

Latitude 38

VOLUME 468 June 2016

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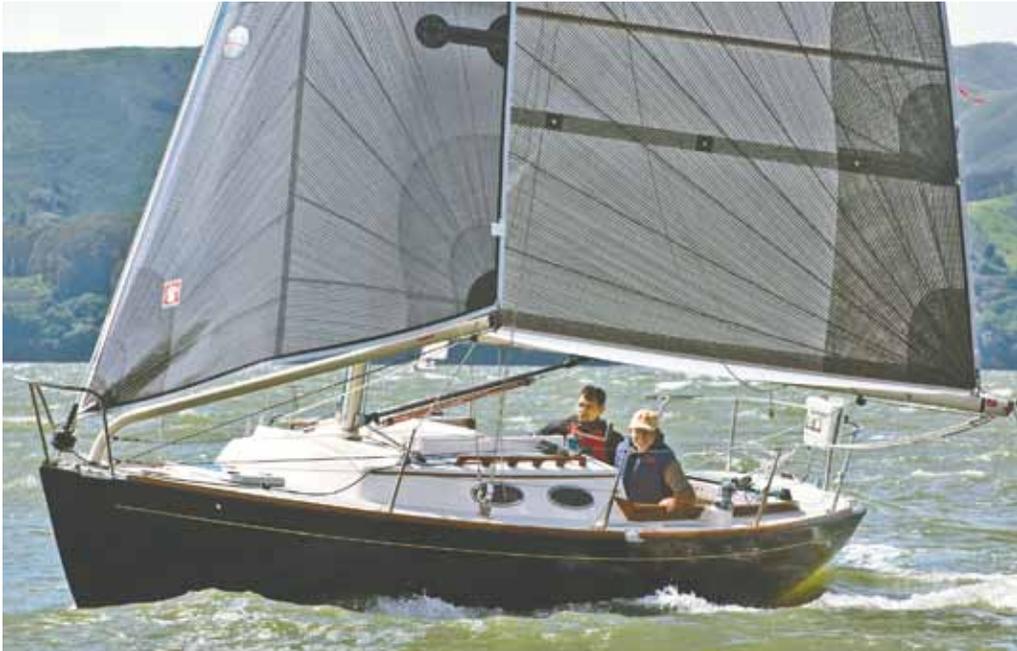
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Must Have Been the Sails

PHOTO BY ERIK SIMONSON



*Skip**

That title was the Monday morning email from Rich Craig, having just won his double-handed division of this spring's Singlehanded Sailing Society's Corinthian race.

Rich's Alerion 28, *Skip*, placed first by four seconds in front of Glenn Isaacson's *Q* (also powered by Pineapple Sails).

Rich's carbon main and jib from Pineapple Sails are the result of many hours of thoughtful sail development. Rich picked up his new sails on Friday, raced on Saturday, and won!

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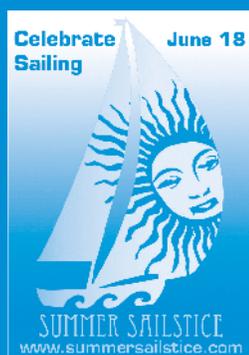
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Cover:

As the crew of Stan Hales' Farr 395 *Chance* demonstrates,
you don't need to fly a spinnaker to have fun racing to Vallejo.

Photo by Erik Simonson / www.pressure-drop.ux

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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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BAYLINER 3988, 2001	\$129,500
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BARRACUDA 9, 2013	\$132,000

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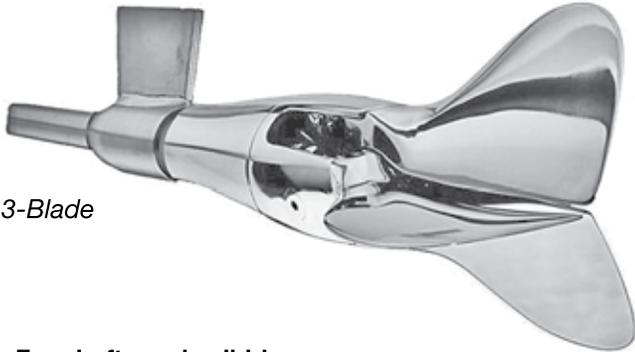
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Latitude 38

"we go where the wind blows"

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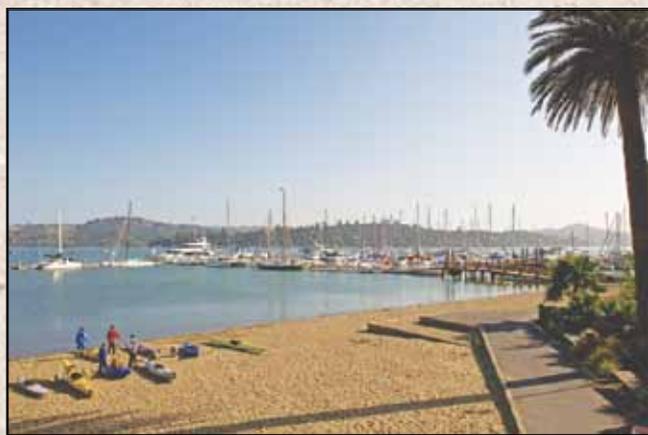
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CALENDAR

Non-Race

May 29 — The Sea of Invisible Riches: Asian Americans and the Alaska Salmon Grounds. Aboard *Balclutha*, Hyde Street Pier, San Francisco, 1-2:30 p.m. \$10; kids under 15 free. Info, www.nps.gov/safr.

May 30 — Memorial Day.

June 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

June 1-29 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

June 2 — RC Keefe presents 60 Yachts and 60 Years (1915-1975) on the San Francisco Bay. Corinthian YC, Tiburon, 7 p.m. Free and open to the public, but RSVP to (415) 435-4771.

June 4 — Mariners Swap Meet, Channel Islands Landing, Oxnard. Buy or sell boating, fishing, scuba or surf gear. Snacks & drinks available. Info/reservations, (805) 985-6269.

June 4 — Ebony Boat Club's Jazz & Wine Festival, Stockton Downtown Marina. Info, www.ebonyboatclub.com.

June 4, July 2 — Chantey Sing aboard the ferryboat *Eureka*, Hyde Street Pier, San Francisco, 8 p.m.-midnight. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

June 4-5 — Post-Doo Dah Ditch Run activities at Stockton SC, including Sunday breakfast, awards, afternoon BBQ. Info, www.stocktonsc.org or www.deltadoodah.com.

June 4-25 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

June 5 — How Sails Really Work seminar with Jim Conger. OYC, Alameda, 9 a.m.-noon. Free, but seating is limited. Info/RSVP, www.oaklandyachtclub.net.

June 5, 9, 12 — Volunteer Docent Training, S.F. Maritime National Historic Park, 10 a.m.-4 p.m. Free, but RSVP required to Terry or Erin, (415) 561-7160. Info, www.nps.gov/safr.

June 5, July 3 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Free. Info, (415) 447-5000 or www.nps.gov/safr.

June 5-26 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

June 8 — Singlehanded TransPac Seminar: Weather/Race Strategy. Island YC, Alameda, 7:30 p.m. Free; everyone welcome. SSS, www.sfbaysss.org.

June 9, July 14 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour, 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

June 11 — National Marina Day & Cleanup. Info, www.nationalmarinaday.org and www.oceanconservancy.org.

June 11 — Marina Day Celebration, Sun Harbor Marina, San Diego, 10 a.m.-3:30 p.m. Boat rides, SUP demos, vendors, food, live bands, mini-carnival. Info, (619) 222-1167.

June 11 — Swap Meet, Ventura West Marina. Entertainment, food, fire extinguisher servicing. Info, (805) 644-8266.

June 17-19 — Classic Weekend, Bell Harbor, Seattle. Parade Fri., 2-4 p.m.; yachts on display Sat.-Sun., 10 a.m.-4 p.m. Free. Info, (206) 954-2574 or www.classicyacht.org.

June 18 — Summer Sailstice global celebration of sailing. Info, www.summersailstice.com.

June 18 — Summer Sailstice Celebration, Encinal YC, Alameda, 11 a.m.-8 p.m. The America's Cup on display, presentation by Tucker Thompson, free sailboat rides, cardboard boat-building contest, PFD pool plunge, classic boats including *Alma*, live music, speakers, overnight berthing. Free &

CALENDAR

open to the public. Info, www.summersailstice.com/sf.

June 18 — SailSF Bay.org has collected a list of several public sails and events available for Summer Sailstice. Info, www.summersailstice.com/Sailsfbay2016.

June 18 — Whiskey Plank Gala, Matthew Turner Shipyard, Sausalito, 6-9 p.m. Special drinks, buffet dinner, live music, live & silent auction. Benefit for Call of the Sea and Educational Tall Ship. \$85. Info, www.educationaltallship.org.

June 18 — Fine Marine Finishing seminar/workshop by Patty Swenson, Spaulding Center, Sausalito, 10 a.m.-2:30 p.m. \$50 includes lunch. Info, (415) 332-3179.

