shoulder seasons.

Of course, if you have kids in school, your travel windows are basically during Christmas break and mid-summer. But if kids aren't part of the equation, we highly recommend planning this summer sailing getaway for either before Memorial Day or after Labor Day. In many prime venues you'll save a few bucks and find less-crowded anchorages and better wind — a combination that should lead to minimal frustration and maximum relaxation.

If traveling during the late spring shoulder season sounds like a winning idea to you, we suggest you waste no time in locking in the boat of your choice and shanghaiing your favorite sailing buddies. You'll be glad you did.

— andy



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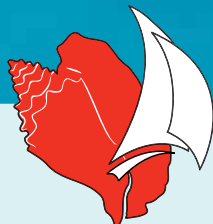
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CHANGES

With reports this month from **Serenity** on a less than pleasant west-bound crossing of the Atlantic; from the Massaro family on **Benevento** on an educational cruise from the Spanish Virgins up the East Coast to Cape Cod and a nice eastbound crossing of the Atlantic; from **Eleutheria** on a nasty pre-Thanksgiving passage from Maui to Oahu; cruiser remembrances of the **Careyes Resort** on Mexico's Gold Coast; healthy and inexpensive eating suggestions in Mexico; and **Cruise Notes**.

Serenity — Tayana 52DS Gordon and Sherry Cornett Crossing the Atlantic (Ventura)

Shortly before Christmas we arrived safe and sound — but extremely tired — at the Port du Marin Marina in Martinique after taking 28 days to cross the Atlantic Ocean from the Canary Islands. It was a very slow time for us, but then our crossing had been quite challenging.

Sherry and Gordon got skunked on what's normally a nice tradewind sail across the Atlantic.

We're not exactly cruising novices. We did the 2009 Ha-Ha, then sailed across the Pacific the next year to wait out cyclone season in New Zealand. After sailing back to the South Pacific, we continued on to Australia, where we waited out another cyclone season while doing lots of land travel. In 2011, we sailed up the east coast of Oz to Darwin to join the Indonesian Rally. After that, we continued on to Indonesia, Singapore, Malaysia and Thailand.

Because of the threat of pirates, we had *Serenity* shipped to Turkey. We then cruised Turkey, Greece, Albania and Croatia. After crossing the Adriatic to Italy, we sailed down to Sicily, where we wintered at Marina di Ragusa. In April last year we did the west coast of Italy and continued on to Elba, Corsica, Sardinia, Menorca, mainland Spain and Gibraltar.

After a stop at Morocco, we made it **A couple of the Atlantic Odyssey entries leave Lanzarote in the Canaries for Martinique. They wouldn't have the best weather.**

to Lanzarote in the Canary Islands to join 19 other boats for the November 18 start of Jimmy Cornell's Atlantic Odyssey to Martinique. Over the years we've found that rallies provide us with the opportunity to meet some great people in the cruising community while having a great time.

Our ill-fated 2,700-mile crossing of the Atlantic began with four days of motoring because there was no wind. This is apparently normal around the Canaries. Even though we expected it, this used up a lot of our fuel. We were then hit by four cold fronts, which brought rain, thunder and lightning. It also brought wind from the southwest, the very direction we were headed! And this was supposed to be a glorious off-the-wind tradewind sail. When we finally got far enough south to find the ENE trades, they were very light.

We had more than weather problems. The clew ring on our genoa, the sail that provides most of our drive when sailing off the wind, blew out. As such, we were unable to use the sail until I was able to complete a repair. In addition, our generator died and the genoa furling line pulled out once we reset the repaired genoa.

Those were lesser problems compared to our autopilot's dying 780 miles from Martinique. This meant that the two of us had to hand-steer for over eight days, something that proved to be a physical and mental disaster. We did one-hour-on, one-hour-off watches, then heve-to at midnight to get five hours' sleep.

Many of the other Atlantic Odyssey participants were on the dock to cheer our arrival when we finally got to Martinique, which was nice. But after nearly a month, ours wasn't even the last boat to finish, as others had challenging crossings as well.

To think that we had told friends how much we were looking forward to the 'tradewind crossing'! It was not a lot of fun. But we made it, and it's safe to say the next time we cross the Atlantic it will probably be aboard a 747.

After some cruising in the Caribbean, including Cartagena, we plan to continue on through the Panama Canal, complete our circumnaviga-



tion in Mexico, and return to our home port of Ventura.

— the cornetts 12/22/2014

Benevento — Pacific Seacraft 40 The Massaro Family The Other Latitude 38 (San Francisco)

As we mentioned in Part 1 of our report, it's been more than 12,000 nautical miles since we — my husband Darold, our 10-year-old son Dante, and I — left San Francisco in September 2013 on a two-year cruise. We sailed under the Golden Gate Bridge, turned left, and six months later were in Puerto Rico facing the decision of where to go next.

One decision could have been to continue heading east toward the US and British Virgin Islands, and maybe as far

ATLANTIC ODYSSEY



ATLANTIC ODYSSEY



IN LATITUDES



PHOTOS COURTESY BENEVENTO AND TOURIST BOARDS



Enjoy the variety of the world via cruising boat. Spread; The blue waters of the Exumas. Insets, clockwise from left: Jennifer and son Dante in the Bahamas. Mt. Vernon. Anchoring near the Washinton Mall in Washington, D.C. Annapolis, Maryland. A \$30 mooring on New York's East River.

southeast as St. Martin or Dominica. Doing that, however, would have meant that we would have to make doubletime it back up the East Coast of the U.S. in order to be in Georgia by June 1, something required by our insurance company. So we decided to head to the Bahamas, then north to the U.S.

We spent a month cruising the Bahamas, including a visit to Acklins Island (where we had the anchorage all to ourselves), Thunderball Grotto near Staniel Cay (which was like swimming in a kaleidoscope of fish), Georgetown (in time for the Family Island Regatta), and the Exuma Cays Land & Sea Park (which was breathtaking). A month

wasn't nearly enough time to do justice to the Bahamas. In fact, our entire trip has seemed more like a sampling than a comprehensive tour. It's really just been appetizers for a much longer trip in retirement — or sooner.

We arrived back in the U.S. at Fort Lauderdale, and spent time in Miami, the Everglades, and Cape Canaveral before traveling inland to Orlando. We do, after all, have a child with us. We dubbed the rest of the season 'The Summer of American History', as we alternated between going up the Intracoastal Waterway (ICW) and sailing coastal waters north.

One aspect of sailing the East Coast versus the West Coast is the

vast number of anchoring possibilities on the East Coast. It's no problem sailing for the day and being able to find a place to drop the hook that night.

After stopping in St. Mary's, Georgia and the Cumberland Island Seashore (famous for its feral horses, historic Cargenie mansions, and the trees that were used to build the hull of the *U.S.S. Constitution*), we made our way up to the Savannah River. Passing lots of container ships, we tied up at the Savannah city dock, which was charming. We then anchored in Charleston's Ashley River, with Fort Sumter, site of the first battle in the Civil War, in view. Even though it was hot, we absolutely loved Charleston.

In addition, we thoroughly enjoyed the remote and beautiful anchorages of Georgia, South Carolina, North Carolina and Virginia as we made our way up the ICW. Thanks to the suggestion of Robert, an awesome lockmaster, we tied up safely inside a lock within the Great Dismal Swamp as hurricane *Arthur* roared through the Outer Banks. Robert also converted the Triton's trumpet conch shell we'd bought from the Kuna Yala in Panama into a horn, much to the delight of Dante.

After the hurricane passed, we continued to Hospital Point anchorage on the Elizabeth River between Portsmouth and Norfolk. We kept the boat there for 10 days while we rented a car and visited many of the amazing 'Colonial Triangle' locations in Virginia, including Jamestown (first British colony in US), Yorktown (definitive American Revolution battle precipitating the end of the war), and Colonial Williamsburg (Disneyland for history geeks). We loved it. The Mariner's Museum in Newport News was perhaps our favorite museum. An entire day wasn't enough for that alone.

Continuing our first-person American history lesson, we made a detour to go ***The Massaro family loved just about everyplace they visited, but historic Charleston, South Carolina was among their very favorites.***



CHARLESTON TOURISM

CHANGES

up the Potomac River to Washington, DC, stopping at Mount Vernon along the way. Tolling the ship's bell three times has been a tradition since the night George Washington died.

Washington, DC has been one of our favorite stops so far. We anchored on the Washington Channel next to the welcoming Capital YC, with the Washington Monument serving as one of the bearings for our anchorage. For a small fee we were granted access to a secure dinghy dock, Wi-Fi, the yacht club facilities — and the very friendly members of the club. Even though we were there for two weeks, we barely scratched the surface of what there was worth seeing in the District of Columbia.

We then wound our way up the Chesapeake, and made stops in St. Michaels and Annapolis, and then crossed over to the Delaware River via the C&D Canal. It's a tight squeeze in that canal — which we traversed at night — with all the container ships.

