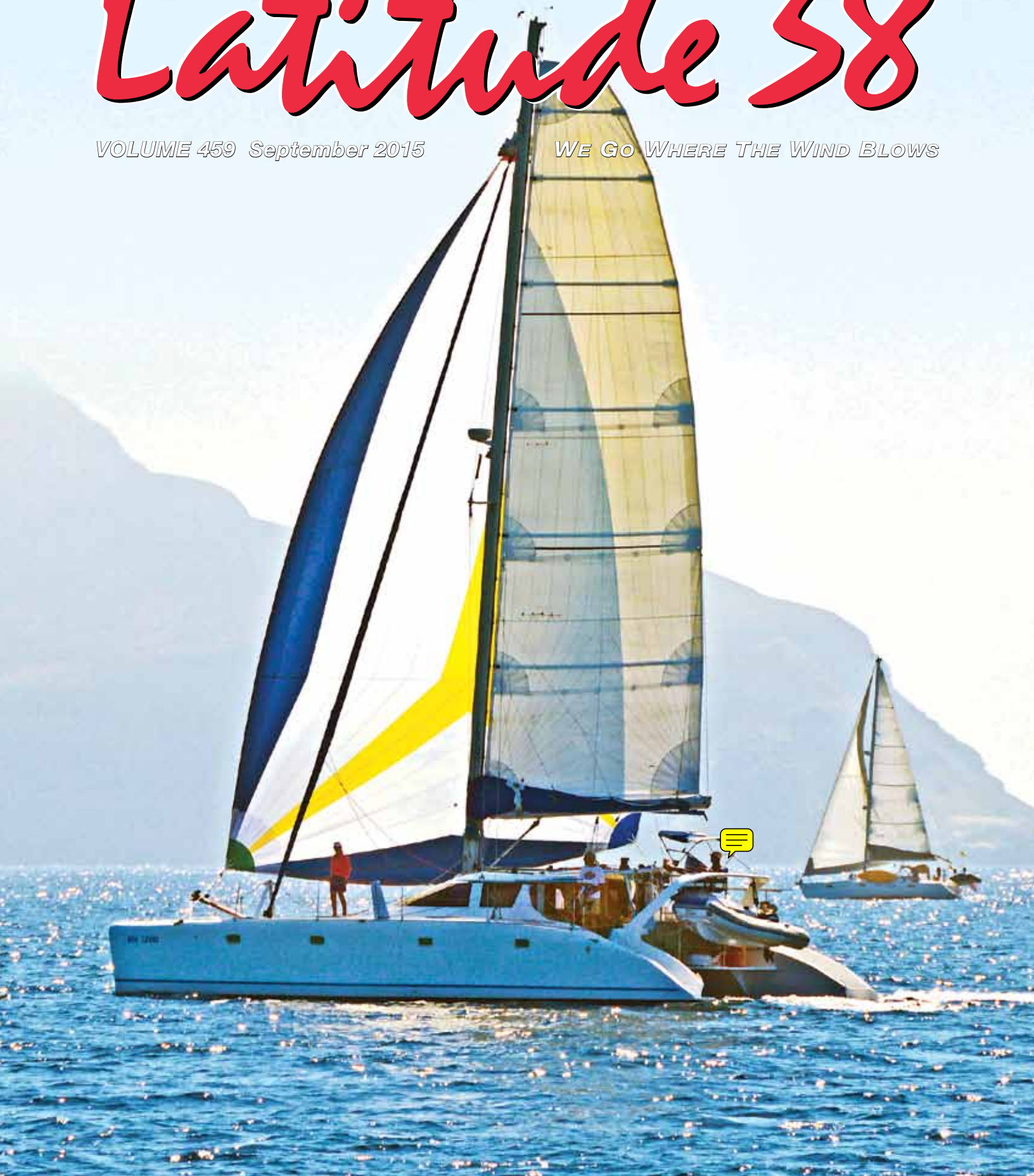


# Latitude 38

VOLUME 459 September 2015

WE GO WHERE THE WIND BLOWS



# TRANSPAC RECAP —

As we went to press last month with our Interim Transpac report, the results were not finalized, as some boats had not yet finished. So we'll revisit that memorable Los Angeles-to-Honolulu race here, including highlights of each division.

When Honolulu yachtsman Clarence MacFarlane sailed his 48-ft schooner *La Paloma* into San Francisco Bay in May 1906, he was shocked to find a

— California's greatest contribution to international yachting — attracting both boats and sailors of the highest caliber. For 2015, the most impressive and



TRANSPAC YC

**The fast boats had extra excitement at the start of the 2015 Transpac in L.A.: unseasonal rain, thunder and lightning.**

city that was in ruins after being ravaged by a great earthquake. With his hand forced by natural disaster, MacFarlane and the other competitors in the first Transpacific Yacht Race moved the start to Los Angeles to save the race. Setting off into seemingly uncharted waters in the original race to Hawaii, the first boat reached the finish line in 12 days and 10 hours — an impressive feat even by today's standards.

Today, 109 years later, the event has evolved into one of the most famous and prestigious ocean races on the planet

**Christy Politowski greets 'Bolt's helmsman Greg Helias and watch captain Alex Steele upon their arrival in Honolulu.**



JEREMY LEONARD / TRANSPAC YC

highly anticipated fleet of racing hardware ever assembled on the West Coast gathered in Long Beach to compete in the 48th edition of the race. So every exist-

*"Hurricane Dolores didn't affect us much, but Enrique made it a bad idea to go south."*

ing course record fell under threat, with maxi-trimaran *Lending Club 2* entered alongside a trio of 100-footers including both canting- and fixed-keel boats. In all, Transpac 2015 saw a healthy fleet of 60 starters and 55 finishers, with boats ranging in size from the race's minimum of 30 feet all the way to the aforementioned super-maxis.

Just as in 1906, however, Mother Nature flipped the script and reminded us all who's in charge when humans compete in nature's domain. In an homage to the great quake, the premier fleet of starters left in unprecedented conditions: rain and lightning off Los Angeles in July. Driven north

repeatedly by tropical storms, most of the fleet sailed well north of rhumbline to stay in pressure — highly atypical in a Transpac race — and directly through the Great Pacific Garbage Patch and its minefield of horrors. Like sailing through a post-apocalyptic wasteland of human ruin and rubbish, arguably the biggest storyline of this year's race became that of a changing climate and man-made trash in the water.

With a confirmed Super El Niño occurrence that has warmed the Pacific Ocean (not to mention the entire planet) to higher levels in 2015 than at any point in recorded history, and a debris field that saw many boats employ full-time spotters on the bow, the 48th edition of Transpac had the same element of uncharted adventure as the first.

The dangers didn't end when the race did, however, as a pumping south swell closed out the entrance to the Ala Wai Harbor, forcing several boats to motor around for hours in the dark after their finish and enter in daylight hours after the swell peaked!

The weather lottery of Transpac's five-day, three-start system was in full effect in 2015 and held plenty of surprises. The starters on Monday, July 13, bashed away from the coast in robust conditions and stayed in consistent pressure to move down the racecourse very efficiently from the get-go.

"Hurricane Dolores didn't affect us much, but Enrique made it a bad idea to go south," said Bill Guilfoyle of *Marjorie*. "In light of both of those storms, a key navigational decision was to just do nothing and go west. There was a lot of nail biting going on," added the Division-8-winning navigator.

With her generous waterline length, Tracy Obert's 59-ft ketch *Marjorie* contested for the lead before being passed by Harry Zanville's Santa Cruz 37 *Celerity* and Paul



# MOTHER NATURE WRITES THE SCRIPT

Stemler's J/44 *Patriot*, both sailing in Division 7. When running downwind in the trades, the smaller, lighter Tim Kernan-designed racer/cruiser *Celerity* reveled in the conditions and navigated perfectly to call the Diamond Head layline from 500 miles out. After a Transpac debut four years earlier that was hampered by gear failure, Zanville's modest 37-footer has become the smallest boat that we can recall ever being first over the line in a Transpac. First over the line, first Monday finisher and first in Division 7, *Celerity* had also taken over the top of the leaderboard and was forced to play the inevitable waiting game that would ensue.

One thing that Harry Zanville and his crew knew is that they wouldn't be beaten by one of the boats that started on Thursday, July 16. Despite leaving just a day after maxi-trimaran *Lending Club 2* unexpectedly dropped out of the Transpac to independently challenge the outright L.A.-Honolulu record, Transpac's Thursday starters got the short end of the proverbial stick. After sailing



BETSY CROWFOOT / WWW.ULTIMATESAILING.COM

**Young staysail trimmer Mary d'Arcy calls the Transpac finish from the bow sprit of the Port Townsend, WA-based 84-ft schooner 'Martha'.**

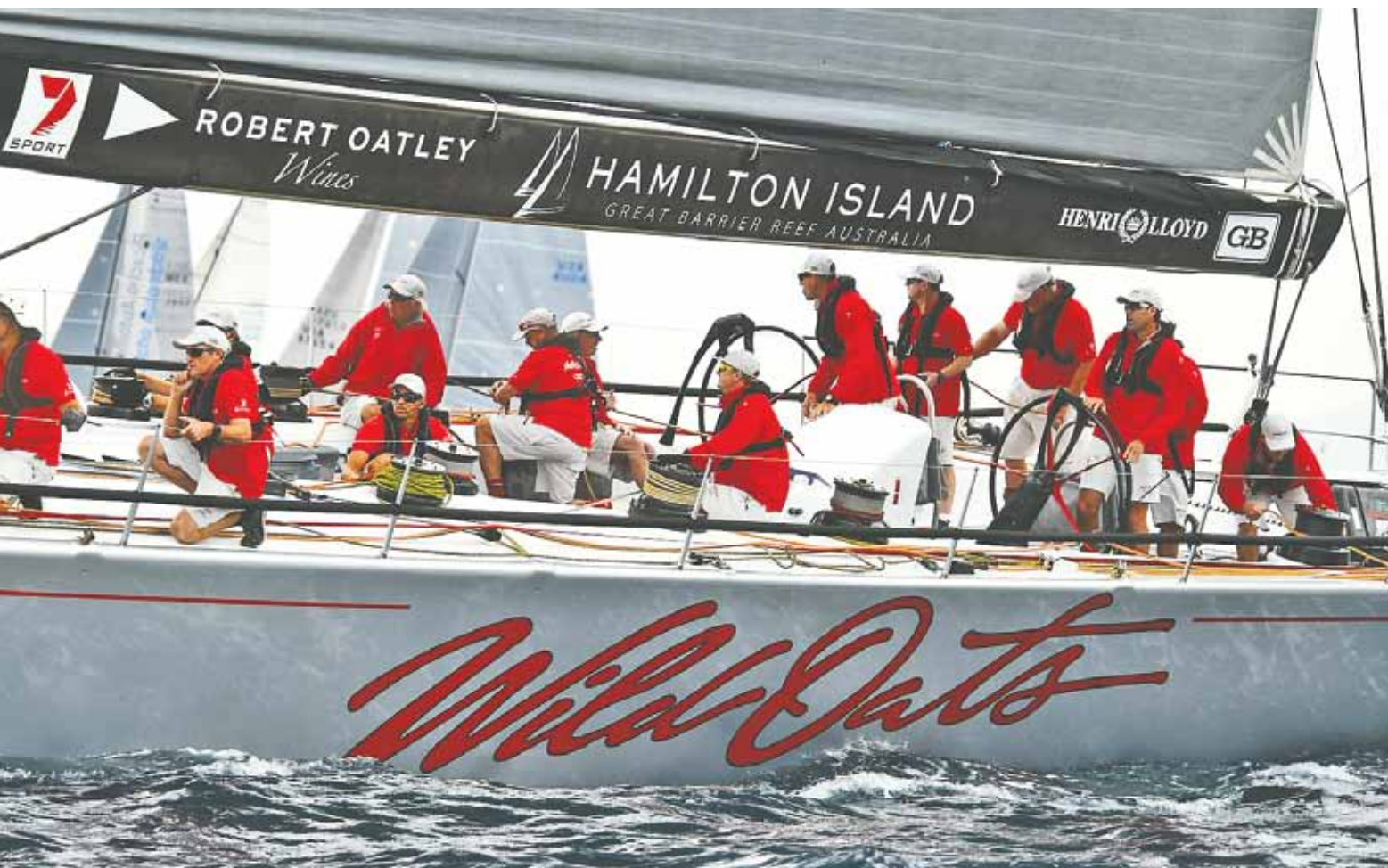
out of Long Beach and past Catalina in ideal conditions, the race's second group of starters soon found themselves

floundering in light breeze and a big south swell in the wake of a tropical depression for the better part of two days before getting going again. The southerly boats looked good early, but that changed in a hurry with the northerly boats emerging into pressure first and making gains in what would become a recurring theme for the race. Despite some fantastic racing in Divisions 4, 5 and 6, none of the Thursday starters were ever a factor in the overall standings.

The final group, which started on Saturday, July 18, had an entirely different and bizarre set of conditions.

"This was not your father's Transpac," says top Bay Area sailor Will Paxton. "We left L.A. in a thunderstorm with lightning and a spinnaker set in heavy rain, going downwind in 10-15 knots from the east. It was a really wild start. Boats were going above islands and below islands in a full-on storm like you never see here. It was totally unexpected," added the Quantum Sails representative, who sailed on eventual winner *Grand Illusion*.

**Bob Oatley's Queensland, Australia-based 100-ft Reichel/Pugh 'Wild Oats XI' at the start. SoCal sailor Roy Pat Disney (Walt's great-nephew) chartered the boat for Transpac.**



DOUG GIFFORD / WWW.ULTIMATESAILING.COM

# TRANSPAC RECAP —

With this victory, the legendary Santa Cruz 70 owned by James McDowell has become the first boat in the modern era to win the Transpac overall three times (1999, 2011 and 2015), helping to earn a most unlikely double of first to finish and first overall for the legendary Santa Cruz Yachts brand.

## Division 1

Despite sailing in conditions that would eventually allow the Saturday starters to claim a clean sweep of the podium, none of the headline-grabbing maxi-multihulls could even come close to record pace in Transpac 2015. With a combination of soft breeze in the middle of the course and a greatly prolonged northerly route to Hawaii dictated by two depressions to the south, the 48th Transpac held her records close to the chest — *Alfa Romeo II*, *Bella Mente* and *Commodore Explorer* will remain in the record books for at least two more years.

Slingshot out of Southern California in easterlies on the top of a depression before negotiating a very complex and constantly evolving smorgasbord of pressure, all three 100-footers opted to play the north hard, with Australia's *Ragamuffin 100* sailing up past 37 degrees north — the latitude of Santa Cruz — in what was the most northerly course in recent memory.

**Upon arrival in Honolulu, Gavin Brady, tactician aboard 'Rio100', is greeted by his family.**



**Paul Stemler's Newport Beach-based J/44 'Patriot' at the start.**

*Rio100's* boat captain Keith Kilpatrick blogged about the stresses of being so far north. "My biggest concern is running into something and damaging the boat. We are very far north, and there is lots of debris. The fact that we have two rudders, and neither of them are protected by the keel, leaves us vulnerable. Add to that the fact that there is very little moonlight, and it makes me very nervous. I'll gladly make a large withdrawal from my good karma account to come through this unscathed."

Robert Oatley and charterer Roy P. Disney's *Wild Oats XI* led the way in Division 1 with Syd Fischer's *Ragamuffin 100* behind and to the north and *Rio100* dead astern. Working up to put a loose cover on *Rags*, *Oats'* fill-in navigator Nick White and the rest of the super-maxi's world-class crew of Aussies, Kiwis and Americans finished some 20 hours outside record territory yet managed to claim a Division 1 victory over *Rags* and Manouch Moshayedi's *Rio100* — which easily claimed the Barn Door Trophy.

## Division 2

In a normal Transpac year without any 100-footers or maxi-tris, the seven-boat Division 2 would repre-

sent a healthy premier fleet for the race. With a trio of TP52s and four wildly different mini-maxis vying for honors, there was a lot to play for. Dealing with the same challenging weather conditions as the other fleets that started on Saturday, yet doing so in a fleet of boats that ranged from 52 to 77 feet in length, is not for the faint of heart.

North Sails rep and Moth sailor Zack Maxam describes the navigational challenges faced on board the TP52 *Bolt* (ex-*Rosebud*): "I'm no weather expert, but I know that the shortest distance between two points is a straight line and crossing well above and below rhumbline better be worth it... maybe it wasn't, but it was worth a shot!"

*Bolt* got her swerve under the watchful eye of *Pyewacket* regular Christopher 'Lew' Lewis and split the distance with sistership *Patches* and most of the mini-maxis to the north, and another TP52, *Destroyer*, to the south. *Bolt* claimed a resounding victory in Division 2 and the bottom rung of the overall podium in the 60-boat Transpac fleet.

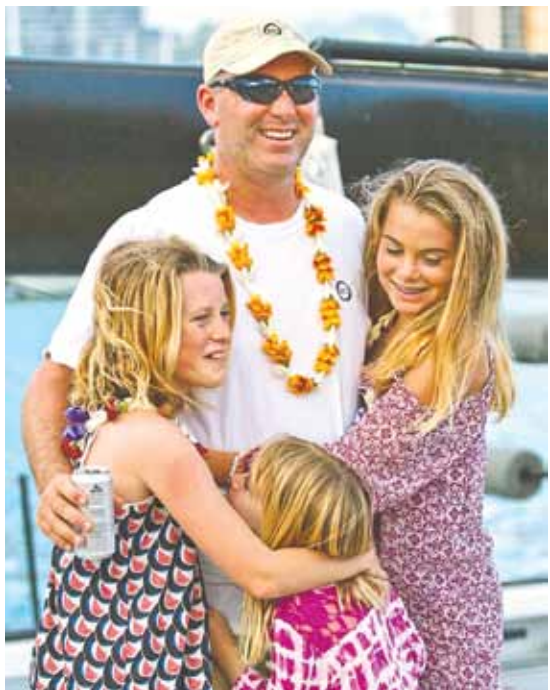
## Division 3

1-2-4-5-6. Five of the top six positions in fleet overall were claimed by sleds, once again proving that in a relatively benign waterline conditions year, the long and light West Coast classics are the proper horses for the course in a Hawaii race.

*"I'll gladly make a large withdrawal from my good karma account to come through this unscathed."*

"It was a really tactical race" says Bay Area-based Jeff Thorpe, navigator of the SC70 *OEX*. "We were 30-40 miles south of our competitors, waiting on the shift and just trying to stay inside of the competition," added the Quantum Sails rep from Point Richmond. Just when it looked as if the entire fleet might get 'Thorpedoed', the weather gods once again intervened.

"We were happy with our position until a new GRIB file came down one day and the whole scenario changed," said Thorpe. "The boats north of us got the shift first, and we now found ourselves



JEREMY LEONARD / TRANSPAC YC

# MOTHER NATURE WRITES THE SCRIPT

under-stood to Hawaii, reaching in with a jib-top with our competitors now inside of us. All things considered, we're extremely happy to finish on the podium in such a tough fleet after so many back-downs from trash. We broke our kelp cutter on a fishing net and even had to grind one net up on deck using a halyard. There was trash everywhere north of rhumbline."

Thorpe's Quantum Sails colleague Will Paxton ended up on the right side of that shift and was full of praise for his longtime crewmates on *Grand Illusion*. "We ground it out and did over 30 sail changes during the race. No modern boat in modern times has done this, and it's an honor to be part of this program and such a loving squad."

*"We were pretty tired. It was a real struggle and required a balance to sail doublehanded."*

## Division 4

An emerging fleet of J/125s and Rogers 46s had a special guest this year, as one of the most famous boats on the Internet made the journey to California from New Zealand to have a go at Transpac. Although the Kiwis on board the extreme little canting-keeled Greg Elliott-designed beast *Crusader 35* were a non-factor on handicap due to the atypically light conditions and a boat that isn't yet optimized for Transpac, the budding fleet of fast, all-carbon 40-ish-ft/HPR boats provided another epic battle to Hawaii.

Seattle yachtsman Greg Slynstad and his world-class crew, including multi-time Olympic medalist Jonathan McKee, sailed the J/125 *Hamachi* to a nearly four-hour corrected-time victory over



Roy Pat Disney, charterer/co-skipper of 'Wild Oats XI'



Manouch Moshayedi, owner/skipper of 'Rio100'

an unlikely challenger to the crown. Tim Fuller and top Southern California pro sailor Erik Champain sailed the J/125 *Resolute* to an incredible second place in Division 4, despite being doublehanded against a fleet of fully-crewed boats.

"In the light air and reaching," Erik told us, "we did pretty well against the crewed boats as we were light by comparison. Once the breeze went aft and the seas built in the later stages of the race, we just couldn't keep up with the fully trimmed crewed boats. Also, we were pretty tired. It was a real struggle and required a balance to sail doublehanded. This is the third time I've sailed doublehanded with Tim — all on different boats — and we were really happy to sail and pace with such an amazing crew

*The Bay Area-based 1D35 'Alpha Puppy' approaches Diamond Head and the finish of her third Transpac in a row.*



on *Hamachi* and the others."

Close to *Hamachi* on the water and third on handicap was Chris Hemans' Newport Beach-based Rogers 46 *Varuna*. Skipping the only all-Corinthian program in Division 4, Hemans described the three-day drag race that they had with *Hamachi*: "We ripped off a 328-mile day — a new boat record — but when we woke up, *Hamachi* was still right there! We were within sight of each other for 700 miles, but just couldn't get away."

To beat the J/125s next time, the distinctive all-black *Varuna* will come back with a few tweaks. "We're going to remove the 220 kilos that the previous owner added to the keel bulb and add a couple of feet to the sprit," explains Hemans. While the boat may get a bit more turboed out, the crew will remain a Corinthian family affair. "My daughter Gray will be 14 in two years and should be ready for Transpac. She's done a lot of sailing on the boat and doesn't even know what seasickness is."

## Division 5

The nine-boat Santa Cruz 50 and 52 fleet got stuck in the same light-air melee as the other Thursday starters, with the leaders emerging north of the rhumbline a few days in. When famed

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# TRANSPAC RECAP

navigator Jon 'the Hippie' Shampain made a decisive move to the north on board John Shulze's SC50 *Horizon*, the rest of the fleet took notice.

Later down the track, Eric Gray's SC50 *Allure* worked even farther north

hour behind. "A couple of days in, it was like a restart and we just didn't get the conditions to make much time on the 50s getting away from the coast. But we still had some fantastic downwind sailing to Hawaii!" explains the 'Little Hippie' James Clappier, bowman on *Lucky Duck*.

## Division 6

It was a long and slow race for the slowest of the Thursday starters. John Davis' Davidson 50 *Pipe Dream* took the most southerly route of any boat in the entire race — normally not a bad place to be — and corrected out last in division and close to the back of fleet overall, again illustrating just how north-biased the course was this year.

A class for relatively large displacement boats that didn't have a home, Division 6 was not surprisingly won by the longest waterline boat that went farthest north, John Chamberlain and Dean Fargo's Swan 651 *Second Wind*. The S-40 *Crescent III*, the Japanese race stalwart, placed second, while one of the only Hawaiian boats entered, Scott Bradley's DK 46 *Cazan*, sailed into her home waters to earn a podium finish in the small four-boat division.

## Division 7

*Celerity* and *Patriot's* battle for Division 7 honors left the rest of the fleet in the dust, with nearly a half day back to Drew Belk's Beneteau First 40 *Precepts II* in third with Dean Treadway's Richmond-based Farr 36 *Sweet Okole* missing out on the podium by just half an hour on corrected time.

A bit farther back was the Bay Area's turboed 1D35 *Alpha Puppy*, which has now completed her third consecutive Transpac.

"A lot of these smaller programs need help with prep," said *Alpha Puppy's* owner, Alex Farrell of Santa Clara, "and this year we wouldn't even have made it to the starting line without the help of our friend Henry King from Berkeley Yacht Club. It was a race to get to the starting line, but we



Beth Winton and Merry Cheers on the Jeanneau Sun Odyssey 44 'Sleeper' at the finish.

made it. During the race, we faced a lot of problems and challenges and didn't do as well as we had hoped, but our crew was great and it was an awesome experience. Until the *Puppy* can no longer do it, I think we'll be sailing Transpac. I love this race!" he exclaimed jubilantly.

## Division 8

Tracy Obert's custom 59-ft ketch *Marjorie* crushed Division 8, winning by more than 7 hours over Ron Simonson's Jeanneau SO44 *Sleeper*, with the Bell family's classic Lapworth 50 *Westward* rounding out the podium.

Division winner *Marjorie's* navigator Bill Guilfoyle explains the key to their success: "We had the right boat for this fleet and these conditions. When it was windy at the start, our displacement let us go where we wanted, and our waterline length let us move down the course pretty well. Our tactician Rick Valdez perfected the five-sail reach and taught me that it's true — two spinnakers really are better than one! Approaching the islands, the routing said to go west, but we saw an opportunity to get south and jibed early to thread the needle."

## Division 0

*Phaedo* owner Lloyd Thornburg completed one of the most impressive doubles in recent memory by skippering his MOD70 *Phaedo3* to victory in the Transatlantic Race and then flying



Division 0 winner Lloyd Thornburg of 'Phaedo' accepts the 'Hokule'a' multihull trophy.

than the perennial class champion *Horizon* and hooked into more pressure. *Allure* eventually took the division lead, finishing first and correcting out over *Horizon* by an incredible 2 minutes and 52 seconds — after more than 2,000 miles of racing!

Rounding out the podium was Dave MacEwen's Bay Area-based SC52 *Lucky Duck*, which corrected out less than an

Wan Lim at the helm of 'Sweet Okole', Wan's father, Fu Lim, and his two sons, Yal and Kui, built the cold-molded boat in Hawaii in '76. Fu would never allow his daughter to sail on the boat in a long ocean race. Fu died last year, so Wan was finally free to join the 'Sweet Okole' crew.