June 18 — Delta Doo Dah & Tenant BBQ, Owl Harbor, Isleton, 5 p.m. Free. Reserve a slip at (916) 777-6055. Info, www.deltadoodah.com/itinerary-2016.html.

June 18-19 — Wooden Boat Festival, Koehler Kraft, San Diego. Live music, booths, food (cash only). \$2-\$5; kids under 5 free. Info, www.sdwoodenboatfestival.org.

June 19 — Delta Doo Dah 8-Ball Tournament, Little Venice Island, 4-6 p.m. Light snacks, BYOB. Free. Info, www.deltadoodah.com/itinerary-2016.html.

June 19 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

June 19 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

June 19 — Take Dad sailing.

June 20 — Sail under the full moon on a Monday.

June 21 — Alan Olson will speak about the Matthew Turner, the 100-ft brigantine being built in Sausalito. Spaulding Center, Sausalito, 7 p.m. Free. Info, (415) 332-3179.

June 24-26 — Tahiti-Moorea Sailing Rendez-vous celebrates the Pacific Puddle Jump's arrival in French Polynesia. Info, www.tahiti-moorea-sailing-rdv.com.

June 25 — Marine Flea Market, Napa Valley Marina, 8 a.m.-1 p.m. Info, (707) 252-8011.

June 25 — Canciones del Mar, Spanish language songs aboard *Balclutha*, Hyde Street Pier, San Francisco, 6 p.m. Tickets, www.weplayers.org. Info, (415) 547-0189.

June 25 — USCGA About Boating Safety Class, Bass Pro, Rancho Cucamonga, 9 a.m.-5 p.m. Free class; text is \$40. Gary, (310) 427-0332 or Bob, (909) 922-5500.

June 26 — Wooden Boat Show, CYC, Tiburon, 10 a.m.-4 p.m. \$20; kids under 12 free. Info, www.mastermariners.org.

July 2-11 — Pacific Cup Village, Richmond YC. Info, www.pacificcup.com.

Racing

May 26-30 — Swiftsure Race Week, Victoria, BC. Royal Victoria YC, www.swiftsure.org.

May 27-28 — Spinnaker Cup, San Francisco Bay to Monterey, kicks off the new California Offshore Race Week (CORW). Info, www.offshoreraceweek.com.

May 28 — MMBA Master Mariners Regatta. Info, www.mastermariners.org.

May 28 — Lady & the Tramp. FLYC, www.flyc.org.

May 28 — 3 Island Fiasco. KBSC, www.kbsail.org.

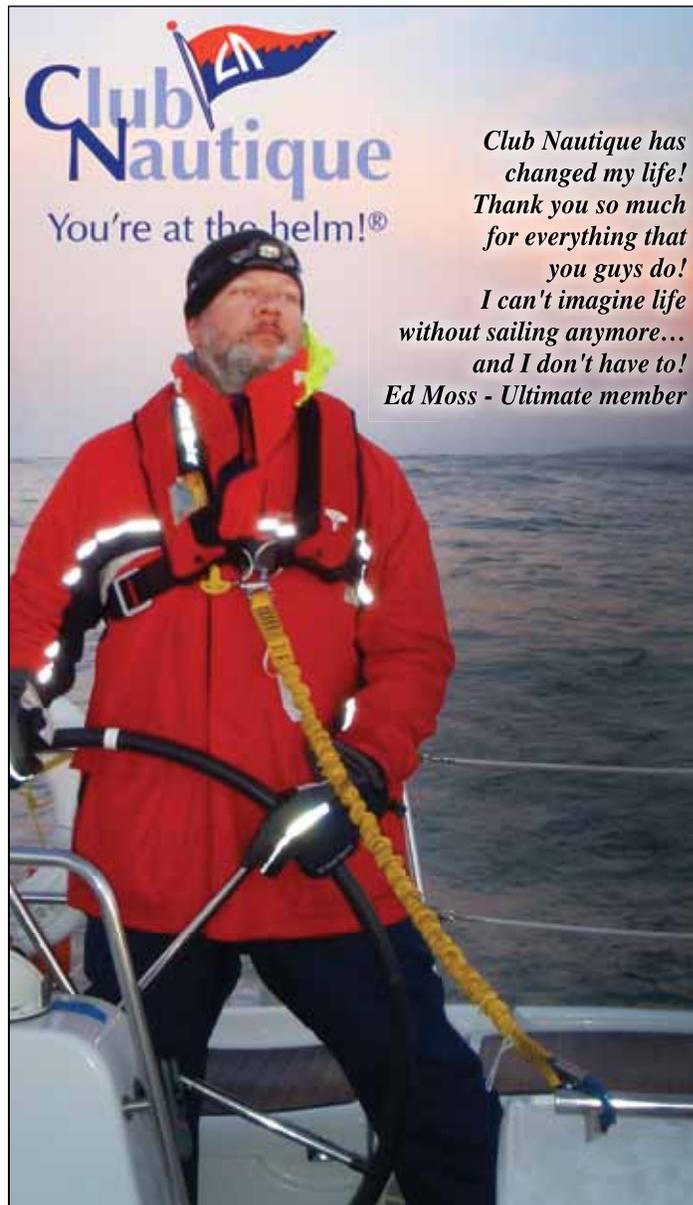
May 28-29 — Whiskeytown Memorial Regatta, Redding. Info, (530) 539-4471 or www.whiskeytownsailing.org.

May 28-29 — Easom Founders Regatta for Etchells. SFYC, www.sfyf.org.

May 28-29 — Memorial Day Regatta in Long Beach. ABYC, www.abyc.org.

May 28-29 — Eugene YC Memorial Day Regatta on Fern Ridge Lake in Junction City, OR. Dean, (541) 912-9999 or www.eugeneyachtclub.net.

May 29-June 1 — Coastal Cup, Monterey to Santa Barbara



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CALENDAR

(CORW Race #2). Info, www.offshoreraceweek.com.

June 1 — Santa Barbara In-Port Race (CORW Race #3). Info, www.offshoreraceweek.com.

June 3-5 — SoCal 300, Santa Barbara to San Diego, wraps up CORW. Info, www.offshoreraceweek.com.

June 4 — Delta Ditch Run & Doo Dah Ditch Run, 67 glorious miles from RYC to SSC. Info, www.stocktonsc.org.

June 4 — X-Bay/Friendship Regatta with CYC, TYC and SBYC. Info, www.cyc.org.

June 4 — Monterey Bay Leukemia Cup hosted by SCYC. Info, www.leukemicup.org/svmb.

June 4 — Classic Boat Invitational for Knarrrs, IODs, Folkboats, Birds and Bears. SYC, www.sausalitojachtclub.org.

June 4 — North Bay Series #3/Brothers Race. VYC, www.vyc.org.

June 4 — Shields Race Clinic. MPYC, www.mpyc.org.

June 4 — Merton Yolles Race. CPYC, www.cpyc.com.

June 4 — Junior Match Race. LBYC, www.lbyc.org.

June 4, 25 — Mercurys at EYC. Info, www.mercury-sail.com.

June 4-5 — Go for the Gold Regatta/Laser Masters PCCs on Scotts Flat Lake. GCYC, www.gcy.net.

June 5, July 10 — Tri-Island Races #1 & #2. BYC, www.berkeleyyc.org.

June 5, July 17 — Summer 1-4 One Design. MPYC, www.mpyc.org.

June 11 — OYRA Farallones Race. YRA, www.yra.org.

June 11 — Great San Francisco Schooner Race. SFYC, www.sfy.net.

June 11 — Race of Champions. SSC, www.stocktonsc.org.

June 11 — Cal Cup. BYC, www.berkeleyyc.org.

June 11, July 9 — South Bay Interclub Series. Info, www.jibeset.net.

June 11, July 9 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

June 11, July 9 — Andreas Cove YC Race Days, Isleton. ACYC, www.andreascoveyc.org.

June 11-12 — Laser NorCals hosted by SCYC in Santa Cruz. Info, <http://svendsens-grand-prix.myfleet.org>.

June 11-12 — US Match Race Qualifier and Women's Qualifier in San Diego. SDYC, www.sdy.net.

June 11-12 — Multihull Regatta. SCYC, www.scyc.org.

June 11-12 — Commodore's Regatta. MPYC, www.mpyc.org.

June 12 — Around the Pins on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

June 12 — Spring Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

June 12, 18, 26, July 9 — Summer Series on Scotts Flat Lake. GCYC, www.gcy.net.

June 17-18 — South Tower Race, from Stockton to San Francisco — and back. Info, www.stocktonsc.org.

June 17-19 — Opti Heavy Weather. StFYC, www.stfy.com.

June 18 — YRA Series. Info, www.yra.org.

June 18 — Summer #3. SeqYC, www.sequoiayc.org.

June 18 — Small Boat Races. EYC, www.encinal.org.

June 18 — Chichester Around Alameda Race. Alameda Community Sailing Center, www.sailalameda.org.

June 18 — Southern Crossing (of Lake Tahoe). LTWYC, www.tahoewindjammers.com.

June 18 — Spring One Design #3. SCYC, www.scyc.org.