We continued north up the Delaware and spent a few days in Philadelphia. We found a small anchorage just north of Penn's Landing, and had time to visit the city's amazing historical center, have a few cheesesteaks, and run up the art museum's steps *a la* Rocky Balboa. Dante had been learning about the Constitution, and visiting Independence Hall brought his history lessons in books to life. The National Park Service does an outstanding job of interpreting our nation's historic sights.

After harbor-hopping up the East Coast of the U.S., the Massaros spent 16 solitary days sailing to the Azores, then eight more to Portugal.

We sailed directly to New York City, motoring under the Verrazano-Narrows Bridge just as the sun was rising. It was an amazing sight and gave us a feeling of great accomplishment. We briefly anchored by the Statue of Liberty for a photo shoot.

Transient slips in New York Harbor are quite expensive — upwards of \$6/foot per night — so we made our way up the Hudson River to the 79th St. Boat Basin, which is operated by the New York Parks Department. We secured a mooring for \$30/night. The price was right and the access to the city was excellent.

We made our way up the Hudson River, passing beneath the Tappan Zee Bridge to Tarrytown, where we picked up family. We would later anchor for a week at Croton-on-Hudson while visiting with relatives. Then it was back down to New York Harbor, up the East River, through Hell's Gate — wisely timed with slack tide — and into Long Island Sound.

We made our way over to Mystic, home of the famous Mystic Seaport, where our Uncle Roger joined us for a sail to Block Island, Rhode Island, and Cuttyhunk, Massachusetts. Of all the anchorages we'd stayed in the previous year, Block Island on Labor Day was definitely the most crowded! In spite of that, it was still a great place to visit. From there we went to Cape Cod, leaving the boat at Hyannis while staying with family and getting *Benevento* and ourselves ready for the Atlantic crossing.

It was amazing to stop and think of all we'd seen and done in just one year of cruising. We can easily see how cruisers could spend years in single locations we've visited, such as the Sea of Cortez, the San Blas Islands, the Caribbean, the Bahamas, the ICW, the Chesapeake Bay or New England. We realize we're moving too fast, but that's the trouble with having a timeframe of only two years to do our trip. We've perhaps been a bit too ambitious in planning, but it has been worth it. Just about everyone has told us that the most dangerous piece of equipment on a sailboat is a calendar. They are right.

Our trip across the Atlantic was thankfully uneventful. It took 16 days to get from Cape Cod to the Azores, and then another eight days to make landfall in Lisbon, Portugal — which, like San Francisco, is at latitude 38. It was during the crossing that we used a professional weather

BENEVENTO



At the Statue of Liberty for a photo shoot.



service — Commander's Weather — for the first time. We were pleased with their forecasts and service.

Now safely on the other side of the pond with a little time to reflect, we recognize that cruising is no vacation. Between home-schooling, provisioning, boat repairs, laundry and passage-making, it's a full-time job. But it's also the adventure of a lifetime. As it happens when you live life large, time seems to compress and expand like an accordion. Time is flying by for us, but when we look back at our photos it seems as though it's been ages, not just a year, since we left San Francisco.

Our trip has been an incredible experience for Dante, who turned 11 in the middle of the Atlantic. He has become more worldly and mature, through both direct learning and osmosis. His favorite experience so far has been the San Blas Islands, we suspect for the friends he made as much as the snorkeling and

BENEVENTO





Lewis and Alyssa were so busy during their Maui-to-Oahu run that they didn't get to take many photos, so we're using some shots from their time in the South Pacific. Spread; Alyssa thrilled at all the open space. Insets from top. Lewis on high; Lewis with his kite; and Alyssa filleting.

scenery. "Boatschooling isn't very much fun, but cruising is awesome!" he says. I think it's time to give him longer watches!
— the massaros 11/30/2014

Eleutheria — Tartan 37
Lewis Allen and Alyssa Alexopolous
Maui to Oahu Sleigh Ride
(Redwood City)

Let me start by reminding ourselves and fellow cruisers that sailing and schedules don't go together. We have always held true to our rule that visitors can choose either a location or a date to meet up with us, but not both. This prevents us from pushing our boat and ourselves in conditions that we would not find ourselves in by choice.

The rule has served us well — until we broke it just before Thanksgiving by sailing from Maui to Oahu in order to

meet family. The story that follows is that of our punishment for breaking the aforementioned rule. Neptune was paying attention to our lapse in judgment and smacked us for it.

We sailed up the leeward side of Maui as far as the Kaanapali Coast before hitting the 30-knot headwinds gusting down the Pailolo Channel between Maui and Molokai. Ahead of us was a sea of whitecaps and waves that periodically broke. We double reefed the main and sheeted the sail as flat as possible. We then furled the genoa and raised the yankee on the inner stay, leading the sheet outboard and sheeting it flat, too. We decided we were then ready for the channel and fell off.

When the sails filled, *Ellie* heeled and bore off on a beam

ALL PHOTOS COURTESY ELEUTHERIA

reach across the channel at 7 knots. Even under reduced canvas she was making too much way on. This was the first time I wished we had a third reef point. I decided the wind wasn't putting a dangerous load on the rig yet, so I would just handsteer and enjoy the roller coaster ride across the channel. After all, it was only 12 miles until we reached Molokai — and what I assumed would be a good lee.



You have to land a fish fast to beat the sharks.

We tore across the channel with big wind and breaking seas pooping the cockpit every five minutes. But we're young and hardcore, so we threw out a handline with a cedar plug, convinced that we could land a mahi at such speeds. After 15 minutes the bungee went tight, and I called Lyss to come pull it in. The sailing conditions demanded 100% of my attention, so she was on her own to land the fish.

Using her gloves, she pulled in a wildly flailing 42-inch mahi, with blood splattering everywhere. We'd heard that flipping a mahi over and hugging it might calm the fish. We then tail-wrapped it, made some cuts, and threw him over the leeward side to bleed out. Alyssa finished bagging the filets just before we passed the eastern point of Molokai. We were happy to have fresh fish for the first time since the Marquesas.

We discovered that the trades howl down the Pailolo Channel, split at Lanai, and turn down the coast of Molokai, ripping down the Kalohi Channel between Molokai and Lanai. So instead of finding a pleasant lee, we found more 30-35

Just when Lewis and Alyssa needed it the least, they hooked a 42-inch mahi. But Alyssa landed it before the sharks could get a bite.



ELEUTHERIA

ELEUTHERIA

CHANGES

knot winds and the same big seas. The only difference was that we were now sailing with the wind on the starboard quarter, so there was much less motion and strain on *Ellie*. Although it was still blowing 30 knots, we had a nice sail



Sailors aren't the only ones challenged by the entrance to Lono Harbor during a big winter swell.

toward Lono Harbor, which we assumed would be a good overnight anchorage.

Lono Harbor features a man-made breakwater on the SW end of Molokai. It was built so sand harvested from Molokai could be taken to Oahu to create the beach at Waikiki. We read that you can enter Lono Harbor in most settled conditions.

As we approached Lono, we started to see breaking waves. Studying them, we saw that they were breaking on the east side of the breakwater, suggesting that it was just the trades breaking against the wall. Business as usual.

According to our chart, the entrance to Lono is about 50 yards wide, which I felt was adequate, even if we had to fight the wind to get in. As we got closer, we could see that sometimes there was a swell all the way across the entrance, but never a breaking wave. Deciding it was safe, we began to close on land.

A half mile out, I told Alyssa that I was noticing a large swell, and that we should keep an eye out as a rogue set could catch us in shallow water outside the breakwater entrance. That would be very bad.

Lono Harbor as seen from above. If the surf throws you into the breakwater, both you and your boat will become nautical 'toast'.



NOAA

We were in 25 feet of water and lined up with the Lono entrance a tenth of a mile out when Alyssa yelled, "Oh my God!"

I turned my head and almost had a heart attack, as I was staring at what I estimate to have been an 18-ft wave, half of which was breaking in a barrel! At this point we were less than 70 yards from the entrance, and that wave was on a mission to break right where we were, then crash into the harbor entrance.

I threw the wheel hard to port, spun *Ellie* around, lined her up with the wave face, and gave the engine full throttle. We climbed up the wave face with the breaking barrel only 15 yards to starboard!

Once we reached the crest of the wave we saw the next one coming. It was even bigger and it was already breaking! I bore off to port and then lined up with the face before it hit. Thankfully we made it over the wave before it closed out, and then made haste to deeper water. Once we were safe, it sank in just how close we'd come to shipwreck if not death. Had we been caught broadside by either wave, we certainly would have been rolled and thrown into the breakwater. We'd certainly been foolish trying to enter a harbor when a large swell was running.

The trades were blowing too hard to try to beat back up the coast of Molokai, so we resigned ourselves to an unpleasant night at sea. We would make Oahu by morning, tuck *Ellie* into a marina, and celebrate just being alive. There was just one catch. We had to cross the Kaiwi Channel at right, in strong trades and with a huge NW swell running.