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PAUL KAMEN

## 2015 TRANSPAC FINAL RESULTS

| FL   | CL | BOAT NAME                  | BOAT TYPE          | OWNER                   | ELAPSED     | CORR.       |
|--|----|----------------------------|--------------------|-------------------------|-------------|-------------|
| <b>DIVISION 1 (Started Sat., 7/18/15)</b>                      |    |                            |                    |                         |             |             |
| 22   | 1  | <b>Wild Oats XI</b>        | R/P 100            | Roy P. Disney           | 06:10:37:02 | 06:12:37:38 |
| 32   | 2  | <b>Rio100</b>              | Bakewell-White 100 | Manouch Moshayed        | 07:05:34:07 | 06:19:30:06 |
| 47   | 3  | <b>Ragamuffin 100</b>      | Super-maxi         | Syd Fischer             | 06:17:26:59 | 07:07:00:41 |
| <b>DIVISION 2 (Started Sat., 7/18/15)</b>                      |    |                            |                    |                         |             |             |
| 3  | 1  | <b>Bolt</b>                | TP52               | Craig Reynolds          | 08:15:27:44 | 05:19:12:26 |
| 10   | 2  | <b>Patches</b>             | TP52               | Eduardo Porter Ludwig   | 08:15:44:31 | 06:01:37:38 |
| 12   | 3  | <b>Peligroso</b>           | Kernan 70          | Lorenzo Berho           | 08:10:12:19 | 06:04:37:15 |
| 14   | 4  | <b>Zephyrus</b>            | R/P 77             | Damon Guizot            | 08:08:48:04 | 06:05:35:49 |
| 15   | 5  | <b>Wizard</b>              | R/P 74             | David & Peter Askew     | 07:16:38:45 | 06:07:13:30 |
| 18   | 6  | <b>Bad Pak</b>             | STP65              | Tom Holthus             | 08:01:29:39 | 06:09:14:51 |
| 52   | 7  | <b>Destroyer</b>           | TP52               | Eduardo Saenz           | 08:17:09:35 | 05:22:26:16 |
| <b>DIVISION 3 / SLEDS (Started Sat., 7/18/15)</b>              |    |                            |                    |                         |             |             |
| 1  | 1  | <b>Grand Illusion</b>      | SC70               | James McDowell          | 08:15:56:16 | 05:15:47:00 |
| 2  | 2  | <b>Pyewacket</b>           | Andrews 70         | Chuck Nichols           | 08:15:46:35 | 05:17:45:21 |
| 4  | 3  | <b>OEX</b>                 | SC70               | John Sangmeister        | 08:13:13:02 | 05:20:59:03 |
| 5  | 4  | <b>Buona Sera</b>          | SC70               | Edward Marez            | 08:22:47:52 | 05:21:33:06 |
| 6  | 5  | <b>Holua</b>               | SC70               | Brack Duker             | 08:23:09:37 | 05:21:47:26 |
| 8  | 6  | <b>Maverick</b>            | SC70               | Chris Slagerman         | 09:02:39:25 | 06:00:31:56 |
| <b>DIVISION 4 (Started Thurs., 7/16/15)</b>                    |    |                            |                    |                         |             |             |
| 13   | 1  | <b>Hamachi</b>             | J/125              | Greg Slyngstad          | 10:15:00:34 | 06:04:55:32 |
| 16   | 2  | <b>Resolute</b>            | J/125              | Tim Fuller              | 11:01:38:30 | 06:08:44:38 |
| 23   | 3  | <b>Varuna</b>              | Rogers 46          | Chris Hemans            | 10:14:29:15 | 06:14:17:28 |
| 24   | 4  | <b>Timeshaver</b>          | J/125              | Viggo Torbensen         | 11:09:54:00 | 06:14:35:17 |
| 25   | 5  | <b>Bretwalda 3</b>         | Rogers 46          | Bob Pethick             | 10:13:33:58 | 06:15:44:48 |
| 33   | 6  | <b>Crusader 35</b>         | Elliott 35 SS      | Anthony Leighs          | 10:17:47:55 | 06:20:59:28 |
| <b>DIVISION 5 / SANTA CRUZ 50/52 (Started Thurs., 7/16/15)</b> |    |                            |                    |                         |             |             |
| 29   | 1  | <b>Allure</b>              | SC50               | Eric Gray               | 11:12:41:27 | 06:17:51:51 |
| 30   | 2  | <b>Horizon</b>             | SC50               | John Schulze            | 11:13:43:20 | 06:17:54:43 |
| 31   | 3  | <b>Lucky Duck</b>          | SC52               | Dave MacEwen            | 11:12:50:56 | 06:18:30:37 |
| 34   | 4  | <b>Relentless</b>          | SC52               | Bill Durant & Jeff Shew | 11:13:36:56 | 06:21:10:53 |
| 36   | 5  | <b>Paranoia</b>            | SC52               | Rick von Heydenreich    | 12:01:47:30 | 07:00:22:08 |
| 45   | 6  | <b>J World's Hula Girl</b> | SC50 Mod.          | Wayne Zittel            | 12:06:43:00 | 07:05:52:58 |
| 46   | 7  | <b>Adrenalin</b>           | SC50 Cust.         | Adrenalin, LLC          | 12:11:13:15 | 07:06:08:47 |
| 50   | 8  | <b>Hokahey</b>             | SC52               | George Bailey           | 13:18:48:23 | 07:23:12:22 |
| <b>DIVISION 6 (Started Thurs., 7/16/15)</b>                    |    |                            |                    |                         |             |             |
| 38   | 1  | <b>Second Wind</b>         | Swan 651           | John Chamberlain        | 12:08:38:54 | 07:00:29:47 |
| 42   | 2  | <b>Crescent III</b>        | S-40               | Akimitsu Hirai          | 12:13:08:10 | 07:02:26:35 |
| 43   | 3  | <b>CaZan</b>               | DK 46              | Scott Bradley           | 12:10:54:12 | 07:04:28:02 |
| 49   | 4  | <b>Pipe Dream</b>          | Davidson 50        | John Davis              | 13:22:34:11 | 07:21:21:59 |
| <b>DIVISION 7 (Started Mon., 7/13/15)</b>                      |    |                            |                    |                         |             |             |
| 7  | 1  | <b>Celerity</b>            | SC37               | Harry Zanville          | 10:18:12:44 | 05:22:47:29 |
| 9  | 2  | <b>Patriot</b>             | J/44               | Paul Stemler            | 11:10:38:23 | 06:00:44:06 |
| 20   | 3  | <b>Precepts II</b>         | Beneteau First 40  | Drew Belk               | 11:23:00:36 | 06:10:41:54 |
| 21   | 4  | <b>Sweet Okole</b>         | Farr 36            | Dean Treadway           | 13:10:45:09 | 06:11:14:38 |
| 28   | 5  | <b>Creative</b>            | J/105              | Ed Sanford              | 13:10:21:04 | 06:17:10:32 |
| 40   | 6  | <b>Julian</b>              | J/120              | Yasuhide Kobayashi      | 13:13:22:01 | 07:01:30:58 |
| 44   | 7  | <b>Alpha Puppy</b>         | 1D35               | Alex Farrell            | 13:02:09:09 | 07:05:24:44 |
| 48   | 8  | <b>Kokopelli</b>           | SC40               | Kevin Rooney            | 14:20:25:06 | 07:16:58:52 |
| 51   | 9  | <b>Fortissimo 11</b>       | 30-footer          | Yasuto Fuda             | 17:03:22:28 | 09:00:22:59 |
| -  | -  | <b>Picante</b>             | J/133              | Jorgensen Brothers      | DNF         | DNF         |
| -  | -  | <b>Bazinga</b>             | Hobie 33           | Steve Campo             | DNF         | DNF         |
| <b>DIVISION 8 (Started Mon., 7/13/15)</b>                      |    |                            |                    |                         |             |             |
| 11   | 1  | <b>Marjorie</b>            | BBY 59 cust. ketch | Tracy Obert             | 11:11:53:22 | 06:01:56:44 |
| 17   | 2  | <b>Sleeper</b>             | Jeanneau SO 44     | Ron Simonson            | 13:07:08:07 | 06:09:11:06 |
| 19   | 3  | <b>Westward</b>            | Lapworth 50        | Sam & Willie Bell       | 13:03:42:20 | 06:10:22:48 |
| 26   | 4  | <b>Between the Sheets</b>  | Jeanneau 52        | Ross Pearlman           | 12:23:32:57 | 06:15:49:29 |
| 27   | 5  | <b>Wind Dancer</b>         | Catalina 42        | Paul Edwards            | 13:22:45:19 | 06:16:20:52 |
| 35   | 6  | <b>Andiamo</b>             | J/46               | Robert Pace             | 13:04:10:45 | 06:21:59:39 |
| 37   | 7  | <b>Exit Strategy</b>       | Jeanneau SO 45.2   | Steven Ginder           | 13:20:52:02 | 07:00:25:51 |
| 39   | 8  | <b>Martha</b>              | 84-ft schooner     | Schooner Martha Found.  | 13:07:28:32 | 07:00:40:59 |
| 41   | 9  | <b>Transformer</b>         | Beneteau 523       | Joel Young              | 12:21:22:50 | 07:02:09:34 |
| -  | -  | <b>Avanti</b>              | Jeanneau 54 DS     | Jim LaBarge             | DNF         | DNF         |
| -  | -  | <b>Vivacia</b>             | Jeanneau 49 DS     | Robert Yearsley         | DNF         | DNF         |
| <b>ORCA MULTIHULLS (Started Sat., 7/18/15)</b>                 |    |                            |                    |                         |             |             |
| 1  | 1  | <b>Phaedo</b>              | Gunboat 66         | Lloyd Thornburg         | 08:05:08:41 | 08:06:07:50 |
| 2  | 2  | <b>Extreme H2O</b>         | Gunboat 66         | Pat Benz                | 07:19:25:37 | 08:10:47:45 |
| 3  | 3  | <b>Chim Chim</b>           | Gunboat 62         | John Gallagher          | 09:12:11:11 | 09:12:11:11 |
| <b>HPR 1</b>   |    |                            |                    |                         |             |             |
| 9  | 1  | <b>Destroyer</b>           | TP52               | Eduardo Saenz           | 08:17:09:35 | 09:06:22:43 |
| 1  | 2  | <b>Patches</b>             | TP52               | Eduardo Porter Ludwig   | 08:15:44:31 | 09:08:22:55 |
| 2  | 3  | <b>Wizard</b>              | R/P 74             | David & Peter Askew     | 07:16:38:05 | 09:16:11:48 |
| 3  | 4  | <b>Bad Pak</b>             | STP65              | Tom Holthus             | 08:01:29:39 | 09:18:44:50 |
| 4  | 5  | <b>Peligroso</b>           | Kernan 70          | Lorenzo Berho           | 08:10:12:19 | 09:22:09:27 |
| 6  | 6  | <b>Zephyrus</b>            | R/P 77             | Damon Guizot            | 08:08:48:04 | 10:08:55:59 |
| <b>HPR 2</b>   |    |                            |                    |                         |             |             |
| 5  | 1  | <b>Hamachi</b>             | J/125              | Greg Slyngstad          | 10:15:00:34 | 10:01:11:17 |
| 7  | 2  | <b>Varuna</b>              | Rogers 46          | Chris Hemans            | 10:14:29:15 | 10:16:02:24 |
| 8  | 3  | <b>Bretwalda 3</b>         | Rogers 46          | Bob Pethick             | 10:13:33:58 | 10:17:46:31 |

straight to California and skipping his Gunboat 66 *Phaedo* to a division win in Transpac. *Phaedo's* more highly-tuned and faster-rated sistership, the GB 66 *Extreme H2O*, owned by Pat Benz, beat *Phaedo* by more than 8 hours over the line, but could not save her time. John Gallagher's more sedate Gunboat 62 *Chim Chim* finished and corrected out more than a day behind.

While no official race records were broken in the 48th Transpac, *Lending Club 2* did manage to decimate the outright course record, and for the other elusive records it's only a matter of time. With big super-maxis and multihulls increasingly showing up in support of a healthy handicap fleet, as well as a new series of feeder races taking shape in the wake of the inaugural SoCal 300, Transpac is primed for a big year in 2017 and an off-the-hook 50th edition in 2019. Combine this with an equally healthy Pacific Cup race that already

**Division 4 winner Greg Slyngstad's Seattle-based J/125 'Hamachi' at the start.**



boasts close to 50 entries for 2016, and the West Coast ocean racing scene continues to thrive.

— ronnie simpson

*Editor's Note: Around one-third of this year's Transpac fleet participated in the inaugural Ocean Cleanup: Mega Expedition project on the delivery home to the mainland. We'll have a full report on that in next month's issue.*

# PACIFIC PUDDLE JUMP RECAP —

It's often said that the verdant isles and atolls of French Polynesia comprise one of the most spectacular cruising grounds on the planet. But sailors must *earn* the privilege of exploring them by crossing at least 3,000 miles of open water while en route from the West Coast of the Americas, with no possible rest stops along the way — an often-life-changing voyage we call the Pacific Puddle Jump.

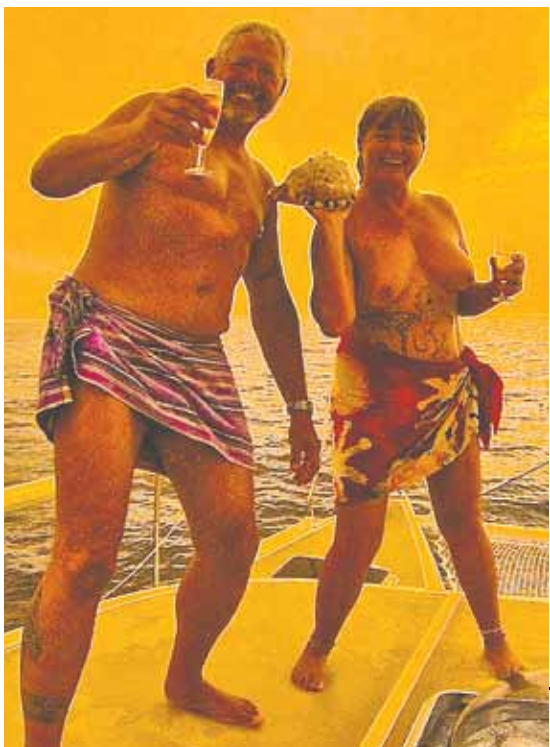
As regular readers know, we've been reporting on this annual westward migration of international cruisers for two decades, yet we never tire of meeting each new fleet of Jumpers, as their backgrounds and cruising aspirations are as diverse as the boats they sail on.

We first met some of the sailors featured in these pages in March at our annual PPJ Sendoff Parties in Puerto Vallarta and Panama. (See our features on those events in the April and May issues.) Others we've only met via email.

Whether sailing on gold-plater yachts or well-worn fixer-uppers, they all seem to share the same wanderlust for meeting the challenges of the open ocean, making landfalls at dreamy tropical anchorages skirted by jagged volcanic peaks, swimming in turquoise lagoons, and immersing themselves in the rich Polynesian culture.

As you'll read in the comments from fleet members that follow, this year's crossing was particularly challenging for many westbound sailors due to unsettled

**The 'Bonono' crew celebrates their equator crossing with a toast of Champagne during a brilliant sunset.**



BONONO

conditions both north and south of the equator, and especially in the ever-changing the Intertropical Convergence Zone (ITCZ).

During the principal crossing months — March, April and May — conditions in the Eastern Pacific didn't quite meet the specific definition of an El Niño 'event' (that officially began in June), but that's not to say things weren't a little weird out there. While some experienced plenty of glorious sailing, others saw mostly light winds accompanied by sloppy seas. And in the ITCZ, at least a few encoun-

*"The surprise was that the time flew by. We looked at each other on day 14 in astonishment at the date!"*

tered stronger-than-normal winds and squalls.

That said, residual swells from big storms far north and south of the equator often make at least the first half of the trip a bouncy ride over competing wave trains. The bottom line is it's usually a bit of a crapshoot, weatherwise, no matter where you leave from, as conditions can change quickly, and the GRIB files that most cruisers rely on aren't always spot-on near the equator.

Rowdy sea conditions contributed to the fleet's most unfortunate incident: Randy and Dawn Ortiz were forced to abandon their S&S 42 *Nirvana Now* in mid-ocean after her steering was irreparably damaged and she began taking on water. Luckily, Bob and Mona Jankowski were relatively close by on their Caliber 40 *Continuum*, and were able to rescue the Ortizes safely. We're happy to report that the shaken yet undeterred Canadians already have another boat, as they were fully insured.

With that introduction, we'll share a variety of insightful comments from the 2015 PPJ fleet, culled from our annual crossing survey.

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

*Kiapa Nui* — "Like everybody, we had expectations of beautiful, downhill tradewind sailing, but we knew that conditions would be all over



INSET TIPSEA

SCINTILLA

the map, and changing with an almost exasperating frequency. And they were."

*Solimar* — "The whole squall thing seems a bit overblown. Sure they rolled through consistently and I got blasted several times, but it wasn't any big deal. Mostly inconvenient. That said, I experienced no lightning."

*Sail La Vie* — "The biggest difference in what we expected vs. what we experienced was the almost constant disorganization of waves. We expected them to come from the east-southeast, but they came from the north and the northeast as often as the southeast, usually at the same time — made some granddaddy-sized swells that tried to climb up into our laps quite frequently."

*Jacaranda* — "For me (Chuck) it was a much better PPJ passage than I made 25 years ago. The installation of roller furling made a huge, huge difference. In my previous jump from Mexico I made over 100 headsail changes. Now it's all done from the cockpit."

*Iolani* — "The experience surpassed the dream! We were surprised we had minimal squalls and lightning, and that we loved the doldrums."

*Family Circus* — "The squalls were a big fear for some of our crew, yet they turned out to be much less of an issue. We were surprised that there wasn't that much wind. We never saw the doldrums,



# EARNING THE DREAM



**Inset: Brittany braces for a squall aboard 'Tip-sea.' Spread: After 20 days, 'Scintilla' makes landfall at Fr Poly's easternmost isle, Fatu Hiva.**

and we were surprised that the days went by quite quickly."

**Bonono** — "Major disappointment regarding wind and sea conditions on the passage Galapagos to the Gambiers. We had extremely difficult cross seas with long periods of no wind, and the need to use the engines much longer than expected."

**Ambler** — "We saw light to no winds at 5° and 3°N, as expected, but also at

*"Once I was out there, it was a great relief to have such tranquility and solitude."*

4°S. But no real ITCZ, with the associated lightning, thunder, squalls, and compass-boxing winds. The seas were more confused than on our previous crossing, with several contrary wave trains — reminded us of the Indian Ocean, not the Pacific."

**Winterlude** — "We thought it was going to be long, boring and drawn-out, and the surprise was that the time flew by. We looked at each other on day 14

in astonishment at the date! We also thought watches would take some time to get used to, but we were into the groove right away."

**Centime** — "The leg from Las Perlas, Panama, to the Galapagos was far more fun and pleasant than expected. Contrary to most expectations and weather gurus' prognostications, we had some of the best sailing we've had in 10,000 miles."

**Thinking of Dave** — "We departed Panama earlier than most of the Puddle Jump fleet on February 23. The biggest difference from my expectations was the lack of wind all the way across to Bora Bora (no doubt due to our timing). We rarely experienced more than 7-12 knots on any of the passages across to the Society Islands and only had our first real squall just one day out from the Marquesas. However, yachts coming across just several days behind us told a different story."

**Bella Vita** — "This was our second time crossing the Pacific from Mexico, so we knew what we were

getting into. Our first crossing in 2008 was much rougher than this year's. In 2008 the crossing took 27 days from Manzanillo to Fatu Hiva on a 46-ft boat (Cal 2-46). This year the crossing took 22 days from Cabo San Lucas to Hiva Oa on a 53-ft boat."

**Antares** (singlehander) — "From my experience crossing the Sea of Cortez alone I knew it was going to be a challenge day in and day out. But once I was out there, it was a great relief to have such tranquility and solitude. I was forced to relax during the down times, which gave me lots of time to read, think and write."

**Wairua** — "I (Megan) had read all sorts of books about the Pacific crossing where people were hanging out in the cockpit naked sunbathing on watch; that was not our experience. Andy had crossed the equator several times when leaving New Zealand and knows what a 'Milk Run Passage' should be. We started calling it the 'Milk Shake Run.' Absolutely not what was expected!"

**Pacific Spirit** — "This was not my first long passage, but being part of the Puddle Jump was one of the most fun trips I have ever done."

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

**Solimar** — "Some of our high points

**Aboard 'Miss Behaving', Cap'n Justin holds up the whopper wahoo that apparently broke the net's pole, held by daughter Hayley.**



# PACIFIC PUDDLE JUMP RECAP —



LAYA



SCINTILLA



TIME WARP



FAMILY CIRCUS



SULOOK



TIPSEA

were sailing at hull speed for days at a time. Being surrounded by nature and the amazing palette of colors. Lows included the inevitable periods of the Windex spinning wildly on the masthead."

**Second Wind** — "Highs were catching a large wahoo — yahoo! — and days of 160-plus-mile runs (even without a spinnaker). Those were exhilarating! A low was catching only two fish. We were hoping for a lot more sashimi."

**Sea Note** — "The PPJ SSB net was wonderful and helped with wind predictions from other boats that reported in. (Thanks to Dawn Hillard on *Destiny*, net manager for the Banderas Bay PPJ group.) The low point was the wind was not as expected; we had to zigzag across until we got to the equator."

**Scintilla** — "We saw a total eclipse of the moon, which was red, by the way, and one night we saw a double moon-bow. We've never seen that before."

**Panthera** — "Highs were a fast 21-day crossing with only 16 hours spent in the ITCZ."

**Kiapa Nui** — "Some of the highs were the reactions of our rookie crew member during the first night watch with

the autopilot steering in 15-20 knots of breeze and making 12-15 knots of boat speed: 'Is it supposed to do this?' Also, seeing orcas at Clarion Island, and doing 1,000 miles in five days. We had a perfect tradewind sailing day with flat seas and 15 knots of ESE breeze on the first day after crossing the ITCZ. We saw three sperm whales, one of whom gave

*"A big highlight was being overtaken by a large pod of pilot whales — probably close to a thousand — which lasted over an hour."*

us the serious 'stink eye' — we had to alter course to avoid it."

**Jacaranda** — "Overall this had to be one of the best passages we have ever had. Wind from aft of the beam about 80-90% of the way. No traffic and the only course changes were for chasing the positive current."

**Family Circus** — "Some highs were fly-

ing under asymmetrical chute for hours on a favorable heading in warm weather. Most importantly was the building feeling that we were actually going to do this — to culminate a long-term dream and goal. Lows included seasickness and pounding on a bad wave angle for the last four days."

**Bonono** — "High points were crossing of the equator, magical sunsets and nights. Lows were the unexpected bad weather and the long periods of no wind, but with cross seas that made the trip hell. A strong gale south of our track resulted in unusual weather."

**Ambler** — "A big highlight was being overtaken by a large pod of pilot whales — probably close to a thousand — which lasted over an hour at 9°S."

Another highlight for the *Ambler* crew was completing their 26-year circumnavigation when they crossed their outbound track on April 17.

**Centime** — "One high was the sail from Panama to the Galapagos. I remember on one particular night that I had one of the most perfect night watches I can ever remember or wish for: Perfect wind, perfect night sky, mild seas — fantastic!

# EARNING THE DREAM



HELIOS



FAMILY CIRCUS



PACIFIC SPIRIT



WINTERLUDE



SECOND WIND

**Clockwise from upper left: Cooling off aboard 'Laya'; equator crossing on 'Scintilla'; a jolly Neptune aboard 'Time Warp'; the 'Helios' crew chills in pristine waters; father-son catch on 'Family Circus'; anti-scurvy remedy; "Even old ladies like to be nude," says Nancie of 'Second Wind'; lazy sailing aboard 'Winterlude'; an idyllic Marquesan pool; 'Suluk' in paradise; 'Family Circus' landfall.**

"Another was getting 'Grace', our new Hydrovane system, dialed in. We had one stint of over 36 hours on a dead run with the genoa poled out to port, the drifter flying free to starboard and the windvane steering us gracefully along. Awesome!

*Thinking of Dave* — "For me there were many high points: the periods of solitude on watch where you had time to reflect; encounters with whales, dolphins and sea birds; endless warm to hot summer days with their exquisite sunrises and sunsets; and the night sky, especially on moonless nights when you could see the Milky Way panorama."

*Joana* — "The low point was when our French press coffee pot fell onto the cabin sole and broke into a thousand pieces, due to the heavy swell."

*Antares* (singlehander) — "Physically and mentally, I went through a great number of highs and lows due to exhaustion, the heat, and at times depression. A couple of times I found myself so tired from dealing with squalls through

the night that I would just sit there for hours looking at the ocean, not moving a muscle except the ones bracing my body against the coaming on the leeward side of the cockpit.

"My greatest reward was seeing the shadows of Ua Huka in the sunset on April 25, I emailed and texted everyone I knew to let them know I'd made it, and it felt amazing to be able to say that I'd crossed such a vast distance alone."

*Escape Velocity* — "One day we looked at the chart plotter to find that while the boat was pointed in the right direction, we were actually moving backward at one knot, pushed by a current. All of our low points were of the no-wind variety, and all of the high points were whenever we could move at faster than three knots.

"We took advantage of the doldrums by cleaning the bottom, doing laundry, cooking more elaborate meals. We just found our zen happy place and read and talked and listened to music, then sailed like crazy whenever we hit squalls. Even-

tually we got far enough south to catch steadier winds.

"Some of the most beautiful night watches I've ever experienced were ghosting along at three knots, not worrying that we were slow, watching the stars and the moonrise. Once we accepted that our passage would be a long one, we just enjoyed the peace and quiet (and prayed for wind)."

*Wairua* — "The low point was losing steering and wallowing with the seas that boarded the boat while the captain replaced the steering cables. Not fun!"

*Miss Behaving* — "High points were catching big fish — our biggest was a six-foot wahoo. We also did more than a week of over-210-mile days, which was fantastic!"

*Pacific Spirit* — "It's always great to know that there is some other earthling out there and Dawn Hillard, the net controller, has to be the best ever. We loved the way she genuinely 'cared' about her troops and the 'hugs' she sent in emails. That woman rocks!

"Lows included blowing my kite out in 20 knots of breeze and the freezer breaking down in the first week, which

# PACIFIC PUDDLE JUMP RECAP —

meant we ate too much pasta from then to Nuku Hiva."

## Did you celebrate crossing the equator? If so, how?

*Time Warp* — "We popped Champagne, gave some to Neptune, and one of our crew, Robert Tinus, dressed up as Neptune. We had a lovely lunch including seared tuna (caught the day before), Champagne and homemade brownies that were cooked for the occasion.

*Solimar* — "Dumped a bottle of Champagne over the side and thanked Neptune for allowing me to pass with minimal pain and suffering. He clearly was not satisfied with the inexpensive brand as a day later he took my primary anchor."

*Kiapa Nui* — "We enjoyed the moment enough to sail back and forth over the line five times, the last of which was so that the younger crew could jump in and swim across."

*French Curve* — "My wife Cheryl swam across and I surfed across on my surfboard pulled by the boat."

*Winterlude* — "We crossed the equator at 6 a.m. on a perfectly calm morning. After opening a bottle of Champagne, the boys went swimming and John was able to retrieve the Champagne cork almost 20 minutes after it went overboard. It was so calm we drifted back across the equator."

*Centime* — "We and our friends on *Wavelength*, sailing mostly together, had agreed on a rendezvous waypoint to both shoot for, and soon we were in sight of each other. They got there a bit ahead of us and swung around so we could cross together. We then "raced" across close-hauled and crossed almost simultaneously."

*Apropos* — "We mixed a bowl full of raw fish, sea water, mustard and pasta, and each took a bite. We all kissed a dead flying fish on the lips, then toasted King Neptune."

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

*Time Warp* — "It was totally awesome! We pulled into Nuku Hiva, and

before we dropped the hook Steve from *Pannikin* came in his dinghy to welcome us with a cold six pack. It was the best beer we ever had."

*Second Wind* — "There were many emotions, but perhaps the strongest one was relief. Not that the passage was over; our passage was as good as it could have been! But because all of the obstacles that arose prior to our departure — which were many and formidable — had not prevented us from making the voyage."

*Iolani* — "First relief, then elation. We brewed some coffee, which we drank in the cockpit while enjoying the gorgeous Hiva Oa sights, and a passing



**After weeks at sea it's great to stretch out your sea legs with a hike on a Marquesan trail. Inset: As the 'Iolani' crew discovered, some lead to ancient tikis.**

rain shower didn't even send us down below. We just sat in the rain, amazed."

*Family Circus* — "Personally for me, as someone who has read about this, and seen the pictures in *Latitude 38* for 31 years, it was an amazing feeling; very emotional and terribly exciting."

*Tipsea* — "We were hove-to outside Atuona and it was dark. When the sun began to rise, the islands came to life as if the light itself had created the islands. A rainbow formed an archway over the entrance to the harbor, and we sailed right through it as if it were a door that had been opened to show us a new life."

*Winterlude* — "Seeing land on the radar first, then a shadow on the horizon, and finally the craggy mountains of Hiva Oa in the sunlight made us speechless at the achievement we had made by crossing the Pacific. As they say you can smell land before you see it, we also were hoping to get the aroma of fresh baguettes."

*Antares* — "When I first got to land I started shaking from excitement and almost couldn't walk for a good half hour."

*Escape Velocity* — "As we looked at the 15 other boats in the anchorage, all shapes and sizes, I felt an instant kinship with them all, and that we'd become part of a very exclusive club of long-distance sailors. I don't think we stopped smiling for days afterward, and we greeted the new arrivals with the same enthusiasm that we were greeted with."

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

*Suluk* (singlehander) — "Buy more beer before you set sail!"

*Sea Note* — "Make sure there is a SSB net. That was a support system, not only for contact with other boats and weather prediction, but you get to know them and when you arrive you say hello like old friends."

*Panthera* — "Don't believe the GRIB forecasts. They are not localized enough and we found we had generally 10 knots more wind than forecast, or less, but rarely as forecast!"

*Sail La Vie* — "Mount your windvane on the starboard side of your transom so it will actually be in the water while you're on an endless port tack, so you

won't have to steer by hand. Don't count on catching fish for meals."

*Kiapa Nui* — "The best preparation is an equal mix of sailing and projecting, with significant emphasis on the former. For newbies, offshore racing provides an incredibly valuable framework for boat and water safety."

*Jacaranda* — "We dragged a line the length of the boat on each side for 30 minutes a day to keep the gooseneck barnacles at bay. We had very dirty topsides when we arrived, but not one gooseneck barnacle anyplace that the line had touched."

"Mentally be prepared for the cross swell. It's there just about every year and makes for some bouncy conditions. Remember this is not a race. If you push

# EARNING THE DREAM

too hard you will be spending a number of days fixing broken items when you arrive. We heard numerous reports of torn sails and broken rigging."

**Family Circus** — "Do it! These islands are amazing, and the passage is much less of an issue than expected.

"While amateur weather debate can be stimulating, we know that we aren't experts. We used a weather router and are thankful that we did. The cost was very low to have a router provide the window, then three updates along the way."