June 18 — Summer Sailstice Race in Moss Landing. ElkYC, www.elkhornyc.org.

June 18-19 — June Invitational. SFYC, www.sfy.net.

June 18-19 — El Toro Regionals and Wetas on Clear Lake. Info, www.eltoroyra.org.

June 19 — Luna Race. VYC, www.vyc.org.

CALENDAR

June 19 — Women Skippers Race. Presidio YC, www.presidioyachtclub.org.

June 19, July 3 — Summer PHRF. MPYC, www.mpyc.org.

June 23 — Race to Alaska, 750 miles from Port Townsend, WA, to Ketchikan, AK. Info, www.r2ak.com.

June 24-26 — Woodies Invitational. StFYC, www.stfyc.com.

June 24-26 — Ullman Sails Long Beach Race Week. LBYC, www.lbrw.org.

June 25 — Half Moon Bay Race. OYRA, www.yra.org.

June 25 — Silver Eagle. IYC, www.iyc.org.

June 25 — H.O. Lind 1-2. TYC, www.tyc.org.

June 25 — Rear Commodore Race from Sausalito to Vallejo. SYC, www.sausalitoyachtclub.org.

June 25 — One Design Series. LWSC, www.lwsailing.org.

June 25 — Clear Lake Monster. KBSC, www.kbsail.org.

June 25 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.fltyc.org.

June 25 — Intraclub #2. RYC, www.richmondyc.org.

June 25-26 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascoveyc.org.

June 25-26 — Emerald Cup Regatta, Fern Ridge Reservoir, Eugene, OR. Triton YC, www.tritonyachtclub.org.

June 26 — Spring SCORE. SCYC, www.scyc.org.

June 26 — Jack & Jill Race. MPYC, www.mpyc.org.

June 26 — LMSC Mayor's Cup. Peggy, (510) 836-1805.

June 26, July 10 — Summer Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 2 — The 20th Singlehanded TransPac departs Tiburon bound for Hanalei Bay. Info, www.sfbayss.org.

July 2 — North Bay Series #4. VYC, www.vyc.org.

July 2 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 2 — Firecracker Race, Moss Landing to Monterey and back. ElkYC, www.elkhornyc.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 5-10 — WIND Youth Clinic & Regatta on the Columbia River Gorge. CGRA, www.cgra.org.

July 7-11 — Vic-Maui Race starts. Info, www.vicmaui.org.

July 8-10 — Hobie Regatta. MPYC, www.mpyc.org.

July 9 — Westpoint Regatta. SeqYC/YRA, www.yra.org.

July 9 — Lipton Cup. SYC, www.sausalitoyachtclub.org.

July 9 — Hart Nunes Regatta. SFYC, www.sfyc.org.

July 9-10 — High Sierra Regatta for centerboard boats. FYC, www.fresnoyachtclub.org.

July 9-10 — Melges 24 PCCs. SFYC, www.sfyc.org.

July 9-10 — Cal 20 Round Robin. CYC, www.cyc.org.

July 9-10 — SF Classic & UN Challenge. StFYC, www.stfyc.com.

July 9-10 — Svendsen's Summer Splash at EYC. BAYS, www.bayarea-youthsailing.com.

July 10 — Howard Stevens Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

July 11-13 — 29er US Sailing Training Camp. CGRA, www.cgra.org.

July 11-15 — Pacific Cup starts from San Francisco bound for Kaneohe Bay. Info, www.pacificcup.org.

July 11-15 — USA Junior Olympic Sailing Festival, Honolulu, HI. Info, www.ussailing.org.

July 15 — El Toro Jr. NAs at SSC. Info, www.eltoroyra.org.

July 15-17 — Melges 24 PCCs. StFYC, www.stfyc.com.

July 15-17 — USA Junior Olympic Sailing Festival, Cal YC, Marina del Rey. Info, www.ussailing.org.

July 15-17 — Gorge Skiff Regatta. CGRA, www.cgra.org.

July 16 — Jr. Waterhouse. OYRA, www.yra.org.

July 16 — Midnight Moonlight Maritime Marathon. SFYC,



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www.sfyj.org.

July 16 — Plastic Classic. BVBC, www.bvbc.org.

July 16 — Twin Island. SYC, www.sausalitoyachtclub.org.

July 16 — Small Boat Races #5. EYC, www.encinal.org.

July 16 — Jack & Jill. SSC, www.stocktonsc.org.

July 16 — Championship Series #3. CYC, www.cyc.org.

July 16-17 — Bay Bridge Regatta. South Beach YC, www.southbeachyachtclub.org.

July 16-17 — High Sierra Regatta for keelboats. FYC, www.fresnoyachtclub.org.

July 16-17 — Monterey & Back. SCYC, www.scyc.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 5/27, 7/8, 7/22, 8/5, 8/19, 9/2, 9/16. Info, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 5/30, 6/13, 6/27 (make-up). Fall: 7/25, 8/8, 8/22, 8/29, 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/29. Joe, (707) 628-2914 or www.beniciaclub.com.

BERKELEY YC — Every Friday night through 9/30. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Every Friday night through 8/26. Don, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/12. (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday nights. Spring Twilight Series: 6/10. Summer Twilight Series: 7/8, 7/22, 8/5, 8/19, 9/9. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday Night Beer Cans through 8/31. Friday Night Summer Sunset Series: 6/10, 7/22, 8/5. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Dennis, (510) 703-5779 or www.ggyc.org.

ISLAND YACHT CLUB — Friday nights. Spring Twilight Series: 6/3, 6/17. Summer Twilight Series: 7/15, 7/29, 8/12, 8/26, 9/16. John, (510) 521-2980 or www.iyc.org.

KONOCTI BAY SAILING CLUB — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night on South Lake Tahoe through 10/5. Intergalactic: 7/6. David, (530) 545-9155 or www.tahoewindjammers.com.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night through 8/25. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday night through 9/21; Fiasco Race, 6/8. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Series, every Wednesday night: First Half, through 6/15; Second Half, 7/13-8/31. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series: through 6/29 & 8/3-8/24. Bluerush Thursday Night Kite Racing: 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 9/8, 9/22, 10/6. Friday Night Windsurfing Series: 6/17, 7/22, 8/12, 9/9, 9/23. J/22 Summer Series: 7/6, 7/13, 7/20, 7/27. Info, (415) 655-7756 or www.stfyj.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-

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controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmjyc.org.

SANTA CRUZ YC — Every Wednesday night through 10/26. Info, (831) 425-0690, www.scyc.org.

SAUSALITO YC — Tuesday nights. Spring Sunset Series: 6/7, 6/21. Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/5. Hannig Cup: 9/7. Rick, (650) 255-5766 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/30. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 5/27, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Dan, (925) 209-3081 or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night: 6/1-8/24. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Monday Night Laser Series: 5/30-8/29. Wednesday Night Beer Can Series: 6/1-8/31; on North Lake Tahoe. www.tahoeyc.com.

TIBURON YC — Every Friday night through 8/19. Info, www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/28. Dave, (925) 580-1499 or www.vyc.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.

June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
6/04Sat	0533/-1.4	1235/4.9	1719/1.9	2338/6.8
6/05Sun	0620/-1.6	1329/5.0	1811/2.1	
	HIGH	LOW	HIGH	LOW
6/11Sat	0444/4.4	1114/0.3	1835/5.2	
	LOW	HIGH	LOW	HIGH
6/12Sun	0031/2.1	0555/4.0	1207/0.8	1921/5.3
6/18Sat	0514/-0.3	1217/4.2	1647/2.5	2258/5.9
6/19Sun	0547/-0.5	1257/4.4	1725/2.6	2333/6.0
	HIGH	LOW	HIGH	LOW
6/25Sat	0306/5.2	0938/-0.3	1657/5.2	2222/2.4
6/26Sun	0406/4.8	1027/0.0	1743/5.4	2333/2.0

June Weekend Currents

date/day	slack	max	slack	max
6/04Sat		0316/4.7E	0748	1031/3.3F
	1337	1617/2.7E	1920	2209/2.9F
6/05Sun	0029	0404/4.7E	0837	1121/3.4F
	1430	1712/2.7E	2013	2258/2.8F
6/11Sat	0131	0331/1.4F	0540	0928/2.8E
	1336	1615/2.3F	1933	2251/2.4E
6/12Sun	0247	0434/1.2F	0656	1035/2.4E
	1428	1705/2.1F	2021	2355/2.5E
6/18Sat		0259/3.4E	0744	1014/2.4F
	1315	1549/2.1E	1848	2127/2.0F
	2339			
6/19Sun		0328/3.6E	0818	1052/2.6F
	1358	1633/2.1E	1928	2209/2.0F
6/25Sat		0202/1.7F	0356	0746/3.5E
	1148	1458/2.8F	1748	2050/2.5E
6/26Sun	0023	0300/1.5F	0453	0844/3.2E
	1235	1544/2.6F	1828	2140/2.6E

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⇕ WATER, WATER, EVERYWHERE, BUT LITTLE TO DRINK

I have 1,124 miles to go to finish my great adventure at Bahia Caraquez, Ecuador. That's where I'll meet my wife Debbie after nearly six months of nonstop sailing. The wind is up a little today, but is still very light. At least I can almost sail a direct course to Bahia.