Conditions weren't bad until we cleared the lee of Molokai, at which time we became exposed to the full wrath of the stiff NE trades and gigantic NW swell. That's when the seas got very steep, confused, and started breaking. The wind was at 33-38 knots sustained, and

we were running downwind with 1/3 of the jib poled out to port. The wind had created 13-18 foot waves that were mixing from the north and east around the SW corner of Molokai. This sea state combined with the NW swell to create tremendous washing-machine conditions.

We thought *Ellie* was handling the sea state well until a few breakers crashed into the cockpit. That's when I focused my hardest to take the optimum track down



the wave faces and make sure we didn't round up into the wind, which would have put us beam-to the seas and at risk for capsize.

I was focused on the next set of waves when we were lifted up the crest of a particularly large wave that broke while we were at the top, then thrown into the trough below. The whisker pole hit the water and dug in, shuddering the rig and stopping our forward progress. We were alarmed and confused at what had happened.

I got *Ellie* lined up again, and after getting her back on course took a few minutes to inspect the rig. We were elated to find there was no damage. We thought the sail may have ripped from the force of the pole being pushed aft in the fall, but the line leading from the pole to the bow held, and saved the sail, pole — and quite possibly the entire rig.

At this point we were so startled that we began thinking about other options. Could we make for Lanai? No, as that was upwind. Could we run back to the lee of Molokai? No, as that was upwind, too. Could we lie to our sea anchor? We

IN LATITUDES



LATITUDE / RICHARD

The large gouge in the bow of the Westsail 42 'Daneka' was caused by a pinnacle rock off Punta Mita at 20°45'.843 North, 105°32'.889 West. At a bearing of about 80°, it's "about .786 nm NW of the point north of Punta Mita Light," reports skipper John L. Larsen. Details in 'Cruise Notes'.

could, but we'd be in the shipping lanes and the trades were forecast to get even stronger over the next two days. Keep running dead downwind? No, because it was a heck of a long way to the Marshall Islands. We had only one option: continue on to the lee of Oahu 60 miles away. It was going to be a long night.

It soon got dark, which meant there was no moonlight by which to see the waves. We took turns at the helm for the next eight hours. Dodging shipping traffic outside Honolulu was an added bonus to all the fun we were having with the weather.

We covered the 60 miles in record time, and made the lee of Oahu by 2 a.m., at which time the wind and waves began to subside. We motored into the lee of the island and dropped the hook behind a curve of sand in front of a power plant. Exhausted, we gave each other a hug, happy to be safely anchored after a very trying passage. We also swore that we would never again violate our rule

about pushing it to make a schedule or accommodate a visitor.

We also vowed never again to cross between islands when the trades are pumping. Sailing in Hawaii is no joke! We hadn't seen seas that large since we left Northern California last year. We were also very proud of *Ellie*; she is one tough boat to have come through unscathed.

We're now in the beautiful Ko Olina Marina on Oahu. It's the most expensive marina we've ever been in, but worth every penny as far as we're concerned. This is resort country club living at its finest — beaches, pools, grass, grills, showers, laundry, restaurants, live music, watering holes and most importantly, flat water. After 9,000 miles in the past year, including the South Pacific, *Ellie* deserves the TLC that we're giving her.

We'll be back in Oahu in January to get *Ellie* ready to head south again. We plan

to be in the Line Islands by April, the Cooks by May, Samoa at the beginning of June, Tonga by July, Fiji in September, New Caledonia in October, and Brisbane, Australia before the onset of cyclone season. At least that's the current plan we've written in sand at the low tide mark.

— lewis & alyssa 11/22/2014

Careyes Resort Past and Present (Mexico's Gold Coast)

The Wanderer posted the drone photograph he took of Careyes — see next page — on his Facebook page on January 13, and received a lot of entertaining comments. So he made it a January 14th 'Electronic' item, and got even more responses. We liked the responses so much that we're sharing some of them with you. The last one gives the definitive report of what's going on at Careyes now.

(To read the original post about Careyes, see the January 14 'Electronic Latitude'.)

"I used to anchor in the cove just below the resort on the hill and put a long stern line to the pier to keep from swinging. One time I was there when the now long-defunct Club Med was having Lesbian Week. There was great scuba diving around the little islets." *Ted Reed*

"I love Careyes! I believe Heidi Klum and Seal were married there in 2005. Teal and I were there also with our trimaran *Savannah*. Too bad we weren't invited and/or didn't have a drone like the Wanderer." *Lihn Goben*

"Careyes is a fabulous location that we visited in the 1970s when the Playa Blanca Club Med was still in operation. Upon our arrival we were notified that they were out of cash. A number of *banditos* on horseback had robbed them the previous day! We have stopped there many times since on *Dj's Dream*. The anchorage is tight against the rocks,

Looking down on the Careyes anchorage from one of the luxury accommodations on the hill. We'd rather be on a boat.



LUXURY ESTATES REALTY

CHANGES

but the setting has always been so spectacular we wouldn't miss it." *Rog and Di Frizzelle*.

"The 1998 MEXORC started on Banderas Bay and ended at Las Hadas. Who

remembers Pat Farrah's famous ping-pong tournament — with hundreds in cash prizes for anyone in a bikini?

The stop in Careyes featured a special fireworks display. We watched a cigar-smoking Mexican spend the day assembling it atop a bamboo frame that stood 25 feet

The 220-ft tall bridge between Mi Ojo and one of the islands.

tall. It had pinwheels and a rotating sign on the top. The old cigar smoker stood under it and lit the fuses from his cigar.

"There were at least 20 boats anchored in the bay in front of the Careyes Hotel and the old Club Med facility next door. They had also built a pier so the MEXORC crews could get ashore. Among the 70s in the bay were *Citius*, *Kathmandu*, *Blondie*, *Mongoose*, and the maxi *Sorcery*.

"One of the coolest features of the Careyes stop was that some Arab sheik was preparing to host his daughter's wedding there some time in the future, so he and the hotel were having a dress rehearsal. It was so over-the-top! Still a favorite!" *Mike Priest*

"We anchored just off the beach behind the reef on numerous occasions. Susan's daughter Leah, of Brandon & Leah fame, were staying at Dos Estrellas, which looks like a hotel on the point just above the reef. It was/is owned by

You've heard of 'surround sound'. Well, this estate above Careyes is unique in that it has 'surround swimming'.

well, this estate above Careyes is unique in that it has 'surround swimming'.



a music mogul. In the next bay to the south was a place called Cocodrillo, one of our favorite places to eat. It was run by a guy who used to manage the Hotel Careyes. Lots of very Italian folks from the homes in the area liked to frequent the *palapa*. There is a private polo club behind the hotel as well." *Jerry McNeil*.

"Cindy and I anchored off the old Club Med site with *Beach House* in 2008. We saw our first coatimundi climbing on the aforementioned suspension bridge. Now that I know Uma Thurman was swinging around on the bridge, it has more meaning. We were not un-welcomed, nor were we invited ashore. It was a very cool little spot.

"We were at Careyes in January 2010 and toured the main hotel hassle-free. The only thing remarkable, aside from what you've already mentioned, is that I snorkeled into a tampon. Gross! It was too expensive, too crowded, and kinda dirty for us." *Rita Webster*.

"We've stopped in Careyes many times over the last 20 years, most recently in

January 2014. The suspension bridge was still there, and the outer island was spectacularly lighted for a couple of hours every Saturday night.

We were told that about 10 years ago a local resident didn't like the kind of crowd the Club Med brought in, so he asked them what their profit for the operation was. He paid them the same amount to keep it closed. He later bought it, tore out many of the cabins, and used it as his personal park. He has anchored a number of nicely painted pastel blue *pangas* in the cove to prevent cruisers from anchoring there.