**Tipsea** — "What helped me was advice before the trip from a few circumnavigators and lifetime cruisers who said, 'It's not a puddle and it's not a jump. It's

fucking serious shit.' This is not to say it won't be fun, but make sure your boat is ready for a 24/7, one-month rigorous test. The most important thing, though, is to go as soon as you can. Don't wait. Things change and life is short. If you are reading this and you have the bug to do it, go for it!"

**Winterlude** — "Slow down every night and don't worry about going off course for a while to avoid bad weather. Keep it level, keep it safe. It's not a race"

**Thinking of Dave** — "Prepare well and leave nothing to chance. If any gear looks as if it could fail then replace it or carry a spare because it almost certainly will fail. Also, don't leave too early in the season as there could be extended periods with

little or no wind."

**Escape Velocity** — "Trust your boat, be prepared for slow days, don't be impatient. This is an incredible passage wherever you start from, so appreciate every minute of it, good and bad. You'll likely never do anything quite like it again."

**T**hat's a nice sentiment to end with, but if you think there might be a Puddle Jump in your future, check out the website: [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com). There you'll find recaps of previous years and lots of other useful info. Registration for the 2016 crossing will begin in early November.

— andy

## 2015 PACIFIC PUDDLE JUMP PASSAGE DATA

Although not all Puddle Jumpers responded to our survey, those who did give a representative sampling of passage data.

| Boat Name               | Boat Make & Length    | Captain & Crew           | Boat's Homeport   | Departed From & Date | Landfall & Date   | Days of Xing | Miles of Xing | Equator X Long | Engine Hours | Best 24 Hours | Worst 24 Hours | High Wt Speed | # of Fish Caught | Breakage & Breakdowns   |
|-------------------------|-----------------------|--------------------------|-------------------|----------------------|-------------------|--------------|---------------|----------------|--------------|---------------|----------------|---------------|------------------|---|
| <b>Ambler</b>           | custom 40 schooner    | Tom Olson & Jan Holbrook | Olympia, WA       | Panama, Apr 1        | Hiva Oa, May 4    | 33           | 3,920         | .86W           | 10 hrs       | 156 nm        | 54 nm          | 25 k          | 4                | control lines on windvane   |
| <b>Althea</b>           | Westsail 32           | Larry & Margie Linder    | Morro Bay, CA     | Pto Vallarta, n/a    | Hiva Oa, n/a      | 31           | 3,000         | .127W          | 40 hrs       | 148 nm        | -16 nm         | 50 k          | 7                | outhaul connection, fridge, diesel lift pump  |
| <b>Antares II</b>       | Alberg 30             | Justin Hoye-House        | Portland, OR      | Pto Vallarta, Apr 1  | Nuku Hiva, Apr 25 | 26           | 3,384         | .122W          | 30 hrs       | 164 nm        | 40 nm          | 50 k          | 5                | ripped main, radar, topside paint peeled off  |
| <b>Apropos</b>          | Hans Christian 43     | Jim Shutt & Karen Wong   | Seattle, WA       | Pto Vallarta, Mar 20 | Fatu Hiva, Apr 12 | 23           | 2,880         | .130W          | 12 hrs       | 160 nm        | 95 nm          | 36 k          | 2                | chartplotter  |
| <b>Bella Vita</b>       | Pearson 530           | Arkady & Iwona Glabek    | Portland, OR      | Cabo, n/a            | Hiva Oa, n/a      | 22           | 3,000         | .131W          | 60 hrs       | n/a           | n/a            | 30 k          | 0                | none  |
| <b>Bonobo</b>           | Banana 43 cat         | Marc & Nadine Verstraete | Brussels          | Galapagos, Apr 4     | Gambiers, May 2   | 29           | 3,200         | .87W           | N/a          | 148 nm        | 75 nm          | 29 k          | 1                | none  |
| <b>Centime</b>          | Shearwater 39         | Heidi Love & Dennis Jud  | Portland, ME      | Galapagos, Mar 30    | Nuku Hiva, Apr 20 | 21           | 4,060         | .87W           | 138 hrs      | 169 nm        | 95 nm          | 35 k          | 0                | ripped main, autopilot  |
| <b>Desire</b>           | Cavalier 39           | Tom & Britta Hamilton    | San Pedro, CA     | Galapagos, Apr 1     | Hiva Oa, May 1    | 26           | 2,700         | .120W          | 90 hrs       | 150 nm        | 90 nm          | 40 k          | 0                | nothing major   |
| <b>Escape Velocity</b>  | Manta 40 cat          | Jack & Marce Schulz      | Annapolis, MD     | El Salvador, Mar 14  | Fatu Hiva, Apr 24 | 42           | 3,622         | .121W          | 19 hrs       | 160 nm        | 21 nm          | 45 k          | 0                | none  |
| <b>Family Circus</b>    | Lagoon 470            | Tzortzis family          | San Francisco, CA | La Paz, Mar 21       | Hiva Oa, Apr 9    | 19           | 3,159         | .134W          | 7 hrs        | 192 nm        | 144 nm         | 23 k          | 4                | chafed running rigging, generator   |
| <b>French Curve</b>     | Beneateau First 47.7  | Mark & Cheryl Mitchell   | San Diego, CA     | Galapagos, Apr 25    | Hiva Oa, May 11   | 16           | 2,980         | n/a            | 10 hrs       | 209 nm        | 142 nm         | 30 k          | 0                | autopilot leak, freezer, rudder post leak   |
| <b>Full Circle</b>      | Lidgard 50 cat        | David & Cindy Balfour    | Austin, TX        | Pto Vallarta, Apr 28 | Hiva Oa, May 15   | 18           | 3,000         | .89W           | 40 hrs       | 220 nm        | 87 nm          | 30 k          | 0                | steering tie rod unscrewed, bilge pumps   |
| <b>Helios</b>           | Island Packet 380     | Dominic & Corinne Dolci  | San Francisco, CA | Ensenada, Apr 16     | Nuku Hiva, May 9  | 23           | 2,985         | .130W          | 71 hrs       | 162 nm        | 91 nm          | 35 k          | 1                | halyard chafe, jib stitching  |
| <b>Iolani</b>           | Hughes 48             | Barry & Sylvia Stompe    | Sausalito, CA     | Pto Vallarta, Apr 2  | Hiva Oa, Apr 24   | 22           | n/a           | .121W          | 20 hrs       | 183 nm        | 20 nm          | 35 k          | 0                | none  |
| <b>Jacaranda</b>        | Allied 39             | C Houlihan & L Edeikin   | San Diego, CA     | Galapagos, May 20    | Tahuata, Jun 9    | 21           | 2,978         | n/a            | 2 hrs        | 155 nm        | 80 nm          | 25 k          | 2                | bolt holding windvane broke, lost its rudder  |
| <b>Joana</b>            | Roberts 53            | Wade Alarie              | Ottawa, CAN       | Galapagos, Apr 4     | Nuku Hiva, Apr 27 | 24           | 3,100         | .85W           | 50 hrs       | 175 nm        | 96 nm          | 40 k          | 3                | SSB corroded wire, sea water in diesel head, generator fuel pump, refrigerator gas (joint leak), sail track UV degradation                            |
| <b>Kalliope</b>         | Tayana 37             | Deb & Gregg Burton       | Clark, CO         | Galapagos, May 31    | Hiva Oa, Jun 29   | 29           | 2,800         | n/a            | 8 hrs        | 125 nm        | 73 nm          | 22 k          | 0                | failed web loop at head of genoa  |
| <b>Kiapa Nui</b>        | Looping 48 cat        | Pete & Sue Wolcott       | Bear Valley, CA   | Cabo, Apr 21         | Nuku Hiva, May 7  | 16           | 2,937         | .128W          | 71 hrs       | 230 nm        | 110 nm         | 29 k          | 0                | we "grinded" a horizontal tear into main  |
| <b>Laya</b>             | Morgan O/I 51         | Hans Palmberg            | Sweden            | Galapagos, Mar 13    | Hiva Oa, Apr 5    | 23           | 3,091         | .87W           | 143 hrs      | N/a           | N/a            | 28 k          | 3                | pressure switch on the watermaker   |
| <b>Miss Behaving</b>    | Discovery 55          | Justin & Deb Page        | Melbourne, AUS    | Galapagos, Apr 14    | Fatu Hiva, Apr 30 | 16           | 3,000         | .88W           | 20 hrs       | 217 nm        | 160 nm         | 40 k          | 6                | genset overheating  |
| <b>Pacific Spirit</b>   | Island Spirit 40 cat  | Peter Benjamin           | Brisbane, AUS     | La Paz, Mar 22       | Nuku Hiva, Apr 14 | 21           | n/a           | n/a            | 27 hrs       | 196 nm        | 87 nm          | 46 k          | 0                | none  |
| <b>Palarran</b>         | Hans Christian 38     | Tawn & CB Midkiff        | Seattle, WA       | Galapagos, Apr 9     | Fatu Hiva, May 3  | 23           | 3,094         | .88W           | 23 hrs       | 153 nm        | 114 nm         | 36 k          | 3                | head, running rigging chafe   |
| <b>Panthera</b>         | Nordic 44             | Richard Davies           | Bristol, UK       | Pto Vallarta, Mar 21 | Nuku Hiva, Apr 10 | 21           | 2,765         | .128W          | 10 hrs       | 175 nm        | 65 nm          | 40 k          | 2                | ripped cruising chute   |
| <b>Rainbow</b>          | Crowther 10m cat      | Cliff Shaw               | Emeryville, CA    | San Francisco, n/a   | Hiva Oa, n/a      | 24           | 3,500         | n/a            | n/a          | n/a           | n/a            | 24 k          | n/a              | n/a   |
| <b>Sail La Vie</b>      | Morgan 45             | Lars Larsen & L Crowell  | Park City, Utah   | Panama, Apr 7        | Nuku Hiva, May 14 | 38           | 4,420         | .85W           | 8 hrs        | 155 nm        | 61 nm          | 32 k          | 2                | snatch block on genoa roller furler   |
| <b>Scintilla</b>        | CT 49                 | Chris Harry & C Barnes   | Seattle, WA       | Pto Vallarta, Mar 21 | Fatu Hiva, Apr 10 | 20           | 2,900         | .130W          | 4 hrs        | 187 nm        | 97 nm          | 38 k          | 0                | weld on windvane, lost GPS, AIS lost receive function, running lights, refrigeration, galley pressure pump, propane solenoid, furling drum came apart |
| <b>Sea Note</b>         | Endeavor 43 ketch     | Raymond Wood             | Fort Mohave AZ    | Pto Vallarta, Mar 19 | Hiva Oa, Apr 15   | 27           | 2,810         | .134W          | 30 hrs       | 153 nm        | 87 nm          | 45 k          | 4                | none  |
| <b>Second Wind</b>      | Nordic 44             | Arthur & Nancie Shaw     | Anacortes, WA     | Pto Vallarta, Apr 4  | Hiva Oa, Apr 26   | 22           | 2,838         | .128 W         | 31 hrs       | 168 nm        | 96 nm          | 35 k          | 2                | only little things  |
| <b>Solimar</b>          | Bristol Chi Cutter 28 | Kendal Banks             | Santa Barbara, CA | Pto Vallarta, Apr 17 | Nuku Hiva, May 17 | 31           | 3,032         | .120W          | 37 hrs       | 161 nm        | 48 nm          | 35 k          | 0                | Neptune swiped primary anchor   |
| <b>Suluk</b>            | Tradewind 35          | Pieter Bokhoven          | Netherlands       | Galapagos, Mar 21    | Fatu Hiva, Apr 18 | 28           | 3,100         | .87W           | 84 hrs       | 151 nm        | N/a            | N/a           | 1                | none  |
| <b>Thinking of Dave</b> | Beneateau 50.5        | Mark & Tina Emery        | Sydney, AUS       | Galapagos, Mar 9     | Hiva Oa, Apr 4    | 25           | 3,200         | .88W           | 140 hrs      | 158 nm        | 82 nm          | 27 k          | 4                | generator impeller, multiple mainsail slides, fridge thermostat, BBQ regulator, torn gennaker, burst hose on electric water pump                      |
| <b>Time Warp</b>        | Jeanneau 45.2         | C Deykin, E Wilkinson    | Brisbane, CA      | Pto Vallarta, n/a    | Nuku Hiva, n/a    | 27           | 3,100         | .127W          | 140 hrs      | 155 nm        | 70 nm          | 38 k          | 2                | autopilot malfunction 700 miles out   |
| <b>Tipsea</b>           | Ericson 35            | Matt & Brittany Erickson | Coronado, CA      | Manzanillo, Apr 18   | Atuona, May 17    | 30           | 3,600         | .119W          | 0 hrs        | 170 nm        | 35 nm          | 37 k          | 7                | none  |
| <b>Ulysses Blue</b>     | Invin 52              | Bailey Family            | Cairns, AUS       | Ecuador, Apr 26      | Fatu Hiva, May 19 | 23           | 3,681         | .80W           | 20 hrs       | 199 nm        | 118 nm         | 35 k          | 16               | halyard shackle, lower shroud, autopilot  |
| <b>Wairua</b>           | Freedom 33            | Andy & Megan Vance       | Kerikeri, NZ      | Panama, Apr 4        | Fatu Hiva, May 7  | 32           | 3,880         | .85W           | 8 hrs        | 180 nm        | 78 nm          | 35 k          | 2                | steering cables, minor windvane issues  |
| <b>Winterlude</b>       | Hunter 50             | Laird O'Connor           | Vancouver, CAN    | Costa Rica, Mar 21   | Hiva Oa, Apr 17   | 26           | 3,693         | .102W          | 271 hrs      | 161 nm        | 113 nm         | 37 k          | 3                | none  |

# AMERICA'S CUP WORLD SERIES —

This year's first Louis Vuitton America's Cup World Series races took place in Portsmouth, UK, on July 23-26. I find it difficult to call this just a sailing event as the bigger picture is

the Isle of Wight.

On the night before the first race in the Portsmouth event, friends and I gathered over beverages to cast our votes (placed in a sealed envelope) for the winner of the 35th America's Cup in 2017.

Sailing fans showed up in the quaint seaside town of Portsmouth in impressive numbers, with almost

250,000 spectators over the course of the event. People were able to watch the practices and races from sites around

San Francisco's Fisherman's Wharf, and from within the Southsea Common event site which is comparable to, although much larger than, San Francisco's Marina Green.

Having traveled from San Francisco, I noted that, although most of the spectators were British, some Americans were sprinkled throughout the crowds. The city of Portsmouth did a tremendous job in creating a wonderful festival on shore at the Southsea Common event site with food and beverages including Gosling's Dark 'n Stormies and Guinness beer. There were activities like a 'big wheel' (what Americans would call a Ferris wheel) and multiple bands performing nightly on the main event stage. The big concert lineup for Saturday night had several bands including Carly Rae Jepsen, McBusted, and Wet Wet Wet, leading up to the headliner, Spandau Ballet. Hotels and restaurants were booked, and the iconic English pubs were filled with sailing fans chatting about the day's events. Event signage was ev-



GILLES MARTIN-RAGET / ACEA

**Defender Oracle Team USA chases promising challenger Land Rover BAR in the first day of racing in the new Cup cycle.**

that it is now game on for the 35th America's Cup. Six America's Cup teams took to the waters of the Solent for the first time in 164 years: defender Oracle Team USA and challengers Artemis Racing (Sweden), Emirates Team New Zealand, Groupama Team France, Land Rover Ben Ainslie Racing (UK), and SoftBank Team Japan. It was back in 1851 on these same waters that the America's Cup was established by the yacht *America's* win in a race around

*These cheers became deafening as Land Rover BAR was the first to cross the finish line.*

Portsmouth, including the Historic Dockyard where teams had their bases, Gunwharf Quays, which is similar to



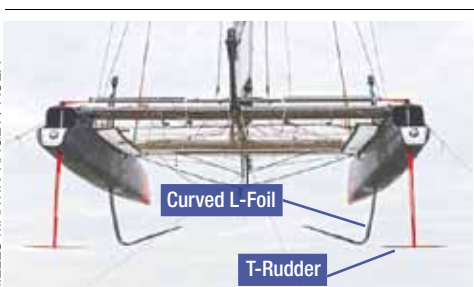
## AC45F ONE-DESIGN FOILING WING SAIL CATAMARAN

It was only logical that a foiling version of the AC45 would be used in the Louis Vuitton America's Cup World Series in 2015 and 2016. The AC45f is a

the one-of-a-kind development boats that Artemis and Oracle Team USA were sailing on S.F. Bay last February — to comply with Protocol restrictions, those boats are the same shape as a stock AC45 from the waterline down, but that's the only resemblance.

On the one-design AC45f, curved L-shaped daggerboards have replaced the older straight boards. The new rudders are longer and have horizontal stabilizers. The rest of the boat is mostly unchanged: same hulls and beams, wing and wing controls, deck layout and steering, same roles for the five-man crew. With no grinding pedestals, where does the power come from to adjust the daggerboard rake? Batteries in the hulls power hydraulic pumps, which are controlled by pushbuttons near the helm and just aft of the daggerboard cage. The boards can be raked seven

degrees aft and three degrees forward in half-degree increments. Aft rake gives lift. Forward rake gives negative lift, used to pull the highly loaded boards down during a tack or jibe. Between



GILLES MARTIN-RAGET / ACEA

**Hoisted on a crane, Oracle Team USA's AC45f shows off her foils and rudders.**

strict one design that looks almost identical to the non-foiling version. Don't confuse these one-design boats with



LAND ROVER BAR

**The board controls on Land Rover BAR's AC45f.**

racers, the rudder rake may also be adjusted, using a worm screw mounted on the deck. The angle of the daggerboard generates lift; the angle of the rudder's horizontal stabilizer affects the nose-

# OFF TO THE RACES



**Spread:** The AC45f one-design catamarans had enough wind to get up and foiling in Portsmouth. **Inset:** Land Rover BAR Racing.

everywhere in town. And even when the weather turned, crowds of fans still showed up in the pouring rain just to

up/nose-down attitude.

The original AC45 was very physically demanding. The foiler is even more so. The Code Zero must be on board even in stronger winds when it won't be used. Hoists and drops and furling give more opportunities for errors and breakdowns. A failed halyard lock had Artemis wrestling their unfurled Code Zero onto the deck and dropped them into last place in Race 2 in Portsmouth. The AC45f only foils downwind. After a jibe in marginal foiling conditions, the boats need to head up so much they can make negative VMG while building speed to get back on the foils.

No cockpits, high speeds and six boats on the course at once could be a dangerous mix. The racing in Portsmouth was exciting and there were no accidents during racing. Let's hope the rest of the series will be the same.

— **jack griffin**/  
[www.cupexperience.com](http://www.cupexperience.com)

catch a glimpse of the foiling AC45s.

On Saturday, July 25, with 10-14 knots of southwesterly breeze, conditions were perfect for what unfortunately ended up as the only day of racing. I had the great honor to be in the midst of the biggest group of home-team fans as I was invited on board the Land Rover BAR friends and family spectator boat. I couldn't imagine a better place to be in Portsmouth for the first day of racing for the 35th America's Cup. From their perch above the city in the iconic Spinnaker Tower, radio announcers described the scene as something they had not seen since the days of the Whitbread Race. There were reportedly 2,020 boats on the water carrying approximately 22,000 spectators in addition to all the fans

lining the shores.

During race one, cheers erupted on board the spectator boat when Land Rover BAR took the lead over ETNZ. These cheers became deafening as Land Rover BAR was the first to cross the finish line of the first race of the series that will contribute to determining which team will take on Oracle Team USA in the 35th America's Cup. Everyone on

**Mobs of enthusiastic spectators watched the action from shore and from the water.**



# AMERICA'S CUP WORLD SERIES

board the boat I was on must believe that Sir Ben Ainslie plans to be true to his goal of bringing the Cup 'home' to the United Kingdom.

During race two the mood was a little more subdued. Land Rover BAR started off with an early lead, but after the first reaching mark, ETNZ sailed closer to the shore — to the delight of fans — and made their move into the lead. Groupama Team France did the same and was in second for a while, until Land Rover BAR overtook the French at the final fifth-gate mark to finish second with the French in third.

On Sunday, with winds gusting in excess of 30 knots, the Event Authority canceled racing and closed the event site for the day, as they could not risk the safety of the crews and the public. The plan for the awards presentation at the outdoor main stage was therefore



ELLEN HOKE

**Our American reporter's Royal Sighting: Sir Ben Ainslie accepts the winning trophy from Kate, Duchess of Cambridge, as William, Duke of Cambridge, looks on.**

also tossed into the wind, but officials did a tremendous job of regrouping and put together a great awards presentation in a much more intimate setting at the nearby Historic Dockyard. I was fortunate to get access to the awards presentation and was thrilled to finally

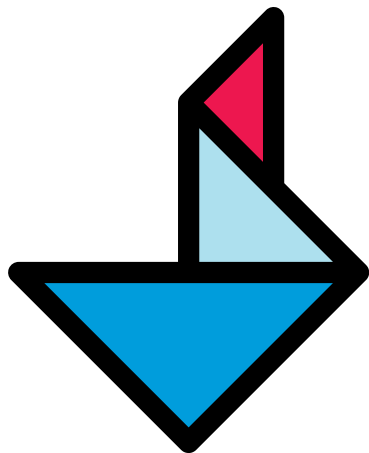
have my first-ever Royal Sighting, with William and Kate, the Duke and Duchess of Cambridge, on hand for the awards presentations.

Later that evening, as the teams were celebrating around town, I had the distinct pleasure of catching up with some of the younger talent in this round of the America's Cup.

I won't tell you which team I selected to be the eventual Cup winner. But I

will say that it was a fortuitous evening!  
— **ellen hoke**

*Editor's Note: The second AC World Series regatta will be held in Gothenburg, Sweden, on August 27-30, after this issue goes to press. We'll report on that event in 'Lectronic Latitude at [www.latitude38.com](http://www.latitude38.com). The 2015 ACWS will wrap up on October 16-18 in Bermuda. See [www.americascup.com](http://www.americascup.com).*



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"You drive; I'll get the anchor ready," I said to Lee Helm as we motored up to the starting area for my club's weekday evening beer can race.

"Cool!" she answered as she took the helm.

It was my turn to be Race Committee, and I had somehow persuaded Lee to come out as my crew and assistant line judge. I'm sure the club's policy of a free dinner for the RC had something to do with it.

"Let's do a wind check," I suggested when the starting buoy was abeam.

But Lee did not turn into the wind as I expected. Instead, she started to turn the boat downwind.

"Where are you going, Lee?" I asked. "Don't you want to bring the boat up into the wind to get a good reading of the true wind direction?"

"No way," she answered. "We can be much more precise heading downwind than upwind."

"Really?" I questioned. "The wind's only about 10 or 12 knots; seems to me we'll feel it much more accurately if we motor into it, and then adjust our course so the apparent wind angle indicator says wind dead ahead."

"Nope," was all she said as she continued to swing around to a downwind course.

This was unusual behavior, even for Lee Helm. Normally she would defend an unorthodox approach to anything with a formula, a citation, or a differential equation. But all she did was aim the boat downwind.

"Read the compass course... now!" she instructed.

"Forty-seven degrees," I read off the main steering compass.

"Which puts the wind at 227," Lee

calculated. We repeated the maneuver two more times, with a similar result.

"I'd still like to check with the quick luff into the wind," I insisted, and Lee reluctantly agreed. It looked to me like an even 225 degrees going upwind, and the compass heading seemed to be much more stable going upwind than down. But Lee insisted that the downwind number was the more accurate of the two.

Lee's technique for precision anchoring was also unusual. She had me bring the anchor and chain back to the cockpit, but with the rode still run up through

*This was unusual behavior, even for Lee Helm.*

the bow chocks outside the shrouds and lifelines. Then she cut power and drifted downwind with bare poles until the starting mark had the desired bearing, then lowered the hook over the stern as we continued to drift downwind. When the slack was gone we came to an abrupt stop against the springy nylon rode, so we knew the hook was set.

The boat took its time swinging around bow-to, but we had placed the anchor exactly where she wanted it and we knew it was set firmly against load in the downwind direction.

"This is, like, the same way I anchor under sail," Lee explained. "Just drift downwind, bare poles, over the spot you want the anchor. Very precise position-

ing, and, like, it stops the boat hard; then you can be confident it's not going to drag."

Next we adjusted the length of the rode to give the pin end on the left a slight upwind bias, to keep the fleet from crowding the boat end. I checked the bearing: 141 degrees, or 4 degrees less than 90 from the wind direction. We displayed the course flags and then had a chance to take a break while we waited for the weeknight beer can fleet to arrive.

"Like, here's what's going on," Lee explained when I mentioned that I had never seen anyone check wind direction by turning downwind instead of upwind. "Let's say the wind is 10 knots," she said as she flipped a copy of the Sailing Instructions over to the blank side. "Your boat motors at 7 knots. Draw the vector diagram, and see how sensitive the apparent angle is to a small change in compass course."

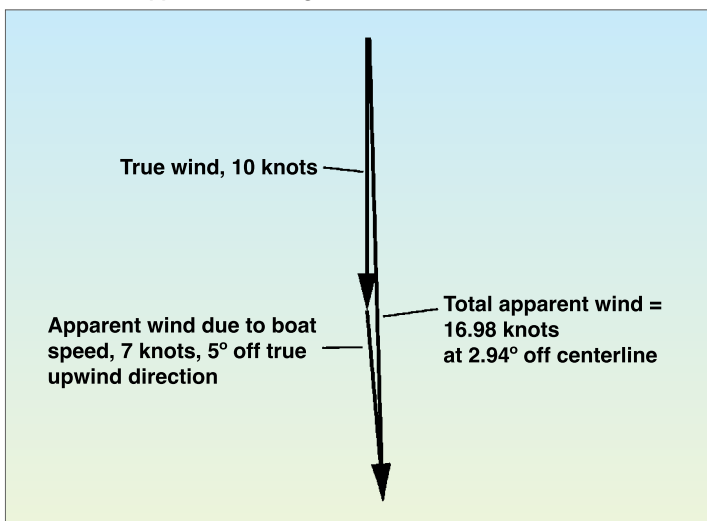
"OK," I said. "I think I can draw that diagram. Let me get a ruler and a protractor from the nav station."

"Nah, we can just sketch the diagram and compute the result," Lee said as she took out a small tablet computer. "Let's say we're 5 degrees off the actual true wind direction. The diagram looks like this..."

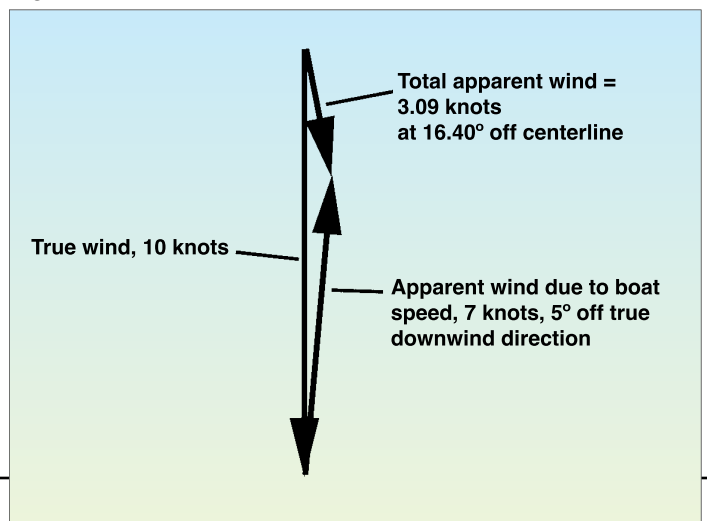
She drew the familiar vector diagram, showing 10 knots of wind as a vector pointing to the bottom of the page, and another vector, not quite as long, showing the apparent wind produced by 7 knots of boat speed, angled at 5 degrees.

"The wind over the deck will be this

**Vector diagram for a boat going upwind at 7 knots in 10 knots of true wind. The apparent wind is 17 knots, but a 5° error in course will be reduced to about 3° of apparent wind angle.**



**Going downwind at 7 knots reduces apparent wind to about 3 knots, but a 5° course error will be magnified to more than 16° of apparent wind angle.**



# LIFE'S A REACH, THEN YOU JIBE

vector, at this angle," she said as she drew a line from the top of the first arrow to the bottom of the second one. "Law of cosines: C-squared equals A-squared plus B-squared minus two A B cosine gamma, where gamma is the interior angle opposite side C. It's, like, the more general form of the Pythagorean theorem."