I am, however, running very low on water and can't really make any more. I have received many great suggestions from friends on how to either make more water or reduce my consumption. Here are some of the ideas:

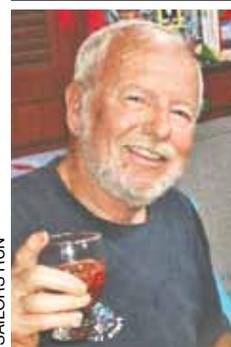
1) Put a four-quart saucepan on the stove, secure a cup in the middle of it, and pour salt water in and around the cup — but not over it. Then place the pot lid upside down on the pan and boil the saltwater. The steam condensing on the lid will run down to the knob and drip into the cup.

2) Either remove the pop-up or drill a hole in the top of the pressure cooker, attach a copper tube to the hole and coil it as a condenser. The steam is cooled and converted to fresh water that runs out of the end of the tube. Plastic tubing could be substituted for copper as long as it doesn't taint the taste of the water.

3) Make a solar still out of a pop or beer can with top cut off. You fill it with seawater, take a two-liter plastic pop bottle with the top still on, and cut a hole in the bottom for the can and roll the bottom of the pop bottle up inside, creating a trough around the inside of the bottle. Then you set it in the sun.

4) Use a hand-operated watermaker to pump the salt-tainted water in my tank through the watermaker to yield fresh water more quickly. Save the discharge water for other uses on the boat.

The first two ideas would require that I have enough propane to boil the water. I'm not sure I do,



SAILORS RUN

Cheers to you Jeff. We knew you could do it.

but as a last resort I'd have to give one of these ideas a go. The watermaker idea is a good one, but my watermaker is refusing to produce any product water from any source at this time.

Some thought was given to trying to get the water out of the hot water tank. But John from the yacht *Nakia* reminds me that the hot water tank has a backflow preventer on the bottom of it, so the only real way to get the water out of the tank is to remove that backflow device first. So that's a consideration.

I also checked the specifications on my liferaft, and there are supposed to be three liters of 17-year-old water inside the raft. Naturally, I don't really want to inflate the raft at sea unless I absolutely have to.

I'll make it somehow.

The battery in my water salinity tester died, so I had to build a 6-volt battery to replace it. To do that I taped four AA batteries into a bundle, placing every other one's positive end up. Then I soldered two separate parallel bare copper wires onto the bottom of the battery pack, connecting the negative ends of two batteries to the positive ends of the other two batteries, and created two 3-volt batteries. Next, I connected the negative of one 3-volt battery to the positive of the other one, which gave me 6 volts at the two remaining terminals. I soldered the two wires and hooked them up in the salinity meter the way a normal 6-volt battery would be hooked up. And it worked!

I then filled a cup with the salty water from my problematic



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LETTERS

water tank and was able to measure the salinity. According to my PUR watermaker manual, any product water over 1,500 parts per million should be discarded. My meter read 1,480 parts per million, meaning the water from the tank was still drinkable, but just barely. So I'm drinking coffee with extra sugar for as long as the water in the tank lasts. I'm much relieved to have this additional water, but will have to see how long it lasts.

I'm sailing along nicely now, picking up what is most likely the outer edge of the Humboldt Current. I can see the tradewinds getting closer, and should be into them within 24 hours. Once I pass through the transitional area, where I will be slowed for at least 12 hours, I can get moving again.

Debbie contacted me from Bahia Caraquez, Ecuador, where I started and where I will finish my trip. Many people know that Ecuador was hit by a 7.8-magnitude earthquake on April 16, which killed at least 659 people and injured over 27,000. Much of Bahia Caraquez was damaged or destroyed, so Debbie is sleeping inside a three-person tent in the yard of a friend's house. She reports that many people who lost their homes are sleeping in tents on the streets of Bahia. The big Tia store was opened, but had to close immediately because of looting. There are lots of soldiers on the streets now, however, making things safer.

My running very low on water and the post-earthquake situation in Ecuador reminds me that a while back I mentioned that while hunger is the strongest driving force of humans, few of us have food to last more than a few days. Without food, we humans get desperate and will run just about any risk to get some. I think we should all learn from this and have some basic food on hand. I know it's hard to do when you've never needed to do it and when there has always been a fully stocked store a few blocks away. But when there is a severe natural disaster, be it an earthquake, flood, hurricane or what have you, the food in the local store will be an illusion after just a few days.

I provisioned my *Sailors Run* with approximately seven months' worth of food for my nonstop circumnavigation. When all the boat lockers were jammed to the top with food, it seemed like a ridiculous amount. But with still over 1,000 miles to go, I have about the same amount of provisions as do the unfortunate people in Ecuador who are trying to recover from the earthquake. It's sobering.

Fortunately for me, I can see the light at the end of the tunnel. With so little fresh water I may be getting saltier by the day, but I'm watching the light grow larger and brighter.

Jeff Hartjoy
Sailors Run, Baba 40
 South Pacific Ocean

Readers — To remind everyone, after 167 days at sea — and having had to repair his genoa nearly 50 times — Jeff completed a fantastic nonstop solo circumnavigation via the Five Great Capes. He crossed his outbound track just two days short of his 70th birthday, making him the oldest American to accomplish such a feat. And he did it with a Baba 40, a rather ordinary cruising ketch with which he and his wife Debbie had previously done three Baja Ha-Ha's and a lot of cruising.

Before making landfall at his starting point, Ecuador's Bahia Caraquez, Jeff ran very low on food and water, and was presented with a final obstacle: Timing his arrival with the tide so he could sail across the bar that protects the bay's anchorage. Not only that, but the entire area was still recovering from a powerful April 16 earthquake that was followed in late May by two smaller, yet still damaging, quakes.

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- 37.7' Catalina 375, 2010 179,900
- 34' Catalina 34 MkII, 2006 **NEW LISTING** 123,500

- 31' Catalina 310, 2005 **NEW LISTING** 74,500
 - 27' Catalina 270, 2000 **NEW LISTING** 27,800
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 - 46' Liberty 458, 1983 136,500
 - 42' Bavaria 42 Cruiser, 2006 **NEW LISTING** 146,500
 - 43' Dufour/GibSea 43, 2003 **REDUCED** 119,000
 - 41' C&C, 1988 109,000
 - 31' Cantieri Baglietto Int'l 5.5, 1955... **REDUCED** 29,000

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- 31' Ranger 31 Sedan, 2017 269,937
- 29' Ranger Command Bridge, 2017... **NEW MODEL** 224,937
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- 25' Ranger 25SC Tug, 2017 129,937
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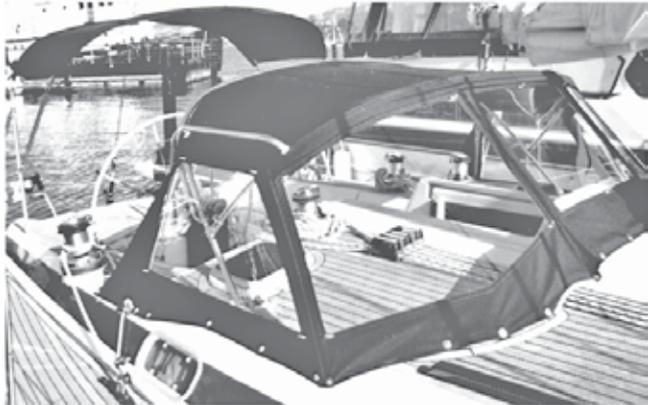
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LETTERS

Jeff arrived just before we went to press, 204 days after setting sail on his history-making trip. Read more about his remarkable journey in this month's Sightings section.

↑↓ THE OWNER HIT 14.5 KNOTS ON THE ENSENADA RACE

I know Tom Siebel's MOD70 *Orion* got all the press for shattering the Newport to Ensenada Race record in an incredible time, but there were other Bay Area sailors who did well in the 'Taco Run'.

Tim Anto, trimmer, and Andrew Rist, driver, both members of Sequoia YC, sailed on the Jeanneau 54 *Avanti*. There was a total of eight boats in our division, all of which rated +72. The

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'Orion', seen here, wasn't the only 'high achiever' during the Ensenada Race.

division included several Schock 35s and the S&S 47 *Splendor* owned by a guy named Dennis Conner.

After getting the door closed on us at the start and having to throw in a turn, we watched as D.C., flying an enormous genoa, and several of the Schocks left us behind in light breeze. But as the wind came up, we got the Jeanneau moving, and slowly clawed our way back into the fleet. One by one we overtook the Schocks, passing the last of them, *Uncle Bob*, as the chutes started to be hoisted.

We finally caught up with and passed D.C. and *Splendor* around sunset as we both passed the Coronado Islands to port. At that point it was breeze-Marina di Ragusa on with some pretty treacherous and tightly packed swells from aft. We were seeing consistent 10-12 knots of boatspeed, with owner Jim Labarge clocking a 14.5 during one extended surf. We had a couple of round-ups and one round-down, but from conversations in Ensenada after the finish, we seem to have come off reasonably unscathed in this category.