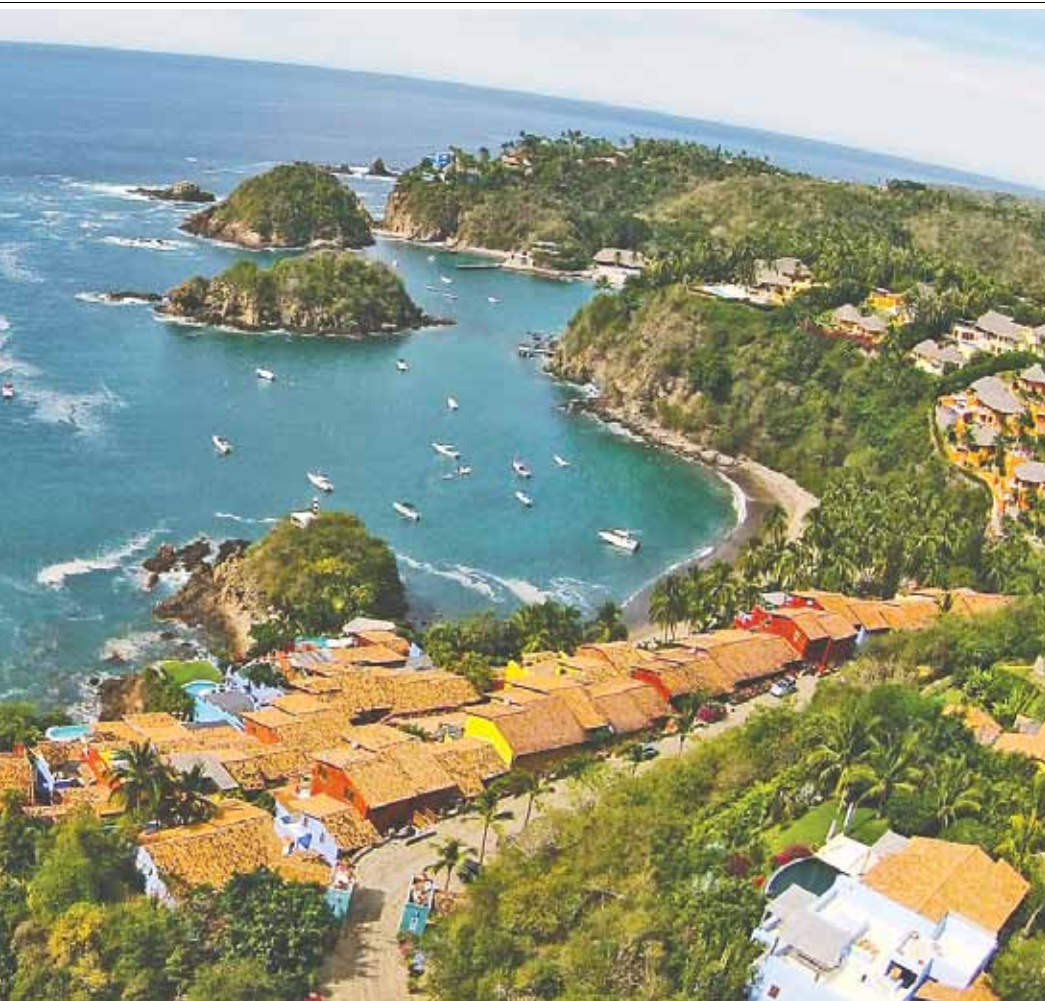
"The middle cove still has the expensive French restaurant, and they do allow cruisers to beach and dine there. The cove is filled with *pangas* on moorings, so the anchorage is outside that and inside the outer island." *Tom Collins*

"My husband John Rains and I have anchored off Careyes 10 different times, but have been turned away by a big swell or too much surge twice as many times. Our best experiences at Careyes have been when we dinghied ashore to Playa Rosa, had lunch with the French lady



LUXURY ESTATES REALTY

IN LATITUDES



LATITUDE AERIAL / RICHARD

If you want the best view of Careyes, you need to get high. The hotel is now closed and being converted to condominiums.

who started it, then walked next door to the Bel Air Hotel. The manager personally took us around to look at two posh guest rooms/suites and everything else. He said they welcomed boaters to come in and use the pools and common areas if they bought a meal or a day pass for \$15. At the end of the tour, the manager invited us to stay and inspect everywhere except the guest rooms upstairs. Then he gave us two free day passes and invited us to come back for dinner, on the house, that night. Can you imagine what Careyes would be like if it had a big breakwater and a few slips? Hmmm, I guess it would be crowded like Portofino in Italy." *Pat Rains*

"When we sailed our Islander 36 *Misfit* up the Gold Coast in early 1988, we received a VHF call from Peyton Coffin, who was heading south and whom we'd met at the Publisher's Cup he'd run a few years before. We both pulled into Careyes where we rafted up for the night. We had a wonderful dinner and partied until very

late. I never heard from Peyton again, but it was one of the most memorable nights of my life. It was stunningly beautiful, with a sky full of stars and my belly full of rum." *Tim Stapleton.*

"In 1991, my wife and I pulled in to Las Hadas with our Farr 46 *Beach Party* and Med-moored next to famous sailmaker Lowell North and his guests. They were very cordial and invited us to join them in a sail up to Careyes the next day, which we did — and under spinnaker, no less. Naturally we had to go to the Club Med, which charged us \$35 for an all-day pass that included all the food and beverages we could consume. I reached the finals of the table tennis tournament, which really pissed off the young studs who were trying to impress their new brides or whatever. Unfortunately, I lost in the finals. I had trouble focusing on the ball because I'd been drinking all day." *John Sprouse*

"I first anchored at the Careyes Club Med in 1981 when I

made a pit stop on a delivery home after the Manzanillo Race. The guests were very accommodating. Management, not so much when they found out we were swimming ashore at night to enjoy the many amenities. Captain and crew were 'de-beaded' and had to promise we would weigh anchor at first light — or else. We did not ask what "or else" meant. It was fun while it lasted." *Craig Chamberlain*

"We anchored between the hotel and the island in 2009. They wanted \$10 for us to hang at the pool, where we met some polo players. They took us to watch a match and drink some Pimms, then took us to the lighthouse and the giant soup bowl sculpture on the cliff. You climb inside the bowl by going under the thing. It's amazing! If you climb inside the lighthouse, you can turn the light on by connecting the positive cable on the battery." *Kurt Roll*

"My wife and I anchored there in 2006 while I cleaned a fish in our cockpit. The tourists were not impressed." *Douglas Leavitt*

"I was told I had a good time during the MEXORC stop at Careyes. The 1987 Careyes to Manzanillo leg had 50 knots of breeze from dead astern for the sled class. Cowabunga!" *Tom Priest*

"Most of our 1985 MEXORC crew got food poisoning at the Careyes stop. I seem to remember Paul Cayard handing the wheel to someone for about 15 seconds so he could take a chum break. Beautiful place." *Paolo Shearer*

"I had the honor of being tossed out of Careyes in the late 1970s, along with Humpo and Dangerous Don H! Those folks have no sense of humor." *Ian M. Montgomery*

"My most pleasant memory was in 1991 when the Victoria Secret folks were doing an all-day photo shoot around the pool and beach. I think I ordered a cheeseburger because I was in . . . well, you know where." *Rob Wallace*

And now, for the definitive Careyes Update by Mike Farley:

Some of the world's most famous celebrities have trod the tiles of the Careyes Hotel aka the Bel Air Hotel. This is Doña, not a celebrity.



LATITUDE / RICHARD

CHANGES

"Way back when I ran the 48-ft Bruce King designed bilgeboarder *Hawkeye* — we had the great battle with the old *Swiftsure* in the Big Boat Series, the one that ended with the epic waterfight back at the docks. Then I ran the *Alaska Eagle* project for the 1981-1982 Whitbread Around the World Race for Neil Bergt. Following that, I came down to Mexico to run a yacht for a Mexican owner, and have been in the Careyes area ever since, dividing my time between our place there and up in Colima where our kids go to school.

The hotel at Careyes got shut down several years ago because of a lack of business. While the Brignone family still has a lot to do with Careyes, a corporation owned by a Mexican in Mexico City owns the hotel and many of the apartments. Last year he decided to convert the entire hotel to condos. The renovation project is huge. We had to move out right after last Easter, and are hoping to be able to move back in this fall. It's a hard hat area, which is why the guards denied the Wanderer entry. But I hope you went next door to the Playa Rosa.

"Unfortunately for visiting yachties, there is no more hotel to welcome people for lunch and drinks around the pool. That leaves Playa Rosa, the cove to the north, as the only option. So many moorings have been put in over the years that there is little space for visiting yachts to anchor.

"As you surely know, the Club Med was closed down years ago. It's been

The famous and absurd soup bowl sculpture. Filled with tortilla soup, it serves 979. Filled with tequila, it serves four times as many.

turned into a private estate by the same man whose yacht I ran for 20 years before I retired. So no more fun and games for visiting yachts there anymore either.

"Too bad I didn't know the Wanderer had come by, as I could easily have gotten him past the guard gate."

— *latitude/rs* 01/15/2015

Healthy Cruising (Mexico)

You know how much it costs to eat nutritious meals on a boat in Mexico? We don't either, but we can tell you that it's not much.

For instance, the six avocados, four tomatoes, five carrots, two cucumbers, head of cauliflower, and bunch of broccoli in the accompanying photo cost us all of \$4.71. We bought the stuff at the Campo and Turismo wholesale fruit and veggie distributor on the outskirts of La Cruz. We don't want to contemplate what it would have cost at Whole Paycheck in Mill Valley.

Add a little lettuce and some lentils to that stuff and you'd be eating well and shedding pounds with ease. If you're looking for more than the 30% protein found in lentils, you can buy a rotisserie chicken at many places for about \$6 — including rice, tortillas and some great hot sauce. Feed the rice and tortillas to the local pets because you don't want to eat that stuff.

You can eat half the chicken for dinner, then save the rest for the basis of chicken and greens salads or chicken and veggie soup. Mind you, soup for breakfast is *buena*, even in the tropics.

If fish is your preferred source of protein, you can get a nice slab of fresh tuna. We get our tuna — or mahi or other seafood — at the La Cruz Fish Market. Last time we were there they asked us to wait 10 minutes so they could bring in an untouched 80-pound tuna, then cut the steaks to our specs. A good-sized tuna steak runs about \$2.50 per person.