She entered the value into a spreadsheet on her tablet, and calculated the apparent wind at 16.98 knots.

"No surprise there — we expect the apparent wind to be almost 17. But then calculate the apparent wind angle: Cosine gamma equals A-squared plus B-squared minus C-squared over two A B. I get only 2.9 degrees apparent wind angle, even though we are sailing a full 5 degrees off head-to-wind."

"Doesn't seem like a big deal," I remarked.

"Now look at the downwind case," she continued. "Go 7 knots in 10 knots of wind, alter course 5 degrees up from dead down, and we get... an apparent wind angle of 163.6, which is more than

16 degrees off dead down apparent. So, like, by going downwind I amplify the course error by a factor of more than three. By going upwind, I reduce the sensitivity to course error by about 40 percent."

"Interesting," I allowed. "Although, in

deep reach, and you turn the boat 30 degrees to jibe, the apparent wind will change by 60 degrees and you'll be on a 150-degree apparent wind angle on the new jibe."

Lee drew the vector diagram for a boat on a 150° reach, adding a couple of extra lines so she could dredge up old theorems like "opposite inside angles are

## OPTIMUM DOWNWIND ANGLES FOR A 36-FT OCEAN RACER

| True Wind Speed (knots) | Boat Speed (knots) | App Wind Speed (knots) | Boat Speed / App Wind Speed | App Wind Angle (deg) | True Wind Angle (deg) | VMG (knots) | VMG/TWS | App Wind Angle from Stern (deg) | True Wind Angle from Stern (deg) | App Wind Angle from Stern / True Wind Angle from Stern |
|-------------------------|--------------------|------------------------|-----------------------------|----------------------|-----------------------|-------------|---------|---------------------------------|----------------------------------|--|
| 6.3                     | 4.2                | 4.1                    | 1.0                         | 99.8                 | 140.7                 | 3.3         | 0.5     | 80.2                            | 39.3                             | 2.0  |
| 8.4                     | 5.1                | 5.1                    | 1.0                         | 111.1                | 145.5                 | 4.2         | 0.5     | 68.9                            | 34.5                             | 2.0  |
| 10.6                    | 6.0                | 6.2                    | 1.0                         | 120.7                | 149.8                 | 5.2         | 0.5     | 59.3                            | 30.2                             | 2.0  |
| 12.7                    | 6.3                | 6.9                    | 0.9                         | 145.7                | 162.0                 | 6.0         | 0.5     | 34.3                            | 18.0                             | 1.9  |
| 16.9                    | 7.2                | 9.8                    | 0.7                         | 169.2                | 173.8                 | 7.2         | 0.4     | 10.8                            | 6.2                              | 1.7  |
| 21.1                    | 8.0                | 13.2                   | 0.6                         | 172.1                | 175.1                 | 7.9         | 0.4     | 7.9                             | 4.9                              | 1.6  |
| 25.3                    | 8.7                | 16.7                   | 0.5                         | 170.9                | 174.0                 | 8.7         | 0.3     | 9.1                             | 6.0                              | 1.5  |

**Optimum downwind angles for a typical 36-ft ocean racer. Note that the jibing rule of thumb applies almost exactly for winds up to about 13 knots: Boat speed equals apparent wind speed, VMG is half wind speed, and apparent wind angle measured from the stern is twice the course difference from dead down.**

choppy conditions, with such a low apparent wind speed, I think the Windex might be bouncing around a little too much for a good reading. I still like to do an upwind check."

"Well, maybe," she said as the first racer in the starting area passed close by our transom to read the course signals. "But, like, the important thing is that when you're sailing downwind, a small course change has a big change in apparent wind angle.

And, like, that leads to the rule of thumb for jibing angles: The new jibe will take you in the direction of the apparent wind on the old jibe."

"I use that one a lot," I said. "But it's just an approximation."

"Actually, Max, it's exact when the boat speed equals the apparent wind speed. Then the vector diagram becomes an isosceles triangle, and it's easy to prove that the jibe angle will be twice the apparent wind's angle off dead downwind. So, like, if you're sailing a 150-degree

equal" to prove that the apparent wind changes by exactly twice the change in heading during the jibe.

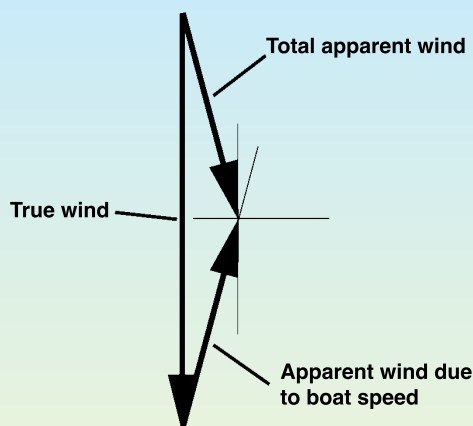
"Of course, your initial statement that the boat speed has to equal the apparent wind speed is in general not true," I argued. "And when the apparent wind is very low it's very difficult to keep the wind instruments calibrated well enough to give accurate readings for computed wind parameters..."

"Start coming up!" Lee interrupted.

My club makes it very easy on its

*"That leads to the rule of thumb for jibing angles."*

**Diagram for a boat on a 150° reach, with apparent wind speed equal to boat speed. The boat only sails 15° up from dead down, but the apparent wind comes forward by exactly twice that amount. Jibing angle will be 30°, but the apparent wind will shift 60° for a 150° reach on the other tack. It is also clear from the diagram that VMG downwind is exactly half of true wind speed only if apparent wind speed and boat speed are equal, regardless of apparent wind angle — a necessary condition for the jibe angle rule of thumb to be exactly correct.**



volunteer Race Committee. The start is at exactly 6:30, and they don't make us signal a warning, a prep or even the start with a sound signal or a flag or a shape. Everyone just takes time from their GPS, or their cellphone in a pinch. All we have to do is watch our own clock and call back the over-earlies. The sound signal is optional, but I just can't bear to see a start without at least a horn blast, so I hit the air horn at exactly 6:30 with the starters.

"All clear," I announced over the VHF. We had 10 minutes till the next division's start.

# MAX EBB

"You'd be surprised how often the boat speed is actually very close to the apparent wind speed," Lee asserted. "And, like, I agree that wind instruments are usually out of calibration, but you don't need computed results to make this work. Just look at the Windex."

"How does it change if the boat speed is much slower or much faster than the apparent wind?" I asked.

"Good application for limit analysis," said Lee. "If the boat is really, really slow — like zero speed — then the apparent wind is the same as the true wind and there's no doubling of the course change. To go from a 150-degree reach to a 150-degree reach, the very slow boat has to change course 60 degrees. So, like, in the real world, a heavy cruiser might have to alter course one and a half times the angle of the apparent wind from dead aft, or maybe 45 degrees to change jibes on a 150-degree reach."

"And the fast boat has to change course less than 30 degrees?"

"For sure, Max. Look at the vector diagram. If you sail with boat speed faster than your apparent wind on a downwind

leg, the rule of thumb will cause you to overstand every time."

"OK, but we still need a better way to measure apparent wind speed, so we know if we can apply the rule of thumb

*"The rule of thumb will cause you to overstand every time."*

exactly or if we have to allow a little extra or jibe a little early."

"There's a trick," said Lee. "If and only if the boat speed equals the apparent wind speed, then the VMG downwind will be exactly half the true wind speed."

Lee could tell I didn't buy this wild assertion.

"Look at the vector diagram," she instructed. "Project the boatspeed vector on the true wind vector."

"Sure enough," I said after a minute

of contemplating the arrows on the page.

"And, like, if you have a set of polars for the boat, then you know pretty well at what wind speed range the VMG downwind will be about half the true wind speed."

**B**efore this could sink in it was time for the second division start. There was one premature starter, but they responded to our VHF hail and returned to restart. Then we had another 10-minute gap.

"These 10-minute intervals sure drag out the starting sequence," Lee complained.

"Yes, but the racers like it that way. Keeps the fleets more or less separate on the first beat, and by starting the slow divisions first, everyone gets to the bar at about the same time. But we'll get there even sooner, because we finish from the club deck and can pull up the hook as soon as the last division is away."

"Cool," said Lee. "What's on the dinner menu?"

— max ebb



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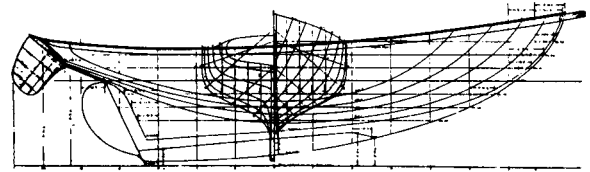
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# THE RACING

**The SSS joined the OYRA Drake's Bay Race for the second year; YRA's 2nd Half Opener enjoyed fine conditions; the Albert T. Simpson sportboat regatta doubled as the Wylie Wabbit Nationals; a Bay Area cat eats up the Santa Barbara to King Harbor course; a pair of local club races kept sailors busy in the South Bay and Berkeley; R2AK 2 is a go; and changes are in the works for Key West Race Week. Plus a bevy of Box Scores.**

## OYRA/SSS Drake's Bay Race

Wildlife played a substantial role in making the Drake's Bay Race on August 22-23 enjoyable and entertaining. Without the show put on by humpback whales, the race from Tiburon to Drake's Bay on Saturday might have been subject to long stretches of boredom. Racers reported numerous sightings via VHF.

Barely clear of the Golden Gate, singlehander Jackie Philpott, sailing the Cal 2-27 *Dura Mater*, said, "You know that whale you saw earlier? It's under *Dura Mater*. I think he likes her shape." Philpott is profiled in this month's Sightings on page 73.

The trimaran coasted across the finish line before the race committee boat, which motored all the way up from Tiburon, was not quite on station yet.

Around the same time, slower racers began slatting abreast of the old Coast Guard Loran station north of Bolinas. "You know the situation is dire when people start killing flies," quipped one crewmember.

At 3:20 SF Buoy data showed 3 knots of wind from the south, while Drake's Bay buoy showed 9.9 from the WSW gusting to 15. This gave hope to the lagers. Hoisting a kite in the very light air allowed for nibbling away at the miles.

Some shorthanded racers signed up to be scored by both organizations. Last year a near-protest over a singlehander using an autopilot while racing in his SSS division but also in a crewed OYRA division led to a new rule allowing everyone to use an autopilot. "This is somewhat experimental," said Al Germain, the SSS commodore. The regatta had a healthy total of 61 entries.

Saturday's race starts off the Corinthian YC race deck and finishes off a CYC powerboat anchored in Drake's Bay. Arriving finishers either anchor on their own or raft up with friends. The evening becomes quite social — even the singlehanders are not necessarily loners — and provisions are shared.

Sunday's race is run in reverse, starting in Drake's Bay and finishing off the CYC race deck back in Raccoon Strait.

Greg Nelsen and Karl Crawford on the *Azzura 310 Outsider* were the first SSS monohull to finish and corrected out to first doublehanded monohull on Sunday.

"We worked our way down the coast with the jib for the first hour or so," reports Nelsen. "We then put up the Code Zero and squirted forward, rolling most of the fleet except the fastest OYRA boats. As we got within five miles of the Dux-

bury buoy we started to get headed and could see some earlier starters parked up ahead, so it was back up with the jib. Those on the inside track right behind us tried to stick it out for a lift but got caught inside with no wind. The boats well outside the layline had started to make gains, so we stayed close-hauled until we were no longer the inside boat before we reset the Code Zero.

"It was still painfully slow and tricky to keep the boat moving for several more hours. When the wind finally clocked aft a bit more, we switched to the A2 kite well outside Point Bonita and were nearly at the inside shipping channel mark when we jibed back toward the Gate. The wind filled in enough for some VMG running at 7-9 knots until the bridge. Inside the Gate we finally got some running time in the teens."

Because the ocean sailing was so slow, the RC volunteers at CYC calculated that finishers would be coming in after dark (the time limit was 8:59 p.m.), and that the unlit inflatable mark that defined the pin end of the finish line would become a safety hazard and be hard for the racers to spot. So, they pulled the mark before any finishers arrived, extending the line all the way to the fixed Point Stuart buoy, which marks the tip of Angel Island closest to the club. Good radio communication between the sailors and RC allowed the latter to identify boats finishing too far away for their sail numbers to be read.

The SSS will hand out awards for their divisions at a trophy meeting, to be held at Oakland YC on September 16 in conjunction with their Half Moon Bay Race skippers' meeting. Then, on September 19, the SSS will return the favor to the OYRA, inviting their fleet to join the SSS Half Moon Bay Race for the first time.

Results were still very preliminary as this issue went to press, so we'll wait to run them in the October issue. For more info, see [www.yra.org/OYRA](http://www.yra.org/OYRA) and [www.sfbaysss.org](http://www.sfbaysss.org).

— latitude/chris



DANIEL FORSTER / ROLEX

**Matt Brooks' Bay Area-based S&S yawl 'Dorado' at Fastnet Rock. She placed second in her division in last month's Rolex Fastnet. See 'Electronic Latitude' for our coverage of that race.**

Despite the light spots, the first finisher arrived in Drake's Bay at 2:11 p.m. — Darren Doud and Chris Lewis on the Corsair 31R trimaran *Roshambo* repeated their feat from last year.

Doud said he lucked out. "We were powered up and got right past Duxbury."





SPREAD: LATITUDE / CHRIS INSET: WWW.NORCALSAILING.COM

### YRA 2nd Half Opener

The 2nd Half Opener race from Berkeley to Point Bonita to Encinal YC on Saturday, August 1, was held in incredible conditions. Wind hovered around 12-15 knots all day, with brilliant sunshine covering the fleet. A big flood, almost 7 feet of water coming into the Bay, made playing the shore from Yellow Bluff out to Bonita a must. It was astonishing to see how fast boats were pushed sideways as they headed south out from behind the North Tower of the Golden Gate Bridge trying to get enough southing so they could turn back to the west and sail onto the ocean.

The first leg was pretty much a drag race from the start up to the Marin shore. From there boats clawed their way through the flood out to the ocean. The run back into the Bay was one of the most beautiful sails in a while — the ocean was spectacular, with porpoises swimming around the boats as they headed for the Golden Gate.

I was expecting the wind to pick up on the Bay, but it remained steady, and the expected white-knuckle ride down to the Bay Bridge was not in the cards. The reach/run down the Estuary was a little tricky, and boats that got too close to the south side of the Estuary found themselves in fluky wind and often were passed by boats sailing in the middle of

*Spread: Synthia Petroka on the Hawkfarm 'Eyre' approaches Point Bonita in the race back from Drake's Bay. Inset: Raft-ups form in scenic Drake's Bay following the race up.*

the channel.

The raft-up at the Encinal was the biggest I'd seen in a number of years, and it was great to see folks hanging around after the race.

Sunday's buoy race in the South Bay was also sailed in mild conditions, though the breeze was puffy, ranging from 8 knots to 15 and above in the puffs. The flood current again made its appearance, rendering the cross from the start and leeward mark to the weather mark a tricky affair. The fleet was much smaller than Saturday's, but those that did show up, including the growing J/111 fleet, enjoyed another bright sunny day of sailing on the Bay.

— don ahrens

### YRA 2ND HALF OPENER SATURDAY, EYC, 8/1

PHRF 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **Bodacious+**, 1D48, John Clauser; 3) **Encore**, Sydney 36 CR, Wayne Koide. (10 boats)

PHRF 2 — 1) **Courageous**, J/88, Gary Panariello; 2) **Red Cloud**, Farr 36, Don Ahrens; 3) **Mintaka 4**, Farr 38, Gerry Brown. (8 boats)

PHRF 3 — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Arcadia**, Mod. Santana 27, Gordie Nash; 3) **Shameless**, Schumacher 30, George Ellison. (8 boats)

PHRF 4 — 1) **Downtown Uproar**, J/24, Darren Cumming; 2) **Shut Up and Drive**, J/24, Val Lulevich; 3) **Shadowfax**, Olson 25, Mark Simpson. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Stewball**, Bob Harford; 3) **Expeditious**, Bartz Schneider. (8 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **El Raton**, Ray Lotto; 3) **Abigail Morgan**, Ron Kell. (12 boats)

J/111 — 1) **MadMen**, Dorian McKelvy; 2) **Skeleton Key**, Peter Wagner; 3) **Double Digit**, Gorkem Ozcelebi. (5 boats)

SPORTBOAT — 1) **JetStream**, JS9000, Daniel Alvarez; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff. (5 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Zenith**, Islander 36, Bill Nork; 3) **Serenity**, Islander 36, Eric Mueller. (4 boats)

MULTIHULLS — 1) **Trident**, Corsair 31, Damien Campbell; 2) **Relentless**, Corsair Dash, Ben Eastwood. (2 boats)

OVERALL PHRF — 1) **Courageous**; 2) **Red Cloud**; 3) **Azure**; 4) **JetStream**; 5) **Zamazaan**; 6) **Mintaka 4**; 7) **CentoMiglia**; 8) **Arcadia**; 8) **Jarlen**, J/35, Robert Bloom. (33 boats)

### YRA 2ND HALF OPENER SUNDAY, EYC, 8/2

PHRF 1 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45, Steve Hocking. (2 boats)

PHRF 2 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Nirvana**, J/105, David Gross; 3) **Red Cloud**, Farr 36, Don Ahrens. (3 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Ahi**, Santana 35, Andy Newell. (3 boats)

PHRF 4 — 1) **Bottoms Up**, J/22, Chris Childers. (1 boat)

SPORTBOAT — 1) **CentoMiglia**, Flying Tiger 10, Mark Kennedy; 2) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff. (2 boats)

J/111 — 1) **Skeleton Key**, Peter Wagner; 2)

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

In addition to the stories printed here, August's racing coverage included:

Rolex Fastnet Race • Aldo Alessio  
Pac Cup Prep • Clipper Race  
StFYC at the RYS Bicentenary  
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Race to Alaska in 2016 and more!

# THE RACING



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FRED FAGO



BOTTOM ROW: SLACKWATER SF

**This page, clockwise from top right: the JS9000 'JetStream' and J/88 'Courageous' head out the Gate in the 2nd Half Opener race to Bonita; the run back through the Bay was heavy with commercial traffic; Express 37s proceed down the Estuary; the Flying Tiger 'CentoMiglia' in Sunday's buoy race.**

**Bad Dog**, Dick Swanson; 3) **MadMen**, Dorian McKelvy. (5 boats)

EXPRESS 27 — 1) **Levitation II**, Larry Levit. (1 boat)

NON-SPINNAKER — 1) **Basic Instinct**, Elliot 1050, Memo Gidley; 2) **Serenity**, Islander 36, Eric Mueller. (2 boats)

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

## Albert T. Simpson Regatta

On Sunday, August 9, in the Albert T. Simpson Regatta, crews ran fast loops around the course in winds rearing to a mid-20-knot zone by early afternoon. A surprise gust here and there dunked more than a few.

The Albert T. Simpson is a legacy competition in existence on San Francisco Bay since the late 1970s. The regatta was named for StFYC staff commodore Al Simpson (1971) who passed away in the Christmas fire at the clubhouse in 1976. Originally showcasing the very active Etchells fleet, this year's regatta featured racing for J/70, Open 5.70 and 505 fleets on the weekend. Wylie Wabbits also raced on Friday.

For the seven-boat J/70 fleet, the hosting club St. Francis YC's own *Running Wild* sailed by Peter Vessella tallied firsts and seconds in five of the division's seven starts, finishing just one point ahead of Christopher Kostanecki's boat *Jennifer*. David Schumann's *Bottle Rocket* won the tie-breaker for third place, leaving Justin Kromelow's *Loose Lucy* with fourth.

In the 505 fleet, Michael Martin drew a 13-point tally over seven fleet starts, while both Bruce Edwards and Adam Roberts claimed 17 points, with Roberts earning second place thanks to the tie-breaker.

Sailing their Nationals, the Wylie Wabbits drew eight boats to the line, with Richmond YC's Melinda Erkelens on *Jack* handily nudging out second place Deke Klatt from Ventura YC on *Johnson*. Kim Desenberg's *Mr. McGregor* and Tim Russell's *Weckless* ended competition with equal points, but Desenberg garnered third place in yet another tie-breaker.

— martha blanchfield

## STFYC ALBERT T. SIMPSON, 8/7-9

J/70 (7r, 1t) — 1) **Running Wild**, Peter Vessella, 13 points; 2) **Jennifer**, Christopher Kostanecki, 14; 3) **Bottle Rocket**, David Schumann, 19. (7 boats)

OPEN 5.70 (6r, 1t) — 1) **The Rooster**, Joe Wells, 6 points; 2) **Frolic**, Marc Finot, 8; 3) **Big Air**, Andrew Rist, 14. (6 boats)

505 (7r, 1t) — 1) **Mike's Boat**, Michael Martin, 13 points; 2) Adam Roberts, 17; 3) **Don 'n Pony Rides Again**, Bruce Edwards, 17. (10 boats)

WYLIE WABBIT NATIONALS (8r, 1t) — 1) **Jack**, Melinda Erkelens, RYC, 9 points; 2) **Johnson**, Deke Klatt, Ventura YC, 19; 3) **Mr. McGregor**, Kim Desenberg, STFYC, 21. (8 boats)

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

## Santa Barbara to King Harbor Race

Randy Miller's Alameda-based Marstrom 32 catamaran *Miller Racing* competed in the Santa Barbara to King Harbor Race on July 24 — and won. Although this was Miller's first year with his boat in the Southern California classic race, he'd crewed before on a friend's J/105 and on a Schock 35 some 20 years ago. But he hadn't done the race in 10 years.

Miller explained how he came to enter the fast cat in the 81-mile offshore race:





ALL PHOTOS MARTHA BLANCHFIELD

"Most of what we've been doing is around the buoys. In the Delta Ditch Run we were crushing it. Then we capsized, and that was the end of our race. Downwind mid-distance races are well suited for this boat. I talked to the guys and they said to go for it."

A member of the Bay Area Multihull Association, *Miller Racing* sailed with the normal crew of five, with Miller on the helm, navigator Ben Lamond, Dan Roberts, Chad Freitas and Ian Andrewes.

"The first couple of hours were very, very light," said Miller, describing the race. "The forecast called for the breeze to build in the early afternoon and clock to the northwest. At the start it still had a ton of south in it, but we believed the forecast would come through, just a couple of hours late. When everyone was sailing the rhumbline to Anacapa Island we stayed low, close to shore, flying the gennaker."

Then the wind did fill in and clock around. "We got lifted from the beach to the end of the island and laid it perfectly doing 15 knots. We got to the west of the island about 5 miles ahead of the next boat. That put it away for us. We had wind on the backside and we sailed

*This page: StFYC's Albert T. Simpson sportboat regatta. Clockwise from top left: Open 5.70s 'Frolic', 'The Rooster' and 'Bigair' flying 'TOM' flags in memory of their fleetmate, Tom Baffico, who passed away in July; having sailed through the leeward gate ahead of 'Jennifer', J/70 'Bottle Rocket' heads toward the bridge; 'Bottle Rocket' makes a hot beeline for the finish; the Wylie Wabbits tighten up at the mark.*

past Point Dume doing 25 knots, then streamed across Santa Monica Bay on a perfect layline for King Harbor."

The M32 was the first boat to finish, at 7:16 p.m., well before sunset.

"We won it in the first two hours along the beach, where we were doing 6-8 knots when everyone else was going 3-4 knots in 4-5 knots of breeze. We could keep it moving, but were expecting that big lift.

"It would not have been a fun race on a slow boat this year," he observed. "When the wind came in we were just launched. A lot of boats were out there all night and I was glad to not be one of them."

— *latitude/chris*

#### SANTA BARBARA TO KING HARBOR, 7/24-25

PHRF A — 1) **DistraXion**, Xp44, Jeffery Coyle; 2) **Uhambo**, Fast 42, Anne Fitzgerald; 3) **French Kiss**, Beneteau First 44.7, Chris Hillseth. (7 boats)

PHRF B — 1) **Tiger**, J/33, Fred & Suzanne Cottrel; 2) **Uncle Bob**, Schock 35, Larry Leveille;

3) **Restless**, Schock 35, Brian Zimmerman. (12 boats)

PHRF C — 1) **Rubicon III**, Contessa 33, Rod Percival; 2) **Poco Loco**, Beneteau 35s5, Michael & Kathy Roach; 3) **Panache**, Sparhawk, Steve Dair. (9 boats)

ORCA — 1) **Miller Racing**, Marstrom 32, Randy Miller; 2) **Exit**, Kendrick 9m, Kurt Mayol; 3) **Fang Dango**, F31R, James Legge. (5 boats)

ULDB A — 1) **Rock & Roll**, Farr 400, Bernard Girod; 2) **Taxi Dancer**, Esprit Sled, Parker/Yabsley/Compton; 3) **Warrior**, J/125, Laura Schlessinger. (6 boats)

ULDB B — 1) **Loco**, C&C 30, Ed Feo; 2) **Deja Vu**, 1D35, Thomas Payne; 3) **E Ticket**, Santa Cruz 37, Tom Hudson. (11 boats)

FAST 50 — 1) **Rebel Yell**, TP52, David Team; 2) **Elixir**, N/M 50, Chad & Kerrie Downey; 3) **Margaritaville 1½**, Andrews 52, Jay Steinbeck. (8 boats)

ORR — 1) **Rebel Yell**; 2) **Elixir**; 3) **Bud**, TP52, Victor Wild. (6 boats)

MONOHULL OVERALL — 1) **Loco**; 2) **DistraXion**; 3) **Rock & Roll**; 4) **Rebel Yell**; 5) **Margaritaville 1½**.

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

# THE RACING

MILLER RACING



'Miller Racing's skipper Randy Miller (left) and crew Dan Roberts tote the heavy hardware in King Harbor.

## BYC Tri-Island Series

Berkeley YC completed its three-race Tri-Island Regatta with a pursuit race around Angel Island on August 9. The first race, on June 7, sailed around Alcatraz; the second, on July 12, around Treasure Island.

The club's vice commodore, Patrick Hind-Smith, wrote of his Morgan 382's victory: "Margaux takes a first place in Tri-Island #3/Angel, taking the series with a 3-1-1 score. The cruiser is starting to think she's a racer..."

Fleet captain Chuck Bullett adds: "He admits that it is a little awkward winning the series he began three years ago, but it was a super sailing day that Sunday and smiles were everywhere. Winds were from their usual 225°-230°, and Margaux saw 23 knots come across the bow at least twice, and 9 knots speed over ground while running."

Bullett reports a fabulous second-

and Mojo, with only 19 seconds separating them."

Hind-Smith says he'll be back next June looking to claim the first race's number-one spot, which slipped through his fingers this year, and a run at a perfect score.

— latitude/chris

## BYC TRI-ISLAND SERIES (3r, 0t)

1) **Margaux**, Morgan 382, Patrick Hind-Smith, 5 points; 2) **JGPC**, J/105, Jim Gulseth, 8; 3) **Yellowfin**, J/105, Dick Macclay, 13. (10 boats)

## SeqYC Summer Series

On August 15, a sweltering hot day for most, racers in Sequoia YC's Summer Series Race #4 enjoyed pleasant warmth in 9+ knots of northwest breeze on flat water. NOAA reported South Bay water temperature as 73 degrees!