A well-timed jibe put us on the layline for Ensenada, and our six knots of boatspeed in the Bahia Todos Santos seemed to be a crawl after the crazy run down the coast. We even had a sail change in the last mile to hold off the Olson 40 *Buena Vista* that was tracking us down.

Once all the math was done, we on *Avanti* had PHRF G and the City of Ensenada trophy. Ours was the 9th PHRF boat overall, and our time would have won 6 out of the 10 PHRF divisions. The only non-planing boat to beat us was *Cheerio II*, Dick McNish's gorgeous 1931 wooden yawl. Hats off to him and his crew.

If that weren't enough, we stopped in Avalon on the way home to ride out a gale. It turns out that when the ferries aren't running and the gale has scared everyone else away, Avalon is a lovely, quiet little place. We enjoyed having it to ourselves.

It's going to be hard to top this year's N2E.

Andrew Rist
BigAir, Open 5.70
Redwood City

Andrew — Congratulations. D.C. is never going to hear the end of your beating him from us.

Terrific report, too. Latitude obviously doesn't have the staff to cover every race, so we encourage anyone with an even remotely significant story to toot their own horn in the pages of Latitude.



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LETTERS

⇕ JUST ANOTHER BRICK IN THE WALL

I really like the Delta in the off season because there is almost nobody around. It's so peaceful that you can't believe you're in California. And most of the few people around are really nice. I think that's a function of LPPSM — Less People Per Square Mile.

I have to imagine that the Delta was a much nicer place



LATITUDE ARCHIVES

The California Delta would be a sailing paradise if not for all the boaters.

to live back in the days when it supported large herds of deer and tule elk, to say nothing of lots of grizzly bears. Personally, I wouldn't mind if jet skiers were hunted to extinction instead of that having happened to the grizzlies. In fact, it would be all right with me if the grizzlies were still around

and got to hunt the damned jet-skiers.

If all the people who normally bring their boats to the Delta during the summer, as well as all the first-timers planning to come up, would like to do me a big favor, it would be to stay on San Francisco Bay — or wherever else they'd be coming from — and leave the Delta to me and my friends. And this goes double for all you wankers with Jet Skis.

I understand that this would not be in the best interests of businesses that rely on income from boatowners, but how about putting people — such as myself — before profits for this one summer? I hope I'm not asking for too much.

Bill the Brick
No Name Sloop, Custom 37
Slough to Slough

Bill — Given the 'it's all about me' times we're living in, we don't think your request is that unusual. It's going to be ignored, of course, but there was no harm in your asking.

Here are some fun facts for those who, to your dismay, will be sailing up to the Delta this summer:

The Delta consists of 57 reclaimed islands and tracts, surrounded by 1,100 miles of levees. Most of the original levees were built in the 1860s by Chinese labor. There are 700 miles of waterways in the Delta, much of them navigable.

The Delta began to form 10,000 years ago at the end of the last Ice Age when global sea levels were 300 feet lower than



LATITUDE ARCHIVES

This family of four has sailed in the Delta Doo Dah rally a few times.

they are today. The Delta region was a river valley. When sea levels rose again — because of human-induced climate change? — the ocean water backed up through the Carquinez Strait into the Central Valley. The combination of the narrow strait and tidal action pushing inland dramatically slowed the current of these rivers and forced them to drop sediment. The early Delta was composed of shifting channels, sand dunes, alluvial fans and floodplains that underwent constant fluctuation because the sea level was rising almost one inch per year.

Eventually the rate of sea-level rise slackened, allowing wetland plants to take hold in the Delta, trapping sediment. The growth and decay of the plants began to form the peat

Eventually the rate of sea-level rise slackened, allowing wetland plants to take hold in the Delta, trapping sediment. The growth and decay of the plants began to form the peat

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LETTERS

deposits that make up the Delta islands. The Delta pretty much stabilized to what it is today about 2,500 years ago.

Geologically speaking, the Delta is not a true river delta, but rather an inverted delta, because the sediment is progressively accumulating inland instead of farther downstream and out to sea. The only other delta located so far inland from the sea is the Pearl River Delta in China.

Much of the Delta region sits below sea level, which is why some people call it 'California's Holland'. It would be more properly nicknamed 'California's Netherlands', as much of what is below sea level in the Netherlands is found outside of the Holland region of the Netherlands.

⇕ A NEW NAVIGATION DEVICE?

How good are drones for assessing the hazards posed by coral reefs in places such as the Marquesas? I'll let readers judge from the accompanying two photos that I took shortly after Debbie and I arrived in the Marquesas after completing our Pacific Puddle Jump aboard *Moonshadow*.

The first photo is what things looked like from on deck at Anse Hakapaa, one of three small bays that are part of the larger Baie du Controleur on the southwest corner of Nuku Hiva. All the water in the area looks perfect for diving into, driving the boat around in, and anchoring.



JOHN ROGERS

The view from on deck doesn't reveal any dangers.

But from the drone's view, as seen in the second photo, it's obvious that things weren't as wide open as they appeared from on deck.

Since the water was 55 feet deep and we needed to put out about 220 feet of chain, given *Moonshadow's* 62-ft length we needed to swing on a radius of 275 feet to keep from hitting the coral. Once we got the hook down, I went aloft with the drone to see how things looked. As you can see, *Moonshadow's* anchor hit a bullseye in this one-boat anchorage, so we could sleep soundly.

Since I'm on the subject of the Marquesas, I may as well report that the small town of Atuona on the island of Hiva Oa is one of two ports of entry in the Marquesas. By the looks of things, it's the one most cruisers choose. According to George Backhus, the previous owner of *Moonshadow*, who sailed 70,000 miles on her, Hiva Oa's Bay of Virgins is "the most beautiful anchorage you'll ever visit."

However, Hanavave on Fatu Hiva would actually be the best place to check in, because it's the most windward island in the Marquesas, and who wants to beat back to weather to see islands you sailed past? The trouble is, if you go to Fatu Hiva first, you could be in trouble because there is no place to check in there.

But from a drone's view, the limitations and dangers of the anchorage become obvious.

Our research indicated that the consequences of visiting Fatu Hiva prior to properly checking into the Marquesas ranges from nothing — "they looked the other way"— to fines of up to \$2,000.



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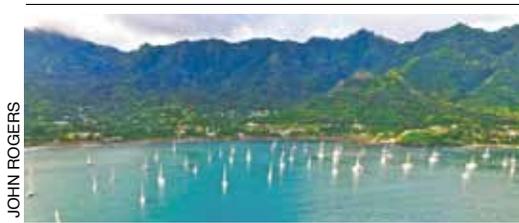
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LETTERS

Debbie and I decided we have better use for two grand, so we checked in at Atuona, Hiva Oa, got some fuel, did an island tour, then headed back upwind to Fatu Hiva.

For those who do the right thing by checking in with the authorities before moving on, the contrast between Atuona and Hanavave couldn't be more stark. You wouldn't swim in the brown water at Atuona — even if you didn't know there are sharks there. And both the bow and stern anchor came up covered in brown mud.

Fatu Hiva is an easy afternoon sail on a close reach or,



JOHN ROGERS

When John got to Nuku Hiva, there were 56 times more boats than the first time he made landfall there.

Virgins is a jaw-dropper. It's more like a Hollywood movie set for the next making of *King Kong* than something real. As soon as we got there we had to take a swim. And then get the drone up there!

While much is the same in the Marquesas as it was 45 years ago, some things have changed. When I first arrived on a tug, there was only one boat at Taiohie Bay, Nuku Hiva, the 57-ft schooner *Fairwinds* under the command of Omer Darr. When we arrived this year, there were 56 boats in the same bay!

John and Debbie Rogers
Moonshadow, Deerfoot 62
San Diego

↑↓ WE GOT HELP FROM MEMBERS OF THE HA-HA FLEET

Reading *Tin Soldier's* April issue story about doing the 2007 Baja Ha-Ha reminded me of our fond memories of the event and that boat and her crew. We were sailing the Hunter 35.5 *Delight*, and completed the trip to Cabo without the benefit of an engine because the starter would not engage. We also had two other problems from Turtle Bay to Bahia Santa Maria. Our wheel steering went out, so we had to use an arm rather than a cable to control the rudder. And our head got plugged up, making for honey-bucket time.

A great Australian sailing family helped us out with the steering when they came out in their tender with a Honda generator to charge our batteries, which our non-starting engine couldn't. Thinking outside the box, the Aussie said all we needed to do to fix the steering was to reverse the rudder arm — and it worked.

Now the part of the story about *Tin Soldier*. When we left Cabo San Lucas for La Paz, we still didn't have a motor. So we sailed when we could, but mostly just waited for wind. I think it took us three days to cover the 135 miles or so.

About two hours out of La Paz we were becalmed under a brilliant sun. It had to have been over 100°. *Tin Soldier* came along and offered us a tow. Not only did she tow us to our marina, she helped us get into our slip!

