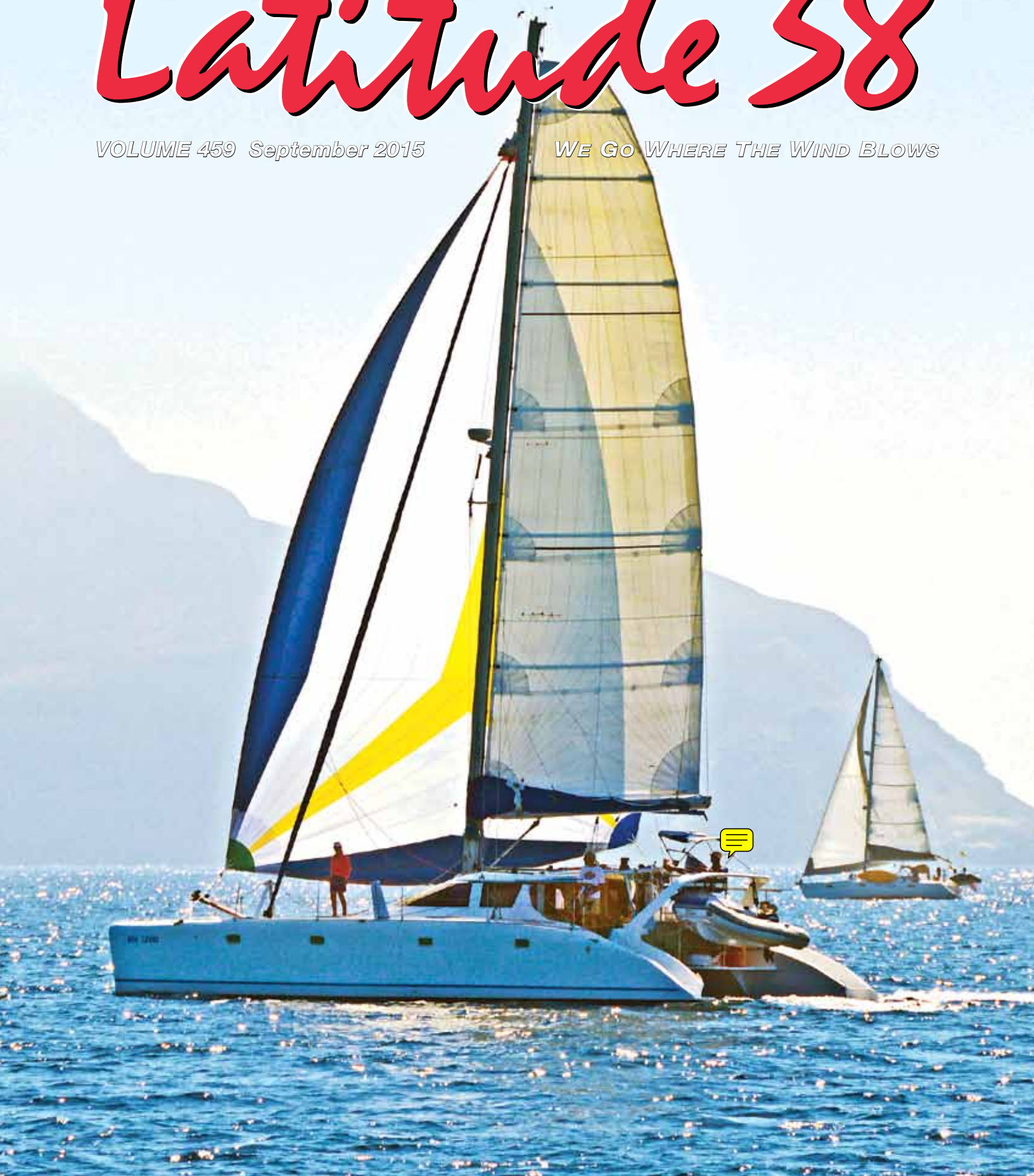


Latitude 38

VOLUME 459 September 2015

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Simply Fiddling About in Boats

PHOTO BY ERIK SIMONSON



*Little Fiddle**

It took Jim Lilliston 10 years to build his Meadow Bird 16, *Little Fiddle*.

He wanted a small daysailer and chose the plans for the Meadow Bird. He methodically calculated the hull dimensions; he researched the proper materials for the boat and the spars; he even hand-crafted most of the deck hardware.

His father had built boats and his mother named his dad's boat *First Fiddle*, suggesting she was second. Jim liked the name, plus the image of a good wooden instrument that was not quite as refined as a violin. So *Little Fiddle* seemed his only choice.

"...to assure well-crafted and period appropriate sails" Jim chose a local sailmaker. Classic cream fabric, a miter-cut jib - traditional, yet state-of-the-art. Jim chose Pineapple Sails.

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Cover:

Imbued in Blue. Jim and Kent Milski's Schionning 49 catamaran *Sea Level* close reaches in front of misty Anacapa Island during last September's SoCal Ta-Ta. September has historically been the best weather month for sailing in Southern California, which is why the Ta-Ta sold out again this year.

Having completed a circumnavigation, *Sea Level* is regrettably for sale. Unless you'd like to buy some property the Milski's own in Colorado.

Photo by Latitude/Richard

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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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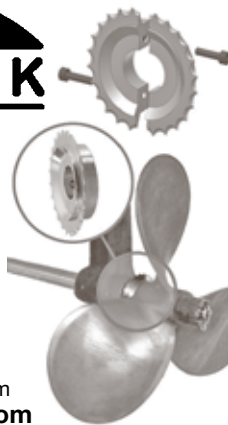
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Latitude 38

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CALENDAR

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Sept. 2 — Cruising Mexico Seminars presented by Mexico marina managers, downstairs at Encinal YC in Alameda, 4-6 p.m. Free. Info, Paradise Village Marina, 011 52 (322) 226-6728, or Marina El Cid, 011 52 (669) 916-3468.

Sept. 2 — Latitude 38's Mexico-Only Crew List Party, 6-9 p.m., EYC. Free for registered 2015 Baja Ha-Ha skippers & first mates; \$7 (cash only) at the door for everyone else. Munchies, door prizes, guest experts, demos. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html or (415) 383-8200.

Sept. 2-30 — Wednesday Yachting Luncheon Series, St-FYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Sept. 2-30 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Sept. 5, 12, 19, 26 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. Tickets, \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Sept. 5-26 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 6-27 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 7 — Labor Day, an excuse to go sailing on a Monday.

Sept. 10, Oct. 15 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

Sept. 11-13 — Wooden Boat Festival, Port Townsend, WA. Exhibitors, presentations, live music, food court, local beers & wines, 300 boats on land & water. NW Maritime Center, (360) 385-3628 or www.nwmaritime.org.

Sept. 12 — Sea Music Festival, Hyde Street Pier, San Francisco, 9:30 a.m.-5 p.m. Music from around the world, maritime crafts for kids, Living History demos, music workshops. Free admission to pier; \$5 to board ships; 15 & under free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Sept. 12 — Chantey Sing aboard a historic vessel at Hyde Street Pier, San Francisco, 7:30-9:30 p.m. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Sept. 12 — Petaluma River Craft Beer Festival, historic downtown riverfront, 1-5 p.m. Food tastings, 20 local breweries. Info, www.petalumarivercraftbeerfest.org.

Sept. 12-13 — Pittsburg Seafood & Music Festival, Pittsburg Marina. \$12 adults; \$8 kids & seniors; 5 & under free. Info, www.pittsburgseafoodandmusicfestival.com.

Sept. 13-19 — SoCal Ta-Ta III, a Baja Ha-Ha-style cruising rally from Santa Barbara to Two Harbors, Catalina Island. Info, www.socaltata.com.

Sept. 14, 1985 — Delta BBQ Extravaganza. The press release says this is "absolutely the classiest, most outrageous, most fun event in the 1,000-mile Delta." Seeing as how you can win a cow, they may be right. Tower Park Marina between Lodi and Rio Vista. (From the September 1985 Calendar.)

Sept. 15 — USCGA Boating Skills & Seamanship Course begins, Loch Lomond YC, San Rafael, 7:30-9:30 p.m. \$75 includes text, workbook, chart, 11 weeks of Tuesday night classes. Mary, (415) 209-9999 or divermary@comcast.net.

Sept. 16 — Corinthian Speaker Series presents John Lawrence Busch, author of *Steam Coffin: Captain Moses Rogers*

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34' Catalina 34, 2006 **SOLD**
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38' C&C, 1978 **NEW LISTING** 40,000
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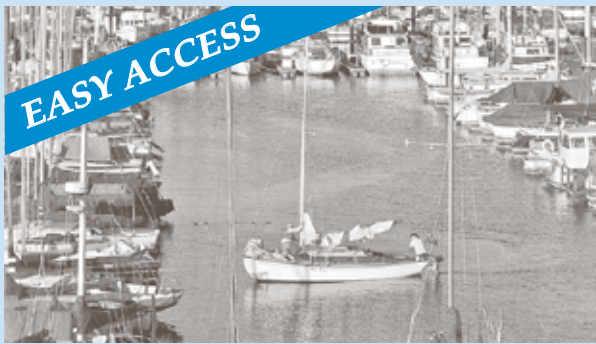


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Sept. 16-20 — Boats Afloat Show, Lake Union, Seattle. Seminars, docking classes, sailing lessons & rides, kids' activities, and 200+ boats. Info, www.boatsafloatshow.com.

Sept. 18-19 — The tall ship *Hawaiian Chieftain* visits Oakland; then will stay in Sacramento 9/21-12/4. Info, (800) 200-5239 or www.historicalseaport.org.



They're back! Last April Sean Reynolds' local Pinky schooner 'Roxy' sailed through a cannon battle between 'Hawaiian Chieftain' and 'Lady Washington', visiting San Francisco Bay from Grays Harbor, WA.

Sept. 19 — Anchors Aweigh, a benefit auction for Encinal Sailing Foundation, EYC, 6-10 p.m. \$25 before 9/10; \$30 after. Includes wine & beer, 6-7 p.m. Dinner by the bite, silent & live auctions, raffles & games. RSVP to (510) 522-3272.

Sept. 19 — Sea Music Concert Series featuring William Pint & Felicia Dale aboard *Balclutha* at Hyde Street Pier, San Francisco, 8 p.m. \$14 general; \$36 for a three-concert season ticket. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 19 — Swap Meet, Coyote Point YC in San Mateo, 8 a.m.-2 p.m. Buy, sell or browse. Andy, (650) 826-1893.

Sept. 19 — Delta Blues Festival, on the river in Antioch, noon. Free. Food and crafts booths, but no booze. Info, www.deltabluesfestival.net.

Sept. 19 — Ahoy, me hearties! It's International Talk Like a Pirate Day. Info, www.talklikeapirate.com.

Sept. 19 — Avast, ye swabbies! It's also California Coastal Cleanup Day. Info, www.coastal.ca.gov.

Sept. 19-20 — Northern California Women's Sailing Seminar, Island YC, Alameda. Classes for women taught by women. \$250 for both days. Info, www.iyc.org/wp/wss.

Sept. 20 — Open House Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Sept. 23 — So long, summer. It's been swell.

Sept. 26 — PICYA Wheelchair Regatta, Encinal YC, Alameda. Veterans, some in wheelchairs, are treated to a powerboat cruise followed by lunch and entertainment. Linda, (510) 851-4387 or www.picya.org/15-wheel-chair.

Sept. 27 — Sail under the full moon on a Sunday night.

Oct. 2-4 — Northern California Westsail Rendezvous for past, present and future Westsailors, Marina Bay, Richmond. Info, www.westsail.org/event-1844185.

Oct. 3 — Port Fest, Port of Redwood City, 9 a.m.-4 p.m. Sailboat rides for kids & teens, harbor tours, vendors, info booths, live music. Free. Info, www.rucportfest.com.

Oct. 5-12 — San Francisco Fleet Week. Blue Angels, air show, parade of ships, ship tours. Info, www.fleetweeksf.org.

Oct. 9-13 — The tall ship *Lady Washington* visits Oakland. Info, (800) 200-5239 or www.historicalseaport.org.

Oct. 17 — Pacific Cup Academy #2 at Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

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CALENDAR

Oct. 25-Nov. 7 — Baja Ha-Ha XXII Cruising Rally from San Diego to Cabo San Lucas, with stops in Bahia Tortugas and Bahia Santa Maria. Procrastinator alert: Registration will close on 9/15. Info, www.baja-haha.com.

Racing

Aug. 30-Sept. 4 — 18-ft Skiff Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Sept. 1-6 — Star Class North American Championship. Seattle YC, www.seattleyachtclub.org.

Sept. 3 — Ronstan Bridge to Bridge. StFYC, (415) 563-6363 or www.stfyc.com.

Sept. 4-6 — Windjammers Race from San Francisco to Santa Cruz. Info, www.regattanetwork.com/event/10688.

Sept. 5 — Jazz Cup from San Francisco Bay to Benicia YC. SBYC, www.southbeachyachtclub.org.

Sept. 5 — North Bay Series. VYC, www.vyc.org.

Sept. 5, Oct. 10 — Fall Races. SSC, www.stocktonsc.org.

Sept. 5-6 — Dolphin Cup. MPYC, www.mpyc.org.

Sept. 5-6 — Vanguard 15 Nationals at Treasure Island Sailing Center. Info, www.vanguard15.org.

Sept. 5-6 — Labor Day Regatta for Mercurys, Stillwater Cove, Pebble Beach. Stillwater YC, www.sycpb.org or www.mercury-sail.com.

Sept. 5-6 — Redwood Regatta, Big Lagoon, with free camping and free launching for regatta participants. Humboldt YC, www.humboldtyachtclub.org.

Sept. 5-6 — Pelican races, Marshall Beach. Kelly, (650) 445-8979.

Sept. 5-7 — Labor Day Regatta, Marshall Beach, Tomales Bay. SRSC, www.santarosasailingclub.org/regatta.

Sept. 6 — Summer 5 & 6 PHRF. MPYC, www.mpyc.org.

Sept. 6-11 — Folkboat International Regatta. CYC, www.cyc.org.

Sept. 12 — YRA Summer Series #3. YRA, www.yra.org.

Sept. 12 — South Bay Inter Club Race, run by IYC. Info, www.jibeset.net.

Sept. 12 — Wooden Boat Invitational for Knarrs, Birds & Folkboats. SYC, www.sausalitoyachtclub.org.

Sept. 12 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 12 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 12 — Lake Tahoe Laser Championships on Stampede Reservoir. Tahoe YC, www.tahoeyc.com.

Sept. 12, Oct. 10 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

Sept. 12-13 — Melges 20 PCCs. SFYC, www.sfyc.org.

Sept. 12-13 — Easom Founders/Etchells PCCs. SFYC, www.sfyc.org.

Sept. 12-13 — West Marine Fun Regatta. SCYC, www.scyc.org.

Sept. 12-13 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 13 — Fall 1 & 2 PHRF. MPYC, www.mpyc.org.

Sept. 13 — Late Summer Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Sept. 13 — Commodore's Cup. EYC, www.encinal.org.

Sept. 13, 27 — Fall Series races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Sept. 17-20 — Rolex Big Boat Series. StFYC, (415) 563-6363 or www.stfyc.com.

Sept. 1985 — From the October 1985 feature entitled "1985 St. Francis Big Boat Series": Like all things that have become great, the St. Francis Big Boat Series has evolved over the years. This year's changes were relatively minor. Beck's beer jumped to \$2.50 a bottle and the buffet dinners were up to

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30' J Boats J/30 '80	\$20,500



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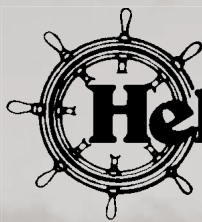


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'93 Freedom 35 \$79,235

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CALENDAR

\$8. Of more significance was the fact that the traditional 3 p.m. start of the Wednesday 'businessman's special' was moved up to the 1 p.m. starting time of the other four races. This was not particularly to the liking of those who enjoy the series for the spectating and socializing. For one thing it meant they'd miss almost all the race unless they split from work; secondly, it meant there'd be less time for the young women to get all decked out prior to making their grand appearance at the club — as had long been a Wednesday tradition.