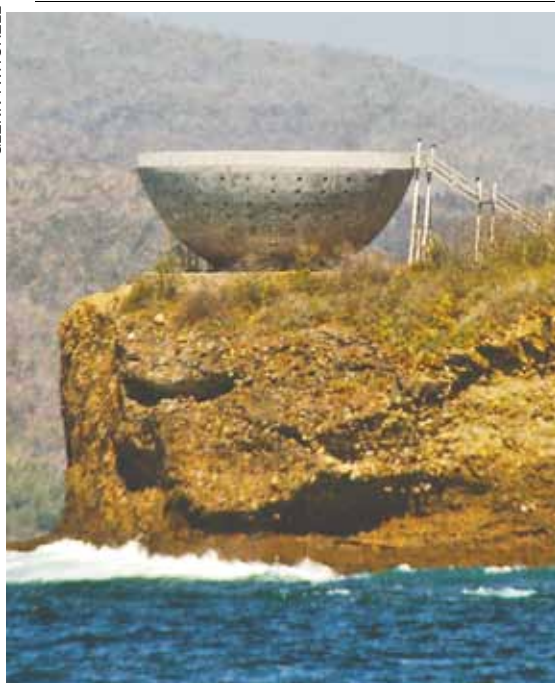
We don't always eat as inexpensively as we can, in part because we don't like a day to go by without raspberries, blueberries, strawberries or blackberries to accompany our uncooked oatmeal, sugar-free yogurt and sliced almonds in a bath of almond milk. The berries — which come from God-knows-where — are a little more dear than the other items. For example, a small carton of blueberries and a large container of strawberries set



us back \$3.78. We paid nearly \$15 for a large container of cherries from Chile at Costco. We'll pay almost anything for cherries.

In other reports, Craig Owings said he was getting 16 bananas to the dollar in Panama. Greg King reports the weekly fruit and veggies boat in the San Blas Islands charged him about \$12.25 for an amount of fruit and veggies similar to what we got in La Cruz, but that fruit and veggies are much less expensive in the South Pacific. Ken Miller says he got a small carton of blackberries in Sonora, California, for \$2.50 — although his wife Amy got the same for 99 cents as a loss leader at the Dollar Store.

If you like to dine out in Mexico — which de Mallorca would like to do every night — there are good bargains, too. The various 'tacos on the street' places are good, although somewhat limited in variety and greens. We love Natly's in Sayulita, where the big and delicious



IN LATITUDES

ALL PHOTOS LATITUDE / RICHARD

there are still families and kids playing there most evenings. My advice to arriving cruisers is not to be in the wrong part of town after dark, and don't try to deal or buy drugs. If you do that, you should be fine."

For more facts and a more detailed analysis of the situation, see the **Baja Insider's** online report. For what it's worth, we at *Latitude* would not hesitate to take our catamaran to La Paz.

Speaking of *Profligate*, somehow the port side three-bladed Flex-O-Fold prop managed to fall off in early January. But that's nothing compared to what 2011 Ha-Ha vet Erlin Loving of the Bainbridge Island Tartan 37 **Ventured** has had disappear from his boat off Costa Rica. When he left Playa del Coco to join some other boats for New Year's, he made the unfortunate decision to tow his dinghy rather than storing it on deck as he usually does. After sailing downwind, then beating in moderate conditions, he noticed that the dinghy and outboard were no longer trailing behind his boat.

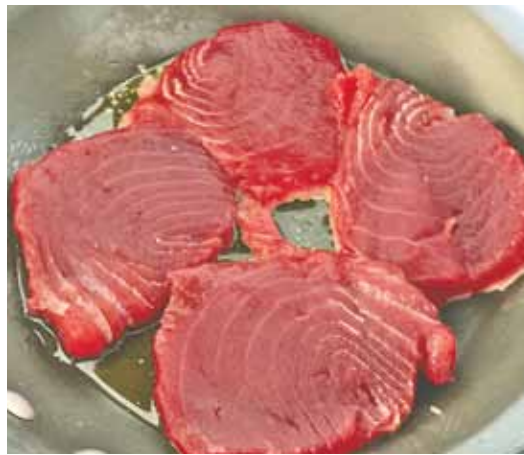
"The line was intact, so it's most likely that the bridle on the dinghy broke," Loving writes. He wasn't sure when the dinghy and outboard separated from his boat, but it could have been as much as 10 hours before. Realizing that a search was all but hopeless, he knew he'd feel terrible if he didn't at least make an effort. That's when things went from bad to worse.

"I heard a weird rattle from the centerboard, which was down at the time," Loving writes. "I began to pull it up, but the line went abnormally tight, so I stopped. Then I saw the line that holds the centerboard up go slack. I figured I could replace that, as the boat's manual tells you how to do it even when the boat is in the water. What's going to be a little more difficult and expensive is replacing the centerboard. For when I got

Aerial Photo Phun. Here's a view of the channel from Marina Vallarta to the sea you don't see very often. Unless you're a seagull or pelican.



LATITUDE AERIAL / RICHARD



Healthy and inexpensive food south of the border. Clockwise from above: You get all this, and change, for \$5. If you're too lazy to cook, try Natlys in Sayulita. Wal-Mart has become a 'green grocer'? A berry, berry good breakfast. A \$5 scallop and avo tostada. Ten bucks of fresh tuna.

helpings of food in the accompanying photo cost less than \$3. As always, you're going to pay more for sit-down dinners, and the tourist places can be as high as restaurants in San Francisco or L.A.

Now that you've got your inexpensive, healthy eating dialed in, let's talk about exercise, the other component of good health. Your 'health club' in Mexico is the warm — at least on the mainland — Pacific Ocean. It's free. It offers sailing, surfing, swimming, boogie boarding, SUP-ing, and in some places, good diving. Most activities are great for the muscles, cardio, and the mind. There are lots of great inexpensive places to cruise to in the world, but Mexico is among the best, and it's certainly the closest.

— *latitude/rs* 01/18/2015

Cruise Notes:

The name of the southern Baja city of **La Paz**, 'Gateway to the Sea of Cortez', means 'The Peace'. But it's been anything but peaceful since July, as there have been over 50 homicides, about 12 times the number in previous years.

"It's mostly professional hit men taking out members of other cartels," Shelly Rothery Ward, Commodore of the Cruceros de La Paz, tells *Latitude*. Indeed, to our knowledge no boaters or tourists have been killed or even wounded.

"The turf battles have not affected most of us cruisers in any way at all," continues Ward. "I have not changed my life, although I've noticed there are more of the new police all over the city, and especially on the *malecon*. But

CHANGES

to Quepos, I dove on the bottom — and discovered the centerboard was gone!"

"There is no romance or adventuring in RV-ing," reports Dewey Engleheart of Hollister, who did the 2001 Ha-Ha with his wife Nan aboard their Catalina 400 **The Great Escape**. After nearly six years of cruising, which took the couple to the Caribbean and back, they sold the boat in San Carlos in 2006 and bought a 34-ft diesel pusher type RV. They enjoyed RV-ing, but Dewey said it wasn't very exciting — particularly for a guy who used to land jet fighters on aircraft carriers. In search of more adventure in their lives, last March Dewey and Nan returned to San Carlos and bought the Hunter 42 **Flight**. They now do 'six' on their RV and 'six' on their boat. Indicative of the greater excitement when sailing, Dewey says they saw 30 whales on their way to the Marieta Islands one day last month.

Almost around! Scott Stolnitz reports that he's left Fort Lauderdale aboard his Marina del Rey-based Switch 51 cat **Beach House** for Cartagena, the Canal, and Central America. Once he reaches Costa Rica, he'll have completed a cir-



LATITUDE / RICHARD

How hard is it to land a fighter jet on an aircraft carrier? "Doña de Mallorca could do it," claims Dewey of 'Flight'. "But not at night."

cumnavigation that he started about eight years ago with his late wife Cindy.

What do you learn after **Bashing up the Baja** coast multiple times? For one very experienced sailor who shall remain

unnamed so he doesn't lose his insurance, it's that you should never bash on a Bash. "I've learned my lesson," says the owner of several sailing businesses. If the weather is bad, I'll just hole up until it gets better. No more beating up the boat and/or beating up myself."

The other thing he's learned — and the reason we can't identify him — is that he prefers to do it singlehanded.

When is the best time to **Bash**? We at *Latitude* think it's late June or early July. Mike Danielson of **P.V. Sails** is pretty much in agreement. He's no weather dummy, having given us the following summary of weather on Banderas Bay:

"December and January usually have the lightest winds of the year because the ocean is still warm while the inland valley is about as cool as it gets. April and May are the windiest — 18 to 25 knots — because the ocean has cooled and the valley has gotten really warm, creating the same dynamic that brings strong summer winds to San Francisco Bay. But after the first rain, usually in mid- to late June, the land starts cooling

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down as the ocean starts getting warm again, reducing the gradient and the windspeed."