Fair winds to the crew of *Tin Soldier*!

Jerry Ward, Crew
Delight, Hunter 35.5
La Paz, Mexico

Jerry — We always like to hear about great Ha-Ha-related memories. We expect there will be a lot of them this year, for



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LETTERS

in the first three weeks since the first sign-ups were allowed, more than 90 paid entries were received. Based on the early sign-ups, it could be a big fleet.

↑↓ TIPS FOR FIRST-TIMERS

Other than what doesn't need to be said — watch the wind, the sea state, the tides and so forth — do you have any advice for someone exiting the Bay for the first time? My plan is to leave July 1 for a night at Drake's Bay and a night at Bodega Bay, then turn south past the Farallones to Half Moon Bay on my way at a leisurely pace to San Diego.

Rick Huff
Fourplay, Cal 2-25
San Diego

Rick — Assuming that you're a relatively new sailor, the first bit of advice is that you make sure you know what you're getting into. A lot of folks who have sailed from San Francisco to New Zealand report that the 225 miles from San Francisco to Pt. Conception have been the roughest part of their entire trip. The Tzortzis family on the Lagoon 470 Family Circus, currently headed back to the South Pacific from New Zealand, is the most recent. And a few months ago Ken and Katie Stuber of the Sausalito-based Bristol 32 Sand Dollar told us their passage from San Francisco to Pt. Conception was about the roughest they've had — and they've been out for eight years and have sailed most of the way around the world.

So our first bit of advice is for you to make at least a couple of short trips outside the Gate — maybe just five miles — so that you at least have some idea of what you might be getting into and how much different the ocean is from the Bay.

The second bit of advice is to make sure your boat is ready. About 30 years ago on a whim we bought one of the original Cal 25s — not a Cal 2-25 like yours — which was about 30



If the South Bar and the Potato Patch are breaking, as they are in this photo, don't even dream of taking off.

years old at the time. We put her on a trailer, drove her to Mexico, and threw her into the water at Puerto Escondido. We hardly paid anything for the boat, so we didn't bother getting a survey or checking her out very thoroughly. As a result, we were hardly surprised when one of the swages on the split backstay failed about a week into the cruise. It was a miracle that we didn't lose the mast. Given the fact that your boat is more than 30 years old, make sure your rigging is up to date and up to snuff.

Fog is another issue you have to be concerned about. If you can't see 100 feet in front of you, what's your strategy for not getting run down? For most sailors without radar, it's staying close to shore. But you need some kind of plan.

What do you do in case of an emergency? Do you have a liferaft or a dinghy you could survive in for a few hours if you had to take to it in rough seas? If not, you have to realize that you're running a considerable risk. We're not saying that we wouldn't necessarily not run the risk of making such a trip without a raft or good dinghy, but we'd understand that we were taking that risk.

We're going to assume that you're going to have a least some kind of device — be it an EPIRB, a Spot Messenger or a DeLorme Messenger — in case you find yourself in an emergency situation. Again, you don't have to have one, but you have to

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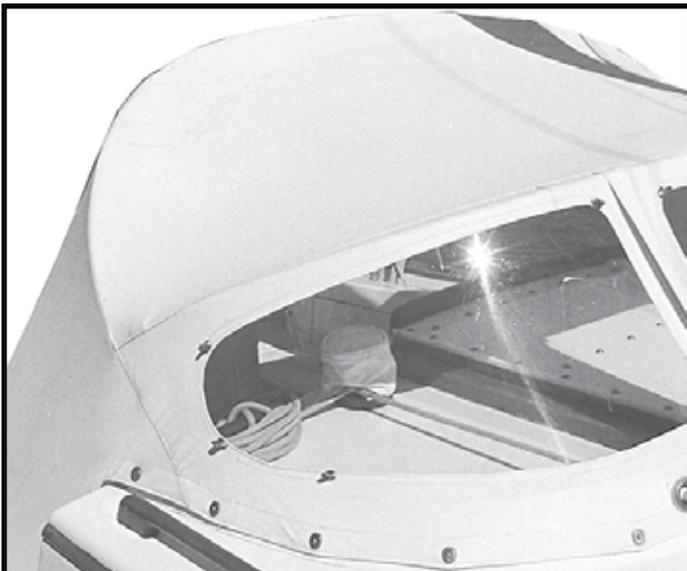
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understand the risk you'd be taking by not having one.

Please understand that our intent is not to blow your plan out of the water. In fact, if you want some encouragement, when we started Latitude in 1977 there was an organization called MORA, the Midget Ocean Racing Association, that used to run an annual race from San Francisco to Southern California — and sometimes Ensenada. The boats had to be less than 30 feet long. It's hard to believe, but people actually raced boats as small as Cal 20s, Columbia 22s, Ranger 23s and 26s, and the like to Southern California. One year it blew 40 knots off Central California and a lot of participants saw Jesus or some other apparitions. Keep in mind most of these sailors had quite a bit of experience sailing their small boats in the ocean. And they didn't have half the safety gear that is available now. Sort of like the way professional hockey players never used to wear helmets.

There was also a guy from Hayward who, about 10 years ago, fixed up a production boat similar to yours and cruised her all the way to Canada without a problem. He wrote a book about it, although we can't remember the title. So it's true that people have made lots of long passages, including circumnavigations, in boats as small as 25 feet. So it certainly can be done.

The one thing you've got going for you is that weather forecasts have become more accurate in recent years for up to two to three days out. If you can find a window when it's only blowing 10 to 15 knots down to Conception, you should be all right — assuming that your boat is in decent condition. But in July, you may not get a window like that for weeks. And there's always the chance that it will blow 30, not the forecast 15 knots, in which case the force of the wind will be four times as strong, not twice as strong. So be ready.

Lastly, if the coastal forecast for July 1 is 25 to 30 knots, be smart and postpone your departure until the winds are lighter. Good luck.

⚡ DON'T THROW A LINE AT A PERSON ON THE DOCK

I read with interest the May 13 *Lectronic* about Robin Stout of *Mermaid* getting a black eye from a monkey's fist thrown by an employee of the Panama Canal.

Based on my experience, a half-inch nut in the center of a monkey's fist gives it a bit of extra weight so you can throw it much farther than one without a nut. But for safety reasons the fist is supposed to be thrown to the side and beyond the recipient, not at them. In fact, any line, even one without a fist, should be thrown beyond the person on the dock. Once the line is beside the recipient, he can step on it and then safely pick it up.



A monkey's fist to the eye can do a lot of damage.

COURTESY ROBIN STOUT

Peter Passano
Sea Bear, 39-ft Cutter
Maine

Readers — Peter has a lot of experience on which to base his advice. Nine years ago, when he was a mere lad of 77, he was awarded the prestigious Blue Water Medal by the Cruising Club of America. It was based on his having, at the time, sailed *Sea Bear* 125,000 ocean miles, many of them singlehanded. Peter built the boat on the shore of a Marin County creek with his then-partner Bob van Blaricom.



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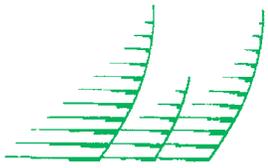


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LETTERS

↑↓ THE BEST HEAVING LINE I'VE SEEN

The best heaving line I've seen to date was 100 feet of bright fluorescent green line that had a red rubber ball in the middle of the fist. This gave it plenty of weight, but was not capable of inflicting the kind of injury Robin Stout suffered.

Brad Belleville
Encore!, Beneteau First 32
Alameda

↑↓ THE MONKEY'S FIST LEFT HIM UNCONSCIOUS

When I was a young man many year ago, I was an 'ordinary' for Chevron Shipping, sailing the West Coast circuit for summers to fund my college education — and thirst for beer. During that time I became skilled at throwing the line ashore, both to Standard wharves and tanker stations, where the target was usually a rather small platform.

Normally the shore parties were wise enough to stand

by waiting for the line and avoided the obvious hazard of our weighted 'fist'. However, one fairly dark night I tossed the line to the dock just as members of the shore crew approached from their shed. They were obviously recovering from a nap, and stood dead center looking up into the lights. The monkey's fist came hurtling out of the dark sky and unfortunately hit one of the fellows on the forehead. He dropped unconscious on the dock.

The mate on duty on the ship immediately ordered me to the engine room until we had unloaded and departed the next day. It turns out that the whole shore crew was looking for me the entire time we were there, hoping to exact some revenge.

I later learned that the man had fortunately survived with just a minor injury.

But I was just doing my job, you know.

John McNeill
Rocketeer, Contessa 43
Marina del Rey

↑↓ TIE WHAT TO THE DOCKLINES?!

A few years ago the company I was working for sold some equipment to a customer who was building a boat as a test platform for some military tech they were developing. I went along on the sea trials to commission our equipment.

Everything went smoothly until we got back to the dock, at which point I watched in horror as our customer's resident boat 'expert' — I think he had a wakeboard boat — proceeded to granny-knot a one-inch anchor-chain shackle to the end of each dockline. I then watched in more horror as he twirled each one like David's sling, and launched the line, just missing the ear of the handler on the dock with the big anchor chain shackle. If there had been a boat on the other side of the finger, the shackle would have gone right through a cabin window — if not the topside.

