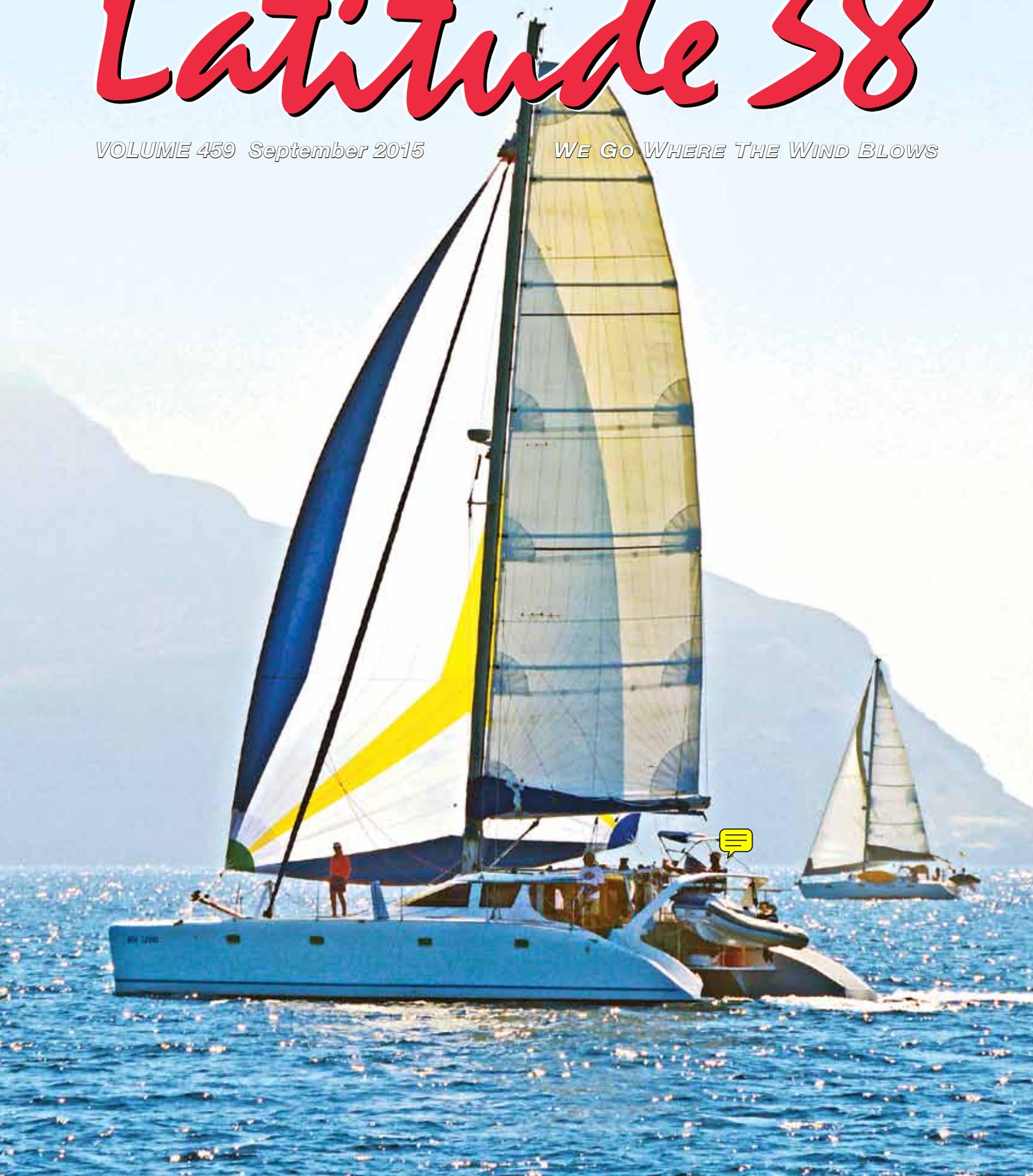


Latitude 38

VOLUME 459 September 2015

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Simply Fiddling About in Boats

PHOTO BY ERIK SIMONSON



*Little Fiddle**

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

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

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

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Cover:

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

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

Photo by Latitude/Richard

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



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Latitude 38

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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35' Catalina 350, 2007 **SOLD**
34' Catalina 34, 2006 **SOLD**
34' Catalina 34, 1988 37,000
32' Catalina 320, 1998 65,900
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43' C&C CUSTOM, 1973 225,000
40' C&C 121, 1999 **REDUCED** 97,128
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38' CT, 1982 **REDUCED** 50,000
37' Hunter 376, 1997 **REDUCED** 74,900
36' Beneteau 36.1, 1999 **REDUCED** 76,500
31' Cantieri Baglietto, 1955 **NEW LISTING** 38,000
29' C&C 29, 1985 **NEW LISTING** 20,000
20' Harbor, 2010 **NEW LISTING** 26,000

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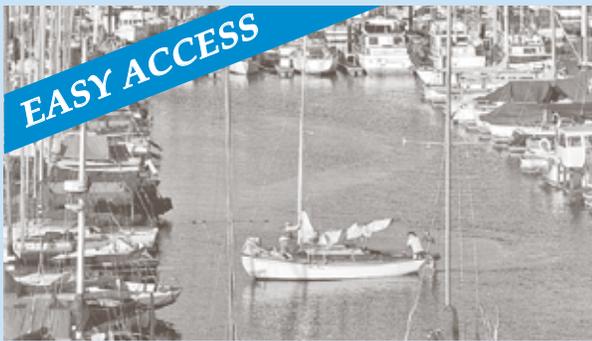


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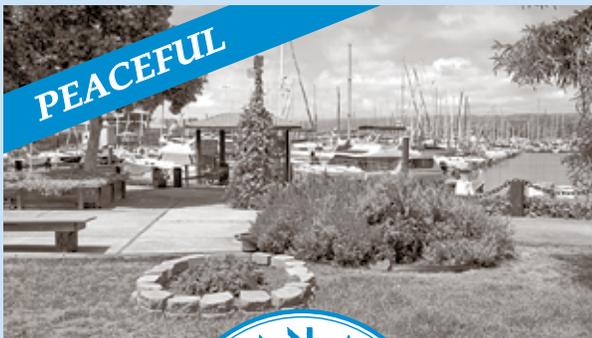
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and the Steamship Savannah Break the Barrier, CYC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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CALENDAR

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

Racing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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'09 Santa Cruz 37 \$179,000



'93 Freedom 35 \$79,235

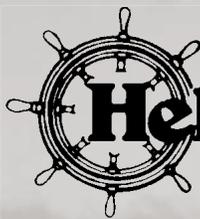
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CALENDAR

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

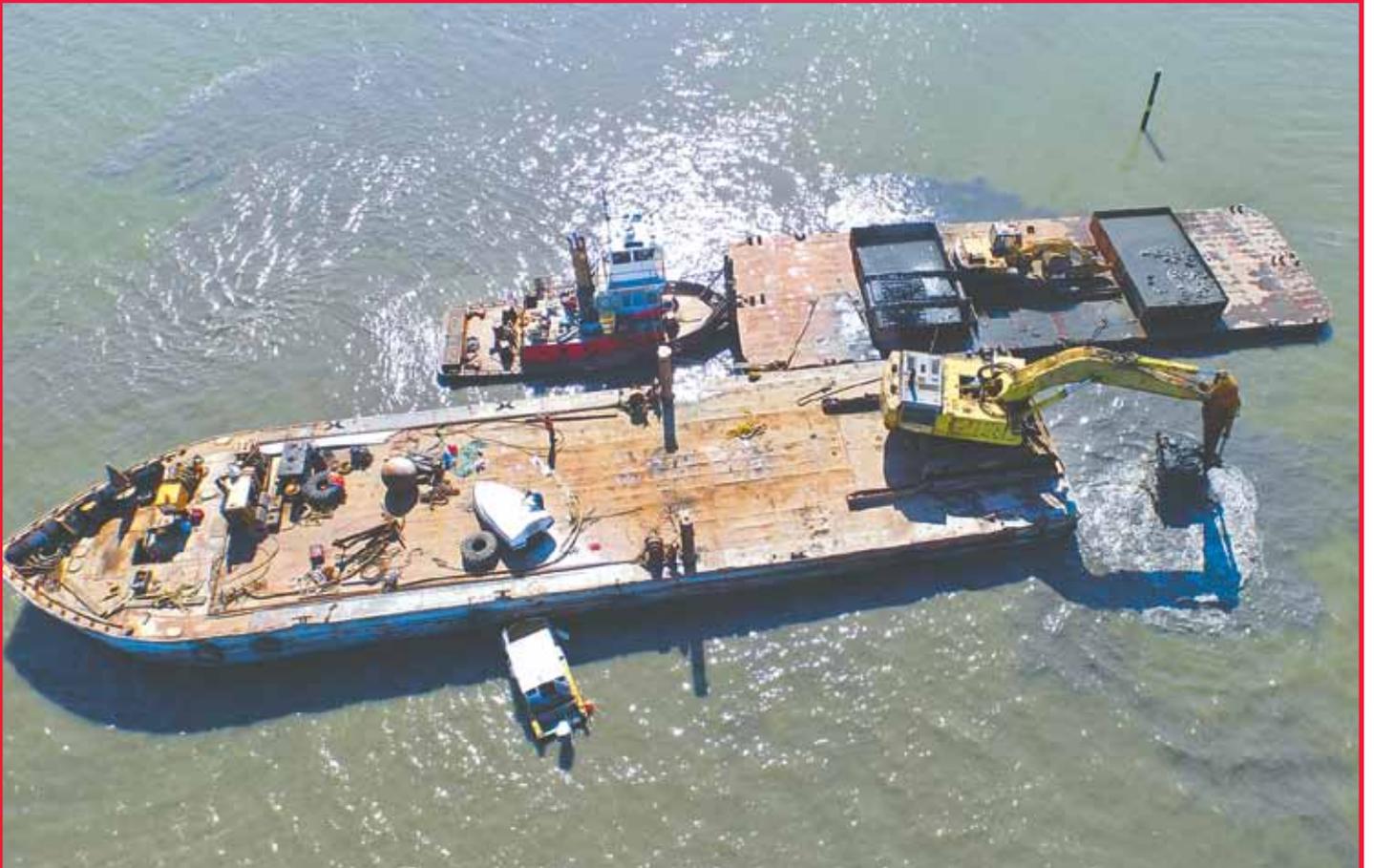
Oct. 3 — Oktoberfest. OYC, www.oaklandyachtclub.net.