Sept. 19 — SSS/OYRA Half Moon Bay Race. Info, www.jibeset.net.

Sept. 19 — Barth Race Interclub Challenge. CPYC/SeqYC, www.jibeset.net or www.sequoiayc.org.

Sept. 19 — Fall One Design. SCYC, www.scyc.org.

Sept. 19 — Races #19-20 on the San Joaquin River. ACYC, www.andreascoveyc.org.

Sept. 19 — Cal Cup #5 Windsurfers Series. BYC, www.berkeleyyc.org.

Sept. 19-20 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 19-20 — Opti PCCs. SFYC, www.sfyyc.org.

Sept. 20 — Jack & Jill Regatta. SCYC, www.scyc.org.

Sept. 20 — Fall 3 & 4 One Design. MPYC, www.mpyc.org.

Sept. 20 — Small Boat Series #7/Bart's Bash. EYC, www.encinal.org.

Sept. 20 — Summer Racing Series on Spring Lake, Santa Rosa. SRSC, www.santarosasailingclub.org.

Sept. 20 — Fannette Island Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Sept. 24-27 — Rolex Farr 40 Worlds at Long Beach YC. Info, www.farr40.org.

Sept. 24-27 — J/70 North Americans in San Diego. SDYC, www.sdycc.org.

Sept. 26 — WBRA Races. YRA, www.yra.org.

Sept. 26 — Summer Series. SeqYC, www.sequoiayc.org.

Sept. 26 — Past Commodore Regatta. MPYC, www.mpyc.org.

Sept. 26 — Singlehanded Race on Clear Lake. KBSC, www.kbsail.com.

Sept. 26 — One Design #5. LWSC, www.lwsailing.org.

Sept. 26-27 — YRA Season Closer at CYC. YRA, www.yra.org.

Sept. 26-27 — Vanguard 15 Fleet 53 Championship at Inverness YC. Info, www.vanguard15.org.

Sept. 26-27 — BAADS Herb Meyer Regatta. SBYC, www.southbeachyachtclub.org.

Sept. 26-27 — Multihull Regatta. RYC, www.richmondyc.org.

Sept. 27 — Champion of Champions Race. BVBC, www.bvbc.org.

Sept. 27 — Baxter/Judson Series Race #6. PresYC, www.presidiyachtclub.org.

Sept. 27 — Jack and Jill Race. KBSC, www.kbsail.com.

Sept. 27 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 27 — Fall 3 & 4 PHRF. MPYC, www.mpyc.org.

Sept. 27 — Vice Commodore's Youth Regatta. HMBYC, www.hmbyc.org.

Sept. 28-29 — Melges 20 Pre-Worlds. SFYC, www.sfyyc.org.

Sept. 30-Oct. 3 — Melges 20 Worlds. SFYC, www.sfyyc.org.

Oct. 2-4 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Oct. 2-4 — Cornerstone Cup Team Race. StFYC, (415) 563-6363 or www.stfycc.com.

Oct. 3 — OYRA Series Race #9. Info, www.jibeset.net.

Oct. 3 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 3 — Red Bra Regatta for all-women crews. SBYC, www.southbeachyachtclub.org.

Oct. 3 — Crew You Regatta for boats 25-ft and smaller. The crew drives; treasure hunt; post-race raft-up near RYC; \$5 registration fee. OPB-YC, www.opb-yc.com/crew-you.



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CALENDAR

Oct. 3 — Jerry O'Grady Singlehanded Race. CPYC, www.jibeset.net.

Oct. 3 — Shorthanded Races. TYC, www.tyc.org.

Oct. 3-4 — Mercury PCCs at LAYC in San Pedro. Info, www.layc.org or www.mercury-sail.com.

Oct. 4 — Jack & Jill. MPYC, www.mpyc.org.

Oct. 4 — Pelican races at HMBYC. Kelly, (650) 445-8979.

Oct. 4, 11 — Chowder Races. BYC, www.berkeleyyc.org.

Oct. 9-11 — Express 27 Nationals at CYC. Info, www.express27.org.

Oct. 10 — Fall Series #2. SSC, www.stocktonsc.org.

Oct. 10 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 10-11 — Fall Classic. SFYC, www.sfyf.org.

Oct. 10-11 — Sea Otter High School Regatta. MPYC, www.mpyc.org.

Oct. 10-12 — Sportboat Invitational/Open 5.70 Nationals & Ultimate 20 PCCs. RYC, www.richmondyc.org.

Oct. 11 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 11 — Chowder Cup Race #1. Elkhorn YC, www.elkhornyc.org.

Oct. 18 — Leukemia Cup. SFYC, www.sfyf.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Fall: 9/7, 9/21 (make-up). Terry, (408) 210-0517 or www.bvbc.org.

BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or www.benicia-yachtclub.com. Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, www.benicia15.org.

BERKELEY YC — Every Friday night through 9/18. 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.

COYOTE POINT YC — Every Wednesday night through 10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Summer Twilight Series, Friday nights on the Estuary: 9/11. Doug, (510) 867-8064 or www.encinal.org.

ISLAND YC — Island Nights, Fridays on the Estuary: 9/18. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SAILING CLUB — Every Friday night, June-August. OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7. Info, www.tahoe-windjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night through 9/24. Info, www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Summer Series, every Wednesday night through 9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday night races: 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 9/11, 9/25. Kiteboarding Series, Thursday nights: 9/3, 9/10, 9/24. Melanie, (415) 563-6363 or www.stfyf.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmymc.org.

SANTA CRUZ YC — Every Wednesday night through



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\$229,000 Contact: Jack Lennox



46' Nautor's Swan MkII 1994
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 - 2006 42' Bruckmann Zurn\$375k
 - 2000 42' J/42.....\$199k
 - 2007 40' J/124.....\$239k
 - 2001 40' J/120..... \$164.9k
 - 1992 35' J/105.....\$70k
 - 1999 35' 1D35 Relentless\$79k
 - 2007 35' J/109..... \$167.9k



40' J/124 2006 \$239,000
Contact: Charlie Underwood



40' Sabre 402 1999
\$152,500 Contact: Jack Lennox



PENDING
38' Sabre 386 2004
\$229,000 Contact: Alan Weaver



36' Freedom 36, 1988
\$55,000 Contact: Alan Weaver



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35' J/109 2004
\$155,000 Contact: Geoff Swing



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\$154,000 Contact: Kenyon Martin



30' Back Cove 30 2014
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CALENDAR

10/28. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Summer Sunset Series: 9/1, 9/15. Sunset Championship: 9/29. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night through 10/14. Rick, (650) 255-5766, sybeercan@sequoiayc.org or www.sequoiayc.org.

STOCKTON SC — Every Wednesday night through 9/30. Kelly, (209) 951-5600 or www.stocktonsc.org.

TIBURON YC — Every Friday night through 9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night through 9/10. Info, www.vanguard15.org or www.tilaserfleet.org. Vanguard 15 Team Racing every Tuesday night through 10/27. Info, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/30. Dave, (925) 580-1499, www.vyc.org or fleetcaptainsail@vyc.org.

WINDSURFER FLEET 18 — Every Tuesday night through 9/29 on Foster City Lagoon. Eric, www.fleet18.org.

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

September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
9/05Sat	0636/4.5	1133/2.4	1754/5.9	2241/1.0
	LOW	HIGH	LOW	HIGH
9/06Sun	0052/0.5	0757/4.6	1248/2.6	1859/5.8
9/07Mon	0159/0.4	0905/4.8	1358/2.6	2004/5.8
9/12Sat	0535/0.6	1220/5.4	1749/1.5	2307/6.2
	HIGH	LOW	HIGH	LOW
9/13Sun	0002/5.6	0606/0.8	1245/5.4	1823/1.4
9/19Sat	0435/4.2	0932/2.7	1602/5.3	2241/1.0
9/20Sun	0550/4.0	1034/3.0	1657/5.3	2346/0.9
	LOW	HIGH	LOW	HIGH
9/26Sat	0419/0.0	1106/5.8	1642/0.9	2307/6.2
9/27Sun	0503/0.1	1143/6.1	1730/0.4	

September Weekend Currents

date/day	slack	max	slack	max
	9/05Sat	0146	0414/2.0F	0719
	1314	1557/2.0F	1811	2159/3.1E
9/06Sun	0305	0529/1.9F	0839	1126/1.9E
	1434	1700/1.7F	1921	2325/3.0E
9/07Mon	0415	0652/2.0F	0950	1241/2.1E
	1554	1809/1.7F	2043	
9/12Sat	0035	0401/3.5E	0754	1027/2.9F
	1326	1638/3.1E	2013	2237/2.5F
9/13Sun	0118	0439/3.4E	0825	1059/2.8F
	1353	1710/3.2E	2055	2320/2.4F
9/19Sat	0028	0313/1.5F	0554	0855/1.8E
	1149	1438/1.5F	1635	2019/2.8E
9/20Sun	0132	0409/1.4F	0707	0956/1.5E
	1249	1530/1.3F	1720	2115/2.7E
9/26Sat	0028	0238/3.7E	0637	0921/3.2F
	1211	1511/3.4E	1851	2133/2.8F
9/27Sun	0008	0327/3.8E	0715	1002/3.3F
	1244	1551/3.8E	1938	2224/3.1F



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LETTERS

↑↓ THE U.S. DIDN'T KNOW HOW I SHOULD CLEAR IN

My experience clearing into the United States after bypassing San Diego wasn't as painful as the one that Greg King of the 65-ft schooner *Coco Kai* had a few months back, but it certainly was confusing.

I departed Cabo San Lucas on July 16, 2014 on my Pearson 365 *Laelia*. I sailed nonstop to San Francisco Bay, arriving on August 15. I called the Coast Guard on VHF 16 about two hours out of the Gate to find out how to clear in. They didn't know. But they wanted my vessel information and passport number. The Coast Guard eventually referred me to Vessel Traffic Service.

VTS didn't know how I was supposed to clear in either, but they eventually came up with a phone number for the TSA. After calls to several different numbers, and repeating my vessel information and passport information, I was asked if I had a cruising permit. They asked this despite the fact that they were well aware that I am a US citizen with a US-documented boat. After a long pause, I was instructed to proceed to Jack London Square, where someone would come to the boat and process me.

It was after 6 p.m. by the time I got to Jack London Square. My initial calls to TSA went to voicemail, but eventually I got a human to pick up. The speaker said she would check with her supervisor to find out what to do. About a half-hour later, I got a call saying I was cleared in and could proceed to my marina.

Is clearing into San Francisco from a foreign port that unusual, or did I just hit a bad day?

Ralph Lewis
Laelia, Pearson 365
Northern California

Ralph — We think it's pretty unusual for a small boat to check into the United States at San Francisco. And based on reports we've heard from both American and foreign sailors, US Customs, Immigration and Border Patrol folks can have a hard time handling anything out of their normal routine.

For example, about a year ago we reported on a friend who delivered a US-flagged boat from Puerto Vallarta to Tampa, Florida. When he got to Tampa, none of the officials had any idea what the procedure was for clearing in. As we recall, he finally got it done after 12 hours, which included long visits to two airports.

In the past, owners of foreign-flagged vessels have complained to us that many US officials didn't know the law. When coming into the US, a foreign-flagged vessel has to check into the United States, the owner has to get a cruising permit, and then the owner has to check with US officials "every time the boat moves to a new location."

Owners of foreign boats grouched that when they tried to report a change in their location, some US Customs and Border



Who ya gonna call when you arrive at San Francisco from a foreign port?

Protection officials and/or the US Coast Guard weren't even aware of the requirement, and couldn't figure out how to accept the information. One owner of a foreign-flagged vessel told us he was literally kicked out of a US Customs and Border

Protection office on the East Coast for insisting he needed to report his boat's change in location.

Fortunately, the system for keeping track of foreign boats



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LETTERS

has improved, as foreign boatowners can now call an 800 number to report a change in their location. On the West Coast, the number is (800) 432-1216. For jollies, we called the number and asked the agent what exactly was meant by a "change in location." For instance, if a foreign-flagged vessel was in one marina in San Diego and moved to another marina in San Diego, did they have to check in?

"Yes," the agent responded, "it's a change in location and so they have to check in."

↑↓ AND MAX'S POINT WAS . . . ?

I'm not sure I really understand the point that Max Ebb was trying to make in last month's column titled *Like Flies to a Dead Snake on a Hot Country Road*. I want to point out that no boat wishing to enter a Racing Division of the Pacific Cup has ever been excluded because the entry list contained boats in the Cruising Division. Could Max have been suggesting that the Pacific Cup requires boats to race? Or is he offended that



COURTESY MARI-CHA IV

The Pacific Cup has a history of admitting unusual boats, including the 144-ft 'Mari-Cha IV'.

Cruising Division boats are allowed to use their engines? Or is he just annoyed that they can sail to Hawaii without a precious and indispensable rating?

In 2013, his objection was, "If they are not racing, how will they be penalized for bad behavior?" We at the Pacific Cup agreed to address this oversight, and were prepared to insist that any offenders anchor out until their 'time out' had elapsed.

The decision about which division, racing or cruising, a boat will race in will be in the hands of the entrant — which is where it should be.

Eleven months before the start of the 2016 Pacific Cup, we're thrilled to have 11 entries in the Cruising Division, and we look forward to welcoming more. Rather than cheapening the race, the cruisers provide a boost to the event with their enthusiasm. And the added number of entries enables the race organizers to provide a higher level of support to all participants. Lastly, entrants in the Cruising Division don't whine about their rating at the Kaneohe YC bar.

Steve Chamberlin
 Staff Commodore
 Pacific Cup Yacht Club
 Richmond

↑↓ PROFLIGATE WOULD ENTER THE CRUISING DIVISION

The *Max Ebb* article in the August issue was critical of the Pacific Cup's Cruising Division. The fictional inept cruising character depicted in the article doesn't accurately represent any of the cruising class entrants. Given *Latitude's* support as a sponsor of the 2014 race, as well as its promotion of other cruising events such as the Baja Ha-Ha, we were surprised and disappointed to see Max's diatribe about cruisers in the Pacific Cup.

From its inception, the Pacific Cup was envisioned as a low-key 'Fun Race to Hawaii'. Now in its 36th year, it has a tradition of a wide spectrum of participants, from the very relaxed family effort to a heavily pro-crewed rocket sled program. The Cruising Division was offered for the first time in 2014, much to the dismay of certain racing purists such as



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LETTERS

the author of Max Ebb.

Yet by all accounts, the inaugural 2014 Cruising Division was a great success. In fact, the only boats that required outside assistance for extra fuel and water were in the racing divisions. Once on the water, we've been pleased to see that our cruising fleet takes their seamanship every bit as seriously as our racers, in some cases outperforming them. And while we do recognize the cruisers with fun awards based on their detailed logbook entries, we expect some new performance-based categories for 2016 based on our entrants' input.

Cruising Division entrants receive the same level of support as the racers, helping to ensure a safe and enjoyable passage. The Cruising Division allows sailors to participate in this great adventure with a bit less pressure on boat performance — like sailing at night with white sails only or letting the autopilot steer during the dogwatch.

It's also noteworthy that one of the Cruising Division entrants for the 2016 Pacific Cup has done 11 Transpacs. Another Cruising Division entrant sailed in the cruising class in 2014, and is returning in 2016 because he was able to enjoy the experience with his wife, who isn't interested in the additional rigors of racing.