I'd been provided a copy of the operating manual he'd compiled for the boat, and that night I opened it up and read it. Sure enough, step one under 'Docking Preparation' was "Tie shackles to dock lines."

A weighted monkey's fist would have been a major safety improvement to the big shackles at the ends of those lines.

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LETTERS

⇕ **EVEN MAKING A MONKEY'S FIST TAKES FOCUS**

I've never hit anyone with a monkey's fist or been hit with one. But both my father and I have made a proper monkey's fist. Have you?

You would be surprised at the focus it takes to make one. If you're like me and don't have the time for a lot of fine rope work start with a 'soft shackle'. That alone will keep you amused for a while.

Brad Smith
Hobie 10
Santa Cruz

Brad — We've never been very good at tying knots, but for kicks we decided to give a monkey's fist a go. It must have been first-timer's luck or easy-to-follow directions from a book, but we found it to be relatively easy knot to tie.

⇕ **IS AUGUST TOO LATE TO HEAD SOUTH?**

I wanted to do a bit of cruising in the Channel Islands this summer with my San Francisco Bay-based boat, but can't take time away from work until a project gets finished in late August. Is this too late to head south? And, realistically, how much time do you think I need to enjoy such an adventure?

Eric Sullivan
Freedom III, Pearson 36
Livermore

Eric — September is not only a great time to head south, along with August it's probably the best month of the year. If you've never lived in Southern California, you may not have heard of the 'June Gloom' that sometimes continues right into July. It's generally gray and gloomy on the coast, while it's clear and sunny just a few miles inland. The wind tends to be lighter then, too.

Historically, August, September and October are the best weather months for cruising in Southern California. There is less fog, better wind, and often the warmest air and water temperatures. Plus all the kiddies are back in school.

If you're going to go to the effort of sailing all the way to Southern California and back, we'd submit that two weeks is the absolute minimum you need to really enjoy yourself. It's 240 miles from the Lightbucket to Cojo, the first really nice Southern California anchorage. At five knots, that's two full days. Even though it might be a little grueling, we'd recommend doing it in one shot. After all, your goal is to get to Southern California waters.

That would leave you 12 days. If you're a Type-A sailor, you might want to try to get as far south as Catalina, but we don't think it would be worth the extra effort. After all, between Cojo and San Miguel and Santa Rosa islands (if they aren't too windy), Santa Cruz Island, and the city of Santa Barbara, there is plenty to enjoy. We'd recommend one night — or two if you're tired from the trip down — at Cojo, one night at San Miguel, one night at Santa Rosa, four nights at Santa Cruz Island, and two nights in Santa Barbara.

Shoot, that's two weeks right there and your boat is still in Southern California. The solution? If you can get an extra week



LATITUDE /RICHARD

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LETTERS

off, deliver your boat home yourself. At that time of year the winds are usually lighter than in the spring and the height of summer, which is good. But you still may have to duck in at places like Morro Bay, Monterey and Santa Cruz. The very best solution? Hire somebody to deliver the boat home, someone with a flexible enough schedule to be able to wait for a proper weather window.

Such a trip requires a lot of effort, but as cruising in Southern California is completely different than in Northern California, it's well worth it. By the way, depending on how much time you have and your schedule, you might want to join the Southern California Ta-Ta, which goes from Santa Barbara to Catalina with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. It runs from September 11 to 17, and has been a blast for the first three years. But almost all the slots are taken, so don't wait.

↑↓ ZEN SAILOR HEADED FOR THE MONASTERY

On April 25 I was headed out to New Zealand's Bay of Islands while Webb Chiles was inbound for Opua in the Bay



JOHN TEBBETS

of Islands. So I took a few photos. And I took a few more the morning he departed for Australia. It was a clear and still morning, and he hoisted the main on his Moore 24 Gannet and slipped his mooring at the first hint of a breeze on the beginning of the ebb. No muss, no fuss, no fanfare. For

For all the world, it looked as though Chiles was going for a casual daysail.

all the world it looked at though he was a daysailer going out on a casual outing. Only more relaxed.

John Tebbets
Ichi Ban, Yamaha 33
Vava'u/Tacoma, WA

John — Thanks for the photos. As we report in this month's Cruise Notes, Chiles made it to Australia and has probably already departed for Cape York, Darwin, and then 6,000-mile-distant South Africa. Webb has done so many unusual things with sailboats that a lot of people wonder if he's a little daft. Having met him prior to the start of his circumnavigation, we think he's a very intelligent guy who simply marches to the beat of his own drum. We wish him luck on the rest of his sixth — yes, sixth — circumnavigation.

↑↓ IF THE BEEP DOESN'T GET A RESPONSE, THE SIREN COMES ON

Chuck Hawley's May 2016 issue article on prioritizing safety spending was very good. It neglected, however, one vital and relatively inexpensive item that no shorthanded crew should be without — Watch Commander from www.sailsafely.com.

For around \$200 you can guarantee that no one will sleep past your designated time interval to conduct a visual scan of the horizon, check of the radar, etc. If you set the interval for, say, a 20-minute interval, after 20 minutes elapses without a reset, Watch Commander starts to beep to remind you. The initial beeping is about as loud as the seat belt indicator on your car. If the beeping doesn't prompt a reset in a minute or two, a siren — which will wake everybody aboard as well as everybody within miles — goes off.

The US Sailing report on the loss of the *Aegean* and her

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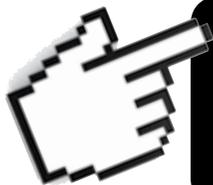
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LETTERS

entire crew during the 2012 Newport to Ensenada Race concluded that an "inadequate lookout was likely the proximal cause of the accident."

Reading the entire report, one is left with the impression that as the vessel motored on autopilot through a waypoint before North Coronado Island, the single crewmember on watch had fallen asleep. Having at least two crew on watch in the middle of the night, the report said, would be best. But if there are fewer than three onboard that can't be done. In such cases I believe a device such as Watch Commander is the best alternative.

By the way, I have no connection with this product and don't know anybody associated with it. I simply bought one and use it on every solo or shorthanded excursion. I would no longer consider doing anything longer than a daysail without one.

Lee Johnson
Morning Star, Valiant 32
Scottsdale, AZ

Lee — In most respects the Watch Commander is like a glorified egg timer, but specifically designed and built for the job. We know of people who have bought the product and swear by it. We also know of a number of sailors who have driven their boats onto the shore because they didn't wake up when they thought they would. And sometimes they died because of it.

⇅ I HAVE CAREFULLY MAINTAINED MARK'S BOAT

I am the owner of the late Mark Rudiger's Carlsen 29 *Shadowfax*, the boat he raced in the 1984 Singlehanded TransPac. I would like some help in getting in touch with his widow, Lori Rudiger. For if she has any interest, I'd like her to see how carefully I have maintained Mark's former wood boat, and also get a better account of the boat's sailing history. Lori contacted me a few years ago, and I would like to get in touch with her again.

Dennis Casey
Shadowfax, Carlsen 29
San Pedro

Dennis — We'll alert Lori that you're trying to contact her.

The person who might be at least as interested in Shadowfax is Kay Rudiger, Mark's first wife. A couple of weeks after he completed the Singlehanded TransPac, he and Kay took off for New Zealand from the Ala Wai Yacht Harbor. We know, because we just happened to be walking by and waved a 'bon voyage' to them. Although it was something like 30 years ago, we remember the moment as though it were yesterday.

For those relatively new to sailing, Rudiger, a Marin County product, was an excellent navigator back in the day before there weren't so many electronic aids. He was the navigator of the winning boat in several Transpacs and the navigator for Paul Cayard when they won the Around the World Race.

⇅ POWER TO THE READERS?

I've enjoyed the Wanderer's writings about canal boating in Europe. I previously chartered a 27-ft canal boat in the Burgundy region of France and absolutely loved it — even with having to go through all the locks. At the end of each day we'd nudge up to shore near a castle or some cows, drive some stakes into the ground, and *voilà!*

Since the Wanderer, like many *Latitude* readers, is slowing down a bit — and as you know, the canals are very slow — why not add a section to *Latitude* for Old Timers on the Really Dark Side? (Going to multihulls is just going to the plain



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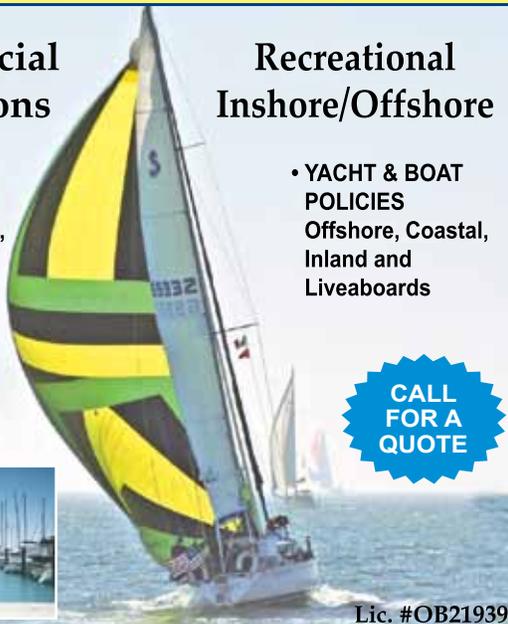
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LETTERS

old Dark Side.) You could dedicate a section of your terrific magazine to include powerboats, be they in the States or the canals of Europe. My guess is there would be many who would welcome this addition to *Latitude* without feeling the essence of the magazine was being diminished.