The course started at the Redwood Creek Channel entrance and continued

## SANTA CRUZ 27 NATIONALS, SANTA BARBARA YC, 7/17-19 (6r, 1t)

1) **Wild Rumpus**, Stephanie Schwenk, Anacortes YC, 21 points; 2) **Hanalei**, Robert Schuyler, SCYC, 26; 3) **Mistress Quickly**, Even Diola, SCYC, 30; 4) **California Zephyr**, Ron Boehm, Santa Barbara YC, 35. (16 boats)

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

## EL TORO NORTH AMERICANS, SCYC, 7/21-24 (8r, 1t)

SENIOR — 1) Jesse Andrews, Kaneohe YC, 7 points; 2) Kui Lim, Kaneohe YC, 16; 3) Vaughn Selfers, RYC, 21; 4) Patrick Tara, SCYC, 36; 5) Mansfield Bacon, Kaneohe YC, 47; 6) John Pacholski, SCYC, 51; 7) Michael Pacholski, SCYC, 52; 8) Gordie Nash, RYC, 54. (33 boats)

JUNIOR — 1) Tyler Masuyama, Waikiki YC, 15 points; 2) Tommy Henshaw, Kaneohe YC, 17; 3) Kahala Furukawa, Kaneohe YC, 20; 4) Trevor Foley, SCYC, 28; 5) Connell Phillips, RYC, 32. (22 boats)

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

## OYRA #5 DUXBURY LIGHTSHIP, 7/25

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Rufless**, Melges 32, Rufus Sjoberg; 3) **California Condor**, Antrim Class 40, Buzz Blackett. (6 boats)

PHRO 2 — 1) **Windswept Lady**, X-362, Kerry Sheehan; 2) **Elan**, Express 37, Jack Peurach; 3) **Maggie**, C&C 37/40, Dave Douglas. (9 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

SHS SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Plus Sixteen**, Olson 911,

## THE BOX SCORES

Paul Disario, 3) **Wetsu**, Express 27, Phil Krasner. (6 boats)

MULTIHULLS — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

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

## FARR 40 CALIFORNIA CUP, CAL YC, 7/22-25 (11r, 0t)

OVERALL — 1) **Enfant Terrible**, Alberto Rossi, ITA, 22 points; 2) **Flash Gordon 6**, Helmut Jahn, USA, 39; 3) **Struntje Light**, Wolfgang Schaefer, GER, 45. (13 boats)

CORINTHIAN — 1) **Insanity**, Rick Goebel, USA, 76 points; 2) **Temptress**, Ray Godwin, USA, 97; 3) **Blade II**, Michael Shlens, USA, 98. (7 boats)

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

## 29ER NATIONALS, RYC, 7/22-25, (10r, 1t)

1) Max Brill/Andrew Person, San Diego, 22 points; 2) Nicolas Muller/Ian MacDiarmid, Fort Pierce, FL, 22; 3) Jacob Rosenberg/Rhodes Garner, Huntington Beach, 31; 4) Christopher Williford/Wade Waddekk, Fort Lauderdale, FL, 36; 5) Samuel Merson/Michael Sabourin, Rancho Santa Fe, 44; 6) Kate Shaner, Kirkland, WA, 49. (25 boats)

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

## CYC ONE DESIGN INVITATIONAL, 7/25-26 (4r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 11 points; 2) **Jabberwocky**, Brent Vaughan, 20; 3) **Arbitrage**, Bruce Stone, 23; 4) **Godot**, Phillip

Laby, 23. (18 boats)

Express 27 — 1) **Get Happy!!**, Brendan Busch, 8 points; 2) **Peaches**, John Rivlin, 12; 3) **Magic Bus**, Eric Deeds, 16. (8 boats)

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

## CGRA COLUMBIA RIVER ONE DESIGN (C-GOD), 7/31-8/2

MELGES 24 (7r, 1t) — 1) **Mikey**, Kevin Welch; 2) **Wilco**, Doug Wilhelm; 3) **Raptor Deck**, Dan Kaseler; 4) **Swish**, Fraser McMillan. (17 boats)

TASAR (8r, 1t) — 1) **Fast & Thorough & Sharp as a Tack**, Jay Renehan; 2) **East Wind Drive-In**, Anthony Boscolo; 3) **Serenity Now!**, Charles Asper. (12 boats)

FIREBALL (13r, 2t) — 1) **Tangeroo**, James Cox; 2) **Infalible**, Robert Thompson; 3) **Line Dancer**, Michael Leitch. (8 boats)

LASER (8r, 1t) — 1) Andrew Haliburton; 2) Bill Symes. (2 boats)

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

## SAN JUAN ISLAND YC SHAW ISLAND CLASSIC, 8/1

MULTIHULL — 1) **Rum Line**, F18/C2, Ben Colwell; 2) **Felix**, TP24, Nigel Oswald; 3) **Sea Puppy**, F-242, Bruce Von Borstel. (3 boats)

CRUISING A — No finishers. (6 boats)

CRUISING B — No finishers. (5 boats)

PHRF-A — 1) **Intuition**, Beneteau First 36.7, Miles Johannessen, 2) **Gone with the Wind**, C&C 99, Ronald Hendricks, 3) **Monkeybones**, J/36, Shawn Dougherty. (6 boats)

PHRF-B — 1) **Sparkle**, 1947 custom wood sloop, Guy Hupy; 2) **Valkerie II**, Etchells, Bill White. (5 boats)

PHRF-C — 1) **Homeless Hare**, Pyramid 660,



upwind to the San Mateo Bridge, followed by a long run back.

Alex Huang, skipper of the *J/29 L20* could not race, so he told his crew, "Do it yourself." And they did, earning first place without him.

On that beautiful, hot August night, laughter continued on the club deck well past 8:30 p.m. The following was heard at the club bar later. Driver: "The crew didn't mess up too much." Pretty female crew: "It was so hot I took my clothes off." *Pizote* crew: "Thanks *Expression* for the tow."

SeqYC will hold their fifth and final Summer Series race on September 26.  
—john draeger

### R2AK 2 a Go

The 2016 Race to Alaska got the green light. "There may have been a full-blown revolt if we hadn't run this again," said Jake Beattie, executive director of the Northwest Maritime Center, which runs

**In Andreas Cove YC's Franks Tract Regatta on August 1, this Olson 30 made it through two long races on the San Joaquin with a badly ripped Dacron main and a delaminating genoa.**

the R2AK. The race will start on June 23 in Port Townsend, WA.

The first-ever R2AK Blazer Party will be held at the Wooden Boat Festival in Port Townsend on September 11; this event is free for racers and \$25 for everyone else. Attendees can rub elbows with teams, see the second-place steak knives, and be the first to hear the de-

tails of next year's event. Mocking yachtie formality, thrift-store R2AK-embazoned jackets will be available for the racers to wear (those who completed both stages of the race last June get blazers with two arms). See [www.r2ak.com](http://www.r2ak.com).

—chris/latitude

### Changes Afoot for KWRW

The Storm Trysail Club will offer some new alternatives in a bid to entice more participants to the next Quantum Key West Race Week on January 17-22. First, classes with a minimum of eight boats may choose to race Wednesday-Friday instead of Monday-Friday. Second, besides IRC and HPR ratings systems, ORC will be available too. (PHRF boats are invited to apply for ORC Club certificates.) And one distance race each day, popular for casual or shorthanded sailing, will be on tap for Performance Cruising classes. See [www.keywestraceweek.com](http://www.keywestraceweek.com).

—chris/latitude

Mike Kaminkas; 2) **Challenge**, 6-Meter, Michael Durland; 3) **Paradigm Shift**, Merit 25, Vaughn Ploeger. (6 boats)

PHRF-D — No finishers. (5 boats)  
Full results at [www.sjyc.com](http://www.sjyc.com)

### LWSC DELTA DINGHY DITCH, 8/1

LASER — 1) Cameron Walsh; 2) Nick Cave; 3) Devin Walsh. (9 boats)

THISTLE — 1) David Rumbaugh; 2) Toby Ingrey; 3) Michael Gillum. (7 boats)

OPEN A — 1) Wyliecat 17, David Bacci; 2) Flying Dutchman, Douglas McWilliams; 3) C Scow, Donald Hare. (4 boats)

OPEN B — 1) O'Day 17, Jim Sinclair; 2) Banshee, Mark Werder; 3) Banshee, Will Deutsch. (10 boats)

OVERALL — 1) David Rumbaugh; 2) Toby Ingrey; 3) Michael Gillum; 4) Jim Sinclair; 5) David Bacci; 6) Thistle, Brian Bauman; 7) Cameron Walsh. (31 boats)

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

### ACYC FRANKS TRACT REGATTA, 8/1-2 (3r, 0t)

CRUISING — 1) **Sir Leansalot**, Hunter 40, Tom Lueck, SSC, 4 points; 2) **Mas Tiempo**, Islander 30, Dave Cowell, ACYC, 10; 3) **Terrapin**, Ranger 33, Steve Kinnick, ACYC, 14. (6 boats)

RACING — 1) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver, RYC, 5 points; 2) **Karn Dog**, Olson 30, Mike Little, SSC, 7. (2 boats)

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

### SFYC SMALL KEELBOAT SERIES

MELGES 20 (6r, 1t) — 1) **Samba Pa Ti**, John Kilroy, 5 points; 2) **WildMan**, Liam Kilroy, 10; 3) **Kuai**,

## THE BOX SCORES

Daniel Thielman, 14. (6 boats)

MELGES 24 (9r, 1t) — 1) **Looper**, Duane Yslov, 14 points; 2) **Go211**, JC Raby, 16; 3) **Posse**, Jan Crosbie-Taylor, 24. (7 boats)

J/24 (9r, 1t) — 1) **Evil Octopus**, Jasper Van Vliet, 13 points; 2) **Feral Rooster**, Paul Van Ravenswaay, 25; 3) **Flight**, Randall Rasicot, 26. (7 boats)

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

### MELGES 24 NATIONALS, CGRA, 8/7-9 (8r, 1t)

MELGES 24 — 1) **Full Throttle**, Brian Porter, Lake Geneva YC; 2) **Mikey**, Kevin Welch, Anacortes YC; 3) **Monsoon**, Bruce Ayres, NHYC; 4) **Raptor Deck**, Dan Kaseler, Port Madison YC; 5) **Wilco**, Doug Wilhelm, SFYC; 6) **Good Enough**, Matt McGregor, Seattle YC; 7) **Judo Chop**, Herb Cole, CYC Seattle; 8) **Honey Badger**, Mike Bond, Royal Victoria YC; 9) **The 300**, Steven Boho, Lake Geneva YC. (36 boats)

CORINTHIAN DIVISION — 1) **Good Enough**; 2) **Honey Badger**; 3) **Goes to Eleven**, Duncan Stamper, Royal Victoria YC; 4) **Lekker**, Gord Galbraith, Royal Victoria YC; 5) **Swish**, Fraser McMillan, Royal Victoria YC. (25 boats)

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

### HOOD RIVER YC DOUBLE DAMNED, 8/15

1) **Jack**, Wylie Wabbit, Bill Erkelens, RYC; 2) **Fayaway**, Shark, Gay Morris, CYC Edmonds; 3) **Rufless**, Melges 24, Rufus Sjoberg, RYC; 4) **Snafu**, Moore 24, Karl Robrock, SCYC; 5) **Morjito**, Moore 24, Douglas Archbald, HRYC. (22 boats)

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

### MERCURY NATIONALS, EYC, 8/20-22

1) **Arnold**, Mac Kilpatrick/Jim Taylor, Oklaho-ma BC, 11 points; 2) **Fast Break**, Randy Smith/Kurt Hummingsen, SFYC, 13; 3) **Gator**, Paul Cayard/Ken Maring, StFYC, 19; 4) **Magic**, John Hansen/Tony Basso, TPYC, 27; 5) **Axon**, Doug Baird/Kate Conway, Huntington Lake BC, 29; 6) **Space Invader**, David West/Chris Krueger, RYC, 32. (26 boats)

Full results at [www.mercury-sail.com](http://www.mercury-sail.com)

### STFYC ALDO ALESSIO, 8/21-23

J/111 (4r, 0t) — 1) **Skeleton Key**, Peter Wagner, 4 points; 2) **MadMen**, Dorian McKelvy, 9; 3) **Aeolus**, Rob Theis, 12. (6 boats)

PHRF (5r, 0t) — 1) **Encore**, Sydney 36 CR, Wayne Koide, 16 points; 2) **Boomerang**, DK46, John Spadaro/Skip Ely, 18; 3) **Double Trouble**, J/125, Peter Krueger, 22. (10 boats)

ORR (4r, 0t) — 1) **Encore**, 9 points; 2) **Scorpio**, Wylie 42, James Mullarney, 9; 3) **Volpe**, Kernan 44, Donald Payan, 12. (7 boats)

HPR (4r, 0t) — 1) **Tai Kuai**, 6 points; 2) **Double Trouble**, 7; 3) **Tyr**, J/125, Tom Siebel, 12. (3 boats)

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

### FARR 40 NAs, 8/19-22 (10r, 0t)

1) **Flash Gordon 6**, Helmut Jahn, USA, 35 points; 2) **Struntje Light**, Wolfgang Schaefer, GER, 39; 3) **Enfant Terrible**, Alberto Rossi, ITA, 41. (15 boats)

CORINTHIAN — 1) **Voodoo Chile**, Lloyd Clark, AUS, 54 points; 2) **Insanity**, Rick Goebel, USA, 78; 3) **Tempress**, Ray Godwin, USA, 97. (8 boats)

Full results at [www.farr40.org](http://www.farr40.org)

# WORLD

*With a special report this month on the many enticing possibilities for Eastern Caribbean chartering.*

## Islands of the Eastern Carib, Part I: So Many Choices

Deeply entwined in the California psyche is a love of sunshine and the great outdoors. But since most of us don't get to enjoy bikini weather 12 months a year — if ever — it's no wonder that Californians are a key market for Eastern Caribbean tourism.

Among the hordes who flock to those tropical latitudes each year, especially during the winter months, are sailors in search of not only a suntan, but ideal tradewind sailing conditions and clean, clear water. Here in the Bay Area, where 'layering' is the watchword of every outdoor enthusiast, it's hard to imagine a place where you never need to wear more than a T-shirt — where you could sleep comfortably all night on a bed of soft coral sand without so much as a windbreaker.

True, the Eastern Caribbean cruising grounds are a long way away, but not nearly as far as the prime sailing regions of the South Pacific or the Indian Ocean. From San Francisco, it's possible to get all the way to the Virgin Islands, or destinations 'down island' such as Antigua, in one long day. The hard part is deciding which of a half-dozen cruising grounds to sail in.

Throughout the Eastern Caribbean there are well-maintained, late-model bareboats to choose from as well as a vast collection of luxury crewed yachts that can accommodate two to 12 guests.

**Relatively few sailors have discovered the so-called Spanish Virgins. One option is a one-directional downwind cruise.**

With unlimited time and money, the ultimate getaway would be to spend perhaps six months exploring every island group along the 600-mile chain from Puerto Rico to Grenada — and even then, you'd have a hard time seeing all there is to see. So, assuming you only have a week or 10 days — and we'd strongly recommend you spring for at least 10 days, if possible — which area should you pick?

The choice comes down to a few key criteria: Do you require fine dining and nightlife, or do you prefer chowing down with the locals in humble, thatch-roofed beach bars? Do you like to be close to mainstream tourism infrastructure such as duty-free shopping, or do you avoid it like the plague? Do you like short-hop sailing between nearby anchorages, or do you relish the challenge of open-water passages between major islands? And finally, do you have a preference for English, French, Spanish or Dutch cultures?

The latter issue touches on the rich cultural heritage of the Caribbean basin. If you remember your world history, you know that the Caribbean isles were considered to be hot properties during the early days of colonization, when the French, English, Spanish, Danish and Dutch all vied for footholds in the New World. Caribbean plantations were booming while many American colonies were still in their infancy. In fact, crops and supplies from the Caribbean helped fuel the Revolutionary War effort.

In the 1830s, slavery was abolished in the islands — a full 30 years before Lincoln's Emancipation Proclamation — which set the stage for the independent status that most Eastern Caribbean islands enjoy today. Whether they are sovereign nations or dependencies of a mother nation, however, every island in the chain maintains strong cultural traditions rooted in the colonial era.

Laid out in a broad crescent, each isle in the Lesser Antilles group was born of the same volcanic origins. Geographic similarities



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

aside, though, each island, or cluster of islands, is dramatically different from its neighbors.

With that introduction, let's take a spin down the chain from north to south and look at the arguments for choosing one venue over another.

### The Spanish Virgins

You may not have heard the name Spanish Virgin Islands before, but the expression was coined nearly 20 years ago to describe the area east of Puerto Rico and west of St. Thomas, USVI. There are now charter firms in Fajardo, on Puerto Rico's east coast, but another option for exploring this area is to rent a bareboat for a one-directional downwind cruise (westward) originating in the USVI. (You would have to pay a redelivery fee.)

Culebra and Vieques are the two large islands in the area, neither of which receives an abundance of tourism. Clusters of smaller, uninhabited islands nearby make this region enticing for those who want to do a bit of exploring and snorkeling on a path less traveled.

Adding sparkle to this mix, however, is the option of browsing for bargains in St.



CARLOS JEEP RENTA CULEBRA

# OF CHARTERING



***Because the BVI's famous Baths are a must-see attraction, the anchorage can get crowded. So we go there super early in the morning.***

Thomas' famous duty free shops at the beginning of your trip, and/or taking in some of Puerto Rico's diverse attractions, such as a visit to its primeval rain forest or a stint in cosmopolitan San Juan, with its fine restaurants that often feature cuisine from old España. Puerto Rico is the largest island and economic hub of the Eastern Caribbean.

### **The Virgin Islands**

The US Virgin Islands and the British Virgin Islands are both part of the same volcano-formed archipelago, but their histories are considerably different.

In 1917 the American government bought the US Virgin Islands from Denmark for a song (\$25 million), and the Danes have been kicking themselves for doing this ever since. Like Puerto Rico, these islands are a US territory, but their cultural heritage is completely different. Spain never ruled the Virgin Islands, but both Britain and Denmark did.

The eastern half of the Virgin Islands archipelago has long been known as the British Virgin Islands or BVI, which, as

most charterers know, is the most popular chartering area on Earth.

Although the US islands have their charms — especially St. John, which is primarily a national park — the lay of the land in the British Virgins makes it absolutely ideal for short-hop chartering. With only a mile or two between anchorages, you can literally touch several islands in a single day. Back in the 1980s, when the BVI government realized that chartering could grow into a key element of this British Protectorate's 'one-crop' tourism economy, it approved a vast system of overnight mooring buoys for charter boats, which has kept anchor damage to reefs to a minimum. Virtually all of the territory's pristine underwater realm is a protected marine sanctuary.

Ashore, marine-related infrastructure has become dramatically more sophisti-

cated in recent years, yet development in general has increased at a cautious pace. And, we're happy to report, there are still anchorages with no development at all, where solitude rules supreme.

Sea conditions are calm due to the sheltering effect of the outer islands in the cluster, the easterly trade winds blow steadily almost all year long, and there are hundreds of boats to choose from. All these elements conspire to attract both Europeans and North Americans year-round. For first-time charterers, the BVI is the hands-down favorite.

### **The Leeward Antilles**

From the BVI, a 90-mile hop to the southeast brings you to the French/Dutch island of St. Martin/Sint Maarten. Bustling with fly-in sunseekers and cruise ship voyagers, this once-sleepy isle has seen tremendous development in recent decades. With an abundance of great restaurants, casinos and duty free shops, it's not exactly what all of us have in mind when we think of a tropical getaway, but St. Martin's abundant yachting and tourism infrastructure provides a nice balance when contrasted with some of its sparsely developed neighbors. There is an excellent international airport with direct flights from many US and European gateways, plenty of supermarkets for self-provisioning, and enough nightlife to satisfy even hardcore party hounds, before slipping away to mellower anchorages on neighboring isles.

During a weeklong charter, a nice circuit can be made of both the Dutch

***On laidback Jost Van Dyke, the Soggy Dollar Bar is one of several places to chill out and soak up the warm Caribbean sun.***



and French sides of St. Martin as well as low-lying (formerly British) Anguilla — where snorkeling is excellent — and the tiny French island of St. Barth. A Swedish colony prior to its takeover by the French, St. Barth — or St. Barts — has a unique character all its own that has earned it a reputation as a true Caribbean "gem" that's favored by both chic sophisticates and laidback yachties.

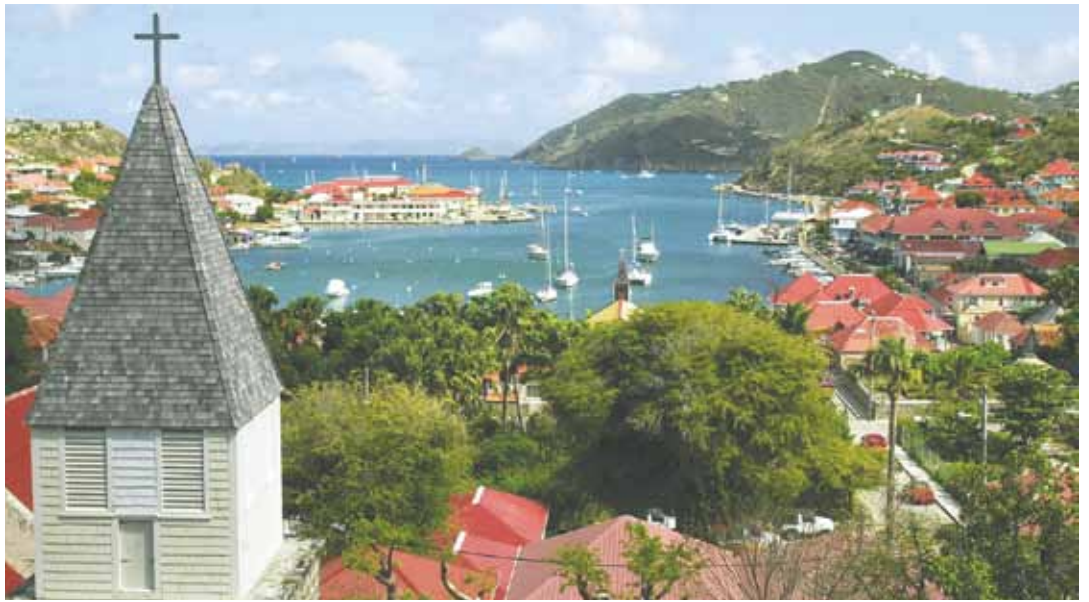
If you charter for more than a week you could also go to the opposite extreme, by visiting Dutch St. Eustatius (Statia) and Saba, or the formerly British, two-island nation of St. Kitts and Nevis. Spending time there is like taking a trip back through time compared to the glitz of St. Martin and the glamor of St. Barts. With economies still partly based on traditional agriculture rather solely on tourism, they are lush and pastoral, each with a massive volcanic cone that is typically shrouded by billowing cumulous clouds.

Because there are no well-protected anchorages among the three, they're often skipped by yachtsmen, but from our perspective that's a strong argument for checking them out. After all, enduring a somewhat rolly night in an open roadstead is a small price to pay for the opportunity to witness the 'old Caribbean'.

Life today in these islands reflects what the entire region was like before tourism became the predominant economic engine. Take a taxi tour and you'll see that many islanders still live in simple wooden houses, often with outdoor kitchens. Many yards have towering breadfruit and mango trees, papaya plants and hedges of brilliant hibiscus that seem to grow like weeds. Although you might not want to trade places with these folks permanently, you'll probably find yourself becoming envious of their uncomplicated, traditional lifestyles.

A bit south and east lies Antigua, the hub of Leeward and Windward chartering since the industry's humble beginnings in the late 1940s. Now a sovereign nation (in partnership with its sleepy cousin, Barbuda), Antigua's remarkable all-weather anchorages at English Harbour and adjacent Falmouth Harbour have sheltered all manner of vessels since the 1700s, when the British established their Leeward Islands Station here.

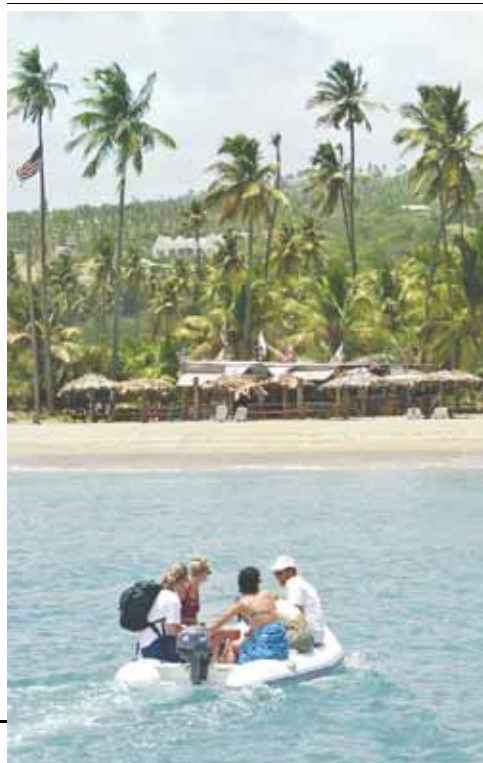
The centerpiece of English Harbour is Nelson's Dockyard, where the repair



shops, warehouses and naval quarters of old have all been painstakingly refurbished and converted to hotels, gift shops, museums and chandleries. In place of the burly ships-of-the-line that once moored here, you'll find impeccably maintained sailing yachts and glistening motoryachts — the charter fleet here is *la crème de la crème*. You won't want to miss spending a day around the Dockyard, if only to daydream.

You could easily spend an entire sailing holiday circumnavigating Antigua's anchorages and never be bored — tourism marketers claim there's a beautiful

***Sunshine's Beach Bar on Nevis is a popular watering hole. Take a taxi tour and check out old plantations converted to quaint hotels.***



***The red roofs of Gustavia Harbor add to St. Barth's legendary charm. In winter, the harbor and anchorage are packed with fine yachts.***

beach for every day of the year. There are several bareboat bases in Antigua.

When you realize that the French island of Guadeloupe lies only 40 miles to the south, it's no wonder Nelson and the boys had their hands full keeping the French at bay. These days, thankfully, islanders seem to enjoy the multiculturalism of their 'neighborhood'. Antiguan sailors think nothing of bopping over to Deshaies Bay for the weekend (40 miles) to take in some fine country French cuisine and a few Petit Punches — a potent creole cocktail made with *rhum agricole*. You might follow their lead if you have the ambition. Along the way, you'll get to experience a bit of glorious, open-water sailing on the trades.

Unlike any other colonial power, the French held onto their Caribbean possessions, so that today residents of the French West Indies — be they white, black or creole — consider themselves French through and through. And, indeed, they are, with all the rights afforded French citizens on the continent — the FWI is actually a 'department' (state) of mother France.

On butterfly shaped Guadeloupe, where there are large charter bases, you'll find great contrasts between the quiet fishing villages and the bustling exuberance of the capital, Pointe-à-Pitre, where cafes, shops and age-old traditions might remind you of a tropical version of the south of France.

For most sailors, though, the favorite stopover is a cluster of tiny isles off the south coast, called Les Saintes. Picture-perfect villages, open-air restaurants and well-protected anchorages make them a 'must-see'.

# OF CHARTERING

With plenty of direct flights from Europe, Guadeloupe and its cosmopolitan cousin, Martinique, are loaded with late-model bareboats — and, as you might expect, there is no shortage of catamarans.

As a result, Guadeloupe is a viable option for beginning a charter either northbound or southbound. We should mention here also that one-way charters are an option with most companies, although there is often an additional redelivery fee. (By contrast, crewed charter yachts generally do not charge for one-way trips.)

Sandwiched between these French cousins is formerly British Dominica, the Eastern Caribbean's poorest and least developed island. Like its neighbors, it is large and lush, but you won't find chic boutiques or patisseries here. There are no direct flights from the continent bearing rock stars and royalty, and there are no all-weather anchorages. Still, for our money, Dominica makes a wonderful stopover.

When anchored off Portsmouth — the island's best anchorage — a favorite excursion is hiring a local kid to row you up the Indian River into a primeval world of giant broadleaf plants, towering hardwoods and squawking birds. Hiking excursions into the island's vast green interior are well worth the effort — although you'll definitely work up a sweat. The trek to Trafalgar Falls is particularly recommended. Generally speaking, we've found that Dominicans are among the friendliest and most hardworking islanders in the Antilles.

We'll take a break here and continue our jaunt down the island chain next month with a look at

the Windward Antilles.

Until then, keep those chartering dreams alive — so many destinations, so little time.

— andy

*In the picturesque Iles des Saintes, life revolves around the sea — especially fishing and small boat sailing.*



British Virgin Islands      Belize      The Grenadines

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# CHANGES

With reports this month from **Eleutheria** on the captain getting whacked in the head by a whale; from **GravlaX** on the 8,000-mile trip to Québec from Berkeley; from **Hana Hou** on engine and windvane repairs on the way home from Hawaii; from **Zwerver** on renewing a 25-year old friendship from Mexico in the heart of France; from **Journey** on cruising French Polynesia with a newborn; and **Cruise Notes**.

## Eleutheria — Tartan 37 Lewis Allen and Alyssa Alexopolous The Whale's Tail to the Head (Redwood City)

"I was almost knocked unconscious by the tail of an enormous humpback whale while swimming with a pod

in Tonga yesterday," reports Lewis. He and sweetheart Alyssa sailed to Mexico in October 2013, did the 2014 Puddle Jump, sailed up to Hawaii for a break, then

sailed back to the South Pacific a few months ago.

"It was quite the adventure sailing back down here from Hawaii," says Lewis, "as we had lots of breakages that required expensive repairs. Kiribati was quite the experience, Penrhyn was a great stop, and the diving at Suwarrow was incredible." But none compared with the whale experience.