Whether one's taste runs to a surfing sled, a mid-sized racer, a small or shorthanded boat, or a cruising effort, the Pacific Cup has a place for you. As for Max's 'kissing your sister comment', one sled entrant in the 2016 race stated, "I do plan to kiss my sister — right after I kiss my wife on the dock at Kaneohe"

Gary Troxel
Tiki Blue, Beneteau 423
Commodore, Pacific Cup Yacht Club
Lafayette

Steve and Gary — We appreciate differing opinions on everything from multihulls in the America's Cup, to furling mains, to a Cruising Division in the Pacific Cup. That said, the opinions expressed in the Max Ebb column are those of the author and do not necessarily reflect the opinions of Latitude 38.

In the case of the Pacific Cup, we understand Max's arguments for wanting to keep the Pacific Cup a 'pure' sailing event. Nonetheless, we disagree with his conclusion that there shouldn't be a Cruising Division. The official Latitude position can best be summed up as 'the more the merrier'.

If we ever did the Pacific Cup with Profligate, it would be in the Cruising Division. An incident during the first night of the second leg of last year's Baja Ha-Ha explains why. The wind had come up, and we on Profligate were sailing side-by-side with Jim Milski and his Schionning 49 cat Sea Level, which had recently circumnavigated. The two cats were sailing in the high teens and above, and everybody was having a wonderful time. But as darkness fell, we elected to drop our chute, not wanting to risk tearing it or incurring other expensive damage. Sea Level dropped their chute a few minutes later.

When we reached Bahia Santa Maria the next day, Milski came over and thanked us for dropping when we did. "We'd hit 21 knots and I was worried that we were going to destroy the chute," he said, "but I wasn't going to drop it until you did. So I was glad to see you drop yours when you did."

Winning isn't everything for us. In fact, it's hardly anything at all. Our pleasure comes from sailing with others, be they on our boat or on boats around us. It doesn't mean we're not going to push it when we feel the time is right; it just means we're not going to push it when it likely means that we — and our friends — would be tearing up \$1,000 bills for bragging rights. We have no beef with Max and others who think differently



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"The boat's performance after the Stratis ICE inventory was added far exceeded our expectations! Dealing with the Doyle team was great and the information on performance analysis and sail crossovers proved to be race winning." - Captain Spike Abram

Tribe, the original Gunboat, underwent a performance optimization in 2014 that included a full Doyle Stratis ICE sail inventory.

Photo credit: R n R/Oceanimages

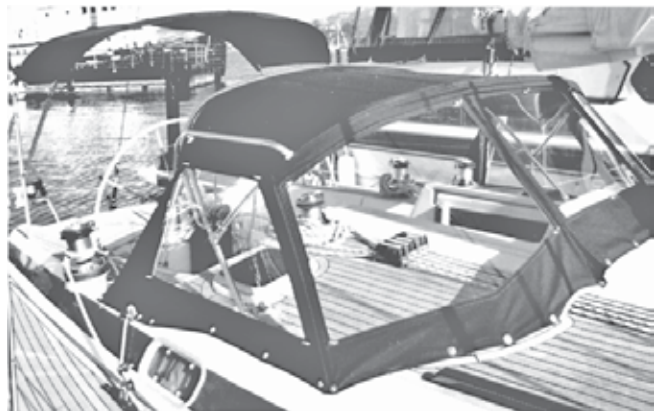


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LETTERS

than we do, but that's our opinion.

In his column, Max took a potshot at boats that have mains that furl in the mast, lots of electric winches, and so forth, suggesting that they might not be up for a fast trip to



COURTESY CELEBRATE

Thanks to things like furling sails and electric winches, Charlie and Cathy sailed their 77,000-lb boat around the world in 11 months.

Hawaii. If such boats are properly maintained, we don't think they have to have those problems. As evidence, we cite the experience of Charlie and Cathy Simon of Spokane and Puerto Vallarta, who recently did an 11-month circumnavigation aboard their 77,000-lb Taswell 58 Celebrate. It was only the two of them for almost the entire 30,000 miles or

so, but despite the fact that they are both north of 60, they said "it was easy," in large part because of the manpower-saving gear the boat had.

IT'S HARD TO AVOID PLASTIC ON YACHTS

In the August 10 *Lectronic* by Sailor Cherry of the Serendipity 43 *Hooked*, she is quoted as saying "People didn't understand why I didn't just buy a tarp, but we make it a priority to use as little plastic on board as possible, especially a tarp which has high risk of sailing into the water and adding to the ocean plastic epidemic."

While I have always outfitted my own vessels with Sunbrella fabrics, I must point out that they are made of synthetic, acrylic fibers made from polyacrylonitrile polymers. In other words, Sunbrella is yet another plastic.

Now about those polyethylene terephthalate sails constructed of a fabric that everyone refers to as "Dacron"...

John Farnsworth
Senior Lecturer, Environmental Studies & Sciences
Santa Clara University
Bashful, Hunter 46LE
Sausalito

WHAT ABOUT BUYING A USED CHARTER BOAT?

My wife and I took our honeymoon in the British Virgins and did a week on a charter boat from one of the big charter companies, and then a week at a resort. It was amazing. We loved the boat, which was basically new at the time.

It turns out that the boat we sailed seven years ago is coming out of charter and is up for sale. What's the scoop on buying a former charter boat? I could only imagine that hundreds of novice sailors have run the boat aground and had other mishaps with her. What do you think?

Stephen Baloglu
Desert Star, O'Day 34
Sausalito

Stephen — On the negative side of buying a used charter boat is the fact that the boat has probably been used a lot. But remembering that 'men and ships rot in port', the upside of buying a used charter boat is that she's probably been used a lot. As long as a boat gets proper maintenance, we think it's preferable for a boat to be used rather than be idle.

Naturally, you have to be careful that the boat you might buy hasn't suffered any significant structural or engine damage over the years. But in the case of cats, even going onto reefs isn't a big deal. The Leopard cats were built so that damaged keels

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LETTERS

could be swapped out — without even having to be hauled out! The good news is that the marine surveyors we've dealt with in the British Virgins are very professional and do thorough surveys.

As you probably know, we bought a Leopard 45 catamaran when she came out of The Moorings program in the British Virgins when she was five years old. We then had her in the BVI Yacht Charters yacht management program for nine years. In fact, that was right up until a couple of weeks ago. In other words, she's been extensively sailed by many novice sailors, to say nothing of the three months we used her each year. In



LATITUDE / RICHARD

our opinion she's still in very good shape — other than needing a new set of sails and a few additional relatively minor things. As such, we're keeping her as our floating sailing home in the Caribbean.

The big thing we worried about prior to buying 'ti Profligate was that some charterer had trashed or would trash one or both of her very expensive Yanmar diesels. Well, both the engines have in excess of 10,000 hours now, run great, and don't even burn oil. In fact, they are in much better shape than the same engines in big Profligate, which have half the hours. We have to give credit to the service department at BVI Yacht Charters for taking such good care of them.

After 15 years of heavy use by novices, 'ti Profligate' is still in very good shape.

IT COULD HAVE BEEN MUCH WORSE

The 100-ton purse seiner *Ferrigno Boy* crashed into the Ventura Harbor Travelift pier and docks on July 29. According to eyewitnesses, she was doing about 10 to 12 knots at the time. It's my understanding that the crash caused somewhere between \$1-2 million in damage.

Apparently the mishap was caused when the pin that holds the shift cable to the transmission — which probably costs a dollar — fell out. When the skipper driving the big fishing boat tried to put the engine in reverse, the boat just kept right on going in forward.

The sound of *Ferrigno Bay* splintering the wooden docks and cracking the concrete ones was like a big truck driving through three giant wooden barns. I was 100 feet from the gangway when it happened and ran down to see my beloved *Solera* being thrown up onto the docks as *Ferrigno Boy's* stern swung

to port, pinning my boat. Fortunately, my 1964 Charlie Morgan-designed Columbia 40 CCA racer was built like a brick shithouse. If not, she would have been destroyed.

As I write this letter, the awesome crew at Ventura Harbor Boat Yard are fixing the damage to my boat. Her bowsprit was broken, the lifeline loosened up, and the hull gouged in a few places. Considering the damage that could have been done, I'm very lucky.

I singlehanded my boat back to California from San Carlos,



MARK ANDERSON

The out-of-control seiner came close to destroying 'Solera'.



Photograph © 2015 by Tim Wilkes

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Mexico. In fact, I was in Turtle Bay when last year's Ha-Ha fleet came through. The Grand Poobah anchored *Profligate* a short distance in front of me, and surprised me by being able to correctly identify my 50-year-old boat, despite the fact that not many had been built. My plans were to return to Mexico this fall, but I'll have to wait until the repairs are completed. It's a hell of a way to get a free haulout.

The incident is actually more personal to me than one might expect. As an employee of Major Engineering Marine, I helped build these docks years ago. I am saddened by the destruction, but will stick around to help my old company fix the damage. During the first four days, we cleaned up the carnage, including removing the broken pilings and fishing two more off the bottom. The squid boat hit one piling so hard that it chopped it clean in two, like a carrot. And the pier for the 35-ton Travelift is now six inches narrower than it used to be.

Mark Anderson
Solera, Columbia 40
Ventura

IT'S DIFFERENT IN THE YUCATAN

We read with interest the letters regarding Temporary Import Permits (TIPs) in Mexico and *Latitude's* response in the August issue. What you said may apply to the Pacific Coast of Mexico, but our experience in the Yucatan was quite different.

We and our friends on the catamaran *At Last* both sailed south in the 2004 Ha-Ha. We obtained a 10-year TIP, spent time in Mexico, and then moved south. Both boats have been in the waters of Central America for the past 10 years.

This spring we both brought our boats up through Belize to the Yucatan. We checked into Mexico at Isla Mujeres, planning to spend about a month there. We were advised that we needed to obtain a new TIP since ours had expired in November 2014. We were told to take our old TIP to the Banjercito office near the ferry terminal in Cancun to get a new one. The woman there located our boat by the hull number. Even though our boat was built in 1976, she has a Hull Identification Number. The woman told us she couldn't issue us a new TIP because our outdated TIP had not been canceled. In order to cancel it, we had to go to the main *aduana* office at the airport.

We got a cab for the long ride to the airport, and after wandering around in the 90-degree heat, finally found the correct building. Only Tom and Mike were allowed to go in, and then only after showing proper ID, signing in, and donning orange vests. They emerged two hours later after being told that we must each pay a fine of approximately \$500 because our TIP wasn't canceled when it expired. A fine is assessed for every 15 days the boat is out of compliance. They also mentioned that they were aware of only one other boat that had experienced this, and they paid the fine.

We felt that we should not have to pay a fine, as we had never been told about needing to cancel the TIP, nor was there language to that effect in the document itself. We went back to our boats in Isla Mujeres and sent an email to the *aduana* official trying to explain our understanding of the term 'expired'.

We received a response a week later quoting articles and sections of the Customs Act (in Spanish). The bottom line of this was that if we wanted a TIP, we needed to pay the fine, and the clock was still ticking. We did not get the TIP, and checked out of Mexico three weeks later. Our boat is now back in the United States and listed for sale.

Tom Reagan & Patti Pratley
Liberty, Cal 3-46
Dana Point



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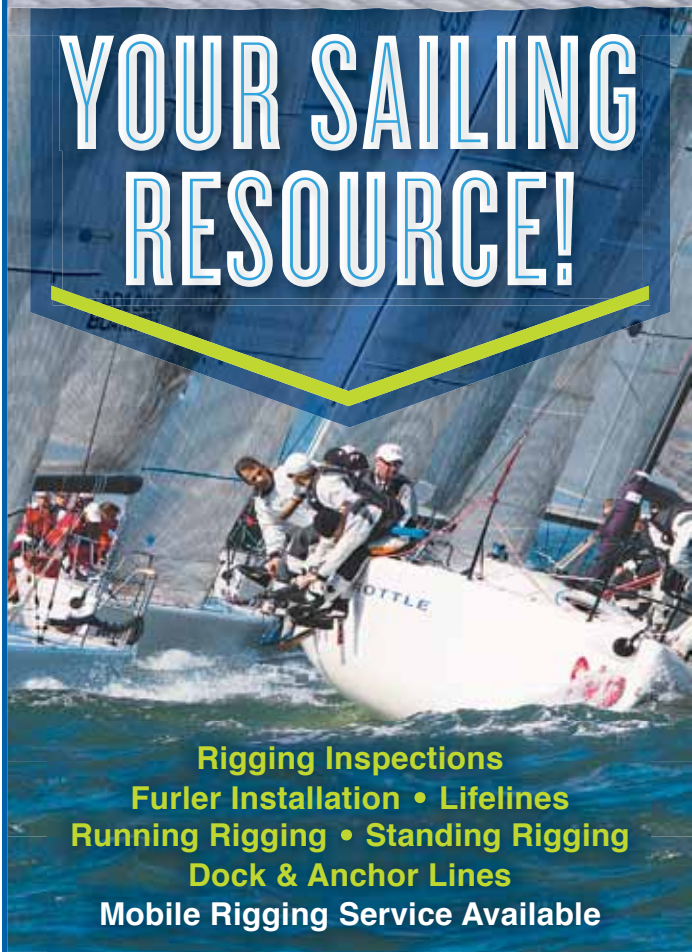
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LETTERS

Tom and Patti — It's more than a little odd, but officials on the Caribbean side of Mexico have always interpreted the laws a little differently, and tended to be more hard-ass than officials on the Pacific Coast. This was something confirmed by Geronimo, who runs both the El Cid Marina in Mazatlan and also a marina in the Yucatan. Of course, inconsistent interpretation of Mexican law has long been a problem even on just the Pacific Coast of Mexico. One of the more recent examples is the head aduana guy telling a delivery captain taking a boat from Panama to California that he didn't need a Temporary Import Permit (TIP) because the boat was in transit. Everybody else in the world seems to be under the impression that every foreign boat in Mexico had better have a TIP. We belong to the latter school.

The thing that is unclear to us is what would have happened had you canceled your outdated TIP before returning to Mexico. Could you have gotten a new one and not been subject to the fine?

In any event, all this points out the importance of TIPs. The basics are as follows. 1) All boats need a TIP before going to Mexico. Get one online. It's easy, only about \$50, and it's good for 10 years. That's a heck of a bargain. 2) TIPs are good for multiple re-entries, so you don't need to get a new one each time you take your boat to Mexico. 3) If you got a TIP and are never going to return to Mexico, cancel it at a Banjercito office when you leave Mexico. TIPs can't be transferred to new owners, so if you don't cancel it, this could result in any future owner who took the boat to Mexico ending up in a world of trouble. 4) If you are buying a boat that's been to Mexico, it is essential that you find out if she had a TIP and the status of that TIP. We would not buy a boat that had been to Mexico until we knew for sure that the TIP had been canceled. Not expired, which doesn't mean anything, but canceled.

↑↓ HOW WILL EL NIÑO WEATHER AFFECT BAJA?

I have a suggestion for an article. With the building of El Niño, there has been lots of talk about how it could influence the upcoming winter in California. I've Googled and Googled for any info on how a strong El Niño would affect the typical winters in Baja California/Sea of Cortez. Wetter? Hotter? Changes from the normal wind patterns?

Maybe the answer is pretty boring in that it won't really affect the weather patterns that much, and thus has inspired little writing about it. But I'd love to hear more from a weather expert.

Bryan Miller
Vela, Nor'Sea 27

San Francisco / San Carlos, Mexico

Bryan — We addressed the El Niño situation extensively in an editorial response to a letter in the August issue. The short version is that a developing El Niño can reverse itself, as it did last year, and quite quickly, so it's no sure thing. But even if it continues to be a strong El Niño year, as it appears it will be, it doesn't even mean that many of the effects often believed to be closely associated with El Niños will occur. Indeed, sometimes weak El Niños result in stronger El Niño-associated effects than do really strong El Niños.