When it comes to boat transmissions, Guy Bunting says that saildrives aren't necessarily the worst things in the world. Bunting, who has been out cruising since 1988 with his wife Deborah aboard the M&M 46 **Elan** that he built in Vista, speaks from experience. Lots of it, as prior to the M&M cat the couple cruised on a Prout cat for four years.

We got into a conversation about **Yanmar saildrives**, which are notorious for cone clutch problems, while Guy was on *Elan* and the Wanderer was hovering nearby on an SUP. Guy recounted his problems with a straight shaft.

"One, the setup is extremely noisy. I'm told that 60% of engine noise transmitted to the hull is via the strut. Second, my straight shaft is tapered, and I've found it's almost impossible to get the prop off. Third, the Yanmar diesel is on rubber mounts, and thus it moves around quite a bit, while the v-drive is rigid. So they don't stay lined up when in waves."

Latitude's Leopard 45 '**ti Profligate** avoids three of these 'straight shaft' problems as follows: 1) The prop comes out of the back of the keel-let, so there is no strut to transmit noise — although it's still noisy. 2) The shaft isn't tapered, so it's easy to get the prop off. 3) There is no problem getting the engine and saildrive lined up.

By the way, in late December three men — a **realtor, a painting contractor, and a magazine publisher** — attacked two Yanmar saildrives with cone clutch problems on *Profligate*. When done by professionals, such repairs can easily cost between \$1,000 and \$2,000, and are now termed "normal maintenance" every 450 hours by Yanmar. We know, that is ridiculous. While it took the trio 4.5 days to make the repairs, they now think they know the tricks, and are thus confident they could now do one



Servicing or replacing the cone clutch on a Yanmar saildrive is an oily job. But if you're cruising with one, you'd better know how to do it.

in just 2.5 hours — and with the only expense being a little lapping compound. We'll have the full story in the March *Latitude*. If you have a Yanmar saildrive, you won't want to miss it.

Shea Weston, a West Coast marine communications guru, shared the following communication news for cruisers:

"SailMail now supports the **Iridium GO!** device. Airmail (for SailMail only) is approved by Iridium for use with and

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CHANGES

fully supports the GO!. With the availability of flat rate data plans for the GO!, this can be an attractive backup or alternative to a SSB and Pactor modem for email and weather data. See the SailMail website at www.sailmail.com for more details."

Is it just us, or is it really hard to keep up with all the developments in maritime communications?

Is there any better feeling than overcoming a serious problem while cruising solo? Not for Brian Charette of the 36-ft northern Idaho-based catamaran **Cat 2 Fold**. The problem he faced was keeping his catamaran, which is meant to fold together for trailering, from folding together while 60 miles offshore during a 600-mile singlehanded sail from San Carlos to Banderas Bay. But Charette persevered, which left him smiling the way you see him in the photo at right. By the way, his trip didn't start in San Carlos, but with his cat on a trailer in the snow in northern Idaho.

If you think there isn't much transparency in United States government — and there isn't — Nicaragua's Daniel Ortega, his wife 'The Witch', and Sand-



LATITUDE / RICHARD

Why is this man smiling? Because he managed to repair a potentially serious problem on his cat at sea, and because his kids are joining him.

inista insiders have our government beat hands down when it comes to opacity. It's only five years until the first ship is slated to use the **Interoceanic Canal** from Nicaragua's Rio Brito on the Pa-

cific to the Punta Gorda River on the Caribbean side. Nonetheless, only Ortega and his closest advisors know: 1) What will happen to the 30,000 people that will be displaced by the canal. 2) How many construction workers from China will arrive and when. 3) And why no environmental studies have been done for what would be the severing of the 'land bridge' between North America and South America.

If the canal gets completed — and some have their doubts — it will be 173 miles long — four times as long as the Panama Canal — but be able to handle much larger vessels. The completion of the Interoceanic would have major political and strategic ramifications. Nicaragua could overtake Panama as the most strategic link between the two oceans, and it would give the Chinese a much-wanted foothold in North America. But the domestic ramifications in Nicaragua could be even greater, as many of Ortega's former brothers-in-arms in the Sandinista National Liberation Front are furious with the behavior of their

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President *cum* dictator, who they believe is selling out both them and their ideals.

"Is it true that all boats coming down the West Coast are required to check in at **Ensenada**?" a reader asked. "And if they don't, what are the risks?"

No, you do not have to make Ensenada your first stop. But unless you get a temporary mariner's visa online before entering Mexican waters, you can't stop anywhere in Mexico until you've cleared in at a Mexican port of entry. The most logical ports of entry after Ensenada are **Cabo San Lucas, Mazatlan, and Puerto Vallarta.**

By the way, Ensenada got a very favorable review in a January issue of the *New York Times* Travel section. By the way, Part Two, we haven't heard of a trace of the paperwork problems that caused such an uproar in Mexico last year. It's like the good old days — except that Mexican officials have lots of computers now. While sometimes confusing, Mexico's paperwork rules are fair and the costs are low, so it would be foolish not to respect them.

"**Puerto Escondido** started to get a facelift on January 10," reports Connie Sunlover. "It actually began in the middle of last year when Lic. Andres Barrera Peralta was appointed the new manager of the Fonatur facility here. Since his arrival, all services have im-

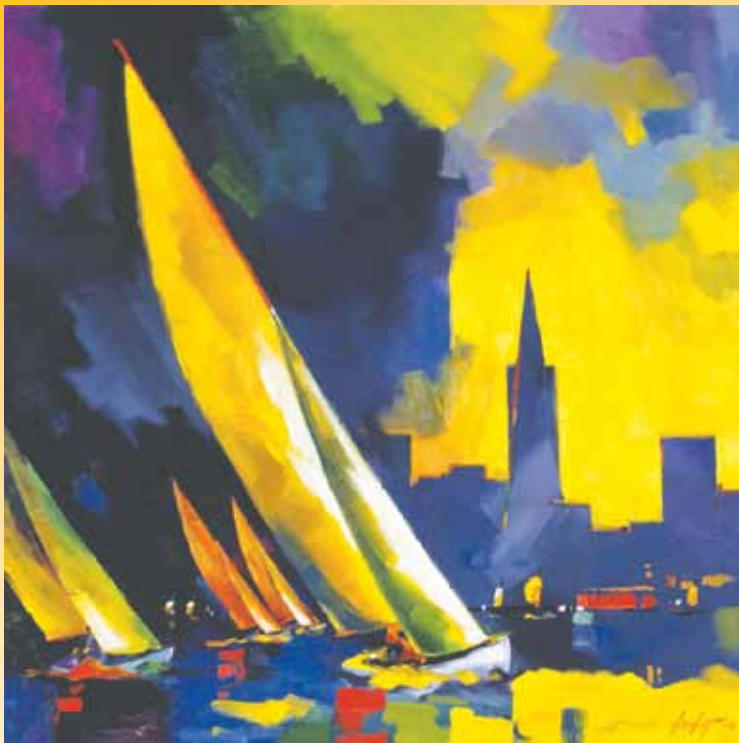
proved. Gas and diesel have been available without disruption, and there has been hot water, soap and toilet paper in the heads. In addition, the new moorings will be complete by February 1, with diver Carlos Christani Cruz having gotten the contract to put in new line, chain, shackles, mooring balls and so forth. Furthermore, by the time anyone reads this, a new chef from Cabo will have started preparing meals at the new restaurant that will be opening on



By the time you read this, new moorings — with new line, chain, shackles and buoys — should be ready for occupancy at Puerto Escondido.

the second floor of the Fonatur facility. Backed by the towering Sierra Giganta and overlooking the main harbor, the views will be great. Alma, owner of the Tripui Resort, is the proprietor."

We can't do without cruising in the **Caribbean and in Mexico**, but they are so different. Here are less well-known ways: 1) The other afternoon we walked into a *bodega* to get a banana, and the proprietor insisted on opening up a bag



This is an old favorite, "City by the Bay".

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CHANGES

of chips and sprinkling hot sauce and fresh lime juice on the chips. Then he all but forced us to eat some. There's more. Despite our repeated protestations — we really don't care for beer — he insisted on opening up an ice-cold *ballena* of Pacifico and making us drink a cup. And he kept refilling the damn thing. That wouldn't happen in the Caribbean. 2) We drove down to Barra Navidad to get some aerial photos of the Barra area, and needed a hotel. We ended up with a room in the five-star Grand Bay Hotel by Wynham for \$106 — although they sneaked in a \$20 resort fee. Try to find something that reasonable in the sunny Caribbean.

Come to think of it, air fares home from Mexico are much cheaper than those home from the Caribbean. Rob and Lynne Britton, Ha-Ha vets with the Olympic 47 **Aldebaran**, formerly from San Diego, report they just got two round-trip tickets between Puerto Vallarta and San Diego on **Volaris** for \$400.

Earlier in *Changes* we had a two-page photo of John Larsen's Westsail 42



Compared to the Ocean 71 'Big O' that we once owned, the Ocean 80 'Ocean' is huge.