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

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



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CALENDAR

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Beer Can Series

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

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

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

BERKELEY YC — Every Friday night through 9/18. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

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

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

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

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

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

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

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

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

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

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

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

SANTA CRUZ YC — Every Wednesday night through



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56' Perry Custom 1995
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 - 2006 42' Bruckmann Zurn\$375k
 - 2000 42' J/42.....\$199k
 - 2007 40' J/124.....\$239k
 - 2001 40' J/120..... \$164.9k
 - 1992 35' J/105.....\$70k
 - 1999 35' 1D35 Relentless\$79k
 - 2007 35' J/109..... \$167.9k



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47' Beneteau 473 2002
\$229,000 Contact: Jack Lennox



46' Nautor's Swan MkII 1994
\$235,000 Contact: Alan Weaver



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41' Tartan 4100 2004 carbon rig
\$259,000 Contact: Alan Weaver

- ADDITIONAL USED POWER**
- 02/12 85' Azimut..... \$1.697M
 - 2005 40' Raider Cabin RIB.....\$215k
 - 2009 30' Raider RIB\$69k
 - 2002 28' Protector RIB\$63.5k



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



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



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



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



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



32' Nordic Tug 32 1999
\$154,000 Contact: Kenyon Martin



30' Back Cove 30 2014
\$275,000 Contact: Geoff Swing



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CALENDAR

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

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

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

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

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

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

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

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

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

September Weekend Tides

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

September Weekend Currents

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



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LETTERS

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

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

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

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

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

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

Ralph Lewis
Laelia, Pearson 365
Northern California

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

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

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

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



WEBB LOGG

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

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

Fortunately, the system for keeping track of foreign boats



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LETTERS

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

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

↑↓ AND MAX'S POINT WAS . . . ?

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



COURTESY MARI-CHA IV

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

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

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

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

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

Steve Chamberlin
 Staff Commodore
 Pacific Cup Yacht Club
 Richmond

↑↓ PROFLIGATE WOULD ENTER THE CRUISING DIVISION

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

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



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40' NORDIC, 1987
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36' BENETEAU 361, 2004
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LETTERS

the author of Max Ebb.

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

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

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

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

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

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

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

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

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

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



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

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LETTERS

than we do, but that's our opinion.

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



COURTESY CELEBRATE

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

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

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

IT'S HARD TO AVOID PLASTIC ON YACHTS

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

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

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

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

WHAT ABOUT BUYING A USED CHARTER BOAT?

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

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

Stephen Baloglu
Desert Star, O'Day 34
Sausalito

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

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

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LETTERS

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

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



LATITUDE / RICHARD

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

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

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

IT COULD HAVE BEEN MUCH WORSE

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

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

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

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

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

I singlehanded my boat back to California from San Carlos,

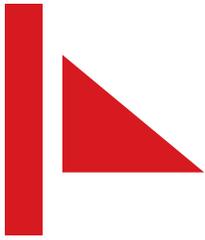


MARK ANDERSON

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



Photograph © 2015 by Tim Wilkes

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

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

Mark Anderson
Solera, Columbia 40
Ventura

IT'S DIFFERENT IN THE YUCATAN

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

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

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

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

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

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

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



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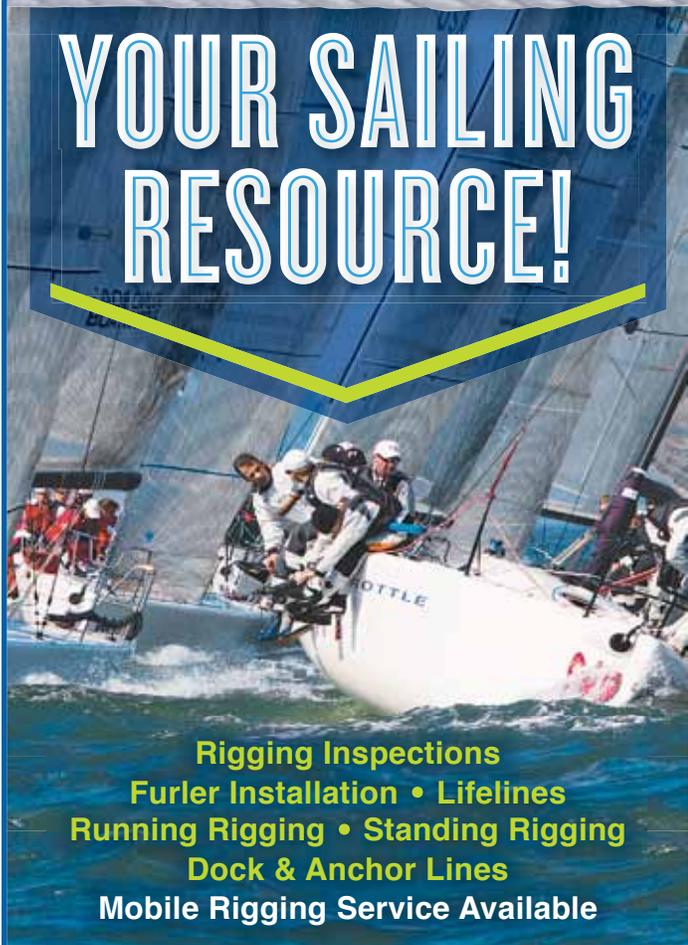
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Tom and Patti — It's more than a little odd, but officials on the Caribbean side of Mexico have always interpreted the laws a little differently, and tended to be more hard-ass than officials on the Pacific Coast. This was something confirmed by Geronimo,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

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

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

↑↓ HOW WILL EL NIÑO WEATHER AFFECT BAJA?

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

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

Bryan Miller
Vela, Nor'Sea 27
San Francisco / San Carlos, Mexico

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

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



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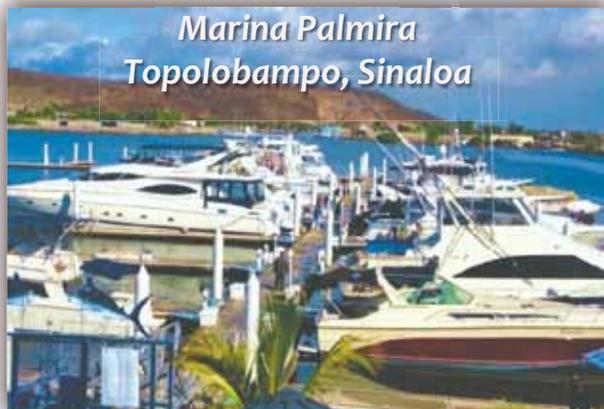
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LETTERS

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↑↓ **GREEN BUFFALO HOLDS SPECIAL MEMORIES**

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



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

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

Kimball Livingston
San Francisco

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

↑↓ **HINS WERE AROUND PRE-1982**

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

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

Helen Horn & Edward Stancil
Caliente, Cal 36
Redwood City

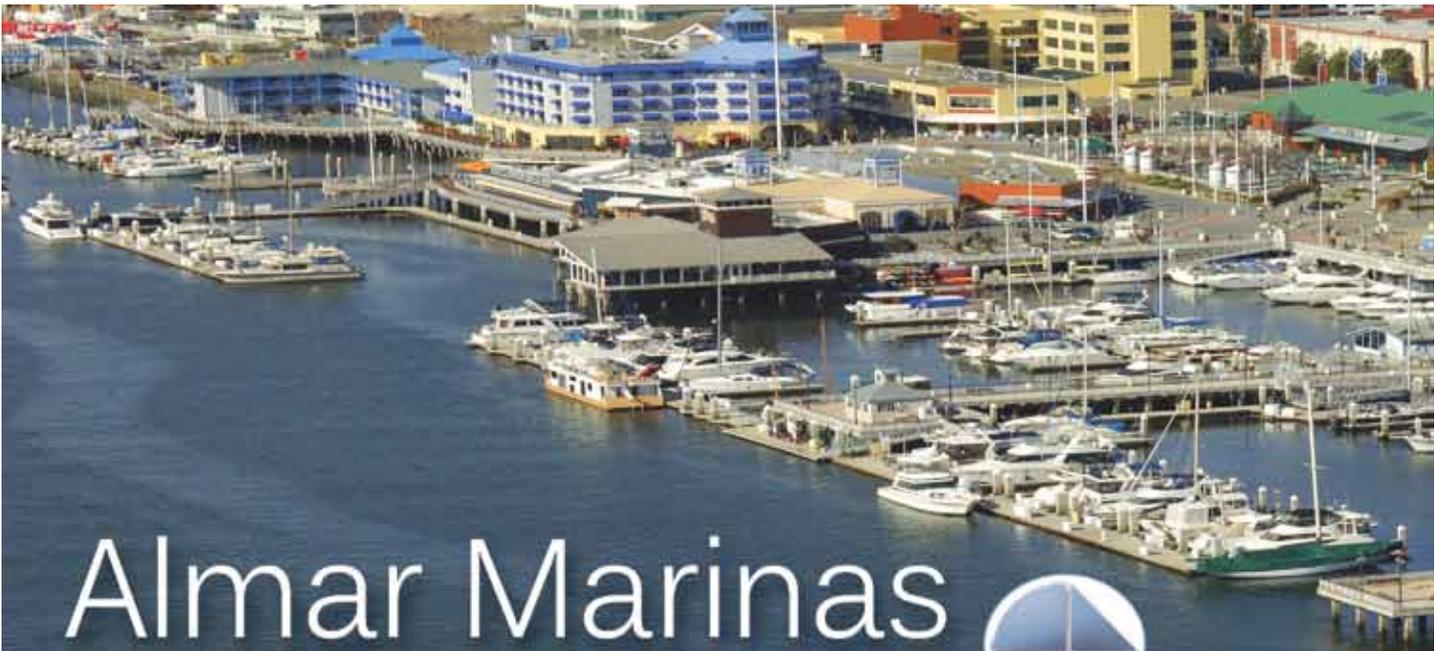
Helen and Edward — We may be wrong, but it's our understanding that HINs were not required by law until about 1982. Prior to then, builders of production yachts put HINs on their boats for their own record-keeping.

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

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

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

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



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LETTERS

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



PHIL UHL PHOTOS

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

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

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

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

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

↑↓ SANTA CRUZ DREAMIN'

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

Just Dreamin'
 Newport Beach

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



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

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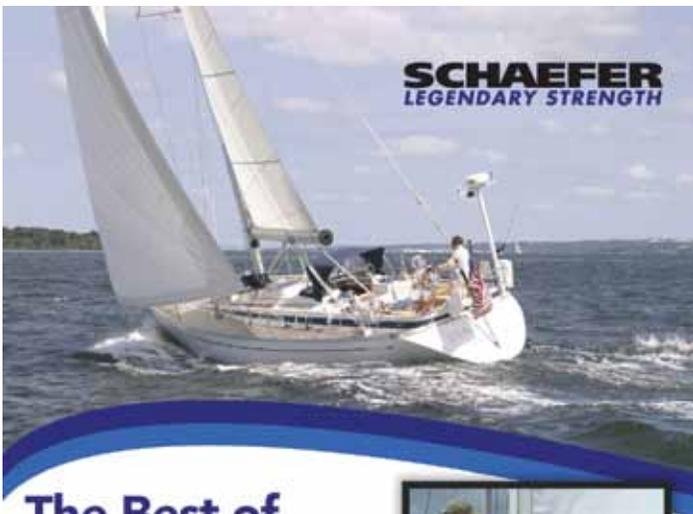
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LETTERS

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

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

↑↓ ONE YEAR AS A 'SINGLEHANDED' SAILOR

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



COURTESY RUDIS

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

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

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

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

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



COURTESY RUDIS

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

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

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

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

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LETTERS

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

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

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

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

↑↓ COMING SOON TO A LATITUDE NEAR YOU

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

Bill Lilly
Moontide, Lagoon 470
Newport Beach

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

↑↓ ALL I LOST WAS MY DEPOSIT AND 20 MINUTES

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

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

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

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

Two men from the rental office eventually came out to right



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LETTERS

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

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

Ron Caravello
West Palm Beach, Florida

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

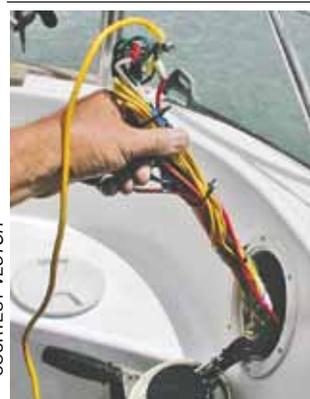
Your bailing out of the boat reminds us of the only time we've done it. We were flying the chute up the Delta on our first Olson 30 when the boat started heeling way over — even though it had nothing to do with the wind. We'd run aground and the boat was being driven over on her side by the forward momentum.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