Historically, El Niño effects — primarily rain — have tended to be most strongly felt in Southern California and, to a lesser extent, in Northern California. But remember that we're talking about a weather phenomenon that can be dramatically affected by a nearly infinite number of other weather factors. The bottom line is that nobody knows for sure what's going to happen. If you're going to be sailing to Mexico, make sure that



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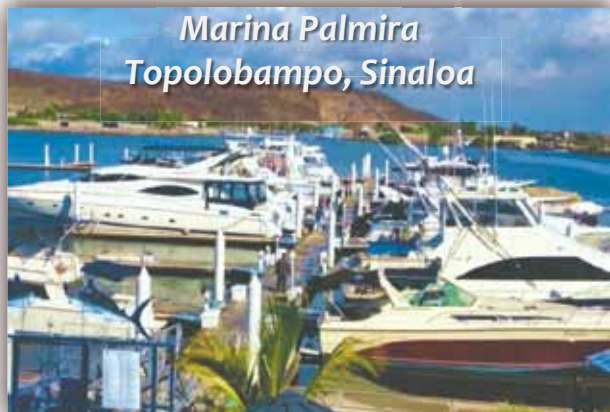
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LETTERS

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↑↓ GREEN BUFFALO HOLDS SPECIAL MEMORIES

In the last issue, Jim Quanci wrote that the Perkins die-



LATITUDE / LADONNA

The old 'Buffalo' was puke green. Jim Quanci painted her a very nice green.

sel on his Cal 40 *Green Buffalo* was still running fine after 48 years. The editor responded by saying he remembered racing against *Green Buffalo* in the early 1980s when then-owner Clarence Nelson let a young woman named Peggy race the boat. That Peggy is Peggy Patrick, who is now married to St. Francis YC Staff Commodore Monroe Wingate. *Green Buffalo* was the first boat that I ever raced in the ocean.

Kimball Livingston
San Francisco

Readers — Now for the big question: Why would anyone name their boat, even if she was puke-green, Green Buffalo? It's such a terrible name that it's great.

↑↓ HINS WERE AROUND PRE-1982

There were HINs — hull identification numbers — prior to 1982. Our 1974 Cal 29 *Noah's Kid* had the builder/hull #/month/year engraved or stamped on the transom starboard side — as did Pearsons and other brands. You can walk through boatyards and identify many of these, unless the HINs were sanded away when prepping the hulls for painting.

P.S. Thanks to *Latitude* for continuing publishing. We have been fans since the early 1980s.

Helen Horn & Edward Stancil
Caliente, Cal 36
Redwood City

Helen and Edward — We may be wrong, but it's our understanding that HINs were not required by law until about 1982. Prior to then, builders of production yachts put HINs on their boats for their own record-keeping.

Since Mexico will now accept a US document number or a HIN on applications for a Temporary Import Permit (TIP), it's no longer much of an issue.

↑↓ LET'S RETHINK THE TRANSPAC AND PAC CUP STARTS

There were going to be four multihull entries in the multi-hull division of the just-completed Transpac. But days before the race started, that number dropped to three, as *Lending Club 2*, the monster 105-ft trimaran that used to be *Groupama 3* and *Banque Populaire VII*, dropped out. She dropped out because charterer Renaud Laplanche and co-skipper Ryan Breymaier decided that if she started on her allotted Transpac start day, it was unlikely they would be able to crush the Los Angeles-to-Honolulu record — which is why they'd brought the boat all the way from Europe.

By starting early, *Lending Club 2* was able to beat the old record by a huge margin and establish an astonishing new course record of just 3 days and 18 hours. But by starting on schedule, all the other Transpac boats got the short end of the weather stick. I can only imagine how they felt watching *Lending Club 2* sprint to glory while they awaited their unfortunate fate.



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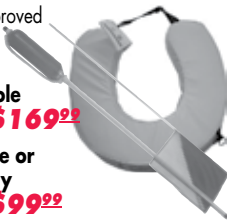
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LETTERS

If it weren't for the long Disney history in the Transpac, I can't help but wonder if Roy Disney, who must have spent a lot of money bringing the 100-ft *Wild Oats* up from Australia, might not have started early, too. This would have encouraged the two other 100-footers to do the same.



PHIL UHL PHOTOS

'Lending Club 2' slayed the Transpac record by dropping out and starting early.

The question I want to ask is whether we've gotten to the point where it might be a good idea to go to flexible starting dates to insure at least reasonable Transpac weather for as many boats as possible. Race starting dates have been changed for really heavy weather. Maybe they should be changed for really light — or otherwise crappy — weather, too.

I know this would entail all kinds of scheduling issues for crews and such, but you can't expect me to solve every problem.

Brett 'Glad I didn't start on Tuesday' Wilson
 Marina del Rey

Brett — Interesting suggestion. Like you, we can only imagine the frustration felt by those knowing their Transpac conditions were going to be less than ideal. But your flexible start 'solution' is really no solution at all, given the massive logistical problems everyone would have. It's sort of like saying, "I've done my job by figuring out how to drive to the hospital, it's the doctor's job to figure out how to cure cancer."

↑↓ SANTA CRUZ DREAMIN'

I think it's so cool that a boat as old as *Grand Illusion*, one of the early Santa Cruz 70s, took overall honors in the Transpac. And for the third time in the same family. How much did Santa Cruz 70s sell for new, and how much would I pay for a good one now?

Just Dreamin'
 Newport Beach

J.D. — We're not sure what SC70s sold for new, and surely the price changed depending on what year they were purchased and how they were modified. But you can get one for 'almost nothing'. For example, Yachtworld has a listing for the 1987 Santa Cruz 70 Windancer, currently in Muskegon, Michigan, for just \$259,000. From the sound of the sales blurb, she's a good one:

"Originally known as Drumbeat, this Santa Cruz 70 spent only a few summers in saltwater. From then on, she spent summers in freshwater and winters in storage. As Cynosure under her second owner, she was

extensively updated with the best of everything. She was twice the overall winner of the Chicago-Mackinac Race, and her current owner holds the record for having sailed the most Chicago-Macs ever — 66! The current owner has done a great job of keeping this yacht both clean and fast. Being SC70 #8,



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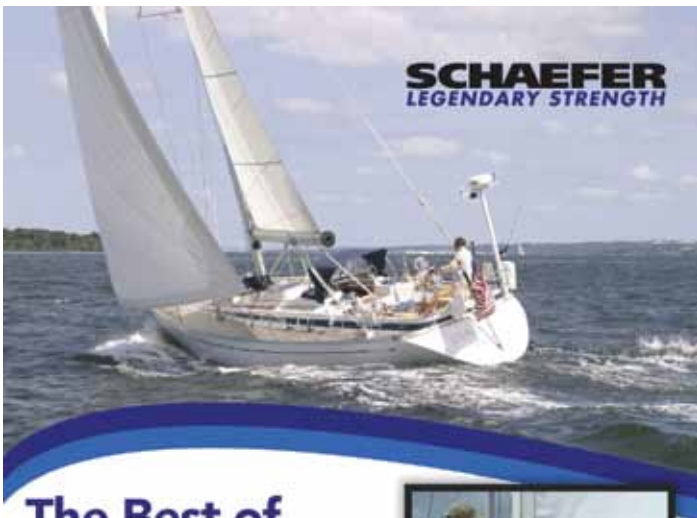
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LETTERS

she is only two boats later than Transpac winner Grand Illusion.

Mirage, a 1990 SC70, is for sale in Long Beach for \$355,000. Both boats would be perfect for next year's Pacific Cup.

↑↓ ONE YEAR AS A 'SINGLEHANDED' SAILOR

Aloha. I want to thank *Latitude* for publishing the article Ronnie Simpson wrote about me in the March issue. My first year of cruising has been a huge learning experience. I left



COURTESY RUDIS

Hawaii with about one month of ocean sailing experience. Since then I've covered over 10,000 miles while spending more than three months at sea. I've also visited six countries, as well as Palmyra and American Samoa.

It's funny, I set out to sail solo around the world, or at least make it to Thailand. Despite having covered enough miles to make it nearly halfway around at the equator, I've only crossed three time zones. I guess the cruising lifestyle has slowed me down more than I thought it would.

Dustin Reynolds gives new meaning to the word 'single-hander'.

It would be difficult for anyone to do what I've done and think they've done it by themselves — except when they were at sea. For example, my friend and former roommate Brandon Kloth stopped charging me rent, topped off my diesel tanks and my food/liquor stores, built my dodger, and spent a month sailing around Hawaii with me. I still have quite a bit of food left from Hawaii, although the liquor supply hasn't held up as well. Then there are my Hawaii friends, who all took time to help get my boat sorted out before I left, including throwing a going-away party/fundraiser hosted by Lavern's. Worthy of particular note is Jeremy Thuma, who built my massive solar arch.

After a year of cruising, I've acquired a lot of sailing skills.



COURTESY RUDIS

For instance, I now know how to sail onto and off the hook — thanks to a blown gearbox and my friend Allan Weeks of the Atlantic 57 cat *Cereleon*. And it was both Allan and Liz Weeks who showed me how amazing this cruising lifestyle can be, and who have always offered good food and good company. Tristan Ashborne and Wendy on *Pangea* helped get my refrigerator sorted out, and always offered a place for amazing food and impromptu dance parties.

Though he's sailing solo, Dustin is the first to admit he couldn't have done it all alone.

After the *Latitude* article appeared, Scanmar contacted me and sent me the parts I needed to get my Monitor windvane working again. This was despite the fact that my windvane pre-dated Scanmar's owning Monitor. I've now sailed 700 miles after the repair with no problems.

It was Brett Uys of the Jaguar 36 cat *Moonjoos* who helped me fix my gearbox. He then had enough faith in my five months' — at the time — worth of sailing skills to have me deliver his catamaran to New Zealand and then Australia.

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LETTERS

Once again, I've been accepted into a new community and lifestyle here in the South Pacific. Not only have I been able to keep going, I've even been able to save some money. I couldn't be happier to become part of this community.

While I'll take the title of singlehanded sailor, there is no way I could think I've really been doing this solo. I want to thank everyone who has helped to keep me going.

Dustin Reynolds
Rudis, Alberg 35
Keauhou, Hawaii
saintdustin@yahoo.com

Readers — Dustin's story reminds us that we became friends with a one-armed French sailor in the Caribbean about 30 years ago. He'd been building a 70-ft aluminum sloop himself when the hull shifted on the stands and severed one arm above the elbow. Incredibly, he finished the interior of the large boat with just one arm. He then sailed the boat across the Atlantic and ran her as a charter boat in the Caribbean for several years. As we can tell by reading the news every day, humans are capable of terrible things. But as Dustin and the French guy have demonstrated, humans are also capable of incredibly good things, too.

↑↓ COMING SOON TO A LATITUDE NEAR YOU

In the editor's response to a letter from John Neal and Amanda Swan Neal in the August *Latitude*, he mentioned a cruising guide that Randy and Lourae Kenoffel of the Moorings 50 *Pizazz* wrote about for getting from Cartagena past Cabo Vela, Colombia. Apparently it was published in *Latitude* in 2003. Unfortunately, your online archives only go back to 2007. Is there any way I can get a copy of the guide?

Bill Lilly
Moontide, Lagoon 470
Newport Beach

Bill — As making it east of Cabo Vela really gets Eastern Caribbean-bound sailors 'over the hump' in getting across the often wicked Caribbean Sea, we'll republish it in the October issue. Mind you, it's a rougher guide than most, and is written as if one were going east to west, but it still describes where to stop between Cartagena and Aruba.

↑↓ ALL I LOST WAS MY DEPOSIT AND 20 MINUTES

Even if you're a seasoned sailor, you have to take a test with 20 questions before you're allowed to rent a sailboat on Big Bear Lake in California. So I took the test. A young man marked my test and told me one of my answers was wrong. After we had a long debate about it, I was able to rent a 19-ft sloop for one hour.

After raising the sails, I got underway. The wind was brisk, gusting to about 25 knots. As long as I was able to feed the mainsheet into the block, which sat on the centerboard trunk, I had no trouble spilling wind from the main. But round-bottom boats heel easily, so I had to be quick.

It was all working out fine, and sailing in freshwater is always a treat. But reality intruded. The next time the boat was hit by a strong gust, I eased the main — but the sheet got jammed in the block! The boat heeled sharply to port and the gunwale went under! It was capsizing, so I jumped clear so as not to get trapped in the rigging beneath the surface. After the boat flipped upside down, I swam back to her and held on.

Fortunately, a small cabin cruiser saw me go over. They came and took me aboard. But a small thing like a jammed block could have killed me.

Two men from the rental office eventually came out to right



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LETTERS

the sailboat. I couldn't resist the opportunity for some bizarre humor and yelled, "I've still got 20 minutes left!"

They didn't laugh. Fortunately, all I lost was my deposit and 20 minutes of sailing time.

Ron Caravello
West Palm Beach, Florida

Ron — There are a number of ways in which a line can get jammed in a block. Was it a problem with an 'asshole' in the line, a bad lead, or a problem with the block itself? A diagram showing how it happened would have been cool.

Your bailing out of the boat reminds us of the only time we've done it. We were flying the chute up the Delta on our first Olson 30 when the boat started heeling way over — even though it had nothing to do with the wind. We'd run aground and the boat was being driven over on her side by the forward momentum. Not wanting to be trapped below the surface when the main flopped over, we dove into the water and swam for our lives. We surfaced about 30 feet away, surprised to realize the water was only knee-deep. As our crew shouted for us to get back onto the boat, as she might sail away, we casually walked over to the masthead, which was only inches above the surface, and undid the shackle on the spinnaker. Then we walked over to the bow, got down on our knees, and bounced/floated the Olson back to deep water. Hilarious.

We assumed that the most danger you were in was from what had to be the near-freezing water of the 6,700-ft-high lake. But we just checked, and the August 17th water temperature was 70 degrees.

THE BIG SNAKE

About this time of year, many sailors are thinking about cruising south and thus thinking about installing SSB radios on their boats. When I upgraded from my old Islander 30 MkII to a C&C 38, the new-to-me boat came with an insulated rod backstay, but no radio. So it was only natural that I wanted to install a SSB.

I'd had a Ham license when I was a kid years ago, and knew a few things about radios and electronics, but my license



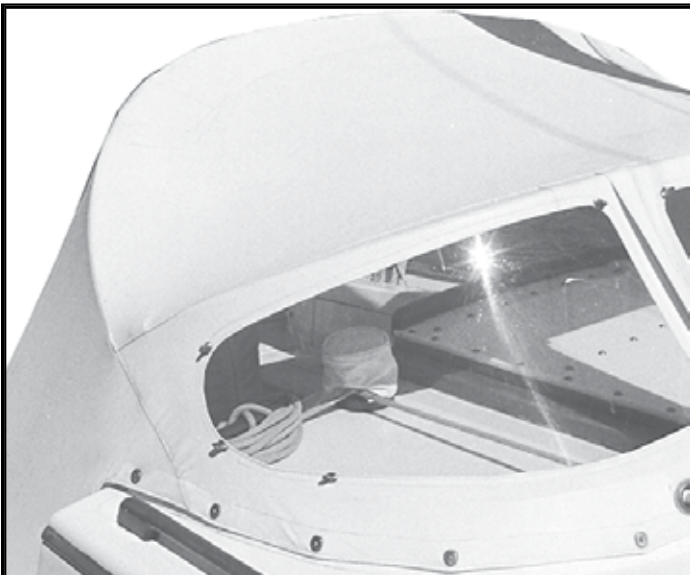
COURTESY VECTOR

expired decades ago, and my knowledge base was more than a little dated. Luckily, it wasn't very hard to study the license questions on the Web and get a new amateur radio license. I also got marine radio licenses, operator and station, online from the FCC site.