Danika, which had struck an uncharted — at least on his Navionics chart — pinnacle rock off Punta Mita. The irony is that Larsen is a marine pilot for cruise ships in Alaska during the season. But if the rock wasn't charted, how was he supposed to know it was there? At times there has been a buoy to mark the rock, which comes to within five feet of the surface, but it had drifted off station. Larsen has been told that Navionics is putting the rock on the newest versions

of their charts — which won't help anyone with an old version. The six-knot impact with the rock put a big gouge in the Westsail, one of the thickest hulls in the industry. Larsen didn't have trouble making it to the boatyard, but later discovered that a small amount of water had gotten in.

Larsen has a good sense of humor. He told us that he'd purchased *Danika* as a hull and deck in 1974, and had done a good job of it finishing her off. When we asked him how long it had taken him, he replied, "I'm almost done."

How big is too big a boat for a couple to cruise? If you ask Tal Gutbir and Marina Janecek of Vancouver, 80 feet isn't too big. The two of them are cruising the Ocean 80 schooner **Ocean**, which is a huge Peterson design that displaces 140,000 pounds. She's a lot of work to maintain, but Tal says he learned all he needed to know during his two years in the Israeli Navy. It didn't hurt that the boat, built in 1981, came with two new masts, a new engine, and a new generator.

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23-FT RANGER, 1976. Brickyard Cove. \$3,250. Good condition. Perfect for single handing in strong Bay conditions. 5 sails including spinnaker, double lifelines, 2011 Tohatsu 6 hp x long shaft. Bottom repainted 2012. 30amp shore power, re-charger, Porta-Potti, marine radio. Contact danielncf@aol.com.

26-FT MARIEHOLM. International Folkboat, Seattle, WA. \$9,000. Fiberglass full keel beauty. Great shape, original gelcoat. New mainsail, dodger, sail cover, cushions. Full cover. VHF, CQR, custom galley, heater, recent haulout. Loved but multiple boats forces sale. (206) 718-8230 or loon3103@gmail.com.

28-FT NEWPORT, 1981. Alameda OYC. \$7,500/obo. Universal M3-20 18hp diesel. Bottom job 1/2014. Asymmetrical spinnaker, sock, pole. Roller furling jib. Tiller pilot. Head and holding tank. Good weekend Bay boat. Call (209) 988-4260 or (209) 605-0018 or margzabel@yahoo.com.

29 TO 31 FEET



30-FT ERICSON 30+, 1981. Alameda. \$17,300. Equipped better than new. Double spreader tall rig. Nexus/Garmin W-S-D all integrated with Garmin GPS. Icom VHF, new Ritchie compass, Harken Mk II jib furler, spinnaker, pole, lazy jacks, new sail and wheel covers, diesel with PYI PSS shaft seal. 3-burner propane stove/oven with safety tank well and solenoid shut off. Impressive all-teak like-new interior. Will e-mail photos. (209) 890-1786 or whalewatch@saber.net.

30-FT CAPE DORY, 1982. Marina San Carlos, MX. \$30,000. Upgraded rigging, gel batteries, full batten main, Furlex, wheel, Lewmar ST30s, dodger, Autohelm, CQR, propane stove, solar panel, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Call (575) 758-8366 or jmac@laplaza.org.

24 FEET & UNDER

22-FT J/70, 2014. Grass Valley. \$49,500. Like-new J/70 for sale, loaded with extras including trailer, 2 sets of Quantum sails, brand new and 8 months old, full Harken travel covers, ready to race. Contact: (530) 575-0261 or swmack@gmail.com.

24-FT STONE HORSE. By Edie & Duff, 1976. Alameda Marina, CA. \$12,000. 2005 new Beta Marine 14, Awlgrip hull and mast. New 2014: standing and running rigging, staysail, two furlers, shaft, prop, stuffing box, bottom paint, berth cushions. Contact: flickasf@aol.com or (510) 703-7050.



25 TO 28 FEET



27-FT O'DAY, 1979. \$7,800. Good condition, well maintained. Tiller w/Autohelm, 100% jib on furler, genoa, spinnaker. Yanmar inboard runs well, upgraded upholstery, new bottom paint 8/14. Great boat, owner buying bigger boat. More information online at <http://sfbay.craigslist.org/eby/boa/4825157344.html>. Contact: silpawayjj@gmail.com.



27-FT CATALINA, 1979. OYC, Alameda. \$7,800. Impeccably updated C27. Main, 95% jib in good shape; Harken furler, Johnson 6 2-stroke. New bottom paint, rigging, lifelines, interior in 2011/2012. See link for pics, upgrades. More information at: www.sailboatlistings.com/view/41901. Contact (415) 336-8564 or tbwii@yahoo.com.

27-FT ERICSON, 1973. Berkeley. \$9,200/obo. Great Bay boat, singlehanded rigging, solid, clean, sailed and maintained regularly, bottom paint 10/2013, new prop 7/2010, 570hr rebuilt A4 smooth running, main, 120&150 jibs. 2 spinnakers, Standard Horizon GPS and new VHF/DSC, LED lights, old dodger, all records. Sad to see her go, just got larger boat, need to sell. More info at: www.sites.google.com/site/e27emily/. Contact: (510) 325-9915 or nspycher@gmail.com.

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30-FT J BOAT, 1987. Redwood City. \$29,000. Last J/30 built, hull #546. Extras include Harken lazy jack, Raymarine tiller pilot, MarineAir reverse cycle A/C. Recent paint. And more. Call (954) 325-3768 or (954) 868-9170 or ecmx39@gmail.com.



30-FT CAPE DORY KETCH, 1976. Oyster Point Marina. \$18,800. Famous go-anywhere pocket cruiser. Hard dodger, Yanmar engine, radar. Quick release rig to lower both masts. Furling jib. Newer sails, VHF, windlass, bronze fittings, new canvas. Call (650) 245-0025 or email wanyepshen@yahoo.com.



30-FT ISLANDER 30 MK II, 1974. Alameda Marina. \$19,000/obo. 2gm20 Yanmar diesel. Low 400+ hours. Jib roller furler. Dodger, steering wheel, pressurized hot/cold water. 2 new batteries w/ charger & inverter. Danforth anchor on manual windlass. New VHF w/ AIS tech paired with new Lowrance Elite-7 HDI GPS Fishfinder. AntennaTV, Blu-ray, on new Jensen stereo JBL speakers. LED navigation, curtains, dock box, Cobra Escape kayak, *Indecision* is adventure ready! More information at <http://sfbay.craigslist.org/eby/boa/4829670425.html>. Call (925) 219-6151 or (925) 332-7979 or email at johnctague@gmail.com.

31-FT HUNTER, 2008. Sausalito. \$76,500. Perhaps you sailed her and loved it, now you can own her! *Gute Fahrt II*, always professionally maintained, great condition, one-year-old main and bottom paint, dodger, wheel steering, Yanmar diesel, in-mast furling main, roller furling jib, completely outfitted with everything you need for a great daysail or weekend on the Bay/Delta. Call (916) 424-0444 or barmo@hotmail.com.



31-FT TARGA 9.6, 1980. San Rafael, CA. \$22,000. 31 ft aft cabin sloop. Great little mini cruiser. The boat is in good working condition. It had a major haul out 3 yrs ago. Replaced all through hulls and hoses, blister repair, some engine work, resealed all windows and vents. 2 batteries 1 yr ago. Equipment: VHF, autopilot, depth sounder, radar knot meter, dinghy davits. For more information: www.sailboatdata.com/viewrecord.asp?class_id=4996. Email boatybill@gmail.com.



30-FT ERICSON, 1986. Redwood City. \$17,900. Good singlehanding with self-tacking jib. Harken roller furling. All lines led to cockpit. Raytheon autopilot. Main sheeting traveler on cabin top. Universal M-18 diesel. Teak and mahogany interior. Call (408) 243-2659.



34-FT CATALINA 34 MK II, 2001. Long Beach. Comfortable accommodation for seven. Walk-through transom and swim step. Many upgrades in sails and equipment for coastal cruising. Contact (949) 573-4225 or ahays@alum.mit.edu. See website for complete specifications. www.catalina34.info.

35-FT HUNTER LEGEND 35.5, 1993. Sausalito. \$54,500. Standing, running rigging, lifelines new 2013. AIS VHF/GPS 2014, wheelpilot, Bluetooth stereo. Yanmar Diesel. Poly waste tank with sensor. Four 6v house batteries, ProMariner charger. Very clean and well cared for. (415) 717-2623.



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35-FT FANTASIA, 1977. Mexico. \$29,950. Designed as a comfortable, safe, blue-water voyager featuring a full keel, heavy displacement, 77hp Yanmar diesel, high freeboard and a center cockpit configuration with a master stateroom aft. More information at www.sailboatlistings.com/view/47776. Contact: (503) 342-2065 or svcoconutexpress@hotmail.com.

33-FT TAHITI ROVER, 1982. Sausalito. \$28,000. Strong steel cutter-rigged Tahiti Rover, canoe stern, classic lines, one of a kind. Needs new engine and some TLC, but overall great shape, cruise her anywhere! (914) 497-5962 or David@3strandmedia.com.