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

THE BIG SNAKE

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

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



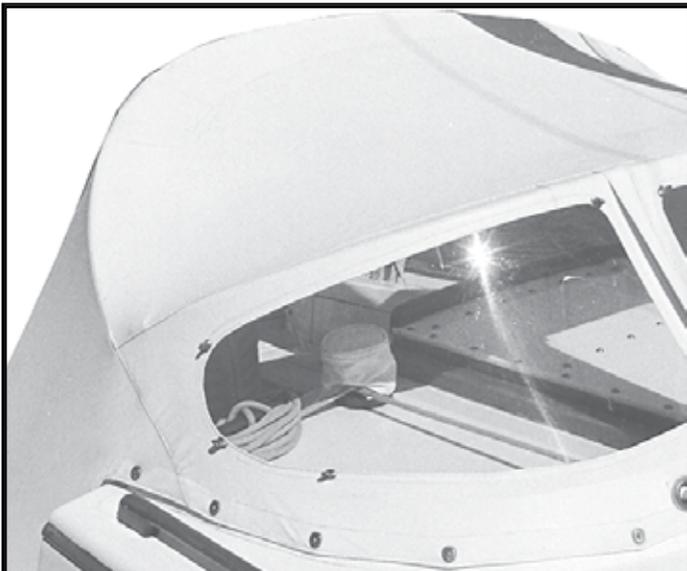
COURTESY VECTOR

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

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

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

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



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

— Elmore Leonard, R.I.P.



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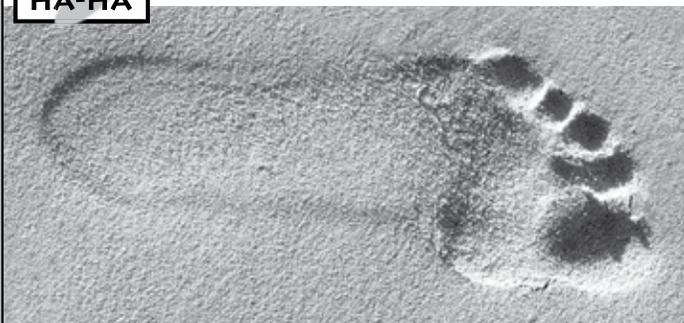
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LETTERS

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

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

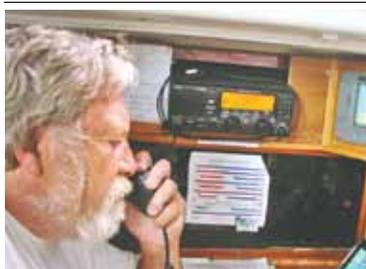
I saw a YouTube video that showed the KISS SSB system to be a bunch of 14-gauge marine-grade wires, cut to specific lengths to match the quarter wavelengths of commonly used frequencies, looped back and forth in a bundle, and then sealed in a plastic tube about eight feet long. I had several partially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

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

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

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

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



COURTESY VECTOR

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

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

I have absolutely no affiliation with KISS, but I appreciate

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LETTERS

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Bill Rathbun
Vector, C&C 38-2
Berkeley

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

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

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

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

↑↓ BOATS AND PLANES, SHARING THE SAME SPACE

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

Candy Morganson
Infidel, Swan 44

Alameda / Incline Village, Nevada

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

↑↓ OUR SWING KEEL BOAT CROSSED THE ATLANTIC TWICE

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

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

↑↓ A WELL-LIKED TED HOOD SWING KEEL DESIGN

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



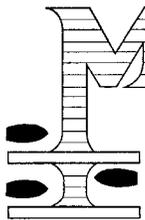
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LETTERS

swing keel boat.

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

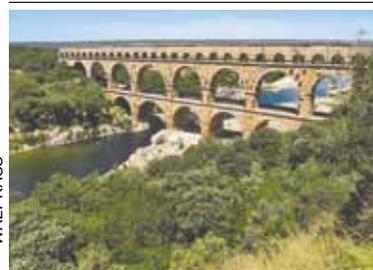
Readers — Back in the 1980s, when the Southern Ocean Racing Conference (SORC) was one of the pinnacles of ocean racing, the late, great sailing legend Ted Hood regularly competed in a number of swing keel boats named Robin that he designed. He did extremely well, even when his boat was primarily crewed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

↑↓ FRENCH LONG-STAY VISAS

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

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

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



WALT KASS

Cruising legally in the Schengen Area more than makes up for the hassles.

For this summer, we secured a five-month contract at the marina in Gruissan, France. Gruissan is like a very windy Napa/Sonoma, with chateaus and 1,500-year-old ruins. Our new prefecture is at Carcassonne, the World Heritage Site just 30 minutes away. The people at the prefecture took our 105-euros-each

fee and papers, and gave us an email address to find out when our LSV would be ready. Three weeks later the email arrived. At that point we drove up to the prefecture and were presented with our thick plastic EU Schengen French visa identity cards for our second LSV year. They also advised us that we could apply online for another LSV three months before the current one expires. That's the best news yet! But we'll have to see if it works.

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

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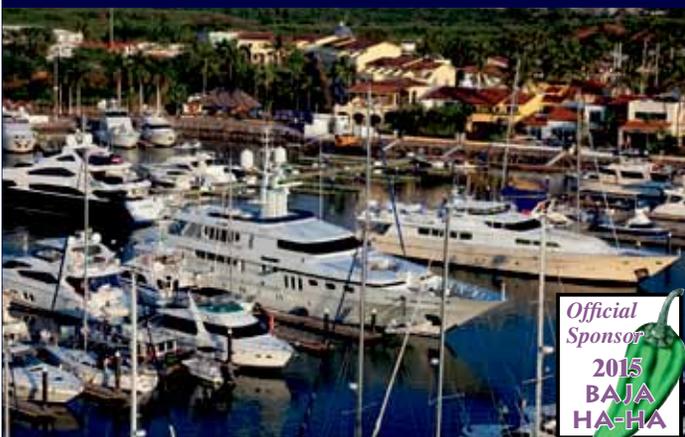
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LETTERS

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

US cruisers who are thinking about coming over to Europe



WALT KASS

Cruising Provence, France, provides plenty of photo ops.

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

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

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

Walt & Joy Kass

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

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

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

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

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

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

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

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

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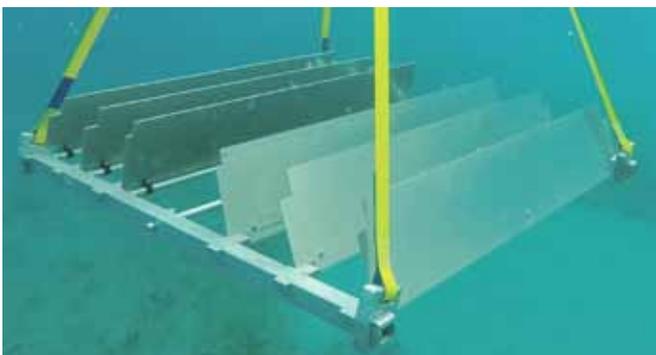
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LETTERS

exhaust system. But I give too much away.

Peter I. Berman

Author, *Outfitting the Offshore Cruising Sailboat*

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



THERMOWORKS

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

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

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

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

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

↑↓ BE SURE TO RUN DIESELS UNDER THE PROPER LOAD

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

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

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LETTERS

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

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

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

Tim Schaff

*Jetstream, Leopard 45 cat
Tortola, British Virgin Islands*

↑↓ RUN IT LIKE A RENTAL

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

Larry Watkins

*Moondance, Beneteau OC400
Long Beach*

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

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

↑↓ NAUTICAL DREAMS

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

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

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

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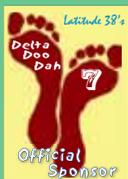
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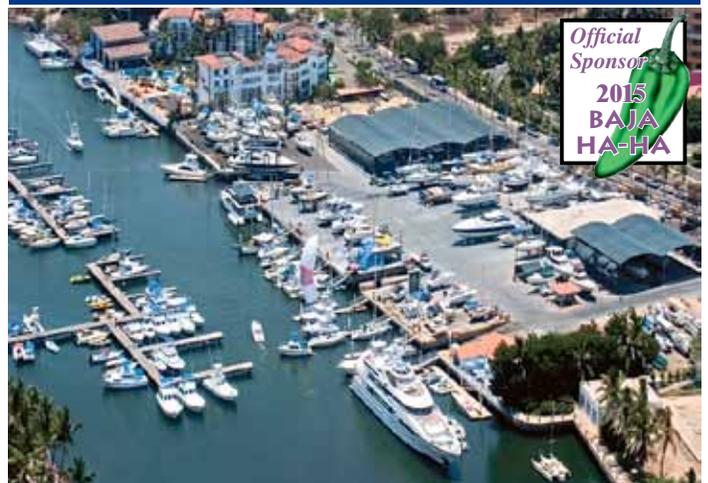
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LETTERS

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

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

Rennie Waxlax
ex-Cassiopeia, Swan 65
San Pedro

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

↑↓ STRANGE BUT TRUE, MY DREAMS AND REALITY

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

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

Nancy Bockelman
Santa Rosa

↑↓ SAILING CIRCLES DOWN MAIN STREET

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

Murray McLeod
Addiction, Newport 30
Vallejo

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

↑↓ ERIC AND SUSAN WERE SAILING BY

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

John Tebbetts
Ichi Ban, Yamaha 33
Vavau, Tonga

↑↓ MY TRANSPAC DREAM

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

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

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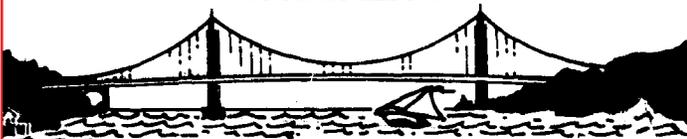
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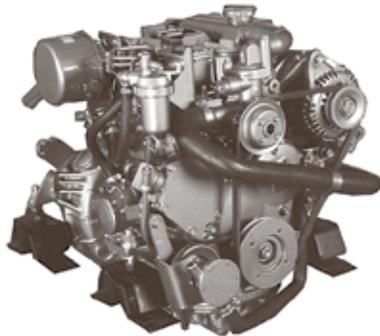
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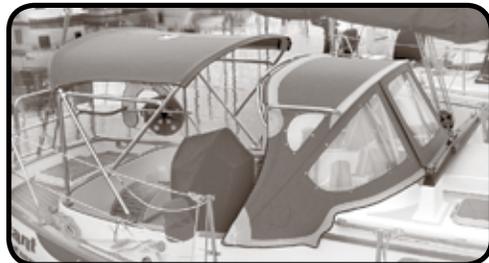
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LETTERS

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

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

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

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

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

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



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

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

To charge an iPad off a 12-volt source, you need a charger that draws 2.1 amps or better — so 25.2 watts or better. These are easy to find for a little over \$10, and I've had them work flawlessly, even with my very small 350wh battery on my trailerable Nimble 20.