"Although we may have to sell some of our body organs once we reach Australia to pay for food," Lewis continues, "we decided that we should not miss out on the once-in-a-lifetime experience of swimming with wild humpback whales in Tonga. Vava'u is the only place we know

**Interspecies fun in the blue waters of Tonga. Alyssa got very close to several humpbacks, but never too close.**

where people are allowed to do this, so we went for it."

The couple left Neiafu with Captain Shioni on his 26-ft aluminum dive boat, and played a game of cat and mouse finding the whales. Most humpbacks dive deep and only surface once every 15 minutes or so. This means there isn't much opportunity to swim with them.

"After a few hours, we were tipped off to a pod of about 10 whales off the SW side of Hunga Island. When we got there, the whales were slapping tails and fins, and once in a while one would breach. It was exciting.

"The skipper maneuvered near the whales and then told us to jump in. Our hearts were racing as we swam as fast as we could to get close to the whales. We were less than 10 feet from a whale that was surfacing, and there were three more directly below us. The enormity of the whales and the volume of their calls, mixed with the bubbles they released, was amazing. We shot some great video and tried in vain to keep up with them. They were soon gone, and we returned to the boat.

"A while later," Lewis continues, "there were a few whales in relatively shallow water, an excellent opportunity to swim with them since they couldn't dive deep. Shioni got us close to the path of the whales, and Alyssa and I jumped in and swam like hell to get close to them. As we got close, the whales turned over on their backs, did some fin slaps, and put on a show for us. They then swam toward the open ocean and everyone followed — but me. I saw another whale coming my way and stayed put to wait for him.

"Adrenaline was pumping through my body as he slowly made his way towards

me. I was less than an arm's length from his enormous eyeball as he swam past me with what seemed to be a quizzical expression on his face. As he was mostly past me, I turned away to get a GoPro shot of me with this amazing creature in the background. As I was fumbling with the camera, the whale turned to dive, whipping his tail sideways, and then slapping it down on the side of my head!

It was a hard blow that knocked the snorkel off my



mask, pushed me underwater, and stunned me. The next thing I remember was processing what had just happened and hearing the others screaming, "Are you OK?" Fortunately, I was.

We returned to the boat and later swam with the whales a few more times. During lunch in a beautiful protected cove later on, we reviewed the great experience, and being able to be thankful that we survived it.

— lewis 08/15/2015

## GravlaX — X-402 Gaël Simon 48°N to 48°N In 150 Days (Québec, Canada)

We got home to Québec from Berkeley in mid-July after cruising through nine countries with 40 crew members. It's great to be home, although I'll dearly miss the Bay Area and west coast of Mexico. While we moved too quickly to smell the flowers, I was happy with the timing, as by leaving Berkeley in January I was able to get back to work near Qué-

ELEUTHERIA



Alyssa and Lewis in Mexico.

ELEUTHERIA





# IN LATITUDES



PHOTOS COURTESY GRAVLAX AND HER CREW



**Counterclockwise from above; two of the ridiculously beautiful San Blas Islands. Gaël, the guy who put the trip together. 'GravlaX', which Gaël bought in Vancouver five years ago. The gates of a lock in the Panama Canal. How can Panama be so dreary and the nearby San Blas so bright?**

bec while the Canadian sailing season was in full swing.

One of the more unusual aspects of our trip is not just that we had 40 different crew in 150 days, but that we'd never met half of them before they stepped aboard. Among the crew were my sail-loving mother and sister, old friends from Québec, racing crew from the Bay Area, strangers picked up from various docks, and a few from the *Latitude 38* Crew List. Some crew stayed as little as 10 days, some stayed as long as 10 weeks. All were hardworking and resourceful, so after 8,000 nautical miles *GravlaX* is in better shape than when she left in late January.

Some even more unusual aspects of our trip: 1) We didn't have a dinghy or SUP to get to shore. 2) We used less than 100 gallons of fuel. 3) We didn't drink a drop of bottled water. (We did drink some alcohol, but not while underway.)

Despite these deprivations, everyone had a blast, and nobody got hurt too badly.

The thing that grossed out most of our crewmembers was all the floating plastic we saw. Single-use, non-biodegradable food packaging, as well as cups and utensils, were everywhere from the Channel Islands to Panama, and from the San Blas Islands to the St. Lawrence Seaway. I think plastic, which is toxic and nearly eternal, should be made illegal.

We finished a lot of passage preparation work in San Diego, which in my opinion is the best place to work on a composite boat on the West Coast. We then had the roughest of our three sails down the coast of Baja. The weather was weird, as we had southerlies with frequent squalls for days on end. The conditions tested the boat and the crew big

time. Then at La Cruz we fixed what had been not quite ready for the trip, getting help from the experts in the cruising community.

As usual, we had amazing times in Mexico before the gulfs of Tehuantepec and Papagayo shook the cobwebs off the storm sails and sent us flying on a ride much more fun than we had expected. From just a few miles offshore Nicaragua we saw a volcano erupt at night. None of the crew will ever forget that sight.

The Panama Canal transit went smoothly despite our not using an agent or hiring any linehandlers. The entire Canal operation is so well run that I can't think of any institution in the United States or Canada — let alone Mexico or Central America — that has their act as much together as does the Canal. They have an English-speaking staff that is welcoming and professional. And when you pay for your transit, you get a lot for your money.

The Canal is actually a pretty simple operation. Your boat is like an ant in an elevator at each of three locks on each side of the Canal, with a 42-mile wide lake connecting the two. As one person said, "Don't get crushed by the big guys and it'll be the easiest shortcut you've ever taken."

With just 24 hours' notice, we were able to summon friends from San Francisco and Banderas Bay, who are now living in Panama, to jump aboard for the inspection and transit. It took less than a week from the day we reached Panama City on the Pacific side to the day we came out of the Canal at Colon on the Caribbean side. We could have made it through faster had we expressed any urgency.

Colon was not quite my kind of place, but things just kept getting better as we sailed east. We finally had our cruising climax in the San Blas Islands. That archipelago was definitely the highlight

***Lovely Sara Stone, from the 'Latitude' Crew List, was one of 40 people who answered the call to help deliver 'GravlaX' from Berkeley to Quebec.***



GRAVLAX

# CHANGES

of our trip. Was it because it was the only place where we weren't 'pedal to the metal'? Or because the very challenging navigational hazards all around forced us to step up our game? Or because

the Kuna Indians made it seem not only possible, but sensible, to work just three hours a day, use coconuts for currency, and grin for 100 years? I don't know. What I do know is that I shall return to the San Blas under sail.



**Gaël's mom at the helm.**

The beat north to Jamaica was, as could have been predicted, awful. Fast, but awful. We recuperated at the Royal Jamaica YC, which helped us ease into the unique Jamaican mindset. After we'd rounded the 'windward mark' of the trip, our stay in Port Antonio was just what we needed before setting sail through the Windward Passage to Florida. The fishing along the steep and warm edges of the Old Bahamas Channel was phenomenal. Despite releasing all the huge barracuda and many unknown species, we ran out of freezer — and stomach — space after just a few watches.

In Fort Lauderdale, the best place I know to work on a composite boat on the East Coast, we fixed and pimped a few more systems before heading north. We 'hid' inside the ICW for a few hundred miles because the weather window was dirty at Cape Hatteras, and visited a bunch of sailing-related museums and historical sites along the way. The Mariner's Museum in Virginia is, by far,

**Arriving at Jamaica without a dinghy or even an SUP to get ashore. The Jamaican mindset made it easy to accept.**

the best such museum I've visited in the world. After so much hype from all the sailing friends, Mystic Seaport would prove to be a bit of a disappointment.

We had 100% cold, rainy, foggy weather in New England and Nova Scotia, which made us wonder why we'd ever left the San Blas. But after sailing home to the St. Lawrence Gulf and meeting up with good friends in the Magdalen Islands, Québec's remote sailing paradise, we were happy. We've since been enjoying the warm summer at this shallow, sandy archipelago. I was so happy I ended up looking for a piece of land!

If I had to make the Berkeley-to-Québec trip again, the only thing I would do differently is take five years instead of five months. And I'd take even more crew with even more different backgrounds, age groups and cultures. Or maybe I'd take a smaller boat with a greater sail area-to-displacement ratio so I could plane/surf more and motor even less.

I'm now back at work at the sailing school here in the Saguenay Fjord, pretending I'm here to stay and keeping my next cruising projects to myself so my family and friends think I'm finally growing up and becoming responsible.

I keep looking around for a 'Quebecley YC', a 'Blueberry Sails' loft, an 'Atlantic Offshore Rigging' or an 'Upwind Marine/St. Lawrence Marine Exchange' to help me fix everything I break and teach me the ways of the sailing world. But nothing on this side of our continent seems to match the people and businesses that made my stay in California so great, and the trip back home not only possible, but so much fun.

I wish I could send all my friends in Northern California all the rain we get when a cold front slides down the fjord. You'd have enough water to fill all your reservoirs.

— gaël 08/15/2015

**Hana Hou — Norseman 447**

**George Deane and JoAnne Clarke  
Dealing With Open Ocean Issues  
(Merced)**

Even though we've been having good wind out here, on July 12 about 1,800 miles from San Francisco on our way home from New Zealand via Hawaii, we still need to run the engine every day to keep the



refrigeration going. If it weren't for the refrigeration, the wind generator and solar panels could provide all the power the boat needed.

During our cruise across the South Pacific, we periodically had a problem with water backing up through the exhaust into the cylinders of the diesel engine. Not only was that not good for the engine, it also prevented the electric starter from being able to turn the engine over, leaving us without mechanical propulsion. So while we were in Pago Pago and having the engine overhauled, I installed a valve in the exhaust system to keep water from being forced up the tailpipe and into the engine while we were under sail. (When the engine is running, the engine exhaust keeps the backflow of water from being a problem.) In any event, this valve appeared to solve the problem.

Well, today the engine refused to turn over. So I removed a chest of drawers to



# IN LATITUDES

ALL PHOTOS BY LATITUDE 38

seemed to have migrated past the rings and into the oil sump. I got the engine started, but the telltale gray oil told the story. Fortunately, there didn't seem to be much water in the oil, as the engine started, ran, and didn't overheat. And the oil level on the dipstick didn't seem to come up much, if at all, telling me that the head gasket and cooling systems are still happy. At least for today.

In theory, we only need the engine while underway to run the alternator that powers the refrigeration. Although propulsion would be nice, particularly when we get to the Pacific High. There is a fair amount of food in the refrigerator and freezer I would prefer not to lose, but JoAnne and I have a lot of Spam and canned goods on board, so we won't starve. And it's not as if we hadn't had to make trips without the use of the engine. We sailed the last 125 miles into New Zealand after the injector pump failed, and another 125 sailing miles into Pago Pago when we blew a head gasket.

I decided that I would try starting the engine every four hours to see if that was often enough to keep ahead of the ingress of water.

To add insult to injury, when I went to shut down the engine and engage the windvane, the pin that joins the system to the steering wheel failed. We have a hydraulic autopilot, but it sucks a lot of power and only maintains a compass heading. The windvane maintains a relative wind angle, and thus does a great job of handling wind shifts in the middle of the night.

There is no way we want to hand-steer the remaining 1,800 miles to the Bay Area, so I got the windvane reintegrated with the steering wheel using a large bolt and a lot of electrician's tape. This should work. However, it will make adjusting the windvane a far more tedious process and I don't have a lot of electrician's tape, so

***George, about to dig into a cool Hawaiian desert that was about as outsized as was his and JoAnne's trip back from New Zealand.***



**Photos showing reasons for doing the 2015 Baja Ha-Ha: Clockwise from above: The anchorage at Bahia Santa Maria. Ha-Ha kids love the surf. 'Profligate', the mothership. Boats on the hook in Cabo. Mom and babe. Turtle Bay party. Surf's up. Center: Baseball at Turtle Bay. Bahia Santa Maria.**

get to the front of the engine, and used a breaker bar and extension on the nut that holds the pulleys in order to manually turn the engine over and clear the cylinders. Unfortunately, some saltwater had gotten past the rings and into the oil. That's not good. So I had to change the oil, which isn't as much fun on a rolling ocean as it is at the dock.

The potential source of the water ingress — other than from up the tailpipe — is ocean water being siphoned into the exhaust where the heat exchanger discharge water enters the exhaust. There is an anti-siphon valve in the line, but these can fail. So I added a manually operated anti-siphon valve to break any siphon at this location. Opening it is now part of the engine shutdown procedure. I sure hope this does the trick, because I would be very pleased to have a happy

engine for the rest of the trip.

On a more highbrow note, JoAnne was looking at the charts this morning and noticed that a whole series of sea mounts north of Kauai are named after composers. I don't know when the original surveys were done, but Handel, Haydn, Chopin, Mendelssohn, Mozart, Gluck, Ravel, Liszt, Paganini, Tchaikovsky and many more classical masters have sea mounts named after them. I feel more cultured just from sailing through here.

July 13. After yesterday's oil change and adding a manual anti-siphon valve to the engine-shutdown procedure, I once again found water in the cylinders! I had to hand crank the engine — using the pulley nut — to clear the cylinders. Unfortunately, some water



JOANNE CLARKE

# CHANGES

I will try to conjure up a system to hold the bolt in place without the tape.

None of this is life threatening but I'm not sure that it's part of the Outward Bound curriculum.

July 14. There is some debate on

the boat as to whether it's spelled McGiver or MacGiver. We don't have Google out here to check, so I'm sticking with 'Mc'.

Starting the engine every four hours has worked like a charm. I had been running

it once a day for over an hour to drive the temperature of the cold boxes down. By running the engine every four hours, I can let the refrigeration go through one cycle, then shut it down. This takes about 15 minutes. After doing this several times now, the fridge has been pushed down as low as it goes. The cumulative 24-hour engine time is about the same.

We left Kauai with all of the fuel tanks full and some jugs on deck for a total of about 200 gallons, so fuel shouldn't be a problem. I generally don't drink on passages, but the beer in the bottom of the cold box should be extra frosty at the end of the trip.

On a further note, the engine running seems to have evaporated the water out of the oil, as it's back to black. There may be a little salt in there, but I think I'll save the oil change for when I get to port.

I've also come up with a more permanent fix for the windvane — a bolt wired to a piece of rope that ties around the wheel when the wind vane is engaged.

**Repairs are a part of cruising. This is what Hana Hou's engine looked like during a repair to the refrigeration system.**

So far so good. This should save massive amounts of electrician's tape.

— George 07/15/2015

*Readers: George and JoAnne completed their passage from Kauai to Emeryville in 31 days, and had the use of the engine and windvane the entire way.*

**Felix — Catalac 38 Cat  
Zwerver — 40-ft Dutch Cruiser  
Jack and Lynn Robinson  
East Coast and France  
(Fort Collins, Colorado)**

The last 25 years of my life have been fabulous — all because of *Latitude 38*.

My first husband and I had a plan. We'd start and grow a business, then sell it and everything else, including the house, to buy a sailboat. We'd spend the rest of our lives cruising.

The dream stemmed from a few summers I spent sailing a humble Clipper Marine sailboat on Lake Tahoe. I vividly remember going over this dream one morning while having breakfast on the hook at Emerald Bay Island. I was single-handed at the time.

Unfortunately, the cruising dream turned out to be as solo as my trip to Emerald Bay Island had been. After the divorce in the early 1990s, I placed my first ad in *Latitude 38* looking for a crew position. I also attended the *Latitude* Crew Party.

While at the party I met W.W., and we began sailing the Bay together as well as taking a few excursions up and down the coast aboard his Alameda-based boat. Two years later, after buying a boat together, we sailed north to Victoria, B.C. We spent the summer cruising the Pacific Northwest — Vancouver, the Gulf Islands, Princess Louisa Inlet, and many fabulous bays and fjords. We finally reached Port Hardy.

As we sat there eating the crab and fish we'd caught, as well as shrimp from the shrimp boats and wild berries that we'd picked, I thought it was the most spectacular place on earth. And seeing it by boat was exactly the way to experience it. W.W. didn't agree.

So once I returned to San Francisco Bay, I placed my second Crew Position Wanted ad in *Latitude*. And in September 1994, I attended my second *Latitude* Crew List party, this time hoping to get a ride on a boat sailing far away.

The party was the perfect place for boatowners who had entered a brand new event, called the Baja

HANA HOU



**JoAnne, cooling off on a dock in the tropics.**



Ha-Ha, to try to find crew. Being 40 and female, and having sailing experience and enough money to get by on, I got several offers. I chose a sturdy boat, a Westsail 43, owned by a captain who had been a navigator in several Transpac races. There would be another couple along as crew.

The first Ha-Ha started at noon in a good breeze, so off we went. Three of us went to sleep after dinner while the fourth stayed at the helm for the rest of his two-hour watch. Close to midnight, about 50 miles offshore, our man on watch saw a light. He went below to check the charts to see if it was a buoy. It was actually the stern light of another Ha-Ha entry, a Hunter 40 that was just beginning a proposed circumnavigation.

We crashed into the Hunter, and kept on crashing into her until all four of us were topside and physically able to push the other boat away.

With substantial damage to both boats, we both had to turn back. The

HANA HOU



# IN LATITUDES



PHOTOS COURTESY HALYCON

**Jack and Lynn Robinson's fleet: Spread, their 40-ft Dutch steel canal boat at the entrance to the 2,300-meter-long tunnel on the Canal de l'Aisne in France. Inset left, the couple's Catalac 38 catamaran 'Felix' at Cumberland Island, Georgia. Jack and Lynn have done an American Loop with her.**

Hunter returned to San Diego while we pulled into Ensenada. Although the stronger boat, the Westsail was more badly damaged. She had a grapefruit-sized hole in her bow above the waterline, a broken bobstay, and a huge portion of teak rail ripped up. The Hunter only had damage to her toe rail and lifelines.

The Westsail was a week in Ensenada getting repaired, during which time the couple decided to bolt. I felt a bit sorry for the owner, as he'd planned on 'winning' the Ha-Ha. Since my goal was to get south, I decided to help him sail to Cabo. Depending on how things went, maybe I'd sail even farther with him.

Alas, another week on the boat with the owner was enough for me. So once I got to Cabo, I started looking for another boat. I was enjoying a cold *cerveza* at the Broken Surfboard Cafe, then the Ha-Ha headquarters, when I happened to meet

Jack Robinson and his buddy Bob. They had just sailed in from San Diego.

After hearing my tale of woe, Jack mentioned that his boat would be berthed in Puerto Vallarta for a month, and if I would like to boat-sit while looking for another boat to crew on, I was welcome to do so.

While caretaking his boat for the next month in Puerto Vallarta, I met a lot of other crewmembers as well as a lot of boat owners. I think I could write a book about all the stories I heard from both sides. I may be wrong, but I don't think any crew stayed with the boats they had sailed south on.

The end of my story is also the beginning, for I stayed on Jack's boat

after his return — and he and I have been sailing/boating together ever since. I had finally found someone who shared my passion for living on the water and exploring new places.

We cruised Mexico for years, and did the Baja Bash a couple of times. Although we didn't take the boat farther south than Zihuatanejo, we traveled extensively throughout Mexico, Guatemala and El Salvador by bus and camper van.

In 2007, Jack and I saw an older sailing cat for sale in Fort Lauderdale that appealed to us, so we put *Fairwind*, our monohull, up for sale. She sold in Mazatlan. Two years later we bought the same catamaran we'd seen in Fort Lauderdale, but which by this time was in Maine. Our goal was to do America's Great Loop, a 5,000- to 7,500-mile circle of the eastern half of the United States, with some combination of the Illinois, Mississippi, Tombigbee and Black Warrior Rivers as the western boundary. Thus began our adventures with *Felix* in October 2009.

Jack and I left Maine on *Felix* and made it as far south as Charleston, South Carolina, in time to ring in the New Year. Falling in love with that city, we stayed put until we began America's Great Loop in April the following year. Mostly traveling on the IntraCoastal Waterway, we made our way back up the East Coast via the Dismal Swamp in North Carolina, then up the Chesapeake, out into the Atlantic at Cape May, and in at New York Harbor. We anchored at Ellis Island — a spectacular spot with all of Manhattan in front of us!

*Felix's* mast had to come down on the Hudson River before we went into the Erie Canal, which was unfortunate, as it meant we could not sail across the Great Lakes or down Lake Michigan to Chicago. We did, however, transit the Province of Ontario via an old Indian canoe route, which is known as the Trent Severn Wa-

**Jack trades boat cards and contact information with *The Doña* and Lynn in France. We hadn't seen them since racing on Banderas Bay.**



LATITUDE / RICHARD

# CHANGES

terway. The waterway has 45 locks, two of which are huge pan locks, and at the end you are dumped out into Georgian Bay, Lake Huron, via a big chute. It's amazing!

America's Great Loop then takes you down Lake Michigan, right through downtown Chicago, onto the Illinois River and the Mississippi River for two days, then turns up the Ohio, down the Tennessee to the Tom Bigbee River, and finally to Mobile, Alabama. It was there we finally put the mast back up. By then it was winter, so it was good that we were down in Florida and the Keys.

As the temperatures rose on the East Coast in the spring, we slowly worked our way back north. We crossed our out-board path in Charleston in the beginning of March 2011, having completed the Loop in just under one year, following the seasons the entire way. It had been an unforgettable journey, seeing the backways, byways and waterways of America and Canada. It's a trip that we highly recommend.

After a month in my favorite city, we continued north to Annapolis, arriving just in time for Jack's 50th class reunion at the Naval Academy.

Jack and I had always been interested in cruising the canals of France, so we decided to try to exchange time on our cat in the U.S. for time on a canal boat in France. After we placed an ad for this on the Internet, we received an inquiry from a New Zealand couple. They didn't have a canal boat in France, but wondered if we'd be interested in doing an exchange for time with their camper van and boat in New Zealand. We had no idea what this was ultimately going to lead to, but we answered, "Yes, of course we'd like to do such an exchange." So we set off on a whole different kind of adventure.

We spent January through March 2012 using their camper van and then

**While this is not the Robinsons' 'Zwerver', it is the big chute that 'Zwerver' went down on her way to Georgian Bay, Lake Huron.**

their boat in New Zealand. The first month was with their camper van on the South Island, and we even got in a four-day backpack trip on the Routeburn Track with three girlfriends. The second month we explored the North Island, and then had a couple of weeks on their boat out of Auckland.

Our biggest boating excitement was getting to anchor right there for the beginning of a leg of the Volvo Around the World Race. It was very exciting.

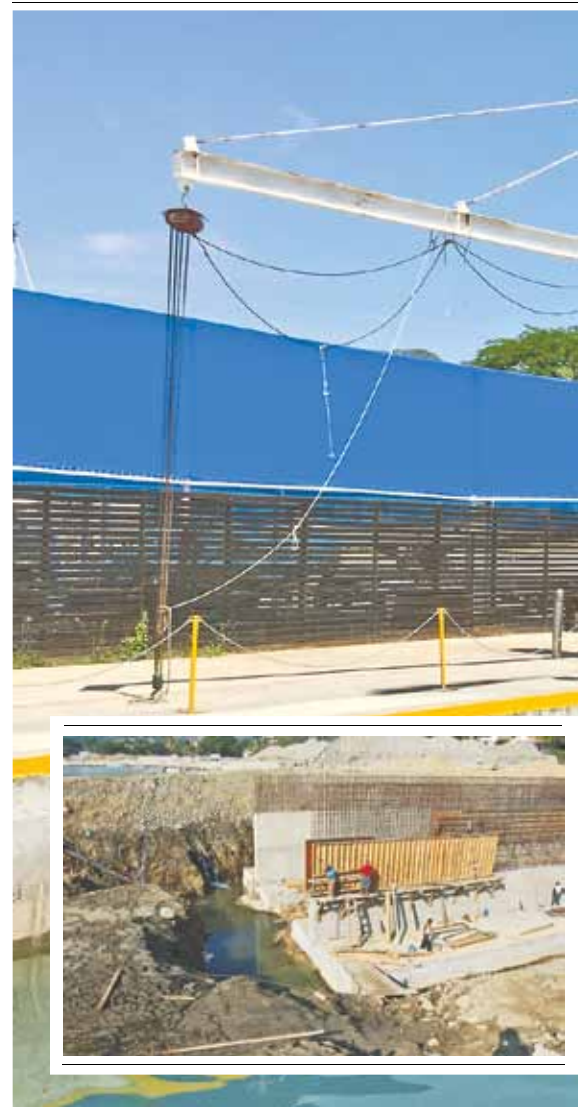
The following year, to complete the exchange, we placed our *Felix* on Lake Ontario, so the Kiwi couple could transit the Erie Canal and Hudson River, and sail into New York Harbor. They then took *Felix* down into the Chesapeake before flying back to New Zealand from Washington, D.C.. The following fall they came to Colorado and used our RV to explore the Rocky Mountains and Utah.

'Friends for life' is how we've come to think of the Kiwi couple. The exchange worked out great — but there is more. They told us about Kiwi friends of theirs who needed to sell their Dutch steel canal cruiser, which was lying in Saint-Jean-de-Losne, France. Shortly after hearing about this in May 2014, we flew to Paris, took the train to St. Jean, and bought *Zwerver*. She's a Dutch-built 40-ft steel cruiser with a big John Deere engine, a bow thruster and lots of unbelievably ugly fenders that you leave down all the time.

We spent the three months that we Americans are allowed in Schengen Area countries in France, and fell in love with canal cruising. This year, wanting to spend more than the normal three months in the Schengen Area, we had to drive from Colorado to the French embassy in Los Angeles to get longer visas. After completing the necessary paperwork and paying 99 euros — about \$110 — we received six-month visas.

We returned to St. Jean via Paris in May this year to resume cruising on *Zwerver*. We've been at it a few months and plan to be here until sometime in October. We will have been in Paris at the end of the July, and will probably have headed north on the River Somme after that. There are so many choices. Next year we plan to cruise Belgium and the Netherlands.

Cruising is the most fabulous way of living that I can imagine. The real



beauty of it is that you never know exactly what is over the horizon or around the next bend, or whom you will meet. This was made very clear to us in late June of this year.

One day we were waiting for a boat to come out of a one-way tunnel on the Canal de l'Aisne à la Marne in the Champagne region of France. Since the tunnel is 2,300 meters long, and the speed limit in it is less than two knots, it was going to be a bit of a wait, so we tied to the shore.

Finally the other boat, flying a Dutch flag, emerged. The couple aboard noticed our American flag. Coming alongside, they explained that despite the flag, they were Americans, too, and from California. Well, that got the ball rolling about common places we've been, and it turned out there were a lot of them.

One thing led to another, and lo and behold, we were stunned to learn that the two were Richard, the publisher of



LARRY BENSON

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BOTH PHOTOS BY LATITUDE / RICHARD

the tunnel, it was into brilliant sunshine with vivid green hills on both sides of the waterway. There was one boat in the distance. It turned out to be *Zwerver*. How odd it would be that Lynn and the Wanderer had both done that very first Ha-Ha, and that all four of us had done various races on Banderas Bay together, and now owned both a catamaran in the United States and a canal boat in France.

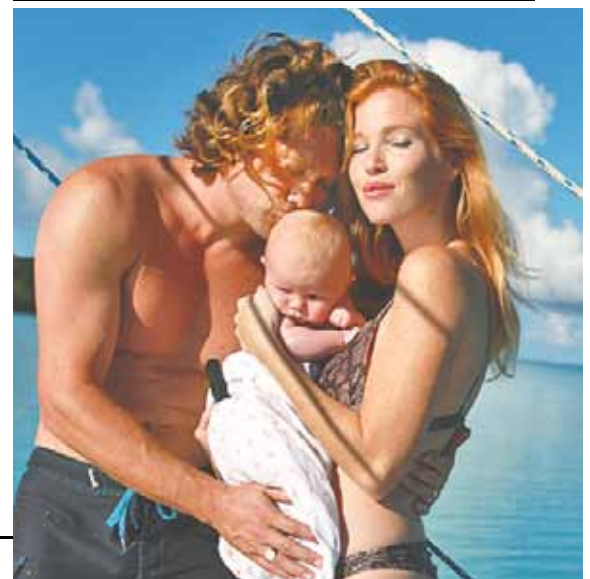
Lynn wants to thank *Latitude* for getting her sailing/boating life started? Well, we at *Latitude* want to thank Lynn — and all the other adventurous souls — without whom there wouldn't be a *Latitude 38*.