My next step was looking for the right equipment. Based on both reputation and affordability, I began looking for a used Icom M710 with an external antenna tuner. I found one on Craigslist for \$600.

It's not magic, just a bundle of correctly sized wires.

I read all I could about proper installation procedures, and found a lot of contradictory and misleading information, especially concerning the antenna's associated 'ground plane' or 'counterpoise' system. Some say you need an expensive grounding plate bolted to the outside of your boat below the waterline. Others say you should connect the tuner's ground lug through flat braided cable to the engine block and/or keel bolts. Others say never do the latter because of potential corrosion issues. Still others swear by the 'KISS SSB' solution,



"I blew most of my money on broads, booze and boats...the rest I just wasted."

— Elmore Leonard, R.I.P.



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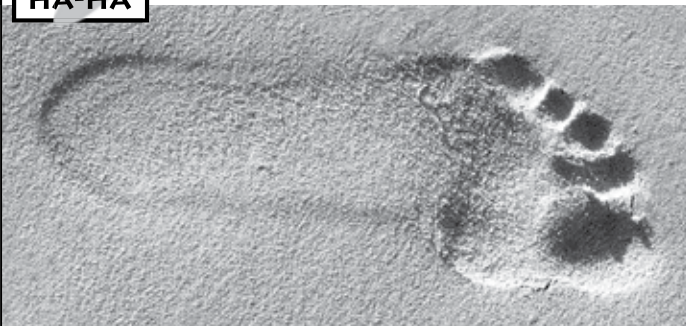
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LETTERS

while naysayers — who have probably never tried it — claim it's all hocus-pocus.

The thought of drilling another hole in the hull to install an expensive brick that would collect barnacles and induce drag didn't appeal to me. Nor did I want to do anything that might cause galvanic corrosion. So I went the 'KISS' route.

I saw a YouTube video that showed the KISS SSB system to be a bunch of 14-gauge marine-grade wires, cut to specific lengths to match the quarter wavelengths of commonly used frequencies, looped back and forth in a bundle, and then sealed in a plastic tube about eight feet long. I had several partially full spools of marine wire left over from old boat projects, so I decided to try to make my own 'KISS system'.

I cut several lengths of wire, each sized to exactly one-quarter the wavelengths I planned to use. These were the 80-, 40-, 20-, 17-, 15- and 12-meter Ham bands, the 4-1, 4-2, 8-1, 8-2, and the emergency marine bands as listed in *Latitude's* 'Idiot's Guide to Marine SSB'. I actually cut each wire 18 inches short of the computed length to compensate for an 18-inch length of cable that connected the antenna tuner's ground lug to the wire bundle. I ended up with a bunch of wires looped back and forth to form a bundle about 1½ inches in diameter and about eight feet long. I wanted to fit them into a plastic tube to make it look more professional, but balked when the local hardware store wanted \$50 for an 8-ft length of plastic tubing. I chose to just cinch the wire bundle together with tie wraps, and suspended the 'big snake' below the deck, hanging from the stanchion bolts.

The first test of my installation was a scheduled marine band contact with another boater in the marina. Unlike what Gordon West said to expect in his excellent treatise on SSB communications, when I depressed the transmit button and spoke into the microphone, my house lights didn't dim, my bilge alarms didn't go off, everything was just . . . normal. The system worked fine.

I later connected with a Ham in New Mexico, where my signal was 5x9 — i.e., loud and clear — with good audio quality. Later that day I contacted a Ham in Tokyo, who also said my signal was 5x9. I made a test with the Tokyo Ham, reducing my power from 150 watts to 60 watts. My signal was still 5x9. I further reduced power to 20 watts, and my signal strength dropped to 5x7 — still perfectly readable. My simple system was working well.

The bottom line for me is to keep it simple. You don't need



COURTESY VECTOR

There was no drama when Bill tested his homemade KISS system.

a metal brick bolted to the outside of your hull. You don't need to connect the RF ground to your keel bolts or engine, introducing potential galvanic corrosion problems. You do need a decent marine-grade transceiver with an automatic antenna tuner. For the 'counterpoise' or 'ground plane' you just need a bundle of marine-grade wires cut to one-quarter wavelength for each band you plan to use. I was able to build my own because I had a ton of spare wire and connectors and know a little bit about radio and electronics. If I had to buy all the wire new, especially if I wanted to put it inside a plastic tube, the cost would exceed that of the KISS SSB commercial system, and it would be simpler to just buy the KISS system.

I have absolutely no affiliation with KISS, but I appreciate

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LETTERS

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Bill Rathbun
Vector, C&C 38-2
Berkeley

Bill — Ground planes for SSB/Ham radio antennas — that's a topic that's sure to result in different opinions in the radio world. Having not used a KISS system, all we can say is that it might be the cleanest and easiest system to install, and that lots of boatowners say it works well for them. And at \$149, it might be wiser to buy one than to try to make one from scratch as you did.

It's a little off topic, but your letter serves as an excellent reminder for those about to head south on boats equipped with SSB radios. If you haven't used your SSB radio in a while, it's a great idea to give it a bit of a workout to make sure everything works as it should, and for you to review your basic and emergency radio procedures. For your convenience, here's Latitude's list of emergency marine bands.

2182, the distress channel
4125 (4S)
6215 (6S)
8291 (8S)
12,290 (12S)
16,420 (16S)

Copy it in big type, laminate it, and keep it by your radio.

↑↓ BOATS AND PLANES, SHARING THE SAME SPACE

I loved the July 31 'Lectronic piece about Andrew Vik aboard his Islander 36 *Geja* getting an 'up close and personal' look at the Super Scooper firefighting aircraft while he was anchored at Brna Bay, Croatia. As I write this, we have a Bombardier Super Scooper based here at Lake Tahoe. Within a week of its arrival, it was used on the Kyburz fire along Highway 50. Thanks to the plane, the fire was kept to about 75 acres in the very rugged terrain. But if anyone comes up here during fire season, they might get to watch our own local 'air show'.

Candy Morganson
Infidel, Swan 44

Alameda / Incline Village, Nevada

Readers — The photo Vik took also appears in this month's *Changes*. There are some other places where boats and planes share the same space, such as *Charlotte Amalie*, *St. Thomas*, in the US Virgins and much of the Pacific Northwest.

↑↓ OUR SWING KEEL BOAT CROSSED THE ATLANTIC TWICE

In the July issue, Mark Brady of Humboldt Bay wrote asking for information about swing keel boats, which he would need to get through shallow water to his backyard dock. He might be interested in a Kadey-Krogen 38, a sturdy cutter rig with a swing keel. Ours crossed the Atlantic twice and sailed extensively through the Caribbean and Europe under previous ownership. The K-K 38s are primarily East Coast boats because swing keels are needed in the Chesapeake, Florida and the Bahamas. There's a Facebook page called Krogen 38 Cutter Owner's Group, and he can Google several magazine articles/boat reviews on the design.

Frances Garrett
Dorian, Kadey-Krogen 38
Long Beach, CA and Madisonville, LA

↑↓ A WELL-LIKED TED HOOD SWING KEEL DESIGN

Mark Brady asked about swing keel sailboats. A very good friend of ours in Fort Lauderdale, who is also an excellent sailor, absolutely loves his Ted Hood-designed *Wauquiez 38*



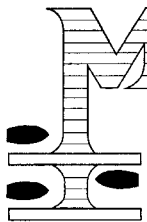
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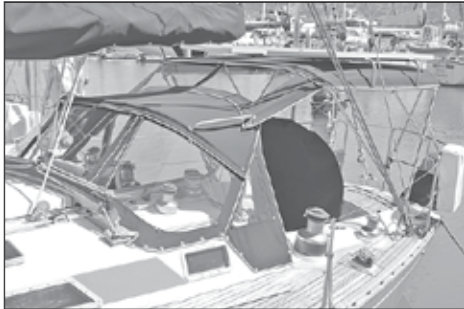
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LETTERS

swing keel boat.

Peter Hartmann
 Ahaluna, 52-ft Michel DeRidder sloop
 Ensenada, Mexico

Readers — Back in the 1980s, when the Southern Ocean Racing Conference (SORC) was one of the pinnacles of ocean racing, the late, great sailing legend Ted Hood regularly competed in a number of swing keel boats named Robin that he designed. He did extremely well, even when his boat was primarily crewed by family members. A Ted Hood-designed shallow-draft boat is one with a very good pedigree.

↑↓ FRENCH LONG-STAY VISAS

Our boat is in the Med, a few clicks down from the Canal du Midi in the South of France, so we like to visit there and kibitz with the Brits and other English-speakers going through the locks. We love to see boats flying American flags. An American cruiser we met there with 'Schengen issues' asked about our experiences with the second step in our obtaining a French long-stay visa. As *Latitude* readers might recall, the first step in the process was applying for the LSV at our local embassy in the United States, which for us was San Francisco. This got us a visa sticker in our passports.

We then had three months to complete the second step, which was, once we got to France, to present our documents, our money and ourselves for physicals. One requirement of the second step was proving we had an address in France. To that end we provided them with a photo of our *Joy of Tahoe* — with the Statute of Liberty in New York Harbor in the background! — along with an unpaid five-month marina agreement from Cherbourg. It's hard to believe, but the officials accepted it. So we got the LSV pasted into our passports the same day as we passed our physicals. We are now happy legal American cruisers in the Schengen Area.

We spent last winter in Cartagena, Spain. That was technically illegal because, not having a LSV at the time, we were supposed to have left the Schengen Area after 90 days.

For this summer, we secured a five-month contract at the marina in Gruissan, France. Gruissan is like a very windy Napa/Sonoma, with chateaus and 1,500-year-old ruins. Our new prefecture is at Carcassonne, the World Heritage Site just 30 minutes away. The people at the prefecture took our 105-euro-fee and papers, and gave us an email address to find out when our LSV would be ready. Three weeks later the email arrived. At that point we drove up to the prefecture and were presented with our thick plastic EU Schengen French visa identity cards for our second LSV year. They also advised us that we could apply online for another LSV three months before the current one expires. That's the best news yet! But we'll have to see if it works.

We and several other US cruisers we know have chosen the legal way to cruise in the Schengen Area countries, which is most of Europe. On the other hand, we have yet to hear of a single Aussie cruiser — and there are a lots of them over here — who has bothered to pay any attention to the Schengen regulations. This is also true with a lot of US cruisers. If they get asked about overstaying their visas, they say they plan



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LETTERS

on sailing to a non-Schengen Area country, such as Turkey, then return to a different Schengen Area port. So far it's been working for them, but it would make us too nervous.

US cruisers who are thinking about coming over to Europe



WALT KASS

Cruising Provence, France, provides plenty of photo ops.

also need to remember a totally different issue: the Value Added Tax (VAT) deferment for boats that have not already paid VAT. There is also the situation in Spain, which tries to enforce the concept that if you keep a boat in that country for 183 days, it has residency, and thus the very expensive VAT is due.

We're not sure if the Wanderer and Doña de Mallorca are still on the rivers and canals of Europe, but we hope they are enjoying these countries as much as we are.

P.S. I couldn't help but include the tourist shot of Joy in lavender fields and the Nimes Roman Viaduct Pont de Gard in Provence.

Walt & Joy Kass

Joy of Tahoe, Lagoon 440 #121
Lake Tahoe / Port Gruissan, France

Walt and Joy — The Wanderer and Doña de Mallorca enjoyed 2½ months of river and canal cruising in the Netherlands, Belgium and France, including 18 days in Paris. We enjoyed it very much, especially since Europe is on sale — except for fuel and transportation. That said, by the end of the 2½ months we were lusting for the greater excitement and adventure of ocean sailing. But we'll be back early next summer.

The Schengen Area 90-day limit for American and other foreign boatowners is, as we've said before, crazy. It costs Schengen Area countries lots of much-needed income, and as you note, Aussies and lots of others are simply ignoring the law because they can.

↑↓STICK 'EM UP, I'VE GOT A GUN! A HEAT GUN

Yanmar continuous duty marine diesels are routinely bench tested under 100-percent load for 10,000 hours. Even World War II Detroit diesels will run 20,000 to 25,000 hours between overhauls — if they have been properly operated and maintained. That's why they remain the world's most popular marine diesel.

Diesels are designed to run under 70 to 80 percent of maximum load. With super-clean fuel and strict adherence to oil/filter changes, industrial/fishing boat diesels commonly run 20,000 to 25,000 hours before being overhauled. The problem with running diesels under light loads — as sailors often do — is that it leaves carbon on the valves and allows moisture to build up. Both of those lead to premature engine failure.

The other problem is that diesels for recreational boats don't have robust cooling systems, and running a diesel at the correct temperature is critical.

For me, it's easy to tell whether a diesel has been well maintained. If it has fresh hoses, belts and shiny paint, it suggests someone who cares. Another good sign is if an 'Engineering Log' has been maintained throughout the diesel's life. That's routine for commercial users, but rarely done by recreational sailors. Another hint is if the diesel engine owner has a 'heat gun' to check temperatures over the engine's cooling and

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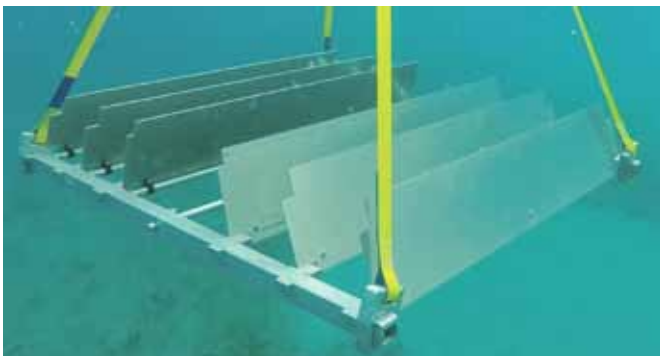
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LETTERS

exhaust system. But I give too much away.

Peter I. Berman

Author, *Outfitting the Offshore Cruising Sailboat*

Readers — The 'heat gun' Peter doesn't want 'to give too much away' about is actually a laser infrared thermometer, a device that allows you to take the temperature of things from



THERMOWORKS

a distance. Home Depot sells any number of models from \$40 to \$100. The reason you might want a heat gun is that overheating is probably the number one destroyer of diesels, and if you get a baseline temperature for critical areas of the engine, you can tell if something is starting to overheat, which is likely indicative of something being clogged or about to fail. Heat guns can also help isolate where the overheating problem is.

An inexpensive heat gun can detect engine problems that could end up being very costly.

When using a heat gun to get baseline numbers, and later to see how the engine is doing, you need the engine to be in

good running order, meaning having clean fuel, a clean water strainer, an unobstructed exhaust elbow, a new impeller, and the engine operating at the correct temperature.

Where should you take readings with the heat gun? 1) At the raw water intake pump, as the temperature readings you may get later on in the engine might vary slightly depending on whether raw water is icy from the Arctic or warm from the Caribbean. 2) At the heat exchanger raw-water outlet to the transmission cooler. 3) At the raw-water end of the heat exchanger. 4) The wet side of the exhaust elbow is a critical place for taking the temperature. The purpose of the exhaust elbow is to cool the hot exhaust gases so they can run through the rubber hoses inside the boat without melting the hoses. If you only use your diesel for short periods of time — as is the case with so many sailors — exhaust elbows tend to load up with rusty scale and carbon. A narrowing or complete blockage of the exhaust elbow will cause disastrous overheating of the engine. 5) The dry side of the exhaust manifold is another critical spot, as it tells how hot the dry exhaust gases are. If the difference in temperature between the wet and dry sides begins to increase, you should suspect that the injection elbow is beginning to clog.