Bass Sears
Turnstone, Nimble 20
Hailey, Idaho

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

↑↓ A BAG THAT BRINGS BACK A LOT OF MEMORIES

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

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

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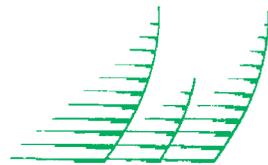


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LETTERS

NAME THAT SAILBAG MAKER

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



LATITUDE / RICHARD

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

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

Lani Spund
 Kokopelli², Santa Cruz 52
 Alpine

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

WE HAVE A BAG AND A PAINTING

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

John Frazier
 Current Asset, Islander 30 MkII
 San Leandro

A DEWITT CUSTOMER FROM WAY BACK

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

Carl Bauer
 Sacramento

IN THE PRESENCE OF SAILING ROYALTY

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

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

Chris Waddell
Ad Lib, International 110
 Sacramento

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LETTERS

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

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

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

Nick Gibbens
Shenanigans, Express 27
San Francisco YC

↑↓ AND NOW, FROM THE HORSE'S MOUTH

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

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



A classic DeWitt work of art.

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

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

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

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

Jim DeWitt
Richmond

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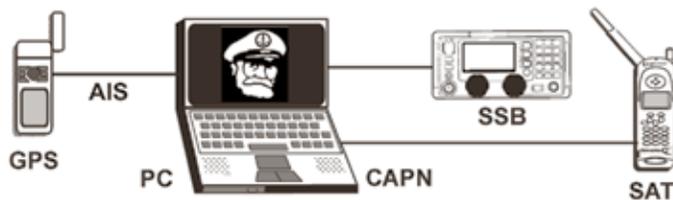


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SIGHTINGS

grand illusion's amazing three-peat

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

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

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

continued on outside column of next sightings page

find crew or a ride

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

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



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

at the crew list party

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

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

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

— chris



DOUG GIFFORD / WWW.ULTIMATESAILING.COM

grand illusion — continued

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

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

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

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

— chris



COURTESY GRAND ILLUSION

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

rolex big boat fleet ready for battle

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

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

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

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

— chris

SIGHTINGS

the resilience of youth

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

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

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

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

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

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

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

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bay area boat

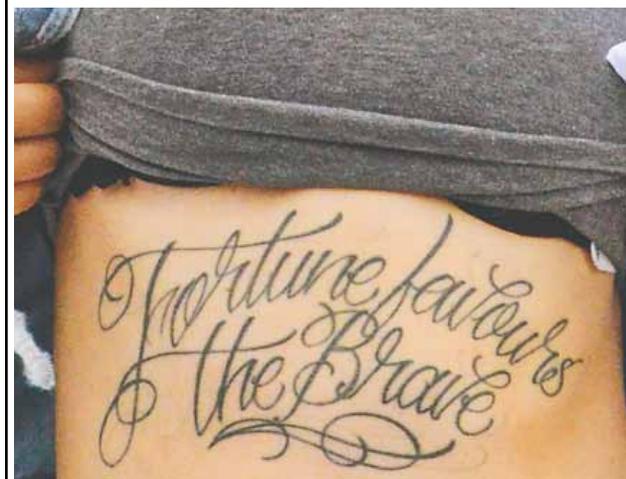
Since its inception as Pacific Sail Expo in 1995, the Strictly Sail Pacific boat show has been hosted by Oakland's Jack London Square. The big news flash for next year's show is a new venue.

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



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

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



COURTESY STAY GOLD

shows announced

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

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

— chris

resilience — continued

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

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

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

continued on outside column of next sightings page



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

SIGHTINGS

resilience — continued

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

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

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

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

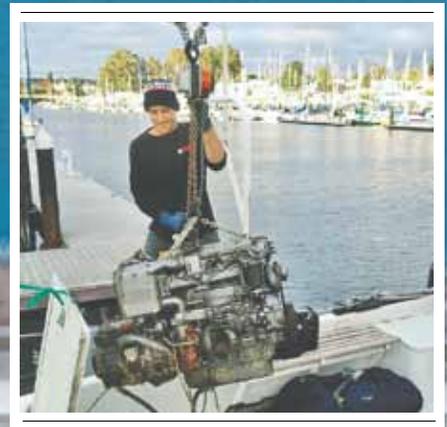
— andy

clipper race to

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

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

The event's 2015-2016 route will first



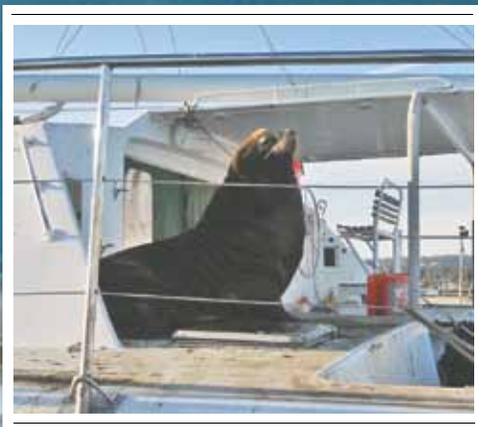
Spread: Endless hours of sanding resulted in two beautiful, beefy new keels for 'Kanaloa'. **Insets, left to right:** 'CBP' beached at Santa Cruz; heavy lifting; evicting a tenacious colony of sea lions was job number one.

have seattle stopover

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

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

continued in middle column of next sightings page



kanaloa: back from the brink

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

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



The Mavericks surfer learned to sail young.

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

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

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

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

— andy

lessons learned from a boat blaze

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

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

Seconds later all three men jumped overboard to escape the caustic

continued on outside column of next sightings page

SIGHTINGS

boat blaze — continued

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

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

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

— andy

maximizing quality time with the fam

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

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

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

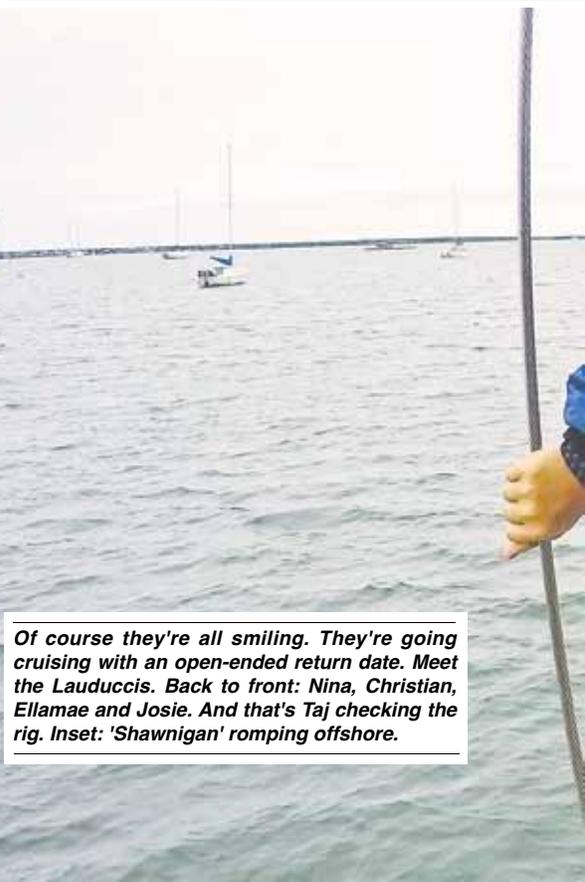
A familiar face around the Sausalito waterfront, Christian first lived aboard at Sausalito's Fish Dock, on a boat that his dad, Gene, had built in Canada prior to moving to the Bay. Later, Gene took on a ferrocement hull that had been abandoned in a field and christened her *Walkabout*. After the basics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

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

continued on outside column of next sightings page

clipper race

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



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

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

ALL PHOTOS COURTESY SHAWNIGAN

— continued

Bay last time, but was retrieved.

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

— andy

quality time — continued

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

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

— andy



SIGHTINGS

in kenichi horie's wake

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

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

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

continued on outside column of next sightings page

pacific passage

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

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

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



prep advice

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

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

— chris



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

BOTH PHOTOS ROSS GILLANDERS / SCANMAR

horie's wake — continued

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

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

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

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

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

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

— ronnie simpson

why they love racing solo

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

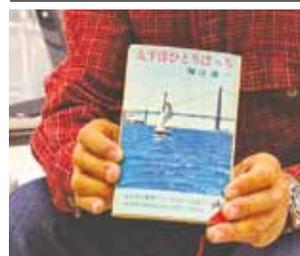
The Westsail 32 is not what you picture when you think of a race boat. The 1970s-vintage fiberglass production boats with wooden boat aesthetics are known more for comfort and sturdiness than speed and agility. "Randy's debunking the Wet Snail myth," said one of Randy Leasure's compatriots in the Singlehanded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

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

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

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

continued on outside column of next sightings page



ROSS GILLANDERS / SCANMAR

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



racing solo — continued

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

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

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

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

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

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

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

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

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

continued on outside column of next sightings page

whales, tsunami junk,

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

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

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



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

SPREAD: LATITUDE / LADONNA INSETS: LATITUDE / CHRIS

and now mini-sub



USCG / PO2C LANOLA STONE

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

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

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

— andy

racing solo — continued

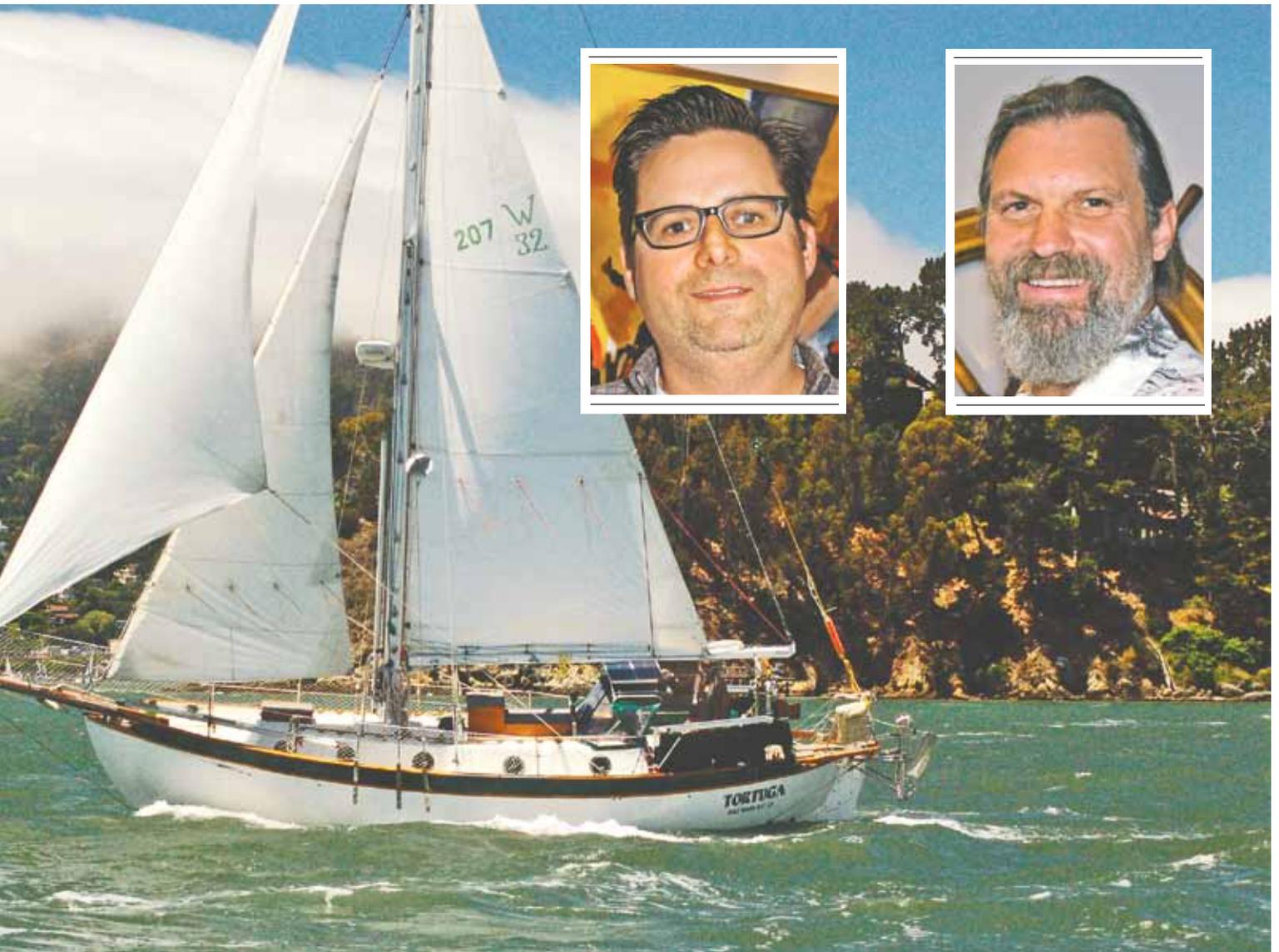
in a timely manner."