## **Journey — Freeport 41 The Ostrander Family Luxsea's First Passage (San Francisco)**

Tahiti would be a 24-hour upwind mission from where we were at Bora Bora. Another ass whooping. My wife Liz, who *Latitude* readers will remember was last December's Playmate of the Month, and I hadn't sailed off the wind since leaving Fanning Island a year ago. The last thing either of us wanted to do was beat to weather again, but we had to. If we were going to sail on to the Cook Islands with Lux, our months-old baby girl, we had to have an overnight upwind sea trial for us and the boat. So with a weather report calling for very light winds and small seas, we headed out at noon full of hope.

Our backup plan, if Lux couldn't take it, was to stop at Huahine just four hours away. The sun sets at 6 p.m. in the winter in these latitudes, so Huahine would be the perfect place to call off the trip to Papeete. Right out of the pass we

***Erik, Lux and Elizabeth, the happy cruising family. Elizabeth was the December Playmate of the Month, but now she's a mom and a cruiser.***



***We recently ran the inset photo asking readers to identify it. None did. The photo shows the digging that was done and walls being built for the Travelift ways at the La Cruz Shipyard. Luckily they made it as wide as they did, for 'Profligate', in spread, fits inside by mere inches.***

*Latitude* and the Grand Poobah of all the Ha-Ha's and The Doña, his girlfriend. Wow, is this a small world or what?

As we went over some of the names of the many people we mutually know in Mexico, the name of Lupe Dipp, who has owned several boats named *Moon* and *the Stars*, came up. We mentioned that Lupe was shortly going to be joining us for two weeks of cruising with us aboard *Zwerver*!

This 'out in the middle of nowhere' meeting on a canal in France, and the fact that we both have catamarans in America and canal boats in France, is what prompted me to finally write down my *Latitude 38* story, which is where all the boating adventures began for me. Thank you, *Latitude*!

— Lynn 07/15/2015

Readers — It really was a shock to run into Lynn and Jack where we did. We'd been on our 42-ft canal boat *Majestic Dalat* for about a month at the time, having come down to France from Friesland in the Netherlands and Belgium. At that point we hadn't seen a single canal boat with an American flag.

We'd entered the tunnel a little apprehensive because it was so long and conducive to vertigo. To spice it up, about halfway through, *The Doña* thought we were coming up on a big black fender floating free in the canal. As we'd lost two, we could use it, so she got the boat hook and positioned herself *Ishmael*-style on the bow. But when we came upon it, the 'fender' turned out to be a very large pit bull, looking much the worse for wear, rigor mortis having set in.

When we finally emerged from

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got 20-knot winds along with a six-foot swell on the beam. We kept thinking it was just because of a wind funnel caused by the island, and hoped it would abate once we got farther out. But over the next four hours the forecast light winds grew to 25 knots. Although we were flying just a staysail and mizzen, *Journey* was still really heeled over, and rolling with every wave. But we were still doing seven knots.

At 4 p.m. it was decision time. We were just 30 minutes from a very pleasant anchorage at an island we are both really eager to explore, or we could keep pounding 20 hours upwind, through the night to Tahiti. We debated what to do.

Continuing to Tahiti was a total commitment, because if things went bad, we would be stuck out at sea at night. The risk of something going wrong, or the weather turning even worse, was weighed against the true meaning of stopping at Huahine. If we stopped at Huahine, we knew we would be stopping our cruising for the year. If we could not even make Tahiti, we knew we shouldn't even consider the Cooks.

We discussed the options and risks over and over. The boat's motion made things difficult, but the stress of fussing over our little baby was overwhelming. We monitored her reaction to every gust and every wave, so it was exhausting.

Finally, the decision couldn't be postponed any longer. We either stopped right then, and maybe stopped cruising forever, or we accepted the risk and continued through the night. Neither of us wanted to be the one to give up, although to be honest, we both kind of wanted to. We decided to let Luxsea decide.

While Elizabeth and I weren't doing so well, Luxsea was loving life! She laughed and giggled the whole way. She was so cute that we just had to keep the

***When Erik and Elizabeth weren't sure if they should continue cruising, lovely little Lux made the decision for them by being so happy.***

dream alive a little longer. So we kept on sailing as the sun set on us.

Lux does very well underway. In fact, she is the exact opposite when we are not moving. While she is normally fussy and cries half her waking life, she is all smiles and quietly interested while we are underway. Furthermore, she ate like a horse and slept like a log during the whole passage. I can honestly say she is a pleasure to have on board while we are sailing.

And we made it, of course. Here in Tahiti we are going to provision and get a few key items. The sail back to Bora Bora is a quarter of the distance to Aitutaki in the Cook Islands, and in the same direction, so the sail back should give us a realistic idea of what the passage will be like. Add to that the upwind passage to Tahiti, and we will have sailed half the distance to the Cooks, and upwind half the way.

We are so proud of our daughter! She has earned the right to cry all she wants and keep us from sleeping every night without complaint!

— erik 08/15/2015

## Cruise Notes:

George Deane of the Merced-based Norseman 447 **Hana Hou** — featured also in the second *Changes* in this month's issue — has done a lot of ocean cruising. He did the 1999 Ha-Ha and spent a year in Mexico. In 2006 he got a slip at Nawiliwili, Kauai, so he sailed there with *Hana Hou*. In 2012, he, JoAnne Clarke, and cousin John McPeak sailed to New Zealand, where George and JoAnne would spend 18 months. After they sailed to American Samoa, George singlehanded to Hawaii via Christmas Island. It took nearly seven weeks, in part because he had to wait 11 days for the swell to drop so he could take on fuel at Christmas Island. And finally, he and JoAnne made the 31-day passage from Kauai to Emeryville.

"I sail differently now than when we sailed down to New Zealand," George told *Latitude*. "When we headed south, I was all gung ho to record big-mile days, and I had several 180-mile days. But there were too many fire drills and too much breakage. Once I spent three weeks in Pago Pago just waiting for parts

"But then I met a Kiwi guy who was just completing a



seven-year circumnavigation. He had some great advice for me: "**Don't race the house!**" he told me. So on my single-handed trip up from Pago to Hawaii, I always had the first reef in the main, and mostly sailed with the staysail instead of a proper headsail. Even though it was slower, I got to Hawaii with no breakages and no bruises.

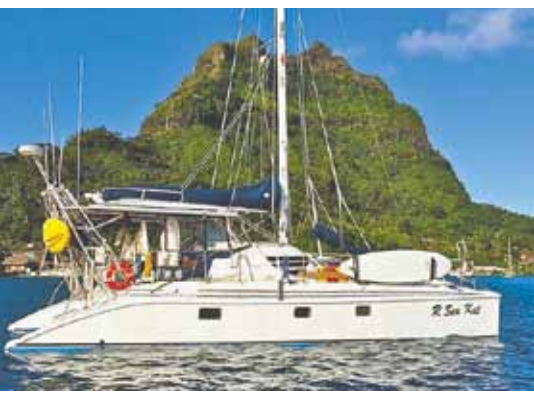
"When JoAnne and I sailed home from Hawaii," George continued, "we essentially did the same thing. We always had the first reef in the main, and while we flew the genoa during the day, we always went down to the staysail at night. As a result, we had no drama. We only put a second reef in the main at the very end of the trip, and just to ride out a gale.

"The main reason that we took a few extra days for the passage was not the shortened sail plan, but rather because the High was set up so far north that we had to cross it rather than go over the top of it. We did motor for three days, and thought that we were across the





# IN LATITUDES



PHOTOS COURTESY R SEA CAT



**Mike and Deana Ruel of the Delaware-based Manta 42 'R Sea Cat' have rocketed across the Pacific, having left San Diego in April and made it to Australia by August. And they expect to be in South Africa for New Year's. Despite their swift pace, they've managed to take some great photos.**

center of the High. But then the four highs basically merged, and there was no wind all the way across to the West Coast! I didn't think we should use up the rest of our fuel, so we sailed in very light air. The upside was that the weather was spectacular and that we could cook anything we wanted. When those highs re-formed, and we got to the east side of them and into the northerly winds, regular progress resumed. We motored the last 70 miles, as it turned out we still had lots of fuel. Oh, well. The takeaway is that the trip was a little slow, but very comfortable."

How to get on a boat for a long passage? No matter if you are an individual looking to crew, or a boatowner looking for crew, you might try the **Latitude 38 Crew List**. It worked for both boatowner Gaël Simon of the Québec-based X-402 **GravlaX** and crewmember Sara Stone of

the Bay Area.

"Sara is an amazing sailor whom I met through the *Latitude* Crew List," says Simon. "On the Crew List form she checked 'racing', 'cruising in Mexico, Central America and the Caribbean'. She listed extensive sailing experience, including youth dinghy sailing school, club racing in all kinds of sailing vessels, and working in the Caribbean sailing charter industry. I contacted her through the *Latitude* website, and we agreed the best segment for her to join *GravlaX* would be from Banderas Bay, Mexico to Panama. I think she enjoyed it, because she decided to stay for the Panama Canal transit. Sara was a terrific crewmember, and

I'm looking forward to the next time we can sail together."

We don't suppose we have to caution readers that people have different experiences using the *Latitude* Crew List and similar lists, and individuals have to take the usual safety precautions when putting their names out to the general public.

If you're like us, and you read Simon's *Changes*, you probably wondered how he and his crew managed to get to shore **without a dinghy or SUP** during their six-month, 8,000-mile trip from Berkeley to Québec.

"Amphibious attacks," Simon responded, "meaning snorkeling ashore with dry bags. Or with the help of local *panganeros*. And we probably stayed in more marinas than most cruising boats."

If you're a Northern California sailor headed for the late-October start of the Ha-Ha in San Diego and are looking for a cruising tune-up, or are a Southern California sailor looking for a great fall cruising destination, you need look no farther than **Santa Cruz Island**. Twenty-two miles long and between two and six miles wide, it is the largest of the eight Channel Islands. Among its many charms is an official population of two — which is one fewer than the number of airports it has — and there being no services or facilities. It doesn't even have cell coverage.

The Nature Conservancy owns 76% of Santa Cruz Island, while the National Park Service owns the remaining 24%, all of which is on the the southeast end. You need to buy a permit to land on Nature Conservancy property. There is a relatively modest fee for the required permit. The Nature Conservancy must be living in the 1980s, as it takes them up to 10 business days to issue a permit.

**One of the anchorages at Santa Cruz Island. There are many anchorages, but a number of them are tight and only hold a few boats.**



# CHANGES

Going ashore on their property is only allowed during daylight hours, and certain areas are restricted. The National Park is more welcoming, as you don't need a permit and it's even possible to arrange for backcountry camping. Pets are never allowed ashore anywhere on Santa Cruz Island.

There are numerous cruising guides to Santa Cruz Island, listing the **many anchorages and attractions**, including the Painted Caves and great hiking trails. Our surfing friends want everyone to know there is absolutely never any surf at Santa Cruz Island, so make sure you leave your boards at home. They say the nearest surf is at 'C Street' in Ventura, "where out-of-the-are surfers always get a warm welcome," and the "ever-reliable summer surf at the Sandspit" at the tip of the Santa Barbara Yacht Harbor.

Santa Cruz Island is as little as 22 miles from Santa Barbara, and it's usually a reach both ways. The island is about 17 miles from both Ventura and Oxnard, 52 miles from Marina del Rey, 84 miles from Newport, and 150 miles from San Diego. Days are shorter in September and October than in the middle of



ANDY SCOTT

*Andy Scott's new Cruising Guide to Indonesia is nicely illustrated with loads of dreamy photos and easy-to-read chartlets.*

summer, but the fall weather is usually the best of the year at Santa Cruz Island.

"Back in my university days, I worked summers on the **New Loan**, a 60-ft sport fishing charter boat out of San

Diego," remembers Andy Scott. After a few years, I: 1) Became valedictorian of the philosophy department at San Diego State University, and 2) Got my 100-ton captain's license. Figuring they counted as some sort of 'double major', I figured I'd earned a holiday searching for adventure. I've never really been back since.

"I was always a fan of *Latitude*, and remember awaiting the arrival of each issue to check the *Classy Classifieds* for used boats in the 30-34-foot range. Ultimately I found and bought — for \$29,000 — the Westsail 32 **Aennui**. In 2002 I bought a handheld GPS and a handheld VHF, and took off for Mexico with Craig Story, another 100-ton master of sail and steam. I spent two years cruising through French Polynesia, Tonga, Fiji and Australia before returning to Indonesia in 2004. I intended to stay there for good, and have been here ever since. Although I'm based out of Bali, I can more than likely be found exploring between Papua and Aceh in the Indonesian Archipelago. I'm biased, but I think it offers the best cruising in the world.

"Most West Coast sailors don't realize



it, but Indonesia's 250 million people make it the fourth most populated country in the world after China, India and the United States. Or that Indonesia occupies two million square miles of tropical ocean that is sprinkled with 18,000 islands. Indonesia also has a rich and vibrant culture, all of which adds up to making it a great destination for the cruising sailor. And especially the cruising sailor who surfs, as it is home to some of the greatest and most consistent surf in the world.

"For all these reasons," Scott continues, "I've written and published the **Cruising Guide to Indonesia**, a 270-page book with coverage of the country and details about 320 of the anchorages. As some sailors know, Indonesian government red tape and corruption used to make it difficult and expensive to get a cruising permit. But the government has gotten religion about the benefits of yachtie tourism, and thus has been cutting down on corruption and improving the cruising facilities. You can read all about it in my guide, which has an interesting price structure — \$45 U.S.

dollars in Bali, \$65 elsewhere in Indonesia, and \$75 outside Indonesia.

Seven times more visiting cruising kids than full-time residents of Suwarrow in the Cook Islands? That's what it was like last month, reports Heather Tzortzis of the San Francisco-based Lagoon 470 **Family Circus**. There were 14 kids on cruising boats at the same atoll, and just two full-time caretakers. Among the 14 kids was Tristan Tzortzis of *Family Circus*, who was celebrating his 14th birthday.

Following their time in Suwarrow, the *Family Circus* family had a wonderful 740-mile passage to Tonga. "It was our most incredibly peaceful passage to date," said Heather. "The people have been warm, welcoming and wonderful. But what the kids like most are the pigs running around in the streets."

What's it like in **Cabo** during the first



HEATHER TZORTZIS

**So it's come to this, seven cruising kids at Suwarrow Atoll in the Cooks for every permanent resident. They're having fun, too.**

half of August? Having gotten stuck in Cabo for a week waiting for weather during our 1,000-mile La Cruz-to-San Diego Bash with **Profligate**, the Wanderer and The Doña became experts. It was hot. Damn hot. Figure on 95 degrees under bright sunshine during the day, and 81 at night. If you were sleeping on a boat, as we were, you needed plenty of fans if you didn't have air con, which we didn't. No matter if you jumped into a pool or the

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ocean, there wasn't much relief, as they were hot, too. The heat usually starts to break in mid- to late October, as it does at most of the popular cruising spots in Mexico. By early November, when the Ha-Ha rolls into Cabo, the days are warm and the nights are usually pleasantly cool.

**IGY Marina Cabo San Lucas** lost about 30% of its slips to hurricane **Odile** last September, and the folks at the marina told us it's highly unlikely that they will be replaced before the winter of 2016-2017. If you've ever had to get permits from the California Coastal Commission to even just repair damaged stuff, you know how long and difficult that can be. It's can be an even bigger challenge in Mexico.

Oddly enough, the destroyed berths might actually mean **additional room for the Ha-Ha boats** in the harbor. The pilings are still in place, and last year several Ha-Ha boatowners said tying bow and stern to the pilings worked great. It was at least less roly than being out in the bay.

The big bummer about Marina Cabo San Lucas, however, is the **flat wharfage**



LATITUDE / RICHARD

**Sailing Fun Foto: South African Kev Mango gets his ya-yas out spinnaker flying. After all, a boat is for more than just sailing.**

**fees** they say they — and only their marina — have been forced to implement. For example, it would cost us \$375 for the privilege of bringing the 63-ft *Profligate* to the fuel dock, no matter if we wanted to

buy two gallons or 200 gallons of diesel. By contrast, smaller boats, such as the 25-ft  *pangas* and small fishing boats, are charged 1/27th as much! Marina manager Darren Carey readily admits that owners of sailboats, who tend to have larger boats but don't need much fuel, are getting hit the hardest. While members of events such as the Ha-Ha will get significant discounts on the wharfage fee, we nonetheless have to suggest that all owners of sailboats try not to need fuel in Cabo. We know that some boatowners have gotten around the fee by jerry jugging fuel from Pemex stations, but we aren't sure this will be looked upon kindly by the quasi-government group that was apparently behind the flat fee.

Given the outrageous wharfage fee for fuel, the Wanderer cringed when he stopped at a **marina tienda** to buy a medium-sized bottle of shampoo. Imagine his surprise when it cost less than \$1 U.S. At SFO, they charge \$3.99 for a bottle a sixth that size. Later, while walking down the street, we saw an ad for a Subway sandwich for 29 pesos. With the exchange rate over 16 pesos to

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Easily **the most excitement** the Wanderer and The Doña had coming north took place about 75 miles southeast of Cabo. The Wanderer was reading a book in the cockpit, facing aft, when he heard a tremendous splash. Looking up, all he could see was the enormous explosion of water created by a very large whale's having done a bellyflop less than a boat length from *Profligate's* transom. Spooky stuff.

"Could *Latitude* please encourage John Sullivan of the San Carlos (Mexico)-based Endeavor 37 **Mambo** to write a bit more?" wonders Mark Novak of the Santa Cruz-based Hans Christian 43 **Betty Jane**, which is currently in La Conner, Washington. "I'd love to see a regular column or book from the guy. I hope he lives long enough to get us some more material. Of course, if his *Changes* was 100% true, I'm not sure that will be the case."

The Wanderer has been editing *Changes* for 38 years, and can't recall one he found as hysterical as Sullivan's. The thing that made it so funny,

of course, is that it was not necessarily intended to be funny.

Going way back! Seeing a photo of **Cabo San Lucas** taken in the 1960s, back when the town had fewer than 800 people, prompted a memory from Capt. Rob Wallace.

"My brother and I and a couple of other guys anchored there in 1967 while delivering the Cal 40 **Ariana** back from a La Paz Race. The only other boat there was famed oceanographer Jacques Cousteau and his vessel **Calypso**. So we rowed ashore and had a couple of beers with Jacques and crew at the Hacienda Hotel bar! Wish I could have recorded those conversations! Then we walked across the landing strip — it was where the harbor is now — to the little town of Cabo San Lucas to check in with the port captain's office in the *zocalo*. We managed to find meager food supplies at the Chinaman's market (!) on



*Cabo way, way back in the day, when some sailors felt it so remote that it seemed scary. Not anymore. Not by a long shot.*

the corner. I remember the wind howling through the rigging at anchor and being kinda scared, as it seemed like such a remote place."

And now there are 200,000 residents in Cabo and a total of 400,000 along the Cabo Corridor.

Bruce Balan and Alene Rice of the California-based Cross 45 trimaran **Migration** have been cruising since Puddle Jumping to Easter Island in 2008. After sailing all over the South Pacific and as far as the South Island of New Zealand, they decided it was time to do a major

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refit. They chose to do it at Phuket, Thailand. According to them, it turned out to be a disaster that didn't end for two years.

Believing that he has a responsibility to let other cruisers know about the companies and individual craftsmen who do terrible work, and the nature of their poor work, Balan wrote a report to Noonsite. For whatever reason they declined to publish it. Knowing Balan, we have no such reservations, and will publish it next month.

"We arrived at Cocos-Keeling, our first Indian Ocean stop, after 11 days," report Jim Fair and Linda Powers from the Berkeley-based Outbound 46 **Chesapeake**. "The trip was quick once we went through the Sunda Strait between Java and Sumatra. We racked up two 190+ mile days during the trip before we slowed down to arrive at Cocos during daylight. Our plan is to stay here for a few days and then head out for 2,000-mile distant Rodriguez Island."

San Francisco's Andrew Vik has done a lot of cruising in Croatia over the years with his Islander 36 **Geja**, but he'd never

seen anything like what he saw on July 19 at Brna Bay.

"I was sound asleep until 7:15 a.m., at which time three fire-fighting planes came through in constant rotation. There was a wildfire nearby and the pilots had selected Brna Bay, where my *Geja* was anchored, as their place to scoop up water. Sometimes they touched down less than 100 meters away. The planes were a big assist in putting the fires out, much to the relief of the locals, who were freaked out about the flames on the ridge all night long."

In a June *Lectronic*, we reported that Bill Gibbs of Ventura and crew had a terrible shakedown sail with **Wahoo**, his new all-carbon G Force 1400 (44-ft) fast cruising catamaran that he had completed in South Africa. The rigging problems were bad enough; then both rudders broke off. Then there were engine problems and the boat got a little



**Airplanes in flight aren't usually a concern for boats on the hook, but because of a fire, they were for Andrew Vik at Brna Bay, Croatia.**

crushed by another boat. It was the worst. Crew Mark McNulty reports they are back in Bonaire with new rudders, and in a couple of weeks are hoping to test the boat out again on a run to Aruba.

We wish Gibbs and crew the best of luck — as we wish all of you the best of luck with your cruising **dreams and realities**.



## *Profligate* for Charter on Banderas Bay

We've never understood why term charters have never been featured on Banderas Bay, as it has everything going for it: It's the tropics, it's flat water pleasure sailing, there are lots of whales, rays, dolphins, and other sea life. It's got great places to go: Downtown P.V., remote Yelapa, Punta Mita, La Cruz, and Sayulita, none of them very far apart. Did we mention all the great surf spots? And unlike the Caribbean, which takes forever and is expensive to get to, PV is only only 3 hours and 15 minutes from San Francisco and 2 hours and 40 minutes from John Wayne.

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## BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet are as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

See 'Lectronic Latitude' for updates at [www.latitude38.com](http://www.latitude38.com). In the magazine, look for fleet profiles this summer and a complete recap in December.



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## MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 2. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

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

## IS THE PACIFIC PUDDLE JUMP FOR YOU?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

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## IMPORTANT DATES

Sept. 2, 4-6 p.m. – Mexico Cruising Seminar given by Dick Markie and Geronimo Cervillos. Free! Encinal YC in Alameda.

Sept. 2, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC in Alameda.

Sept. 15, midnight — Deadline for all entries to be received.

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to [andy@baja-haha.com](mailto:andy@baja-haha.com). Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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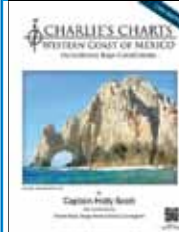
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**WHAT'S IN A DEADLINE?** Our Classy Classifieds Deadline is the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

**10-FT PORTA-BOTE, 2014.** Elk Grove. \$1,500. New. Oars, tie-down straps and seats included. Information at (916) 647-6203 or (916) 595-8035 or [davidgagne84@yahoo.com](mailto:davidgagne84@yahoo.com).

## 24 FEET & UNDER



**20-FT THOMPSON T590, 2002.** Alameda. \$5,500. Thompson sport boat, carbon mast, sprit and tiller. Lifting keel with bulb, open transom, cassette rudder with padded rudder bag. EVA on cockpit floor for better traction. New tapered spin halyard, new split tail mainsheet. Dyform rigging, new Airex .625, spinnaker, carbon full batten main, this is a "catboat" rig so there is no jib. Galvanized trailer with extending tongue for ramp launching and lifting harness for hoist launch. Full boat cover. Speedy boat with 208 sq.ft. sa upwind and 688 sa downwind on an 800-pound boat! Two-boat owner so motivated to sell, but no lowballs. See specs at: <http://tboat.com>. Contact (925) 550-0536 or [sailedstripe@yahoo.com](mailto:sailedstripe@yahoo.com).



**24-FT LAPWORTH GLADIATOR, 1969.** Alameda \$2,000/obo. Solid Bay boat. Very clean, new interior. New cushions. New electrical power panel. New shore-power hookup. VHF. New lifelines. Roller furling. New Quantum jib. 15hp OB. Contact [srt80@live.com](mailto:srt80@live.com) or (510) 776-0821.

**19-FT WEST WIGHT POTTER, 2010.** Alameda. \$11,000. Premium package. Roller furling jib, bimini, marine butane cookstove, sink and water system, never been used Porta-Potti. Bottom painted 7/14. On new trailer. New Yamaha 4hp OB. (510) 213-2316 or [suevee1010@msn.com](mailto:suevee1010@msn.com).



**20-FT SPIRIT-OF-TRADITION, 2012.** Newport Beach. \$12,000. Noel 20-ft LOA, 850lbs ready to go, epoxy/cedar 2012, new trailer. Carbon/glass mast, keel and rudder. 2 mains, 2 jibs. Classic looks, quality workmanship. Info and pictures at [www.flickr.com/photos/exactair/sets/72157654611697551](http://www.flickr.com/photos/exactair/sets/72157654611697551). Contact (714) 745-6789 or [ExactAirUSA@gmail.com](mailto:ExactAirUSA@gmail.com).

**14-FT LASER, 2013.** San Francisco. \$6,000/obo. Mint, sailed once. Radial + full rig. Dolly, covers, extra lines, blades, sails. Will deliver anywhere on West Coast. New trailer available for \$1k. New baby + new house forces sale. Call (650) 842-0930 or [mike.rutledge80@gmail.com](mailto:mike.rutledge80@gmail.com).



**16-FT BALBOA, 1983.** Fortman/Alameda. \$1,495. Rare Balboa sloop with 3 sails. Daysailer that sleeps 4. Electric motor/extra gear. Good cond. Easy to singlehand. Great beginner boat. Overbuilt! Hate to but must sell! Call for info: (408) 718-8447.

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**15-FT SKERRY, 2015.** Petaluma. \$3,900. New. Gorgeous 15' mahogany, double-ended pulling boat. Beautifully made and finished using finest materials. Aluminum trailer. Spoon bladed oars. No rig or sail, but can be easily added. View at [www.sailboatlistings.com/view/51003](http://www.sailboatlistings.com/view/51003) or contact [mark@archplastics.com](mailto:mark@archplastics.com).



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## 25 TO 28 FEET

**25-FT NORDIC FOLKBOAT, 1976.** Alameda Marina. \$9,300. US101. Fully equipped fiberglass hull and cabin teak trim. Finished interior. Fully equipped. Extra sails. Svendsen's built. 6hp outboard. Ready to sail. Call (408) 779-6195 or (408) 607-4740 or contact jeffraser@charter.net.



**25-FT MERIT, 1984.** Wilton, CA. \$8,900. Won nationals, corrects top 3 in most club races. Stored indoors in off season. Has two spinnakers, two mains, two 100%, one 135, one 155. All sails 80% or better. Spinnaker and whisker poles. Padded lower berths. Portta-Potti, good electronics. Trailer is good, needs paint. New, uninstalled, halyards and sheets. Plus a 4hp 4-stroke Mercury. New bottom paint. Call (916) 471-8091 or (916) 687-6254 or contact vp417@cal broadband.net.



**28-FT TARTAN PIPER, 1994.** Sequim, WA. \$36,400. Well maintained cruiser/racer. Westerbeke diesel. Complete sail inventory in excellent condition. Deluxe interior including leather upholstery. Roller furling, depth/speed, GPS, AIS radio and Marine Systems electric heater/air conditioning. Call (360) 457-1082.



**25-FT MANCEBO DESIGN, 1988.** Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.

**26-FT MACGREGOR, 2003.** \$16,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.



**26-FT MACGREGOR, 1987.** Alameda. \$7,500/obo. W/trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, mainsail cover, LED lighting and all lines. Private toilet area, pop-top - canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Info at <http://tinyurl.com/njw8sxw> or contact (510) 253-5883 or [mac26forsale@gmail.com](mailto:mac26forsale@gmail.com).



**27-FT NORSEA CENTER COCKPIT.** 1988. San Luis Obispo. \$70,000. At Last is in Bristol condition throughout. Kept indoors. Galvanized, 3-axle trailer by Pacific Trailers. Trailer never been in salt water. Newer Raymarine electronics - radar, chartplotter, GPS, VHF radio. Autopilot. Mainsail and furling jib excellent condition. Asymmetrical like new. 400 hrs on Yanmar 2GM20. Force 10 stove/oven and cabin heater. Lavac head. 2 20-gal fresh water tanks. 20 gallon fuel. 20-gal water tank for head. New cushion covers. Factory finished with teak interior, Barient bronze winches and ports. Muir manual windlass. Dodger and sail covers. Cockpit cushions. Dinghy and outboard. New bottom paint. More equipment and spares unlisted herein. Pictures and inventory upon request. Contact (805) 431-7679 or (805) 543-1794 ext. 202 or [montgomeryarch@msn.com](mailto:montgomeryarch@msn.com).