↑↓ BE SURE TO RUN DIESELS UNDER THE PROPER LOAD

Yanmar diesels like to be run hard, period. Yanmar states that a properly run and maintained engine should go 12,000 hours or more before it needs to be opened up. The 10,000 hours for the publisher's Leopard 45 cat 'ti Profligate are not particularly unusual for boats in second-tier charter fleets, so keep doing what you've been doing. If you are worried about the engines, run an oil and compression test. You should also check what prop you are using and make sure you can get to the rated rpm of 3,800 under load. I've found that lots of Leopard 45s have the wrong prop.

A couple of years ago, I had the Yanmar diesel in my generator rebuilt because it was starting to lose power. Basically, it needed a ring job. When the mechanic opened up the engine, he asked how I ran it because the insides "looked new." I answered that I always ran it hard. In fact, I would often throw

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LETTERS

on an extra air conditioner just to keep the engine under proper load.

The 2,500 rpm that the Wanderer has been running his Yanmars on 'ti Profligate is not particularly high. I try for 2600-2800 when using both engines, and a bit higher when using one.

I have always felt that catamaran engines should last longer than monohull engines. When you need less power on a cat, you run one engine hard instead of loafing on two. When you need more power, you run both hard. That way you are always putting them under a good load. A monohull designer always has this problem: If the engine is small enough that it is always well-loaded, it won't get the boat up to hull speed in challenging conditions. If it is big enough to do hull speed in challenging conditions, most of the time it will only be loafing.

Tim Schaff

Jetstream, Leopard 45 cat
Tortola, British Virgin Islands

↑↓ RUN IT LIKE A RENTAL

I'm a longtime reader, and did the 2000 Ha-Ha with my Beneteau OC400 *Moondance*. I was also a marine engineer in the Army, which had a lot of vessels with a lot of hours on their diesels. In particular, generators that ran for weeks at a time. So I've been around diesels a long time, including diesels on boats I've owned. With that introduction, I can tell you that a diesel wants to be run hard — at 90 percent of capacity — and regularly. And it wants to be run with clean fuel and the oil changed regularly. If you do that, you can expect 15,000 hours.

Larry Watkins

Moondance, Beneteau OC400
Long Beach

Larry — We understand the advice, but situations can be complicated. For example, what are people supposed to do who keep their boats on the hard in places like Mexico for six months — if not six years — where it is not possible to run the diesel(s) on a regular basis? Similarly, most boats in the Northeast are kept out of the water, with their engines not getting run, for seven or eight months a year.

In the case of Profligate and 'ti Profligate, when we leave them for any amount of time, we hire people to run the engines for 20 minutes each week. But it's hard to run them under high load without the marina folks getting mad for putting such strain on their docks. Any suggestions?

↑↓ NAUTICAL DREAMS

I liked the *Lectronic* piece on the Wanderer's strange nautical dreams. He's probably supposed to epoxy the floor of his garage before it floods.

In the fall of 2006 we were looking forward to another season of cruising in Mexico with our Swan 65 ketch *Casiopeia*. But then I was diagnosed with lymphoma. My oncologist, who has a very dry sense of humor, slapped me in the hospital immediately and began chemo treatments. After several months of spending a lot of time in the hospital, I mentioned to the doctor that I was repeatedly having a vivid dream in which I was trying to run toward our boat, which in the dream was in Puerto Vallarta, but I was in mud up to my knees, and the harder I ran, the harder it was to get to the boat.

"You're not very creative, are you?" was my oncologist's response.

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LETTERS

Nonetheless, we were back in Mexico and Puerto Vallarta for a great 2007-2009 sailing season.

I am a cancer survivor and have been cancer-free for nine healthy years now.

Rennie Waxlax
ex-Cassiopeia, Swan 65
San Pedro

Rennie — Even if you and Cassiopeia weren't veterans of several Ha-Ha's, we'd be delighted that you're in good health.

↑↓ STRANGE BUT TRUE, MY DREAMS AND REALITY

For months last summer and fall, I dreamed about some broken-down docks that were barely floating. I'd see these docks over and over again in my sleep, and it never made any sense.

This past winter I helped a friend find his first boat, one he'd lost track of years ago. When we finally found her, she was in a rather rundown marina with poor docks. As we walked down her dock, being careful to stay on the high side to keep from falling in, I looked to my right — and there was a dock identical to the one in my dreams! We later learned that the then-current owner of the boat had passed away right before my dreams started. Strange, but true.

Nancy Bockelman
Santa Rosa

↑↓ SAILING CIRCLES DOWN MAIN STREET

My recurring dream is that I'm on a sailboat traveling down city streets — I'm not sure how the resistance of the keel against the pavement is overcome or how balance is maintained — and I'm approaching a cross street or red light. But I have no way to stop the boat to avoid cross traffic. Sometimes I try to sail in circles to avoid a collision until the light turns green!

Murray McLeod
Addiction, Newport 30
Vallejo

Murray — We've had a similar dream a number of times.

↑↓ ERIC AND SUSAN WERE SAILING BY

When I was a kid, I read and re-read all the sailing magazines and books I could get my hands on. This included everything written by the renowned Eric Hiscock. For many years, including well into my late teens, I had a recurring short dream. I would be standing on a barren bluff, hundreds of feet above a slate gray sea, as the Hiscocks' *Wanderer III* sailed by below. That was it. There was no fear, no falls and no drama. To the best of my recollection, each of these dreams — and I had them many times — was identical. That's what strikes me as strange.

John Tebbetts
Ichi Ban, Yamaha 33
Vavau, Tonga

↑↓ MY TRANSPAC DREAM

I had a very vivid dream about halfway into the '89 Transpac. The power of the dream and the difficulty in shaking it off were so strong that the dream is perfectly clear to me to this day. And I rarely remember any of my dreams for more than a few minutes after waking.

In short, I was off-watch and asleep. Somehow I managed to leave the boat in order to attend a really big party. But I couldn't enjoy myself at the party very much, as I was really

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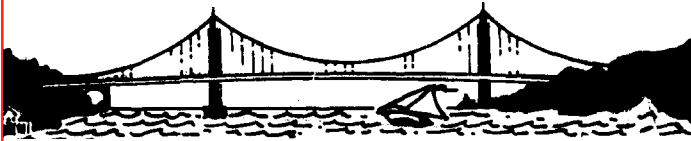
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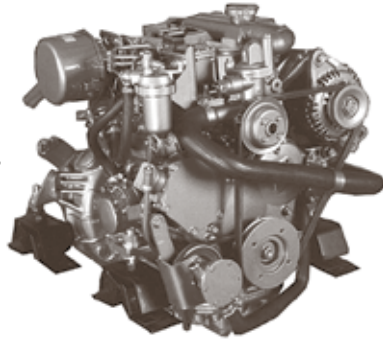


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LETTERS

worried about getting back to the boat for my shift on the 3-6 a.m. dogwatch. I awoke in a state of panic about having not returned to the boat — having done the one thing that worries me the most, letting my shipmates down.

Upon putting my feet down on the cabin sole, the wave of relief I felt at having not shirked my duty was sooooo very strong! I sure didn't want to be the guy who didn't show up for his dogwatch.

A few minutes later, of course, while checking out the cockpit situation, I came to the realization that for the time being there was *no place* other than being aboard, and had a bit of a laugh at myself.

Daniel Weyant
The Shark, Sonoma 30
Waikiki YC, Honolulu, Hawaii

↑↓ YOU'LL GET A BETTER CHARGE OUT OF THIS

Along with a lot of other really good information in Michael Daley's July-issue letter, he stated that you need a 120-volt power source to charge an iPad. This is not true.



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This dual USB plug has one high-power slot and one lower-power slot.

\$10, and I've had them work flawlessly, even with my very small 350wh battery on my trailerable Nimble 20.

What messes people up is they often try to charge an iPad, or other tablet, with too small a cigarette lighter-powered charger. Some only put out 1 amp at 12 volts, or even less. Some put out as little as 500 milliamps or 6 watts. The smaller output charger sometimes will run an iPad — but not charge it — and sometimes it won't be recognized by the iPad at all.

To charge an iPad off a 12-volt source, you need a charger that draws 2.1 amps or better — so 25.2 watts or better. These are easy to find for a little over

Bass Sears
Turnstone, Nimble 20
Hailey, Idaho

Bass — Well that certainly explains a lot of the trouble we've sometimes had trying to charge the iPad on our boat. What we don't understand is why the charger manufacturers don't do a better job of explaining there are less and more powerful chargers for devices with USB slots. We didn't know this until we recently bought a dual USB output charger. The top USB slot puts out enough power to charge the iPad, while the lower USB slot puts out only enough power to charge an iPhone.

↑↓ A BAG THAT BRINGS BACK A LOT OF MEMORIES

I can tell you about the sailbag you ran a photo of in the August 10 *'Lectronic*. Before Jim DeWitt was an artist, he was a sailmaker, and at some point he and Don Peters were partners.

I remember having them recut the mainsail for my Thunderbird *Andante* in the late 1970s. Having sails recut was something we thrifty sailors did with slightly blown out sails back then. Boy, does this bring back a lot of memories.

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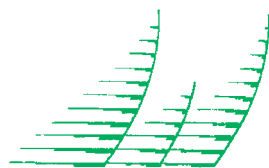


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LETTERS

NAME THAT SAILBAG MAKER

The sail bag is from the loft of Jim DeWitt, now a well-known marine painter.



LATITUDE / RICHARD

A real blast from the past: A sail bag made during Jim DeWitt's sailmaking days.

I have several DeWitt sails from Santa Cruz 50s and earlier, including sailboats like the one in the photo. And yes, from the 1970s. It's good to remember master craftsmen such as Jim DeWitt and Pete Schoonmaker.

Lani Spund
 Kokopelli², Santa Cruz 52
 Alpine

Lani — *Technically, the sailbag was from the Don Peters / Jim DeWitt partnership. As for the 'Pete' you refer to, we're sure you're thinking of Pete Sutter, who was the longtime owner of Sutter Sails in Sausalito.*

WE HAVE A BAG AND A PAINTING

The logo is from when Jim DeWitt partnered with Don Peters Sails. Our family used DeWitt Sails from the early 1960s on our Cal 20, Cal 28 and Cal 34. That was when the sailmaker would actually sail with you to make sure the sails were right! We even had Jim do a painting of our Cal 20 when we won the MORC Pacific Coast Championships in the early 1960s.

John Frazier
 Current Asset, Islander 30 MkII
 San Leandro

A DEWITT CUSTOMER FROM WAY BACK

I'm 77 and had a Catalina 22 named *Helios* from 1973 to 1978 with DeWitt & Peters Sails. We raced in the Catalina 22 Nationals in Seattle around 1975. Jim DeWitt sailed in the regatta on a boat using his sails, and I think he got second or third out of 30 boats. As members of the Richmond YC, we got to know Jim better over the years. I had his sails on our Santana 28 *Gusto*. That bag brings back memories!

Carl Bauer
 Sacramento

IN THE PRESENCE OF SAILING ROYALTY

I first encountered DeWitt & Peters Sailmakers when they were in an old World War II building in Richmond in 1971. My dad and I were sailing our International 110 *Ad Lib* in the 1971 Nationals — the last time they were held on the Bay. I was all of 15 at the time. We needed some work on our sails, and didn't know that we'd find ourselves in the presence a future Bay Area sailing icon, Jocelyn Nash. But she was the one who helped us.

Flash forward four years, and I wouldn't have won the 1975 110 Nationals without my DeWitt spinnaker, which was wicked fast. In the small world department, current 110 sailing buddies Millie Biller and Dave West were young kids working at DeWitt in 1975, and may well have had a hand in building my chute. I think I still have that sail tucked away somewhere.

Chris Waddell
Ad Lib, International 110
 Sacramento

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LETTERS

↑↓ THE BUS TOOK TOO LONG FOR ME TO WORK THERE

The bag, of course, is from the Richmond loft of Jim DeWitt and Don Peters before they updated their logo to a more colorful one. In the early 1970s, my dad had them build a main for our Trintella, and later added a storm jib that saw frequent use when we traversed the Circle.

I remember applying for a job at the loft one summer, but since the bus from North Berkeley took about an hour, it was decided that I should stay closer to home. So I just hung out at the Cal Sailing Club instead.

Nick Gibbens
Shenanigans, Express 27
San Francisco YC

↑↓ AND NOW, FROM THE HORSE'S MOUTH

Hang on to that sailbag, it could be a collector's item! Here's the story behind it. My name is Jim DeWitt and my partner was Don Peters. We made sails in Richmond years and years and years ago. I'm 85 now, and I was a kid when I started making sails. At that time, sails were made of Wamsutta, a long-fiber cotton, and hand-roped with tarred hemp. I made sails for 34 years!

Bay Area sailors who worked at DeWitt & Peters Sails as youngsters in the 1960s and 1970s included John Kosteck, Tom Wylie, Mike Herlihy, Jim Warfield and Billy Green. We were well-known for both big-boat and dinghy racing sails, especially on the West Coast.



JIM DEWITT

A classic DeWitt work of art.

Sailing legend Jocelyn Nash worked for us for 20 years. She was my right hand. She also crewed for me when I won the North American Men's Sailing Championship (Malory Cup) in Annapolis in 1963.

In 1983 we sold the loft to Sobstad, which later sold it to Quantum. The Quantum loft remains active in Pt. Richmond.

Here's how I got started making sails. After high school, while studying art for six years at two of the finest schools — Arts and Crafts in Oakland, and Art Center School in Pasadena — I made sails for myself and friends. It morphed into a full-fledged business. After art school I set up my art studio in the sail loft, and was both an artist and a sailmaker. When I got out of the sailmaking business, roughly 25 years later, I became a full-time artist. You can see my artwork on my website www.jimdwitt.com.

Above is an example of my artwork showing John Kosteck in a Star boat; I think I did this in the 80s.

Jim DeWitt
Richmond

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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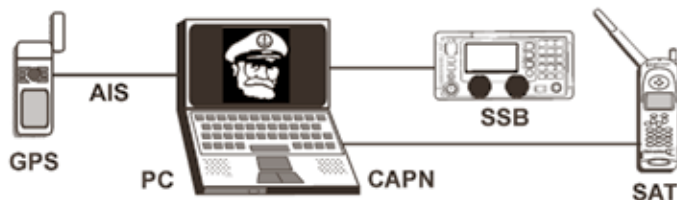
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SIGHTINGS

grand illusion's amazing three-peat

As you'll read in our Transpac feature later in this issue, James McDowell's Santa Cruz 70 *Grand Illusion* won not only the Sled division of July's Los Angeles-to-Honolulu race, but also won overall on corrected time, earning the King Kalakaua Trophy. Not only that, but she accomplished the same feat in 1999 and 2011. Only one other boat has won overall honors three times: the 88-ft schooner *Lurline* in 1906 (the first year of the race), 1908 and 1912. *Lurline* changed owners in 1912, whereas *Grand Illusion* alone has won overall three times under the same owner: McDowell.

Grand Illusion's homeport is Marina del Rey, where she has other 70-ft sleds to play with, while owner McDowell is based in Honolulu. Watch captain Will Paxton hails from Point Richmond, where he works at the Quantum Sails loft. He's been aboard the boat for all three wins. We chatted with him when he returned from Hawaii.

"It's a continuity thing," he said, explaining one of the keys to the

continued on outside column of next sightings page

find crew or a ride

"If it ain't broke don't fix it" could be a slogan for *Latitude 38's* Mexico-Only Crew List Party. The tradition continues on Wednesday, September 2, when potential crewmembers will gather at Encinal Yacht Club in Alameda to meet southbound skippers, many of who will be sailing in the Baja Ha-Ha rally this fall. (The deadline to enter the Ha-Ha is September 15).