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

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

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

— chris



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

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

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.

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



TRANSPAC YC



JEREMY LEONARD / TRANSPAC YC



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'.

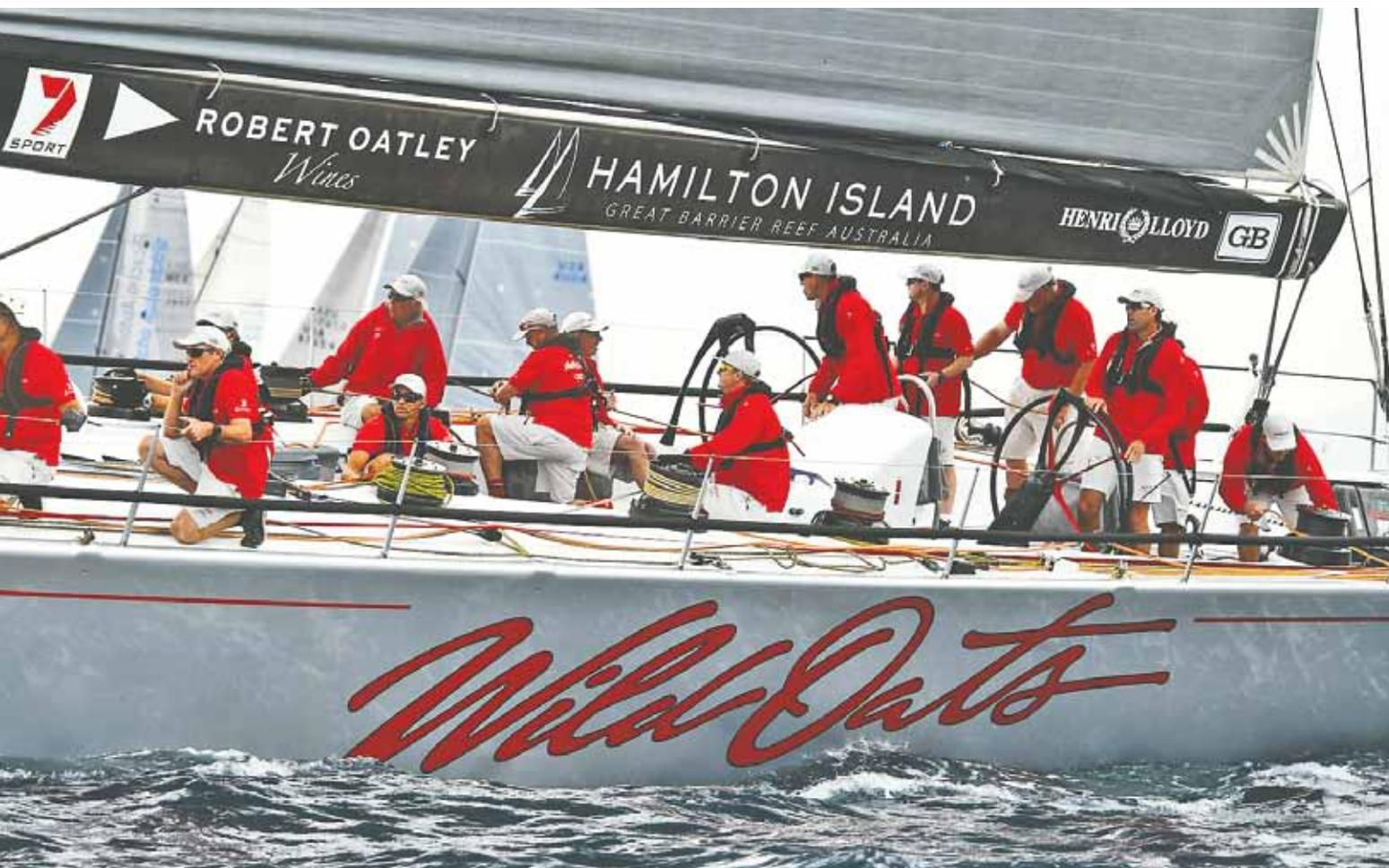
out of Long Beach and past Catalina in ideal conditions, the race's second group of starters soon found themselves

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.

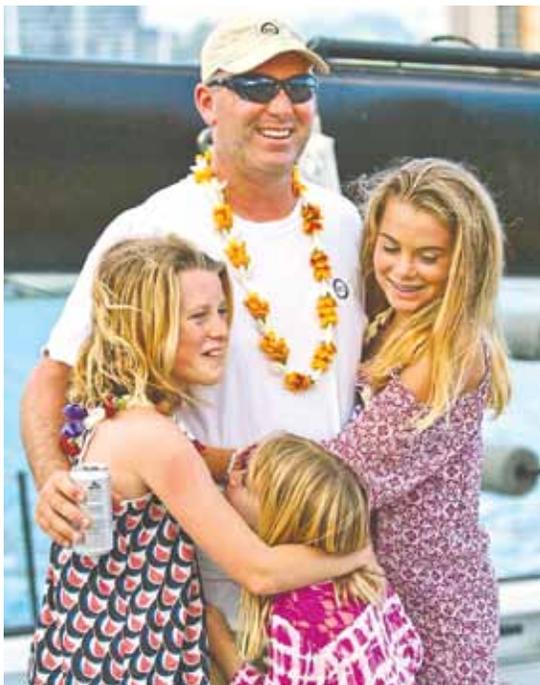
Division 3

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



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.



SHARON GREEN / WWW.ULTIMATESAILING.COM

PAUL KAMEN

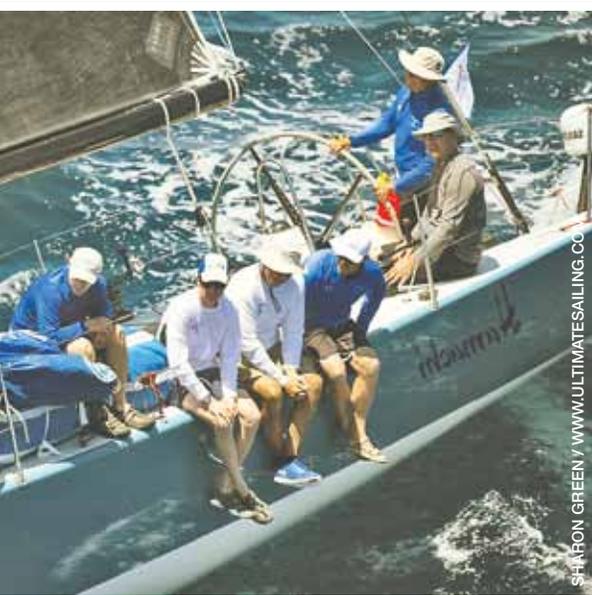
2015 TRANSPAC FINAL RESULTS

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

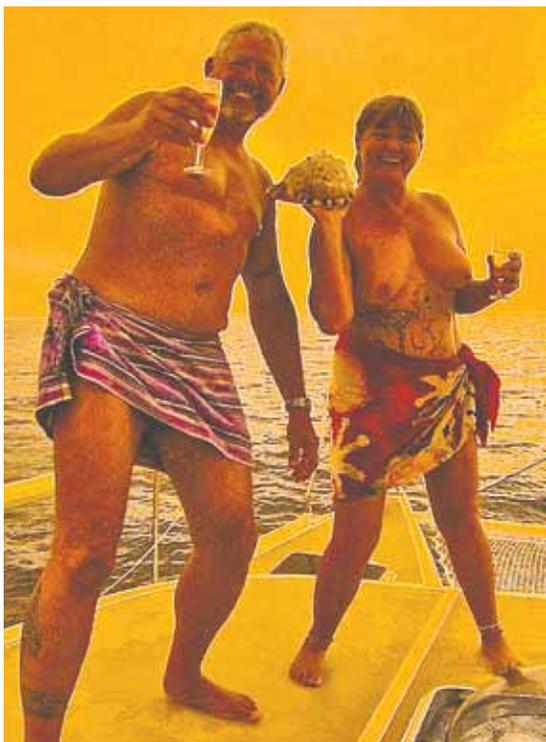
As regular readers know, we've been reporting on this annual westward migration of international cruisers for two decades, yet we never tire of meeting each new fleet of Jumpers, as their backgrounds and cruising aspirations are as diverse as the boats they sail on.

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."

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

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



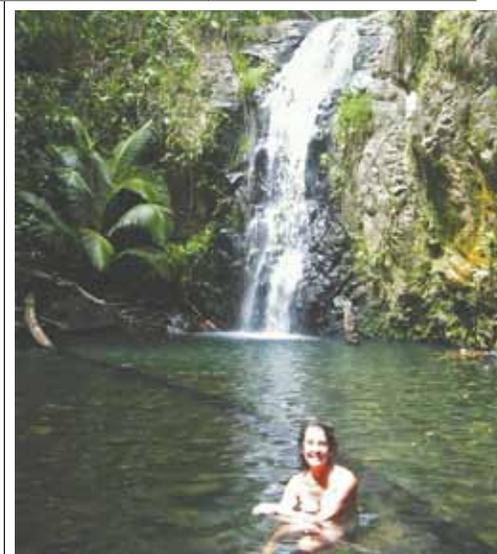
FAMILY CIRCUS



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."

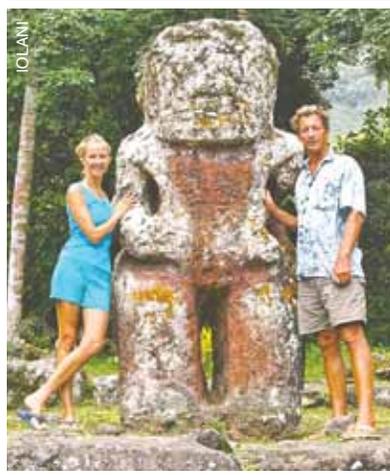
Can you remember the feeling you had when you first made landfall?