35-FT ERICSON, 1977. Stockton, CA. \$19,000/obo. Ready to race or cruise well equipped with many new items, chartplotter/radar, wireless wind indicator. Call for pictures and equipment list. (209) 986-7813 or b-mohr@sbcglobal.net.

34-FT CREALOCK 34, 1991. Tacoma, WA. \$70,000. A well maintained boat, new Awlgrip paint on hull, mast and boom repainted with epoxy. New standing rigging and running rigging. New lifelines. Contact for pictures and complete description: (206) 949-7587.



35-FT CAL, 1983. Seattle, WA. \$41,500. Great sailing boat with roomy, comfortable interior. MaxProp, electric windlass, Monitor windvane, 8 sails, self-tailing winches, autopilot. Force 10 stove, fridge/freezer, hot/cold pressure water, separate shower and more. Call (206) 947-7074 or 1983Cal35@gmail.com.

CATALINA 34 MK II, 2001. San Pedro. \$91,750. Loaded, well maintained. 35hp low hours, folding prop, roller furling genoa, asym spinnaker w/dowser, dodger, Sunshade, cockpit table, cushions, electric windlass, Raymarine chart, radar, speed, depth, GPS, wind, Autohelm, VHF radio w/cockpit mic, AM/FM stereo-CD w/Bose speakers, BBQ, stove/oven, Ultraleather upholstery, fridge/freezer, cedar-lined lockers, safety equipment. Many extras, ready for serious cruising. Contact sail4dale@alumni.calpoly.edu or call (310) 519-9119.

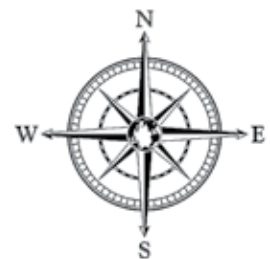
32-FT COLUMBIA 9.6, 1976. Richmond Marina. \$8,000/obo. Working Volvo Penta MD6B engine. Full suite of sails, including blooper. Monitor windvane. Potential great liveaboard. AS IS: needs work. Call (510) 205-1590 or (510) 290-0797 or a-harkness@sbcglobal.net.



34-FT HALLBERG RASSY, 2000. Emery Cove. \$150,000. Documented. Original owner. German Frers-designed. CE certified for category A (unlimited ocean voyages) by Germanischer Lloyd. Volvo MD2030 (1100 hours), sail drive, Selden rig, windshield and dodger, teak decks and almost every available factory option: wheel steering, Webasto heater, hot water, electric windlass, Raymarine, more. KKMI-serviced. For more information email: good_scout@sbcglobal.net.



33-FT CS, 1981. Sausalito, CA. \$15,000. Sails fantastic. New mainsail, autopilot and new two-burner stove. Interior needs some cosmetic fixes and upgrades. Great opportunity to get into a fun sailing boat at a good value. Email wagskim@gmail.com.



32 TO 35 FEET

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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. Contact (626) 410-5918 or ngolifeart@gmail.com.



33-FT CAPE DORY 330, 1987. Tiburon. \$49,900. The Cape Dory 33 is a Carl Alberg-designed cutter rig with a full keel and attached rudder. Below deck, the boat stands apart from most other production sailboats. Cape Dory is made in the US and the teak interior is beautifully crafted. Accommodations are very comfortable and functional. Whether sailing offshore or daysailing, cruising in the Cape Dory 33 is comfortable and safe. The boat is well equipped for offshore sailing with a good inventory of sails. Ham/SSB, GPS, EPIRB, refrigeration, Monitor windvane. Call (415) 451-3213 or yoslovd@comcast.net.



35-FT RM1060, 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition. High-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. (521) 551-268-4306 or travesiagalina@gmail.com.



32-FT FUJI, 1976. Sausalito. \$18,500. A project boat you can have fun with right now. Nearly new Beta diesel. New head and sail covers. Good sails with furling jib. Hot/cold pressure water. CNG stove. Everything works. Needs new wood in cockpit and paint. Call (415) 272-1602 or email: ashirek@sbcglobal.net.



33-FT HOBIE, 1983. Healdsburg, CA. \$16,500. Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/doublehanding. Large sail inventory-including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info/Quest33.info/Quest.html. Please contact if questions (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.



32-FT PEARSON, 1979. Alameda. \$19,500. Well maintained. Yanmar diesel, Racor fuel filter, Edson pedestal steering, cabin top traveler, lazy jacks, roller furling headsail, Raytheon Autohelm, chartplotter, knotmeter, depthsounder, VHF + handheld, 110v shorepower, Lifesling, Lewmar anchor windlass. Teak interior, sleeps six. Call (925) 349-8576 or contact sailorsteve41@yahoo.com.

32-FT DOWNEASTER, 1977. Isla Mujeres, Mexico. \$21,000. Bluewater cruiser and comfortable liveaboard on a tropical island paradise in the Caribbean. Many extras. Good condition. More info at www.cptndiego.webs.com. Contact (828) 243-4914 or (530) 205-9236. cptndiego@yahoo.com.

36-FT ISLANDER, 1972. Sausalito. \$30,000/obo. Low hours on new diesel. New StackPack, rod rigging, bottom 2014. Lots of misc. gear. Must see. cjpppr@gmail.com.



36 TO 39 FEET



37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. Contact: (510) 253-5883 or ericson37sail@gmail.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. Call (775) 345-0170 or Altajake@aol.com.



36-FT BETTS CARROLL FARR OD. 2005. Point Richmond. \$124,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. Call (530) 308-5674 or (530) 583-5150 or john@jonescorda.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 gspjsimrod@sbcglobal.net.



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38-FT AERODYNE, 2003. Tiburon, CA. \$150,000. Ultimate performance cruiser. Leisure Furl boom, full batten main, electric winch, low time Yanmar. SSB with Pactor modem, watermaker, anti-corrosion system, isolation transformer, electric windlass, recent paint, new batteries. Excellent condition. Ready for Mexico. (415) 385-3600.



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44-FT ROBERTS OFFSHORE, 1998. Marina Seca San Carlos, MX. Have the skills to get this steel cruiser sailing? Gutted. Needs redecking. Will let it go near scrap price. Contact: (505) 360-3223 or (505) 326-9139 or ed@creativegeckos.com.

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



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *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. More information at www.dropbox.com/sh/gxjtf56ktnxvsa/4REqpVcvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



38-FT CHEOY LEE OFFSHORE. 1979 Berkeley \$16,000/obo. 2009 - new fuel tank installed. 2011-Complete rebuild of the entire exhaust system, new bilge pump. 2011-Recalced teak decks. They are still in need of repairs. 2012-Had all new hoses and new "Y" valve installed for the head. 2012-Purchased new sun awning for cockpit. 2013-New canvas covers on three hatches. July 2014-New batteries, new starter motor, new alternator. Jan 2015-Rebuilt engine/new gear box. Contact (510) 435-5575 or miltwerner@aol.com.



41-FT NEWPORT, 1984. Brannan's Island Time Marina. \$39,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact: (707) 290-9535 or raaddink@yahoo.com.



47-FT VAGABOND, 1984. San Diego. \$165,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. If interested contact Len at: (310) 357-9673 or lwohlsdorf@hotmail.com.



40-FT MODIFIED SANTA CRUZ, 1983. Alameda. \$69,500. Rugged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. Call (408) 807-9630 or egs@alum.berkeley.edu.

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40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$119,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! (415) 250-1942.



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41-FT NEWPORT, 1981. Ventura West Marina. \$30,000. 2010 Mexico cruising vet, owned by marine mechanic, too many upgrades to list. Please go to blog for pics and more info: <http://southtrailnewport41.blogspot.com>. Email treesenfin@yahoo.com.

50-FT SEARAKER. Center Cockpit, 1977. San Carlos, Mexico. \$115,000. I've owned *Victoria* for 27 years. Ed Monk design, built in Tacoma. Hull #5. Perfect family cruiser. 3 cabins, 2 heads, private owner's cabin. More information at <http://bcgypsy44.wix.com/victoria>. Call (520) 303-5365 or BCgypsy44@gmail.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$130,000. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. More information at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.

40-FT CAL, 1965. Alameda. \$45,000. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. Please email or call for information and pictures. (510) 507-0200 or sailorkh@yahoo.com.



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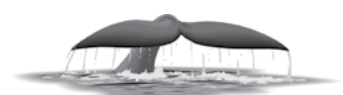


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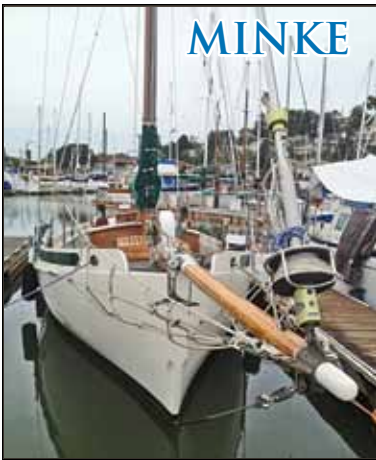
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