The doors open at 6 p.m. sharp. After paying the \$7 entry fee (cash only) or signing in as official 2015 Baja Ha-Ha skippers and first mates, partygoers will fill out name tags, take their chances in a door prize drawing, buy a drink, and mingle to meet compatible sailors.



James McDowell and his talented crew on the SC70 'Grand Illusion' captured overall honors in the Transpac — for the third time!

at the crew list party

Latitude 38 will show slides and set up a munchies buffet. Mexico experts will be on hand to share their wisdom and explain their services. Sal's Inflatable Services' liferaft demo inflation is always an amusing highlight of the evening.

You don't have to sign up on *Latitude 38's* free online Crew List to benefit from the party, but we highly recommend it. Find info on that and party details at www.latitude38.com/crewlist/Crew.html.

Like the last couple of years, the crew party will be preceded by a Mexico Cruising Seminar put on by Mexico marina managers, 4-6 p.m., downstairs at EYC.

— chris



DOUG GIFFORD / WWW.ULTIMATESAILING.COM

grand illusion — continued

boat's success. "We've been building a team for a long, long time, and we have a bunch of dedicated people who've sailed together a lot." Paxton cites McDowell's leadership in grooming the right people. "A couple of us are pros, but I started on the boat when I wasn't, and most of the crew are very talented amateur racers. The boat captain, Patrick O'Brien, is an extremely talented old salt — he's won Whitbread races in maxi boats around the world. His navigation has been the core of it."

Paxton sailed on Jake Wood's Mull 83 *Sorcery* in the '99 Puerto Vallarta Race with O'Brien. "It was the first time I'd been on the boat, and I think I was 20 or 21 years old. We sailed in a gale for a day and a half when it blew 35, and it turned out I was one of the only people who could drive. So I got invited to do the Transpac that year on *Grand Illusion* and we won it, and we've just been sailing together and rolling since then."

Now back from Hawaii, *Grand Illusion* followed up the Transpac with the Long Point Race Week on August 28-30. The SC70s have a schedule that runs from January until October. "We've won the season two or three times out of the last five or six," said Paxton. The sled has also triumphed in the Vic-Maui and holds the all-time speed record of 9 d, 2 h, 8 m, set in 2000. "We're actually talking about doing the Pac Cup next year," added Paxton.

You'll find more tales from this year's race to Hawaii, buoyed by lots of great photos, in our Transpac feature (starting on page 76).

— chris



COURTESY GRAND ILLUSION

Steady hands on the wheel: Will Paxton helped bring *Grand Illusion* to the winner's circle yet again.

rolex big boat fleet ready for battle

With 96 entries so far at press time, the Rolex Big Boat Series will return to St. Francis Yacht Club on September 17-20. Among the hot boats are TP52s, an Extreme 40, a MOD70 tri, a Kernan 44 and a Farr 400. An all-new PHRF Sportboat class reflects a major trend of the decade. The J/105 fleet will use the RBBS for their North American Championship. J/111s, J/120s, Express 37s and Melges 24s are among the other one-design classes.

With two starting circles and dozens of marks and buoys scattered throughout the Bay, these fleets have the potential to take on nearly 60 unique courses. Seven races are planned, and every fleet will experience starts at both circles and a mix of short and distance courses. More than 60 volunteers on 10 boats, under the leadership of an international team of officials, will make it all happen. And that doesn't even include the volunteers on shore.

Spread between the clubhouse and the lawn, this year's post-race parties will have all of the essential elements: large tents, live music and dancing, and Mt. Gay rum. And what big San Francisco event would be complete without food trucks?

This is a really fun regatta to watch. You don't need to be a racer to enjoy spectating, and you don't need to seek admittance to the exclusive St. Francis YC. The beach along Crissy Field, the seawall between St. Francis and Golden Gate YCs, and the spit beyond GGYC are all fully open to the public and make excellent perches from which to thrill to the photogenic action. See www.rolexbigboatseries.com.

— chris

SIGHTINGS

the resilience of youth

When they heard that a group of sailors had volunteered to pilot their boats through the notorious Pacific Garbage Patch to collect pollution data, twenty-six-year-olds Jason Frechette and Nicole Belleau were eager to join the effort. Although their vintage Rawson 30 *Stay Gold* was substantially smaller than the rest of The Mega Expedition's fleet — most of which were returning Transpac race boats — their application to participate was accepted and they were thrilled. Only problem was, they were in Victoria, BC, finishing up a long list of preparations, and they needed to be in the Bay Area in less than

a month for an Expedition training session; no time for a shakedown cruise.

For the previous two and a half years the couple had spent every available hour preparing *Stay Gold* for long-haul cruising, completing a to-do list of upgrades a mile long. On June 10 Jason "retired" from a five-and-a-half-year stint in the Canadian Navy. Nicole had been flying back and forth to the oil fields of northern Alberta, where she worked two weeks on and two weeks off as a welder. She flew home for the last time on July 1, and three frantic days later they cast off their docklines, hoping for a 10- to 12-day passage to San Francisco.

On July 4 they sailed out the Strait of Juan de Fuca, headed way offshore and turned south. For more than a week everything went well. Little did they know, though, that the rowdy influences of Hurricane Dolores, far to the south, would soon churn up North Coast waters into a roiling cauldron of dread. They were more than 130 miles offshore when they passed Oregon's Cape Blanco, very much alone on an angry ocean. "For four days conditions got worse and worse," recalls Nicole. "On days one and two we could handle it. The waves were about 20 or 30 feet high. It was kinda scary, but they were pushing us in the right direction and we were flying!" They hit 13.8 knots surfing down a wave under bare poles — which has got to be a record for a Rawson 30. They took turns hand steering, doing two hours on and two hours off.

But by day three conditions had become truly hellish. Jason sought advice from a book he had on heavy weather sailing. "A guy with a similar hull to this one wrote about lying ahull with the tiller lashed over [heaving to], so that's what we did." About that time three crew aboard the 55-ft monohull *Kaloni* called for rescue 50 miles off Eureka. Lt. Cameron Welicka, one of the Coast Guard helicopter pilots who came to their rescue, said at the time, "Those were by far the largest waves I have ever seen."

The heavily built, full-keeled Rawson 30 was riding them out reasonably well, with her young crew sequestered below decks. "At one point," recalls Jason, "a cooler in the cockpit flew open, and all its contents were rolling around." He went outside to secure it and admittedly "did a big no-no" by unclipping his tether from the jacklines in order to reach the cooler. "I grabbed it, and out of the corner of my eye I saw this huge towering wave coming. I barely had time to hang on before I got washed from the port side to the starboard side and broke through a brand new lifeline. My face was underwater. It was a complete knockdown; the spreaders definitely touched."

Nicole remembers that frightful moment vividly. "I had just woken

continued on outside column of next sightings page

bay area boat

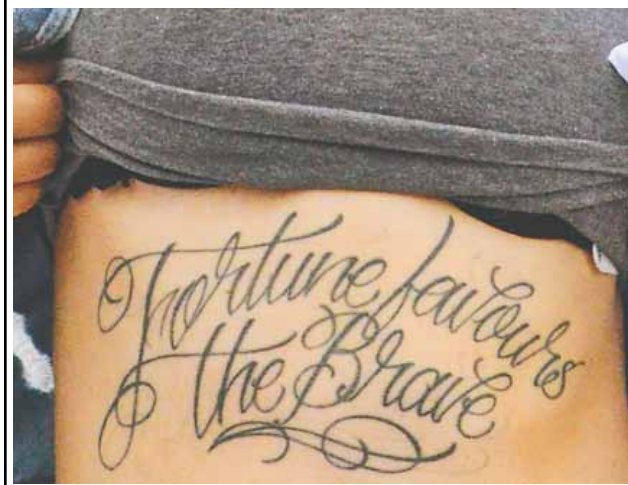
Since its inception as Pacific Sail Expo in 1995, the Strictly Sail Pacific boat show has been hosted by Oakland's Jack London Square. The big news flash for next year's show is a new venue.

On April 7-10, 2016, Strictly Sail Pacific will invade Richmond's Marina Bay rather than Jack London Square. Expansiveness is one of the motivations for the move. According to the press release, "The new location will allow the show to increase its capacity to more than 100 in-water sailboats and 200-plus exhibits on land." The booths and other indoor activities will be found in the Craneway Pavilion, which is the old Ford assembly



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

Jason, Wayana and Nicole ham it up while making final preparations for their Hawaii cruise.



COURTESY STAY GOLD

shows announced

plant in Richmond's historic shipyard, while in-the-water craft will be displayed in Marina Bay Yacht Harbor. Start planning now at www.strictlysailpacific.com.

The third Progressive Insurance San Francisco Boat Show will also institute a change — to new dates. The 2016 show will be held on the Martin Luther King Jr. holiday weekend, January 15-18, making it a Friday-Monday show, at McCovey Cove and Pier 48 next to AT&T Park. Longer hours on Friday will allow the after-work crowd to visit the show in a happy-hour atmosphere. Learn more at www.sfboatshow.com.

— chris

resilience — continued

up, and all of a sudden we were knocked down and everything in the cabin was thrown at me." Jason stumbled inside, looking half drowned, but soon shook it off and the two novice voyagers jumped into action. A large galley portlight had blown out, and the incoming water quickly soaked their brand new chartplotter and other electronics, their batteries, and all sorts of other gear. Jason eventually jury-rigged a barrier to stop the leak, and they cuddled up and tried to get some rest. They'd already been at sea for 14 days and were still a long way from the Golden Gate.

When the stormy conditions finally subsided, the young Canadians did their best to keep sailing, rigging a spare main as a jib because their only headsail had ripped luff to leach.

At about 2 a.m. on day 17 they were off Point Reyes when the main blew. They were exhausted, with no electrical gear functioning except a handheld VHF and an old-school handheld GPS, and no juice to

continued on outside column of next sightings page



Clockwise from upper left: "Fortune favors the brave." Nicole couldn't have picked a more apt slogan for a belly tatt. The young crew is thrilled to be involved with The Ocean Cleanup. After his hell-ride, Jason wisely invested in a windvane steering device.

SIGHTINGS

resilience — continued

start the engine. Jason remembers thinking, "Okay, I'm pulling the ripcord on this one. We didn't make it all this way to end up on the rocks." And neither he nor Nicole had ever been to the Bay before. So reluctantly, he called the Coast Guard for a tow.

Meanwhile, *Stay Gold's* third crew, Wayana Doney of Quebec, as well as other friends and the couple's parents, had been "freaking out," because the little sloop was more than a week overdue.

As a testament to the resilience of youth, Jason and Nicole were not deterred by their North Coast hell-ride. After a few days' rest, they and Wayana were as eager as ever to get on with their cruising plans. As we go to press *Stay Gold* is approaching Hawaii, trawling for plastic garbage along the way. And get this: Once they arrive, they plan to turn around and sail right back through the Garbage Patch again to gather more samples — the only sailboat in the fleet to do so.

We're happy to report that *Stay Gold* now carries three tracking devices, and Nicole's parents wisely bought them a satphone — to ensure the kids' peace of mind as well as their own.

— andy

clipper race to

By the time you read this, the 10th edition of the Clipper Round the World Race will be well underway. The 12-boat fleet started August 30 from London's St. Katharine Docks on its 11-month circumnavigation.

Unfortunately, there is no California stop on the schedule this time, which is sad news for many Bay Area sailors who enjoyed hosting the Clipper Race's international fleet in previous years. Seattle, however, will not only host a port stop, but has paid the substantial extra fees to sponsor its own boat: *Visit Seattle*. Only five of the dozen nearly identical Clipper 70 yachts will carry the name of a city or country.

The event's 2015-2016 route will first



Spread: Endless hours of sanding resulted in two beautiful, beefy new keels for 'Kanaloa'. **Insets, left to right:** 'CBP' beached at Santa Cruz; heavy lifting; evicting a tenacious colony of sea lions was job number one.

have seattle stopover

take the fleet to Rio; then to Cape Town, South Africa; followed by four stops in Australia; then up to Viet Nam; on to Qingdao, China; then across 5,000 miles of lonely North Pacific waters to Seattle, arriving between April 15 and 20. The dozen boats will depart from there April 28, bound for Panama, and arrive in New York between June 12 and 16. The fleet will begin its Atlantic crossing to Northern Ireland June 20, with a final stop in The Netherlands before completing its 40,000-mile lap at London.

In the realm of around-the-world racing, what distinguishes the Clipper most, of course, is that its recruiters advertise "no sailing experience necessary." As cra-

continued in middle column of next sightings page



kanaloa: back from the brink

Boats, like people, can go through happy times as well as sad times. A case in point is the custom-built Marples 55 cat *Crystal Blue Persuasion*. When former owner Gary Burgin sailed her across the starting line of the 2008 Baja Ha-Ha rally, she looked sleek, sexy and fast. Building her, he said, had been his father's lifelong dream.

Burgin cruised her successfully for a few years, then returned to Monterey Bay. But the recession left Burgin, a construction worker, without enough cash flow to keep the big cat in a proper slip, so he anchored her off Santa Cruz in unprotected water. Twice, she was driven ashore by winter storms. The second time, in March 2012, her underbelly was badly damaged — some said fatally.



The Mavericks surfer learned to sail young.

But while others saw the big cat as a goner, a 23-year-old dreamer named Deyess Kanaloa Payne saw her potential as his dream boat. He'd been watching her slow decline during the past few years, lying sadly at anchor, attended only by a colony of sea lions who had adopted her as their clubhouse. Deyess had tried to buy her from Burgin previously, but after the second grounding, he was finally ready to sell.

Fast forward to the present and you find this same boat, now re-named *Kanaloa*, in the back lot of Napa Valley Marina where Deyess has been working slavishly for the past two and a half years to bring the big cat back to her former glory — or better. A lifelong waterman who grew up around Seabright Beach and the Santa Cruz Yacht Harbor, Deyess is a certified marine mechanic, and has worked in other marine trades including rigging and electronics. And if that doesn't impress you, he often surfs the big stuff at Mavericks.

When repairs are complete, Deyess has big plans for *Kanaloa* that include offering marine education trips for students and special sailing expeditions along the coast and out to Hawaii, "exploring, surfing and fishing in beautiful places." He also intends to "give back to the environment by hosting marine ecosystem restorations, including beach cleanups and wreck removal.

Before any of that can happen, though, he and his partners of Kanaloa Sailing (www.kanaloasailing.com) could use a little help via their kickstarter campaign. At www.kickstarter.com search Kanaloa Sailing.) We wish Deyess the best of luck. He's earned it.

— andy

lessons learned from a boat blaze

We do our best to keep track of the 200-plus boats that do the annual Pacific Puddle Jump, but once they move beyond French Polynesia many tend to fall off the *Latitude* radar. That was the case with the New Zealand-flagged Bavaria 51 *Sunny Deck*, which was destroyed by an engine fire in mid-ocean June 23, somewhere between Rarotonga, Cook Islands, and Tonga. Details of the incident reached us late last month. And while it's now old news, there are some valuable lessons that we can learn from this life-threatening ordeal.

Late on that Tuesday night, Kiwi owner Murray Vereker-Bindon, 70, and crewman Michael Boyd, 68, were asleep in the aft cabin while Victor Campos, a 35-year-old professional skipper from Mexico, was alone on watch. At roughly 11 p.m., Campos smelled smoke and, upon lifting the engine room hatch, found the chamber ablaze. Toxic smoke billowed out, greeting Bindon and Boyd as they awoke to Campos' screams of "*Afuera! Afuera!*" (Get out!)

Seconds later all three men jumped overboard to escape the caustic

continued on outside column of next sightings page

SIGHTINGS

boat blaze — continued

flames, wearing nothing but their undershorts and lifejackets. Luckily, one of them had the presence of mind to activate the ship's EPIRB before exiting. Luckier still, they were able to swim to the back of the boat and release the liferaft, although they poked a small knife hole in it while cutting its tether.