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."

That'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. 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
Ambler	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
Althea	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
Antares II	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
Apropos	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
Bella Vita	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
Bonobo	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
Centime	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
Desire	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
Escape Velocity	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
Family Circus	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
French Curve	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
Full Circle	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
Helios	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
Iolani	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
Jacaranda	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
Joana	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
Kalliope	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
Kiapa Nui	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
Laya	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
Miss Behaving	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
Pacific Spirit	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
Palarran	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
Panthera	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
Rainbow	Crowthor 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
Sail La Vie	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
Scintilla	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
Sea Note	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
Second Wind	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
Solimar	Bristol Chl 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
Suluk	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
Thinking of Dave	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
Time Warp	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
Tipsea	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
Ulysses Blue	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
Wairua	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
Winterlude	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



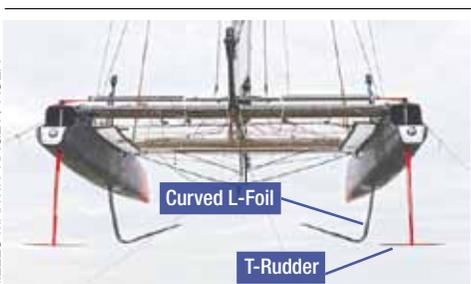
AC45F ONE-DESIGN FOILING WING SAIL CATAMARAN

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

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.

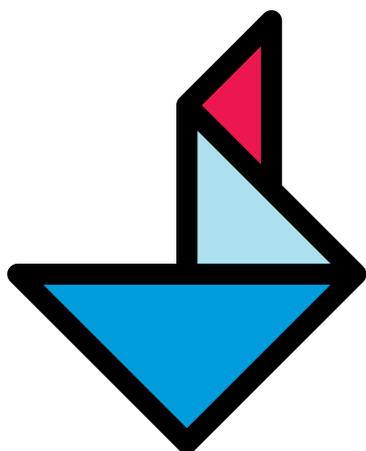
Later that evening, as the teams were celebrating around town, I had the distinct pleasure of catching up with some of the younger talent in this round of the America's Cup.

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. The 2015 ACWS will wrap up on October 16-18 in Bermuda. See 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."

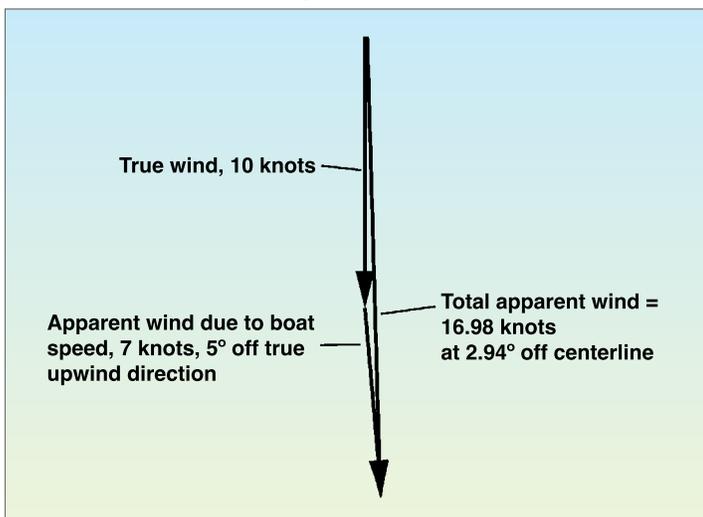
"OK," I said. "I think I can draw that diagram. Let me get a ruler and a protractor from the nav station."

"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..."

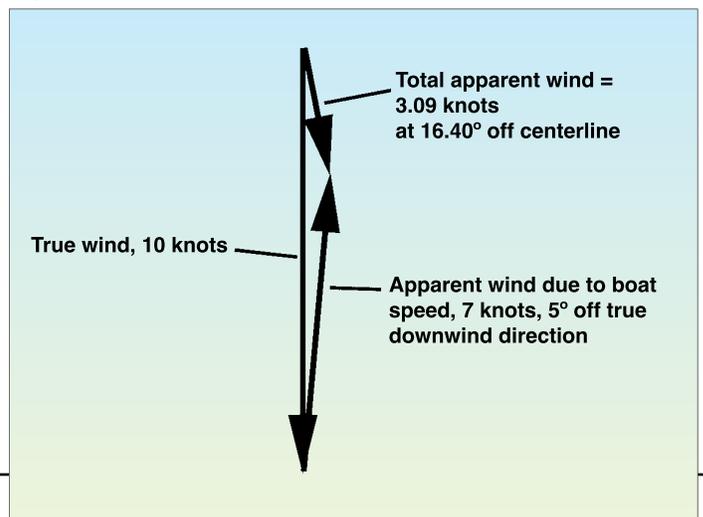
She drew the familiar vector diagram, showing 10 knots of wind as a vector pointing to the bottom of the page, and another vector, not quite as long, showing the apparent wind produced by 7 knots of boat speed, angled at 5 degrees.

"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.

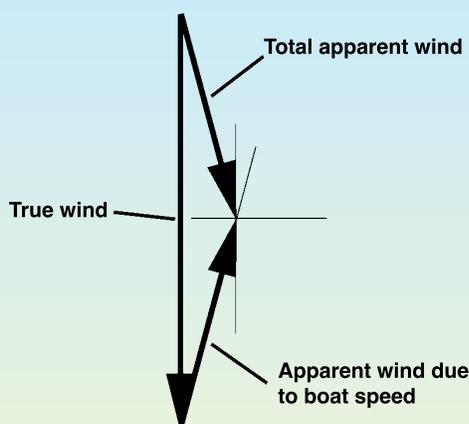
"Of course, your initial statement that the boat speed has to equal the apparent wind speed is in general not true," I argued. "And when the apparent wind is very low it's very difficult to keep the wind instruments calibrated well enough to give accurate readings for computed wind parameters..."

"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."

Before 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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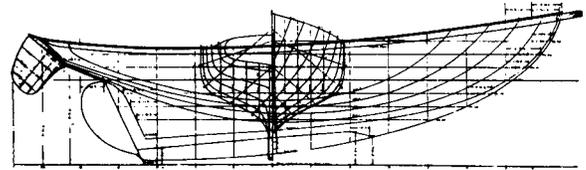
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THE RACING

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 and www.sfbaysss.org.

— latitude/chris



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.

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
Franks Tract Regatta
Shaw Island Race • Olympic Test Event
Bullitt GC32 Sailing Cup
Farr 40 North Americans

Plus previews of the
Rolex Big Boat Series, Rolex Fastnet,
Race to Alaska in 2016 and more!

THE RACING

FRED FAGO



ERIK SIMONSON / WWW.PRESSURE-DROP.US

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

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

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

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

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

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

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

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

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

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

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.

— 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.

— chris/latitude

Mike Kaminskas; 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

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

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

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

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 McMullan, Royal Victoria YC. (25 boats)

Full results at 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

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

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

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

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.

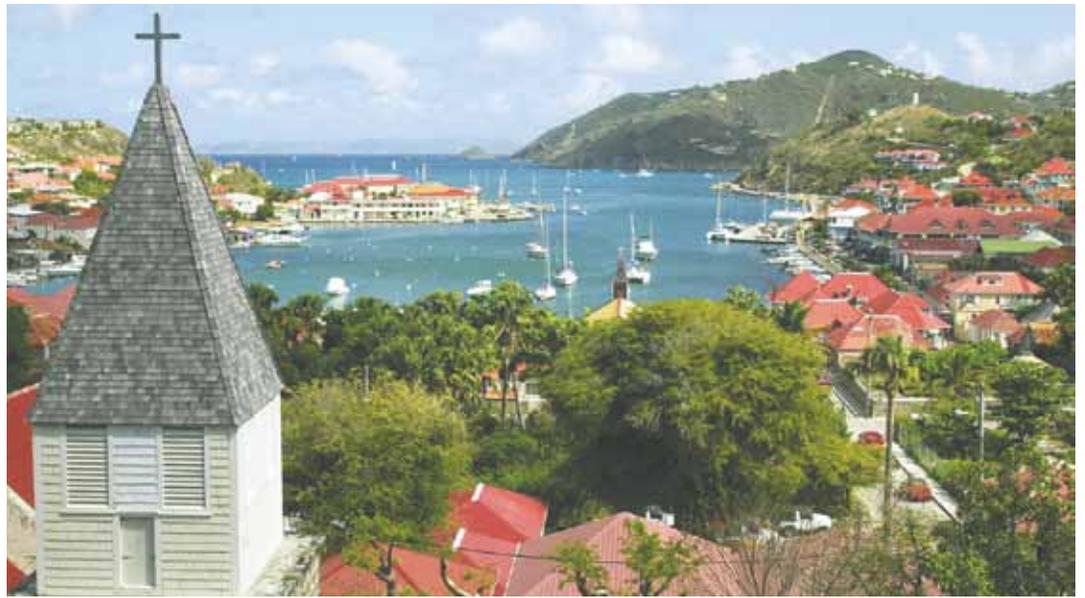
If you charter for more than a week you could also go to the opposite extreme, by visiting Dutch St. Eustatius (Statia) and Saba, or the formerly British, two-island nation of St. Kitts and Nevis. Spending time there is like taking a trip back through time compared to the glitz of St. Martin and the 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.

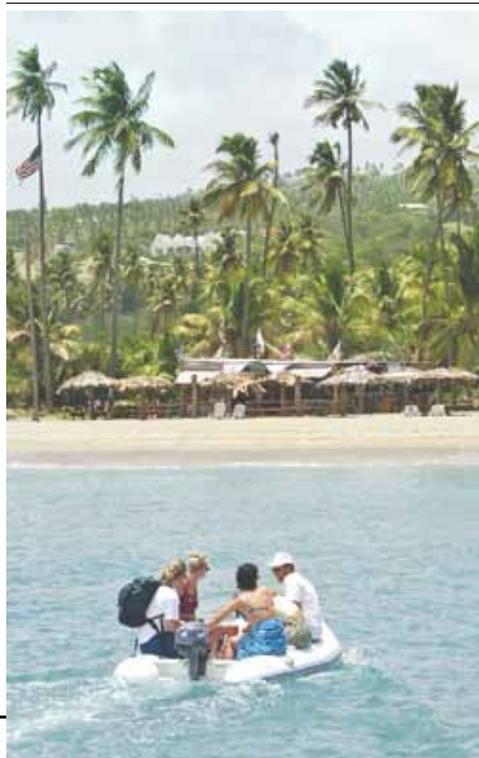
The centerpiece of English Harbour is Nelson's Dockyard, where the repair



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 re-delivery 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.