**26-FT INTERNATIONAL FOLKBOAT.** (Modified), 1972. Alameda. \$25,900/obo. Bluewater cruiser, fiberglass, fully rigged for world sailing. Double-spreader aluminum mast. Lines to cockpit. Wind-vane. Autopilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info to [jdah@lycos.com](mailto:jdah@lycos.com).



**25-FT CATALINA SLOOP, 1986.** Lake Sonoma. \$8,000. Full keel, and double-axle trailer! Roller furling, lazy jacks, two anchors. Loads of extras, sails, rigging and 9.9hp outboard. Pop-top. Lots of room. Sleeps 5. Fresh water berthed. Enjoy now! Contact: [schoonwake@gmail.com](mailto:schoonwake@gmail.com).

**25-FT BAYLINER SLOOP, 1980.** Emeryville. \$3,800. Includes Emeryville Marina slip. Very nice condition, two cabins, clean fiberglass bottom. Sail cover and bag for the jib. New battery. Interior upgrades. More info at <http://sfbay.craigslist.org/eby/boa/5154702407.html>. Call Brent at (650) 219-1555 or (510) 706-8996.

**26-FT MACGREGOR M CLASS.** Motor-sailer, 2003. San Diego. \$23,000. 60hp Yamaha, trailer, GPS, new spinnaker, new rack and pinion steering, twin rudders, water ballast, rudders and keel retract for fast motoring. CDI roller furling jib. Call (619) 315-6556.



**27-FT CATALINA, 1974.** Treasure Island. \$3,200/obo. Beautiful and quiet location at Treasure Island, San Francisco. Some repairs needed on raw water intake but otherwise good and sailable condition. For more info: [amy77pan@gmail.com](mailto:amy77pan@gmail.com) or (415) 221-4194.



**25-FT CATALINA, 1977.** Antioch Marina. \$5,000. Nissan 2014 9.8hp elec. start, new cushions, new elec. panel, new mainsail, full batten, 2 reef points, extra mainsail, roller furling jib, spinnaker, new mainsail cover, windows just done. Bottom just finished, also did plumbing ports in June. Contact (925) 698-7999 or [cliffhocker@comcast.net](mailto:cliffhocker@comcast.net).



**25-FT PACIFIC SEACRAFT 25, 1978.** Richmond \$14,500. Great pocket cruiser, good condition, Profurl, asymmetrical spinnaker, solar, tiller pilot, Yanmar YSM8, new top end with 20 hrs, new dodger/V-berth cushions, double axle trailer. Contact (530) 394-7860 or [stirlingbuilders@gmail.com](mailto:stirlingbuilders@gmail.com).

**25-FT OLSON, 1987.** Santa Cruz. \$11,500. Dry storage in Santa Cruz. 5hp Mercury with low hours. Trailer. New battery. New standing rigging 2008 and new halyards 2015. Eight sails. Racing sails in excellent condition: Main, #3 and #1 Mylar. Two spinnakers. An older set of sails for daysailing. Boat is in really good shape. Info at [nugent@ucsc.edu](mailto:nugent@ucsc.edu) or (831) 247-7775.



**26-FT PEARSON, 1976.** Alameda. \$6,200. Value. Well maintained, \$2,000 mainsail, \$2,500 rudder upgraded SS shaft. Bottom clean, no blisters. Pics on CL. \$12,000 invested. Easy family boat, fast. Serious buyers - cash. Contact (510) 517-8600 or (208) 867-3825 or [klugert@mac.com](mailto:klugert@mac.com).

## 29 TO 31 FEET



**SANTANA 30, 1978.** San Francisco. \$9,800. Well maintained, very clean, fully operational. Possible to live aboard. No hull blisters, no leaks. Bottom painted 08/15, new 110 jib and Harken furler. Extra sails. Reliable MD7A diesel starts right up and runs great. New fuel tank. Tiller steering provides roomy cockpit. Attractive boat inside and out. Recent upholstery. Alcohol stove, ice box. Marine head with 20 gallon holding tank. Great value at \$10K. Motivated seller trading up. Info at <http://tinyurl.com/npwl4qe>. Call (415) 824-4966.

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**30-FT ERICSON 30+, 1986.** Redwood City. \$12,900. Good singlehanding with self-tacking jib. All lines led to cockpit. Roller furling. Raytheon autopilot. Universal diesel. Rebuilt Hurth transmission (2008). Sails in excellent condition. Priced to sell. Please only serious inquiries. (408) 691-7271.

**WYLIECAT 30, 2004.** Alameda. \$99,950. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pine-apple carbon main, Santa Cruz dacron main, Yanmar 1GM10, cockpit cushions, shorepower. Contact (510) 366-1476 or j\_tuma@comcast.net.

**30-FT CATALINA, 1981.** Marina Village, Alameda. \$15,500. Great Bay sailer, well maintained. Wheel steering, Universal 11 diesel 20 gallon fuel capacity. 60 gallon fresh water capacity. Propane stove with microwave. A/C inboard inverter, wall mounted color TV. New teak cabin floor. Harken roller furling headsail. Raymarine smart autopilot. Dodger enclosed cockpit. Please contact (510) 385-9667 or micross@comcast.net.



**30-FT FISHER MOTORSAILER, 1977.** Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. MaxSea sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.

**CATALINA 30, 1978.** Berkeley Marina. \$15,000. Turnkey, thoroughly refitted over the last 3 years. Raced and raced inside/outside. Yanmar diesel, wheel. More info.



**30-FT GARY MULL CUSTOM SLOOP, 1974.** SFYC, Belvedere. \$17,000. *The Shadow*. 30-ft. custom racing sloop. One of the last San Francisco-built wooden racing sailboats. Gary Mull design, built at Easom Boat Works, Sausalito 1974. Cold molded Sitka spruce construction. In 1999/2000 *The Shadow* underwent a complete historical reconstruction for one and a half years at the KKMI yard. Great for cruising or racing. For more info contact (415) 398-2655 or (415) 250-5412 or dlundbaek@alliedadministrators.com.



**30-FT ERICSON 30+, 1981.** Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced in December, 2013. Lifelines and running rigging replaced in 1997. Harken self-furling jib installed in 1997. New sails in 1997. Marina Green slip included! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



**31-FT BENETEAU OCEANIS, 2009.** Alameda, CA. \$89,000. Fresh, clean, superb condition. This elegant boat is fast, responsive, easy to sail and has a warm and inviting interior. The salon seats 7 and is a great place to relax after a day on the Bay. The interior cushions and woodwork are in like-new condition. This one-owner boat is ready to go. Aft cabin with a king-size mattress, hot and cold shower on the swim platform, gas barbecue on the stern, microwave oven, removable stainless steel boarding ladder, 2-person dinghy and dodger. Bottom painted January 2015. New mainsail May 2015. Strong Yanmar 3-cyl diesel with low hours. Low interest financing available with 20% down. Additional information and photos, call Milt at (510) 704-0772.



**C&C 30 MK I, 1976.** Marina Bay Yacht Harbor, Richmond, CA. \$17,000. Well loved and cared for. Built to C&C's high standards. She's been a wonderful and safe racer/cruiser. Very stiff and easy to sail with a PHRF of 180 (NCPHRF). Info at [www.gspcc.net/Meritime/Meritimefo-sale17.pdf](http://www.gspcc.net/Meritime/Meritimefo-sale17.pdf). Contact [meritime@gspcc.net](mailto:meritime@gspcc.net).

**29-FT J-29, 1984.** Richmond. \$9,999/obo. New Yanmar diesel installed by KKMI. Excellent 1, 3 and good main. Extensive additional inventory. Info at <http://sfbay.craigslist.org/sfc/boa/5138732018.html>. Contact (415) 336-6890 or noodlehopper@gmail.com.

## 32 TO 35 FEET

**33-FT NONSUCH, 1989.** Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

**CAL 34 MK III, 1979.** Marin, CA. \$22,000. Westerbeke diesel, Harken furling, self-tailing winches, comfortable liveaboard, seven sleeping berths, large cockpit. Good condition. Call Paul at (415) 860-0543.



**ARIES 32, 1981.** Maui, Hawaii. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wetsnail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar powered electric auxiliary motor! More information at [www.sailingkealoha.com](http://www.sailingkealoha.com). Contact (808) 264-5891 or petert@petert.com.

**34-FT ERICSON, 1988.** Vallejo, CA. \$29,000. Autohelm 4000 with windvane, adjustable whisker pole, factory optional bow water tank and newer aluminum fuel tank. 12v refrigeration. 6'3" headroom in cabin. More info at (530) 621-1629 or captron34@hotmail.com.



**33-FT CANADIAN SAILCRAFT, 1981.** Tiburon. \$13,000. End of summer sale. We have upgraded and must sell our loving boat of 8 years. Sailed by a group of friends who have been sailing together for over 30 years. 2 year old mainsail, good jib, GPS, autopilot, galley, head, sleeps 5. Great Bay boat. Solid and secure. Clean and ready to sail. Looking for loving home. Will offer sailing lessons, 4 days max. (925) 200-8411 or pburkeb@hotmail.com.



**32-FT CORONADO, 1974.** Alameda. \$17,500. Excellent condition with recent hull inspection and cleaning. Roller furling, dodger, 27hp Palmer engine runs great. Sleeps 6 with 6'2" cabin. Enclosed bathroom with electric flush. Stereo, stove, heater, many extras. Info at (209) 541-4448 or stargate3000@earthlink.net.



**32-FT JIM TAYLOR RACE SAILBOAT.** 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at [www.danger-zone.net](http://www.danger-zone.net). Contact Steve at (617) 838-4648 or [info@americanglobal.org](mailto:info@americanglobal.org).



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**35-FT J/105, 2000.** Brisbane Marina. \$82,000. Well maintained J/105. A race boat that really performs and equally fun just cruising the Bay! See photos at website: <http://youtu.be/REJe584qU8s>. Contact Vivian for further details at (650) 619-4262 or [herrera.viv@gmail.com](mailto:herrera.viv@gmail.com).



**33-FT CUSTOM STONE SLOOP, 1958.** Berkeley Marina. \$49,000. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St. Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been well maintained. Contact (510) 654-7704 or (510) 604-7704 or [dickwr8@gmail.com](mailto:dickwr8@gmail.com).

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or [ngolifeart@gmail.com](mailto:ngolifeart@gmail.com).



**35-FT ERICSON, 1972.** Berkeley, CA. \$19,885. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV, surround sound/CD/DVD/Xbox. Great liveaboard. Contact [quickjantony@gmail.com](mailto:quickjantony@gmail.com) or (510) 213-0202.



## 36 TO 39 FEET



**39-FT PHOENIX, 1972.** Paradise Cay, Tiburon. \$58,500. Rare opportunity! This is only the second time this exceptional yacht has been for sale, since 1975. Amazing, South African sloop. Refit in 1999 and 2012. She is exceptional, and in above average condition. Look at other yachts, and then come and see *Juanita*. She's amazing! for a complete listing of features, equipment and photos Email [captain.mikestanton@gmail.com](mailto:captain.mikestanton@gmail.com) or call (415) 847-3764. Thx for looking.



**36-FT BETTS CARROLL FARR OD.** 2005. Point Richmond. \$105,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. More info at (530) 308-5674 or (530) 583-5150 or [john@jonescorda.com](mailto:john@jonescorda.com).



**39-FT JEANNEAU SUN ODYSSEY.** Deck Salon, 2007. Point Richmond, Brickyard Cove. \$165,000. Gorgeous cruiser, like new, bright, clean, well-optioned, dual steering, low hours. Electric winch, radar, more. Factory video: <http://jeanneau.com/boats/Sun-odyssey-39-DS.html> or [www.sailboatlistings.com/view/47126](http://www.sailboatlistings.com/view/47126). Contact [yarboat@msn.com](mailto:yarboat@msn.com) or (432) 214-2387.



**37-FT DOG STAR 30, 1984.** Port Angeles, WA. \$42,000/obo. Cutter-rigged, medium displacement (15,000 pounds), 30' LOA, 37'6" LOA. Old-growth fir over oak, teak decks, Honduran mahogany cabin, chart table, silicon bronze fasteners, all bronze fittings, exquisite workmanship throughout, Westerbeke 21hp diesel. Light use since built. New 2011: Garmin HD radar, Horizon VHF w/AIS, 8" Garmin chartplotter, GPS, SS standing rigging and lifelines. Hi Seas diesel heater. Designed 1930, built 1984. Maintained to a high standard. Contact (360) 452-3717 or (714) 313-9750 or [danacordrey6@gmail.com](mailto:danacordrey6@gmail.com).



**37-FT HUNTER CHERUBINI CUTTER.** 1984. Sausalito. \$30,000. Ideal Bay boat; popular cruiser. Navico below deck autopilot; cruising spinnaker, Garhauer solid vang, Avon inflatable, teak interior, sleeps 5, shower stall, microwave, low-hour Yanmar diesel. More info at [www.lauralei.com/Hunter-37/](http://www.lauralei.com/Hunter-37/). Contact (415) 332-2555 or [boat@gregorys.org](mailto:boat@gregorys.org).

**37-FT TAYANA, 1978.** San Francisco Bay. \$82,000. Mk II cutter, Refurbishment/upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforale/home>. For info: [soltara.tayana37@gmail.com](mailto:soltara.tayana37@gmail.com).



**36-FT CATALINA, 1983.** Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure and hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or [cwurzner@yahoo.com](mailto:cwurzner@yahoo.com).



**CAL CRUISING 36, 1968.** Cabrillo Way Marina, San Pedro, CA. \$12,000/obo. A legendary cruising boat by Cal, built by Jensen Marine. Perkins 4-107 diesel runs good. Rigging and great '68 f/g hull in good shape, interior beautiful. Propane stove, cruising spinnaker and sails in good shape. Lots of ground tackle, too. Very comfortable and fast boat downwind and all points of sail! Handles light and heavy weather beautifully. Will deliver. Info: [www.calcruising36forsale.wordpress.com](http://www.calcruising36forsale.wordpress.com). Contact (310) 346-9185 or [hankwhittier@yahoo.com](mailto:hankwhittier@yahoo.com).



**39-FT AMAZON, 2000.** Port Townsend, WA. \$195,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. Contact (360) 808-1615 or [waswain@gmail.com](mailto:waswain@gmail.com).



**36-FT CATALINA CRUISER, 1983.** Oxnard, CA. \$44,500/obo. Newer dodger, 2012 main, '06 jib, 44# Bruce, 300' hi-test, 2 depthsounders. Elliptical rudder '06. Icom SSB/Ham M700 PRO, Icom VHF with RAM. Belowdeck autopilot R Marine 6000. Universal M-25 diesel. Charging system upgrade harness. Lewmar elec. windlass, Lewmar ST-48 primary. Furuno radar. High-output regulator. Salon newer cushions/fabric. Princess stove with sniffer. Technaotics refrigeration with 3" cold plate. Racor w/isolators. GRACO raw strainer. 3" Cupro nickel heat exchanger. Double main, jib, spinnaker halliards+. Mid-decks preventor eyes. Honda EU1000 generator. 6hp outboard like new. Wired and plumbed for watermaker. Solar panels, EPIRB, plotter, and GPS. Contact Dave: [captaindave\\_ventura@yahoo.com](mailto:captaindave_ventura@yahoo.com) or (805) 218-4711.



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**36-FT NONSUCH, 1989.** Sausalito. \$82,500. Turnkey condition, recently refit, continuously upgraded and well maintained. Bluewater capable. Interior size of a 40'+. Electric powered sheet and halyard winches. Low hour diesel. New Pineapple sail. More info on website: [www.sailboatlistings.com/view/50642](http://www.sailboatlistings.com/view/50642). Contact [markl@archplastics.com](mailto:markl@archplastics.com).



**36-FT ISLANDER FREEPORT, 1982.** Morro Bay. \$62,500. In excellent condition and ready to go. Preferred "B" Plan interior, fresh exterior brightwork. Pathfinder power, Raymarine color radar/chartplotter/sounder. VHF and SSB. New batteries and charger. Upgraded tempered glass cabin windows, full dodger and cockpit wind cloths. Boat is very well maintained and has no issues, health forces sale. Buy before boat is listed and we'll both save the commission fees. Please contact [jjpetroni@earthlink.net](mailto:jjpetroni@earthlink.net).



**39-FT C&C 37/40XL, 1989.** Port Huron, MI. \$100,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: [www.flickr.com/photos/cclver/](http://www.flickr.com/photos/cclver/). Call to discuss. (919) 656-8899 or [sailingnc@gmail.com](mailto:sailingnc@gmail.com).

**ISLANDER 36, 1973.** Costa del Sol, El Salvador. \$5,500 firm. Engineless. Full batten main, dodger, bulkheads, chainplates, hull strengthening gelcoat. Sayes-rig windvane, Zodiac dinghy, Evinrude 3.3. Make offer. (762) 207-3602 or (706) 566-9950 or email for more info: [chess198120@yahoo.com](mailto:chess198120@yahoo.com).



**38-FT MORGAN 382, 1978.** Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanding. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. Please contact (650) 722-4546 or [darlene@jscpm.com](mailto:darlene@jscpm.com).



**38-FT BLUEWATER INGRID, 1973.** Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact [ingridketchseptember@gmail.com](mailto:ingridketchseptember@gmail.com) or (360) 507-0541.



**39-FT CAL, 1971.** Oceanside, CA. \$15,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: [granahan@cox.net](mailto:granahan@cox.net) or (949) 280-6220.



**38-FT HOOD, 1983.** San Francisco, Pier 39. \$65,000. Centerboard, windlass, two heads (one electric), autopilot w/remote, Boston Whaler inflatable, fuel polishing system, Fleming windvane (not installed), and more. Slip also available. Call (415) 399-1449 or [dh.arch50@gmail.com](mailto:dh.arch50@gmail.com).

## 40 TO 50 FEET



**41-FT BRISTOL 41.1XT CC, 1984.** Marmaris, Turkey. \$124,900. *Windscape* is a fine example of a distinctive, classic cruising yacht rarely available - for sale - in the Mediterranean. She is a genteel combination of Ted Hood's legendary design, Bristol Yachts construction excellence and the owner's creative upgrades and loving care. Her stylish good looks and classic sheer will stand the test of time and turn heads in every port. Some sailboat styles come and go with the seasons...only a few have enduring value. Make your cruising dreams a reality! *Windscape* comes fully loaded and ready to go. Simply pack your bags and sail away. Sail the Mediterranean... Sail the French Canals... Sail back across the Atlantic... the choice is yours! Info at [www.windscape4sale.com](http://www.windscape4sale.com). Contact (925) 954-9590 or [yachtwindscape@aol.com](mailto:yachtwindscape@aol.com).



**40-FT COLUMBIA, 1965.** Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at [www.dropbox.com/sh/gxjif56ktnxuvsa/4REqVCvoj](http://www.dropbox.com/sh/gxjif56ktnxuvsa/4REqVCvoj). Call (415) 948-9801 or [maliarmoseley@gmail.com](mailto:maliarmoseley@gmail.com).



**40-FT SANTA CRUZ, 1983.** Alameda. \$62,500. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. Contact (408) 807-9630 or [egs@alum.berkeley.edu](mailto:egs@alum.berkeley.edu).



**41-FT CUSTOM LAURENT GILES.** Sloop, 1957. Port Townsend, WA. \$69,500. *Bettina* is a one-off Laurent Giles sloop, built in 1957 at the celebrated Wing on Shing shipyard. Teak-planked over ipol frames. Under the same ownership for 39 years, she has been loved and meticulously maintained, above- and belowdecks, to the highest professional standards. Sea-kindly and tough, this strong elegant classic cruising yacht draws admiration wherever she goes. New this year are Brooks and Gatehouse instrumentation and autopilot, Espar forced-air heater, and Glacier Bay refrigeration system. See her at the 2015 Port Townsend Wooden Boat Festival. <http://s736.photobucket.com/user/tdacon/slideshow/Bettina>. Call (360) 379-5751 or (360) 301-1337 or [Bettina@dacons.com](mailto:Bettina@dacons.com).



**41-FT YORKTOWN CENTER COCKPIT.** 1983. Morro Bay. \$38,500. Cutter-rigged sloop. Bluewater cruiser sail anywhere or live aboard. Transferable mooring \$235 monthly. Sleeps 6, two heads, shower, galley, radar, autopilot, complete sail locker. Meticulously maintained, beautifully finished interior. Email for info: [wprwpr@gmail.com](mailto:wprwpr@gmail.com).



**47-FT GULFSTAR SAILMASTER, 1979.** San Diego. \$175,000. Beautiful, safe and comfortable passage maker. Perfect for Mexico w/6'4" headroom. 8 knot passages with ease. With her feathering Max-Prop, she hits 9-12 knots sail/surfing in complete control. Virtually everything on *Ohana* has been replaced or upgraded recently, with over \$350k invested: Cummins 155hp (686 hrs), genset, electronics, full LP paint, hatches and ports, custom stainless, electrical, plumbing, rigging, furling, sails, canvas, upholstery, mattresses, tender, more! Contact (281) 850-4477 or [svohana@gmail.com](mailto:svohana@gmail.com).

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**44-FT F&C, 1979.** Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'11"; go to weather board down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.



**46-FT HYLAS, 2000.** Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: [www.seasilk.us](http://www.seasilk.us). Contact (619) 995-9085 or [craig@seasilk.us](mailto:craig@seasilk.us).



**MORGAN 43, 1985.** San Carlos, Mexico. \$119,000. Center cockpit, bluewater cruise ready in the Sea of Cortez, Mexico. 2 cabins/2 heads/tub! A very comfy classic, teak interior. Stainless rails with outboard fuel holders x8. Perkins 4108, 3500 hours. Honda 3000 genset. 2 solar panels. Water tanks: 75/135, water maker/22 gal/hour. Fuel capacity 40 gal. New rigging. Dinghy davits. New inverter/charger; GPS, radar and SSB. 2 VHF, Garmin fishfinder sonar, Lowrance chart plotter. 120% genoa, 100% spare jib, rebuilt main, spinnaker, full shade cover. New standing rigging in 2013. 2 TV's/DVD's and Bose cockpit speakers, new am/fm radio. New bottom paint, canvas, fender covers. Contact (520) 456-7439 or [tanker6@cox.net](mailto:tanker6@cox.net).



**42-FT JEANNEAU 42DS, 2007.** Marina del Rey. \$229,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hours. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hours, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged innerspring mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Ice maker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! More info at (858) 405-7107 or [ellenjoy1118@aol.com](mailto:ellenjoy1118@aol.com).



**42-FT TATOOSH, 1981.** Alameda. \$99,900. Price Reduced! From Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafron refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, Dyer sailing dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmins, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. Ha-Ha ready! Call (415) 497-9079 or [jonessail@aol.com](mailto:jonessail@aol.com).



**41-FT BOUNTY II, 1958.** Alameda. \$29,000. *Island Girl*. A 41-ft. Rhodes design all fiberglass, sloop-rigged sailboat, built by Coleman Plastics of Sausalito in 1958. Equipped for cruising. Perkins diesel. Aries vane. Lewmar 52 self-tailing winches. Contact [rogercory@yahoo.com](mailto:rogercory@yahoo.com) or (408) 926-8636.



**44-FT KELLY PETERSON, 1977.** San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgrippped new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or [jerrygahan@yahoo.com](mailto:jerrygahan@yahoo.com).



**43-FT BENETEAU OCEANIS 430.** 1992. Redwood City. \$129,000. *Rhea* is an immaculate specimen with over \$80K invested in the last two years. New standing/running rigging, new Raymarine electronics, new jib, genoa, spinnaker, safety gear etc. 43L, 13B, 6D, 20klb, 3 berths, 2 heads. Look no further if you are looking for that rare gem. She shines like new. Bluewater cruising ready! Info at [www.beneteau430-rhea.com](http://www.beneteau430-rhea.com). Contact (206) 786-0752 or [elaakmann@gmail.com](mailto:elaakmann@gmail.com).

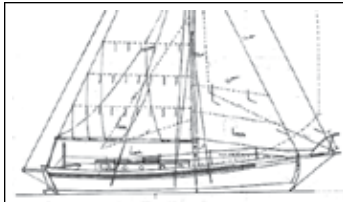


**45-FT REICHEL PUGH, 2007.** KKM1 Richmond. \$350,000. *Criminal Mischief* R/P-45 ocean racer. Great condition. Four time Hawaii race division winner. Loaded with all necessary gear for ISAF cat 1 ocean racing, including support trailer. Email: [andresownemail01@gmail.com](mailto:andresownemail01@gmail.com).

**41-FT NEWPORT, 1984.** Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact [chardonnaymoon@att.net](mailto:chardonnaymoon@att.net) or (916) 217-6908.



**40-FT C&C, 1981.** Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact [garylfox@att.net](mailto:garylfox@att.net).



**40-FT LYLE HESS CUTTER TOOLING.** \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the Bristol Channel Cutter 28. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.



**45-FT FASTNET, 1974.** Portland, OR. \$49,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or [lightheart45@yahoo.com](mailto:lightheart45@yahoo.com).

**40-FT CAL, 1965.** Alameda. \$23,000. Project boat that needs completion. Epoxy bottom with all new thru hulls and valves. Hull to deck joint sealed. Schaefer furler. Lewmar hatches Universal model 35 diesel. Please call or email for information and pictures. (510) 507-0200 or [sailorkh@yahoo.com](mailto:sailorkh@yahoo.com).

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**41-FT CHEOY LEE KETCH, 1979.** Sacramento. \$45,000. LOA: 40'9" / DWL: 32'6" / Beam: 12'6" / Draft: 6'. Low time on 55hp Yanmar engine. Autopilot, feathering propeller. Call Wayne Brown. (916) 833-9680.



**44-FT HUNTER 44DS, 2007.** In California. \$185,000. Price reduced! Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handhelds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! Please call (602) 421-9964.



**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See website at [www.sanctuarycharters.com/sabbatical.php](http://www.sanctuarycharters.com/sabbatical.php). Info: [office@sanctuarycharters.com](mailto:office@sanctuarycharters.com).



**45-FT KANTER ATLANTIC, 1983.** Trinidad. \$69,900. This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. Info at <http://thissideupyacht.com>. Call or email: [laukkanen.liisa@gmail.com](mailto:laukkanen.liisa@gmail.com) or (408) 431-4333 or (360) 431-3723.



**45-FT COLUMBIA, 1973.** Oakland. \$35,000. The perfect liveaboard! Two staterooms, two heads, roomy galley and plenty of room for a couch and recliner! Perkins 4-108. For more information, contact Michael at [michael@rossiexpo.com](mailto:michael@rossiexpo.com).



**41-FT CT, 1976.** Vallejo, \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact [maspragg@aol.com](mailto:maspragg@aol.com) or (415) 726-3322.



**43-FT BENETEAU 423, 1987.** South Beach, SF. \$119,950/obo. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or [beneteauforsale@gmail.com](mailto:beneteauforsale@gmail.com).



**49-FT CLASSIC KETCH, 1972.** Victoria, BC. \$125,000 USD. *Kailda* by John Guzzwell. Carvel planked. Fir on oak. Sitka spruce spars. Teak decks. Proven ocean passage maker. Comfortable liveboard accommodations. New Simrad 4G radar, autopilot, chartplotter, sonar. Professional maintenance. Low engine hrs. New paint: cabin tops to keel. 7 sails. More. Please call (250) 516-7251 or (250) 580-5565.



**40-FT HUNTER, 1986.** San Francisco. \$49,950. Comfortable, Fast and Fun! 2 staterooms with heads. Yanmar diesel. 5 sails. New: instruments, charger-inverter, batteries, haulout/bottom paint, canvas covers, running rigging. Teak refinished, more. Price reduced-best offer. More info and pics at <http://h40.techuity.com>. (650) 733-6090 or [tcsmith00@gmail.com](mailto:tcsmith00@gmail.com).



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**35-FT CUSTOM KETCH, 1947.** Sausalito. \$25,000/obo. Custom kauri ketch *Walrus*. New Zealand-built, triple-planked kauri pine, copper riveted. South Pacific and Panama vet. 30hp Sabb diesel. Structurally good as new. Call Mike. (415) 426-0172.







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**35-FT BENETEAU CATAMARAN, 1986.** Ensenada, Mexico. \$65,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.

**24-FT SEAWIND, 1989.** Newport Harbor. \$7,500/obo. Modified, hard decks, cabin, four berths, fridge, stove, many sails, Evinrude 6hp. Info at www.dropbox.com/sh/xla6w3qvam0d72e/AADxqmfD8xgranBSsd8u7Okja?dl=0. Contact renospec@gmail.com or (949) 482-7785.



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