When he bought *Sunny Deck* from a German owner, Bindon failed to update the EPIRB's emergency contact info in the central database, so the alert initially went to a rescue center in Bremen, Germany. When the former owner received a confirmation call from rescue authorities there, he called Bindon's home in Acapulco, and alerted his Mexican wife, Yolanda. She, in turn, called Bindon's son Matthew in New Zealand, who noticed that the big sloop's AIS signal was not functioning. Rescue Coordination Centre New Zealand then took charge, and diverted the closest commercial vessel, the 748-ft container ship *Cap Capricorn*. The ship's crew reportedly were guided to the scene of the emergency by the tall flames of the fiberglass inferno, and spotted the liferaft nearby in the reflected glow of the fire.

Conditions were rowdy at the time, with 45-knot winds and swells of roughly 12 feet, making it extremely difficult for the three men to pilot their raft to the side of the ship. But after about an hour of struggling, they made it, around 3 a.m. on June 24. The specific cause of the fire is unknown.

— andy

maximizing quality time with the fam

We don't know if 37-year-old Christian Lauducci has salt water in his veins, but we wouldn't be surprised. He grew up living aboard boats in Sausalito and Florida, he makes his living working on and captaining boats, and he loves various watersports. When he was a kid, his mom remembers him declaring, "I'm going to have a family when I grow up, and I'm going to sail around the world with them."

Having instilled that enthusiasm for life on the water into his wife Josie, 34 — a former "mountain girl" who grew up near the Sierra foothills — his daughter Nina, 12, stepdaughter Ellamae, 7, and son Taj, 2, Christian and the Lauducci clan sailed out the Golden Gate late last month on an open-ended cruise aboard their newly refurbished Stevens 40 *Shawnigan*, which may eventually take them all the way around the world.

Although the family voyaging plan wasn't exactly specified in Christian and Josie's marriage vows, it could have been, as it's been a hot topic with the couple since they met in six years ago in Santa Barbara, where Josie worked as a neonatal ICU nurse. Not long after that they made a trial cruise to Ensenada aboard a 35-footer with Nina, then 7, and Ellamae, then 2, and found that co-parenting afloat worked out well.

A familiar face around the Sausalito waterfront, Christian first lived aboard at Sausalito's Fish Dock, on a boat that his dad, Gene, had built in Canada prior to moving to the Bay. Later, Gene took on a ferrocement hull that had been abandoned in a field and christened her *Walkabout*. After the basics were completed, he and Christian sailed her twice to the Marquesas and back with no engine, no electricity, and only kerosene running lights and lanterns. Christian was only eight when they made the first trip. Later, they sailed *Walkabout* to Florida where they lived until Christian finished high school.

By comparison, the S&S-designed *Shawnigan* is a deluxe yacht. Since buying her a few years ago — a necessity, after Taj came along — Christian has upgraded her with a new engine, new rigging, new

continued on outside column of next sightings page

clipper race

zy as that may seem to seasoned offshore sailors, many novice and new-to-offshore sailors have acclaimed this ambitious adventure as one of the greatest experiences of their lives — albeit also one of the most difficult. Crew have the option of doing one or more legs, or the entire circumnavigation. Extensive pre-race training is required of all applicants, with appropriate emphasis on safety — one sailor fell overboard while en route to the



Look who's driving! Little Taj appears to be as salty as his dad.

Of course they're all smiling. They're going cruising with an open-ended return date. Meet the Lauduccis. Back to front: Nina, Christian, Ellamae and Josie. And that's Taj checking the rig. Inset: 'Shawnigan' romping offshore.

ALL PHOTOS COURTESY SHAWNIGAN

— continued

Bay last time, but was retrieved.

At least two West Coast sailors have anted up for the entire race: Mike Moore of Hillsborough, CA, is aboard *Mission Performance*, and Nick Abramczyk of Wasilla, AK, is on *ClipperTelemed+*. We'll check in with them along the way and bring you their insights in upcoming issues. In the meantime, you can follow the fleet at: www.clipperroundtheworld.com.

— andy

quality time — continued

sails, a windvane steering device, a hard dodger, solar panels, an SSB, a watermaker, a wind generator, new fuel tanks, a new stove and more. Josie did all the canvas work, and Grandpa Gene made new sails.

The family is currently anchorage-hopping down the coast, and will spend the winter in Mexico, where they hope to hook up with other 'kid boats'. Eventually, they intend to Jump the Puddle to French Polynesia and points west. You can follow their progress at the family blog, www.afamilyafloat.com, or find them on Facebook under "Afamilyafloat."

— andy



SIGHTINGS

in kenichi horie's wake

Early last month while most of the sailing media's recent North Pacific coverage has been focused on Transpac victories and *Lending Club 2's* astonishing L.A.-to-Honolulu speed run, the impressive accomplishments of two middle-aged Japanese sailors went largely unnoticed. Michiaki Koga, 64, and Yasuo Abe, 63, both recently arrived in San Francisco Bay from Japan, having sailed roughly parallel nonstop voyages of 54 and 49 days, respectively.

We were tipped off about their arrival by the enthusiastic team at Scanmar International, as both men utilized Bay Area-built Monitor windvanes on their 5,000-mile crossings.

As we learned during our interviews at Alameda's Grand Marina, despite enduring several gales along the way — four in Mr. Koga's case — the two sailors' boats appeared to be in excellent condition, requiring only minor sail repairs and routine maintenance once in Alameda. Koga's boat *Tsuyotaka* is an Esprit du Vent 30, designed by famed French naval architecture firm Groupe Finot, yet built and

continued on outside column of next sightings page

pacific passage

While we've just wrapped up our coverage of July's Transpac Race to Hawaii, planning and prep for next July's Pacific Cup is going full steam ahead, with 49 boats already entered.

Among the resources Pacific Cup YC offers in the way of support is a free chapter from record-setting global navigator Stan Honey's book *Pacific Cup Weather Routing*, which starts with these thoughtful insights:

"The primary feature that determines the tactics in a transpacific race is the Pacific High. Typically there is no wind in the center of the high, and increasing wind as you get farther south, up to a limit. The central question concerning



prep advice

course selection is: how close to sail to the high, or how many extra miles to sail to get farther from the high?"

On October 17, PCYC will hold their second Offshore Academy, an afternoon-long session of education featuring experienced and expert speakers, covering topics tailored to the interests of the registrants. Richmond YC will host the seminar. Sign up for \$30 soon at the Pacific Cup website (www.pacificcup.org) as capacity is limited. Between now and then, be sure to mine the site, which is rich with prep help for prospective sailors. All this info applies not only to racers, but to all who anticipate a Pacific crossing.

— chris



Although sailing in separate boats, the two determined singlehanders crossed the same lonely stretch of ocean at the same time.

BOTH PHOTOS ROSS GILLANDERS / SCANMAR

horie's wake — continued

launched in Japan in 1998. Abe's *Yukikaze II* is a more classic-styled Trekker 34, also built in Japan.

From what we could tell, both of these small boats were immaculately prepared, reflecting the experience, professionalism and seamanship of their owners. Koga, for example, is a retired shipwright who spent more than three decades building steel ships after discovering sailing during his university years in Yokohama. While sailing and working in the marine industry were part of his life, crossing the Pacific had been his dream.

Both Koga and Abe were inspired years ago by reading the book *Alone on the Pacific*, written by a young Japanese singlehander named

Kenichi Horie. In 1962 he made the Japan-to-San Francisco voyage in a 19-ft boat, a feat that earned him distinction as the first person ever to sail solo nonstop across the Pacific. For Koga and Abe, the dream of following in Horie's wake is now a reality.

When we spoke to Abe last month, he was preparing his *Yukikaze II* to sail back to Japan, solo and nonstop, with a short

turn-around time, while Koga will leave for Hawaii in mid-August, then complete the passage back to Japan next spring. We wish them fair winds and following seas.

— ronnie simpson

why they love racing solo

Some of our readers enjoy sailing offshore. Others may sail their boats alone from time to time, or even do some racing. But you may be surprised to learn that those who do all three — singlehanded ocean racers — are not the elite clique you might imagine.

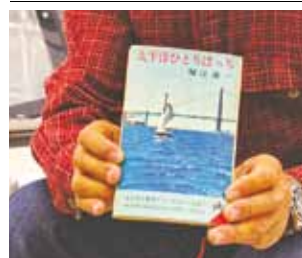
The Westsail 32 is not what you picture when you think of a race boat. The 1970s-vintage fiberglass production boats with wooden boat aesthetics are known more for comfort and sturdiness than speed and agility. "Randy's debunking the Wet Snail myth," said one of Randy Leasure's compatriots in the Singlehanded Sailing Society. Leasure races his Westsail, *Tortuga*, with the SSS. He's owned her for 17 years, but didn't start racing until about five years ago.

"I really am a cruiser at heart," said Leasure, "but the SSS races have brought me more in tune with sail trim and how to play the tides. Even simple, slight adjustments make a huge difference. *Tortuga* is 20,000 lbs with a full keel, so it's imperative to keep the boat moving in light air. I highly recommend people sign up for some races — they'll be surprised how much they learn."

His love for the Westsail 32 has spilled over into a documentary he's producing about Westsails. In August, he screened a teaser reel at an SSS meeting and launched a crowdfunding campaign. See www.indiegogo.com/projects/westsail-the-world-documentary#.

Leasure prefers offshore sailing. "It is more solitary and peaceful than the races in the Bay, but the Bay races force you to really know your boat and how to do things like take in a reef within minutes or change a headsail quickly. Being out on the ocean alone gives you a

continued on outside column of next sightings page



ROSS GILLANDERS / SCANMAR

Just as Robin Lee Graham's book 'Dove' inspired hundreds of American sailors, Kenichi Horie's book has fueled the voyage dreams of many Japanese. Below, is an archival shot of Horie after his historic S.F. arrival.



racing solo — continued

feeling of inner peace like nothing else. You have to take full accountability for every tactical decision, and it makes for a great sense of accomplishment just finishing each race."

He finds singlehanded on the Bay more difficult. "There is so much extra traffic to keep tabs on, with commercial shipping, ferries, and other boaters and racers. For example, there is less margin for extra room when short-tacking up the Cityfront. *Tortuga* is a cutter rig so I've got two headsails I have to sheet over each time."

Jacqueline Philpott, who races her Cal 2-27 *Dura Mater* singlehanded with the SSS, has another reason to prefer sailing on the ocean to the Bay. "I sail twice a week out of Berkeley, and during the summer there has been such consistently high wind that I've been reefed since May. *Dura Mater* is a heavy boat — 6,700 lbs displacement — yet it is still a smash every time there's big wind."

"I haven't experienced the same motion offshore. I've never felt smacked around like inside the Bay, even this year during the Singlehanded Farallones Race — it was a roller coaster ride, but not that hard bam! bam! bam! like sailing the Bay upwind during an ebb." Philpott turned around during that race in May. "I recognized that I wasn't strong enough to finish in those escalating conditions. Singlehanded, especially offshore, requires sailing skill and intimate knowledge of the boat's characteristics — and stamina, a lot of stamina, because there's no backup available out there."

Philpott has never felt threatened or frightened while sailing offshore. "*Dura Mater* is a solid boat and easy to reef. I feel safe on her. She's like a big horse I can count on to get me where we're going."

Philpott explains the attraction of singlehanded: "In my professional and personal lives I am responsible for other people. When I sail *Dura Mater* I'm only responsible for myself. Singlehanded sailing clears my head of everything else: It demands my total attention. I admire the ingeniousness of blocks and halyards and clutches which enable me to manipulate and propel such a huge boat through the water and the wind — I'm always impressed by this. The engineering of the self-tailing winch enables me to sheet in a jib in big wind — this causes me to sit back and shake my head. Sailing is like a series of magic tricks that I am privy to. When I raise a spinnaker and feel the boat respond with that powerful forward thrust, I find myself saying out loud, 'Wow! This is so cool!' Singlehanded requires significant and pleasurable physical effort; I don't have to find other people in order to sail; I get plenty of time at the tiller; I get plenty of time to do everything. When I make mistakes no one sees me; when I do something stupid no one criticizes me. I don't have to explain anything to anybody. I don't have to share the chocolate."

The SSS races are long enough to require special preparation. "I've learned to have everything within reach from the cockpit before I leave the dock: foul weather gear on a hook just inside the companionway, and sandwiches and water bottles in the galley sink just inside the cabin," said Philpott. "I can reach the masthead radio from the cockpit. I always have a radio in a pocket."

Gregory Ashby's first experience singlehanded was in an El Toro back in 1977. In 2008, he started sailing on mountain lakes on an O'Day 22 and initially began singlehanded because crew wasn't always available and he wanted to sail more. "It appeals to my self-sufficient nature," he said. "The more I do, the more I want to do. My wife says I have an addiction!" Singlehanded has taught him humility. "The more I learn, the more there is to learn. Even as I grow as a sailor and become more confident, my respect for nature deepens."

Ashby acquired the Wilderness 30 sx *Nightmare* in January. His first sail on the ocean was in the Singlehanded Farallones Race in May this year. "It kicked my butt, but I still grin when I talk about it! The Bay is challenging with its variety of wind and currents. Being in the right place at the right time is crucial to getting around the Bay

continued on outside column of next sightings page

whales, tsunami junk,

No matter how safety conscious you are aboard your boat, there are plenty of potential hazards to be wary of when sailing off the West Coast: migrating whales, large chunks of debris from the Japanese tsunami, wayward shipping containers... and now, unmanned, self-propelled semi-submersibles filled with illicit drugs.

We're not making this up. On July 18 the Alameda-based Coast Guard Cutter *Stratton's* crew seized a sub 200 miles south of Mexico carrying 14,000 lbs of cocaine — that is, 275 bales with an estimated street value of \$181 million.

A month earlier, the *Stratton's* crew seized another sub with more than 5,000 lbs of coke aboard. In fact, in the last four months the *Stratton* has quashed at least 15 drug smuggling attempts and seized



Spread: 'Tortuga' at the start of the 2012 Singlehanded TransPac. Insets, left to right: Jacqueline Philpott, Randy Leasure and Gregory Ashby.

SPREAD: LATITUDE / LADONNA INSETS: LATITUDE / CHRIS

and now mini-sub



USCG / PO2C LANOLA STONE

We've gotta wonder if the narcos were high when they dreamed up this scheme.

roughly \$540 million worth of coke! There have been 23 other sub interdictions in the Pacific since 2006, and they've found more in the Caribbean.

Their camouflaged hulls travel just beneath the surface with only a small "bridge" and exhaust pipe visible. Yikes!

— andy

racing solo — continued

in a timely manner."

The SSS joined the OYRA in the two-day Drake's Bay Race on August 22-23 (read about that in *Racing Sheet* on page 96.) On September 19, the SSS will reciprocate when the OYRA racers join them for the SSS Half Moon Bay Race. In the final regatta of the SSS season, the Vallejo 1-2 on October 17-18, each boat will race to Vallejo singlehanded on Saturday, finishing in the narrow Mare Island Strait in front of the yacht club and rafting up — no small feat singlehanded. They'll doublehand back to the finish at Richmond YC on Sunday.

"I had a heart-pounding moment doing the Vallejo 1-2 one year," said Leasure, "coming into the channel to finish with my spinnaker up. As I approached the finish, the wind came more on the beam, so my boat speed and weather helm really kicked in. Quite a few other boats were finishing at the same time, and I barely got the kite down before heading into either another boat or the marina seawall."

The SSS also offers doublehanded divisions for most races. See www.sfbaysss.org. The OYRA has a shorthanded division too, for single- and doublehanders. See www.yra.org/OYRA.

— chris