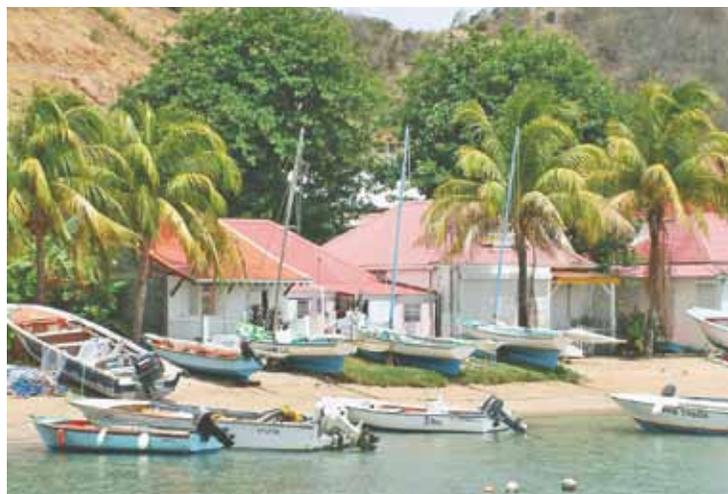
We'll take a break here and continue our jaunt down the island chain next month with a look at

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.

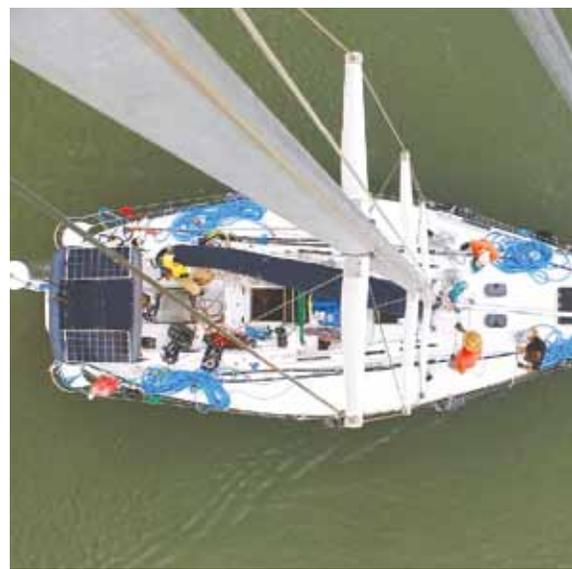
"The skipper maneuvered near the whales and then told us to jump in. Our hearts were racing as we swam as fast as we could to get close to the whales. We were less than 10 feet from a whale that was surfacing, and there were three more directly below us. The enormity of the whales and the volume of their 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.

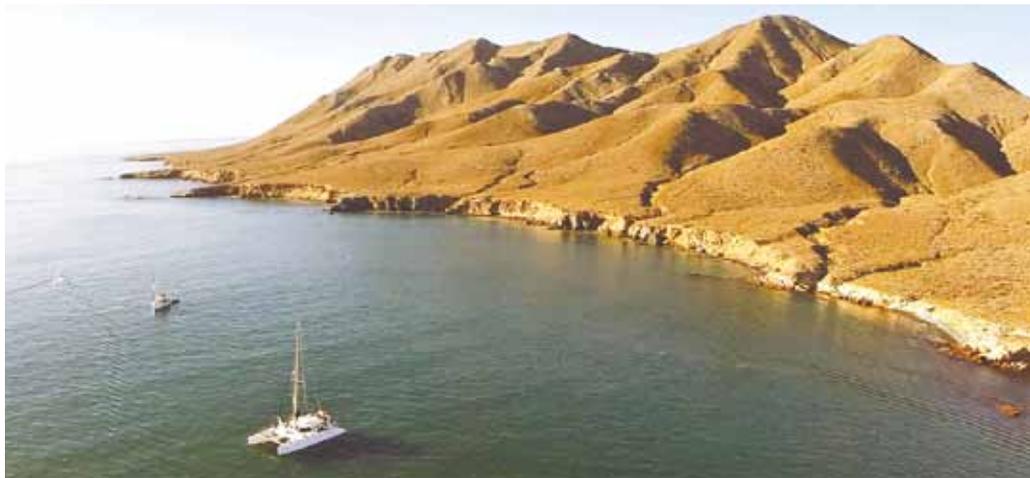
I decided that I would try starting the engine every four hours to see if that was often enough to keep ahead of the ingress of water.

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.

JOANNE CLARKE



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



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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.

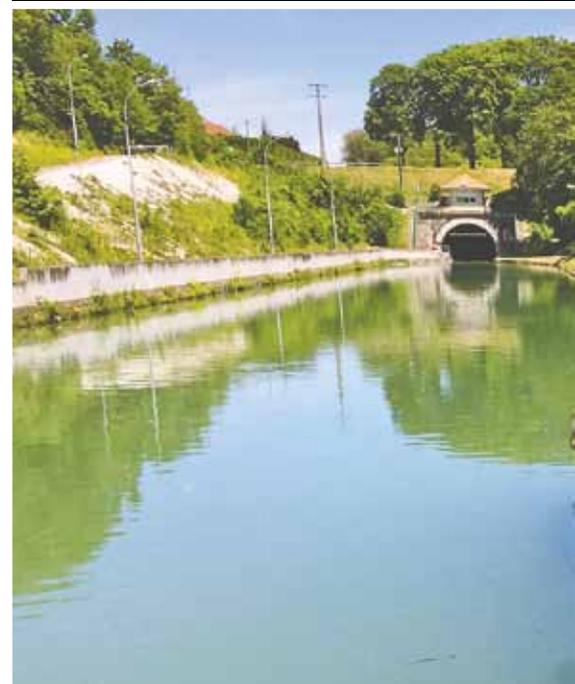
So once I returned to San Francisco Bay, I placed my second Crew Position Wanted ad in *Latitude*. And in September 1994, I attended my second *Latitude* Crew List party, this time hoping to get a ride on a boat sailing far away.

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

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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.

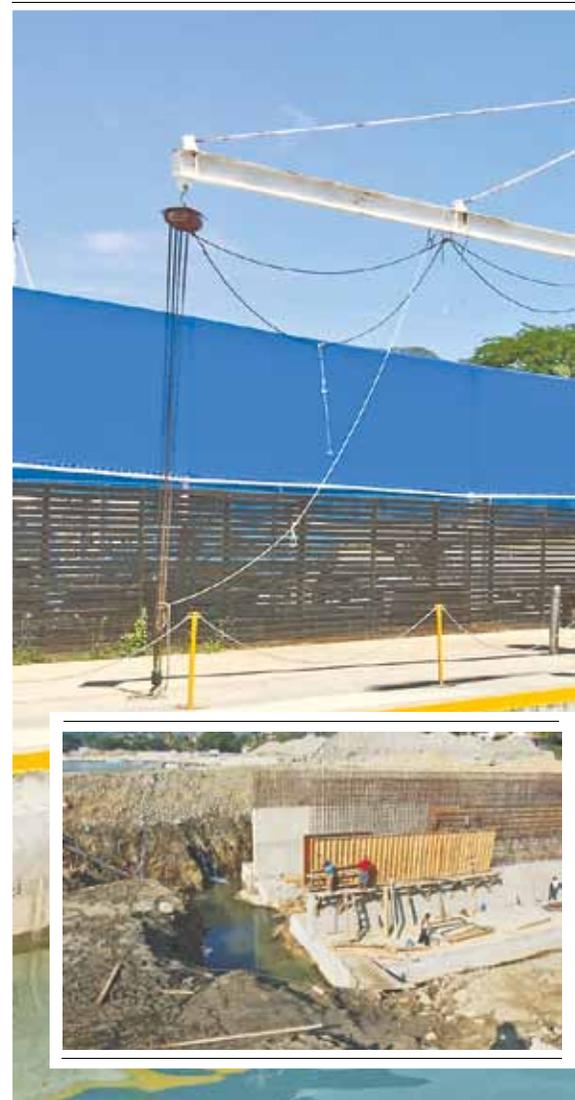
The following year, to complete the exchange, we placed our *Felix* on Lake Ontario, so the Kiwi couple could transit the Erie Canal and Hudson River, and sail into New York Harbor. They then took *Felix* down into the Chesapeake before flying back to New Zealand from Washington, D.C.. The following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

IN LATITUDES



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.

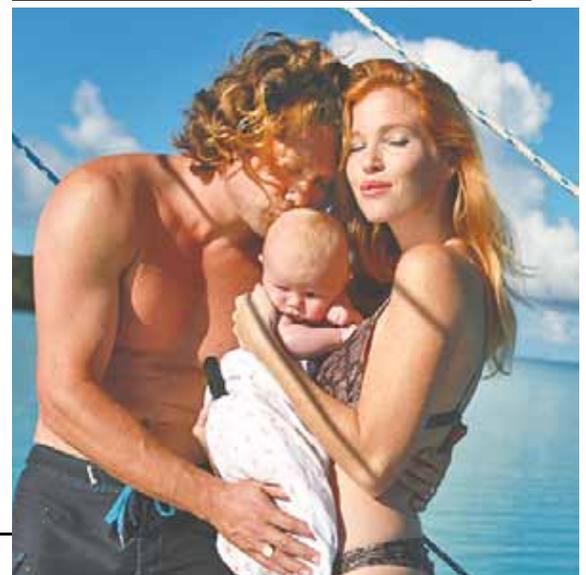
Lynn wants to thank *Latitude* for getting her sailing/boating life started? Well, we at *Latitude* want to thank Lynn — and all the other adventurous souls — without whom there wouldn't be a *Latitude 38*.

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



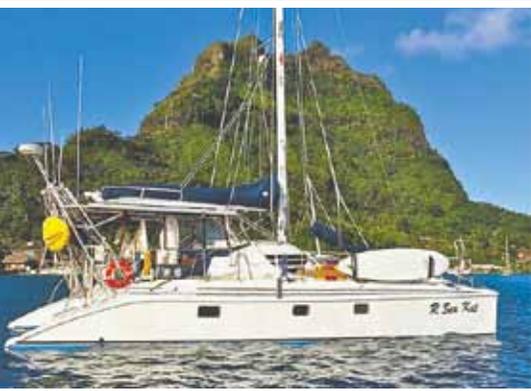
seven-year circumnavigation. He had some great advice for me: "**Don't race the house!**" he told me. So on my single-handed trip up from Pago to Hawaii, I always had the first reef in the main, and mostly sailed with the staysail instead of a proper headsail. Even though it was slower, I got to Hawaii 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



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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.



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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the dollar, that's less than \$2 U.S.

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**.



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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at 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. 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. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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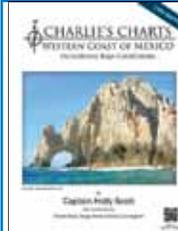
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14-FT LASER, 2013. San Francisco. \$6,000/obo. Mint, sailed once. Radial + full rig. Dolly, covers, extra lines, blades, sails. Will deliver anywhere on West Coast. New trailer available for \$1k. New baby + new house forces sale. Call (650) 842-0930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



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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.



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, Bariant 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.



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 jdarh@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.

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 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.



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.

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 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.

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 singlehanded 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. Contact 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. 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. Contact Steve at (617) 838-4648 or 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.



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.

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.



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 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 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.



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. Contact 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.



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/. Contact (415) 332-2555 or 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.



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.



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. Contact (310) 346-9185 or 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.



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. Technautics 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 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. Contact 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.



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/. Call to discuss. (919) 656-8899 or 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.



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.



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 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 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.

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. Contact (925) 954-9590 or 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. Call (415) 948-9801 or 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.



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.



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: wrpwrp@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.

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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. Contact (619) 995-9085 or 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.



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.



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.



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 or (408) 926-8636.

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.



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://endless summersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.

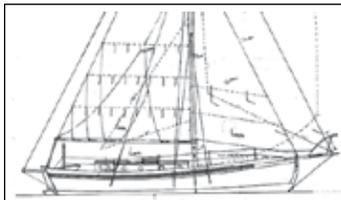


43-FT BENETEAU OCEANIS 430. 1992. Redwood City. \$129,000. *Rhea* is an immaculate specimen with over \$80K invested in the last two years. New standing/running rigging, new Raymarine electronics, new jib, genoa, spinnaker, safety gear etc. 43L, 13B, 6D, 20klb, 3 berths, 2 heads. Look no further if you are looking for that rare gem. She shines like new. Bluewater cruising ready! Info at www.beneteau430-rhea.com. Contact (206) 786-0752 or elaakmann@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 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.



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.

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



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. Info: 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 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.



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 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.



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.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$269,950. Mint-condition. A beautiful one-owner deck salon where you can sit at anchor or sailing. Forward and aft cabins with queen berths in each with head and shower. 75hp Yanmar just serviced. Rigging inspector available. Newer batteries and solar. Cruising spinnaker with Leisure Furl boom. Power winches. Hydronic heat. Raymarine 120 radar, chartplotter, autopilot, bow thruster. New canvas dodger with glass. Contact (408) 666-3261 or jerryfsaia@aol.com.



48-FT COLIN ARCHER, 1935. Astoria, Oregon. \$55,000/obo. Norway. 48x17x8x64. Heavily built ketch renowned for sea-keeping in heavy weather. Sails well in lighter air. Extensively re-built. Well balanced. Forged ironwork. Needs mainmast or repaired. Beautiful. For info call (503) 741-5495 or rtnier@gmail.com.



48-FT HUGHES, 1970. Berkeley. \$90,000. Classic Sparkman and Stephens yawl. Solid, fiberglass, gorgeous, sleek, fast, comfortable cruiser in very good condition. Fully equipped and cruise ready. For details email or call (510) 816-0605 or tulipemilo@gmail.com.

51 FEET & OVER



68-FT DERECKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. Info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarosman@gmail.com.



60-FT CREALOCK SCHOONER. \$275,000. W.I.B. Crealock-designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain maintained. Leave tomorrow! Contact waxbrooke@yahoo.com.

CLASSIC BOATS

75-FT SCHOONER, 1968. Puerto Salina Marina, Baja, CA. \$750,000. Antique one-of-a-kind, built in Seattle, Washington. Aluminum mast, all teak hull with solar panels, Rebuilt Detroit diesel engine with 0 hours, brand new Garmin GPS, iron fireplace, brand new galley equipment, equipped to feed 20 people. Fully equipped, accommodates 12 people, A-1 condition, circumnavigated twice around the world. Detailed photos available. Email or Facebook Glenda Bonhoure or contact at (613) 105-2307 or glendabonhoure78@gmail.com.

35-FT CUSTOM KETCH, 1947. Saualito. \$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.





30-FT BIRD BOAT, 1924. San Francisco. \$9,500/obo. Classic SF Bird Boat, *Mavis* #4. Restored. 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. Please contact rob.ingalls@comcast.net or (415) 260-2224.



24-FT CORSAIR F-24-2, 1997. Benicia. \$33,000. Fun, fast, folding well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screecher and 2 spinnakers. Harken windward sheeting traveler and 4 Harken winches. Nexus 3000 speed/depth instruments with aluminum display pod, LED lights, 2 anchors. Tohatsu 5hp. Contact (707) 590-0842 or bsn160@gmail.com.



MYRON SPAULDING 38, 1938. Point Richmond. \$20,000. Classic sloop, *Nautigal* fir over oak, varnished teak trim. Rebuilt, maintained by long term owner. Great sailer with good sails and spinnaker. Designed and built on S.F. Bay. More info at cjeffstokes@msn.com or (925) 787-6741.



32-FT PDQ, 1996. Puerto Penasco, Mexico. \$89,500. Sail the Sea of Cortez! Cruise ready and proven. Twin 9.9 Yamaha outboards, solar panels, SSB radio, new batteries, two queen berths, LED lights, two spinnakers, dinghy. Info at www.sailboatlistings.com/view/37128. Call (480) 577-7179 or jak430@yahoo.com.

MULTIHULLS



33-FT SEAWIND 1000, 1998. Alameda. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at Cabosportsfrank@yahoo.com or (512) 750-5735.



20-FT NACRA, 2002. Fremont. \$7,500/obo. With trailer. Carbon mast, spinnaker, cat box, beach wheels, storage bags for all parts. Super nice condition, always covered. Please call (510) 219-4673.



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.



78-FT DUTCH KLIPPERAAK, 1916. Paris, France. \$495,000. Dutch barge, completely renovated. 2 staterooms, 2 baths, new galley, meticulously maintained. Includes furniture, ropes, covers, patio table and chairs, beds, linens, TV, VCR, stereo, washer, dryer, all galley equipment and tableware, tools, etc. Current owner has cruised the canals and rivers in France, Holland and Belgium. (925) 556-0312 or (011) 33 6 73 64 17 02 (France). Email: jm2neil@aol.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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EQUITY PARTNERSHIP. World class Swan 48, San Francisco Marina. Equity partnership in mint 2002 Swan 48 located in San Francisco Marina. Fractional shares beginning at \$100,000. Call (650) 823-8070.



HUNTER 420. Sailboat Partnership. San Diego Harbor Island Marina. \$430/mo. plus equity share negotiable. 1/7 Partnership share. Established, well-run partnership of experienced owners under workable partnership LLC. More info on website: www.sunspiritcorp.com/yacht.php?id=1. Contact: (619) 587-3700 or (619) 987-7587 or dave@eitherorr.com.

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NON-EQUITY PARTNERSHIP. SF Marina. \$275 a month. Cal 25 partnership available, well maintained, updated sails, all lines led aft to cockpit. Clean 8hp Johnson, stereo, new electric wiring. Marina Green slip with parking, easy access to awesome Bay sailing on the cheap! (415) 871-9552 or (415) 431-7600 or contact frankgilson@hotmail.com.

ERICSON 35 MK I, EQUITY SHARE. Richmond Yacht Club. \$3,600 buy-in/\$145 mo. 1/10th full-equity share. Classic lines, lots of exterior teak, well maintained and ready to sail. Tiller steering, roller furling jibs, Atomic 4 engine and spinnaker. Well suited for daysails and overnights, Bay, Delta and nearby coastal waters. Candidate must know how to sail. Yacht Club membership is mandatory and included in price. Contact Rich at (510) 528-3123 or richardiseals@prodigy.net or Bob at bobpadams@sbcglobal.net or (650) 967-7389.

PARTNER IN CATALINA 27. Berkeley Marina. \$168/month. Sail the Bay. Non-equity partner 1/2 berth fee + maintenance expense. Atomic 4, radar, depth, VHF, Zodiac dink, etc. Sails well. Possible equity share. For more info call Rick at (510) 527-7268 or (510) 647-9887 or richardgw@comcast.net.

BENETEAU 39 PARTNERSHIP. Sausalito Yacht Harbor. \$350/mo. Non-equity partnerships central Sausalito. Well maintained, fully equipped, very good condition. Full electronics, beautiful wood interior. Two cabin, two head, diesel. 1/8 time share. More info on website at: http://marigotgroup.com/strider. Please contact (415) 331-4900 or 383@marigotgroup.com.

36-FT ISLANDER, 1975. Alameda. Partner wanted 1/3 use of my Islander. \$300 monthly will include maintenance. Equity interest \$8,000. Contact me to talk about the details. Contact (415) 994-5242 or mauldin.jim@gmail.com.



JOIN A LEGEND. Richmond YC. Cruise in- and offshore or race to win. *Spirit* seeks two 25% equity partners at \$15,000 each. Learn more: come for a sail. Contact George Kiskaddon and I'll send you a link to *Spirit's* dropbox for lots of pics and history of this amazing boat! Contact (510) 517-8531 or gkiskaddon@gmail.com.



TARTAN 31 SAILBOAT PARTNERSHIP. Sausalito Yacht Harbor. Experienced sailors seek 1/3 non-equity LLC partnership. \$300 per month plus 1/3 maintenance expenses. Contact (510) 517-0753 or glharbison@gmail.com.



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GEAR

MONITOR WIND VANE. East Bay. \$2,500. Lightly used Monitor wind vane, less than 100 hours of use. Comes with mounting hardware and 3 vanes. In very good condition. Contact (510) 508-8384 or jhicks@exponent.com.



UNUSED GENNAKER FOR SALE. Sausalito. \$1,500. This unused gennaker (with blocks, sheets and sock) was order-made for a Harmony 34, which is a fractional-rig boat. The sail was made by Maeda Sail in Japan, who used to make Doyle sail by OEM. The material weight seems to be 1.25 oz. Measurements are feet: 20-ft, luff: 43-ft and leech: 38-ft. Call (415) 992-2332 or atsushiy26@hotmail.com.

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CLUB NAUTIQUE. Ultimate membership. Locations in Alameda and Sausalito, \$7,000. Top Membership for sale at \$2,000 discount. Learn to sail now - weather's perfect! All classes and seminars included for free, both sail and power. More info at (408) 712-5901 or tbensch@yahoo.com.

CLUB NAUTIQUE PASSAGE MAKER. Alameda and Sausalito. \$4,000. Save \$500 on the Club Nautique Passage Maker membership, which includes all U.S. Sailing levels up to Ocean Passage Making aboard the club's comfortable, modern boats. Learn to sail and navigate in and out of the SF Bay with great instructors. Contact: jtbaysail2013@gmail.com.

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50-FT SLIP AT PIER 39. \$29,999. Slip F-20. Quiet location near office, laundry and showers. Beautiful views of Bay and City. Easy access to Muni and discounted parking. More info at www.pier39marina.com. Call (775) 224-5022 or (775) 225-6397.

38'+ PRIVATE DOCK. Alameda Estuary. \$270 / mo. Safe, secure, electricity, water. Easy access / parking and room to work on your boat. Call Ed at (510) 521-2000 or (510) 280-4994 or capt.edpayne@att.net.

PROPERTY SALE/RENT



LAKE TAHOE INCLINE VILLAGE. 4-Plex. Incline Village, NV. \$1,000,000. These 4 units are on golf course in Incline Village, NV on peaceful cul-de-sac. Four spacious 2BDR, 1BA well-insulated units, with garage, deck, hydronic heating, dual-glaze windows. \$60K GSI. 20 resident passes included. No state income tax in NV. Contact Paul: sdsail@yahoo.com or (619) 665-1745.



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MULTI-LEVEL FAMILY COMPOUND. Friday Harbor, WA. \$478,000. Gorgeous view, comfortable accommodation, accessory dwelling units can be rented out. Ten minutes from Port of Friday Harbor. Boaters' paradise! Contact (415) 695-4565 or Lue@sjvalleyview.com or check our website: <http://sjvalleyview.com>.

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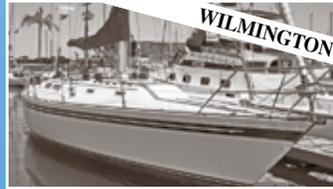
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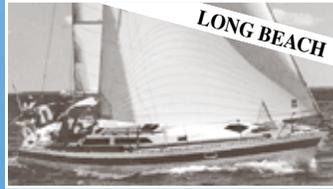
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