Stuart Kiehl
Former Multihull Cruiser and Racer
Even Kiehl, Scand Baltic 29
Sausalito

Stuart — It just so happened that we received your letter while on the Wanderer's 42-ft Majestic Dalat on the Seine River at Vernon, not far from Claude Monet's famous garden at Giverny.



LATITUDE / RICHARD

A canal boat is great for having your own home, and bicycles, convenient to places such as Monet's garden or van Gogh's last home.

Since *Latitude* has been the Wanderer's art project rather than a business since we started it 40 years ago, we asked ourselves if an artist like Monet would have added something, perhaps an amusement park, to his garden to make it more attractive to people who were more interested in action than his art. We decided that Monet wouldn't have done anything like that, so as long as the Wanderer is the owner/publisher, we're not going to modify the sailing 'essence' of the magazine. After all, it's not as though there is enough editorial space for sailing as it is.

If this sounds a bit hypocritical because we spend close to three months a year on our canal boat, it's not really, because canal boating in Europe isn't really about boating. It's mostly about having a great way to enjoy the incredibly rich European history and culture. As you point out, getting around on a canal boat is incredibly slow. And it can be surprisingly tedious because sometimes the canals are very narrow and winding, and there are an incredible number of locks. We're not saying that canal boating isn't a blast, because it is, but it's not because of the 'boating' part per se.

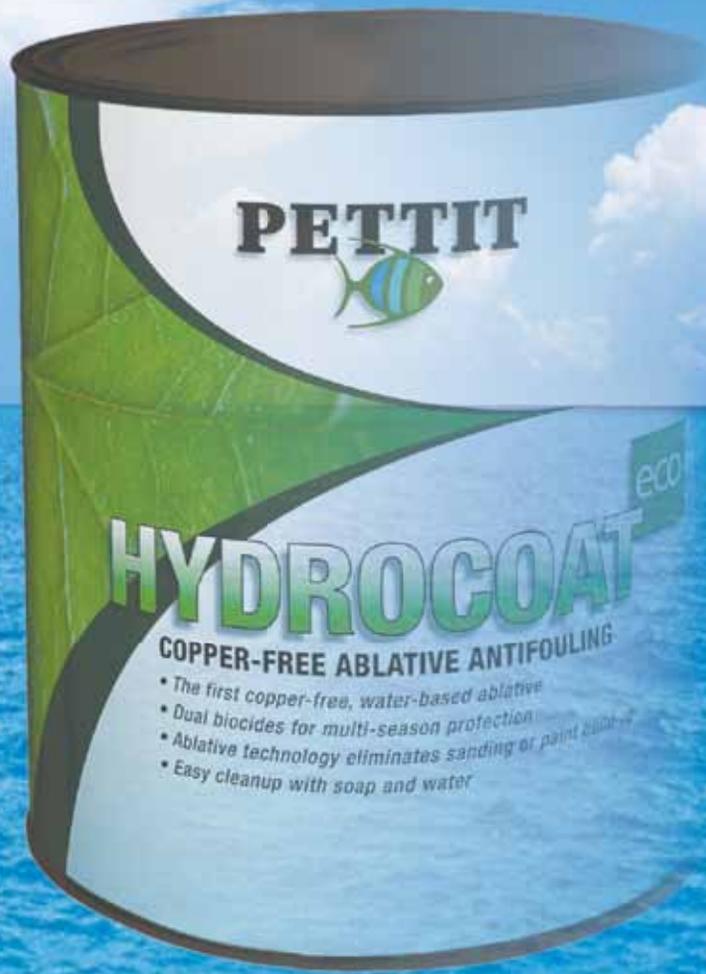
The good news is that if anyone wants to read about the Wanderer and Doña de Mallorca's adventure on the canals and rivers of Europe, the Wanderer writes very long posts on the Richard Spindler Facebook page.

↑↓ FINDING PURPOSE & ADRENALINE WHILE CRUISING

My husband John and I always knew that we would eventually go cruising, having both dreamed about it our entire lives. Now that we're out here, we've been learning just how life-changing cruising can be.

We began our life as cruisers last year after quitting our jobs, selling our more racy boat, and purchasing a new-to-us more cruiser boat — and just two months before we started our cruising with last year's Baja Ha-Ha.

Once we started cruising, we began to miss the kind of adrenaline rushes we used to get during our 40+ years of racing in Southern California. So even though we had days filled with snorkeling, stand-up paddle-boarding, kayaking, fishing, swimming, swinging in hammocks pretending to read, hiking, meeting a multitude of great new friends — and let's not forget the endless list of repairs and projects — we found ourselves missing the energy expenditure and adrenaline rush



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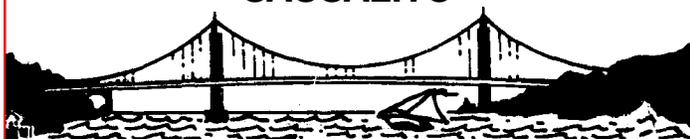
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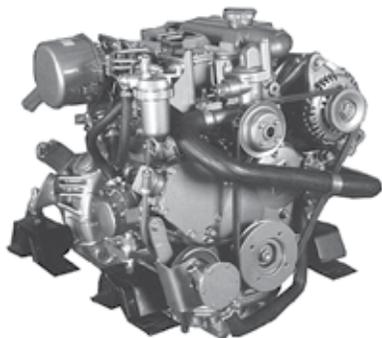
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LETTERS

that came with racing. We needed a substitute.

That's how we came up with the Cove Clean-up Cup Challenge. During our fifth month as new cruisers in Mexico, we found ourselves at Ensenada Carrizal, a pristine cove just north of Manzanillo, with maybe six other cruising boats. Everyone was pretty quiet, staying to themselves.

From aboard our boats in the cove, the shore looked beautiful — although a bit foreboding, what with the steep face, lots of rocks, and little or no sand. But when John and Daniel McCoy went ashore, they discovered that the beach wasn't as pristine as it looked from a distance. In fact, it was covered with a blanket of plastic trash. Much of it had been washed ashore during recent storms, and some of it was literally imbedded into the land.

When John returned to the boat, the amount of trash he'd seen in this gorgeous cove was bumming him out. So



COURTESY MYLA

Cruisers doing the rocky shore, and their minds, good by cleaning up.

The next day he and I went ashore and spent several hours gathering trash. It was hard work in the tropical sun, but it also provided us with the kind of challenge and satisfaction we used to get from racing. It was almost as if we were on a very tough weather leg of a

race and the weather mark was nowhere in sight. We'd soon filled four trash bags, but there was still lots more trash, and we hadn't covered even half the 'course'.

That night we invited the crews from the other boats in the cove over for a sunset raft-up. Everyone showed up, and before long we were asked what we'd been doing on the beach that afternoon. We told them, and invited them to join us the following day to finish the job.

So the next day Ian and Lesley McCallum of *Fandango*, Marcus and Cyndi of *Rebecca*, and Daniel McCoy joined John and me ashore. The additional help made the clean-up go a lot faster — and made it a lot more fun. In all, we collected 30 bags of trash. Pat and Melodie of *Starshine* arrived after all the trash collecting had been completed and wanted to get involved, so they volunteered to take a few bags on their own boat for proper disposal in port.

You're always learning when you cruise. We learned how problematic single-use plastic items can be, and we learned that a group clean-up can be rewarding and a lot of fun. After all, we not only left a cove renewed to its natural pristine state, but we also made some great new friends. We're inviting all other cruisers to start their own Beach Clean-Up Challenge.

Julie King
Myla, Moody 44
Long Beach

Readers — Everyone needs a purpose in life, even while cruising. Many cruisers, most of whom grew up leading goal-oriented lives in the First World, find it by helping people in Third World countries to live cleaner and healthier lives.

⇕ WHERE SHOULD I GO ON CATALINA?

I bought my first boat, an Ericson 32, about a year ago and am in the process of becoming a better sailor. After some daysails, my first big adventure was an overnight trip to Santa Cruz Island from my home port of Channel Islands. I felt like

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LETTERS

a bird leaving the nest for the first time, but it was great.

This summer I plan to sail to Catalina, and would like your advice about where to go there. I've heard that the two primary places, Avalon and Two Harbors, are very different.

Christian Artes
Windgo, Ericson 32
Channel Islands Harbor

Christian — Avalon and Two Harbors are about as different as can be. Avalon is the big city and is crowded during the summer and fall, particularly on weekends, with day-trippers



LATITUDE / RICHARD

The number of dinghies at the Two Harbor dinghy dock is evidence of how popular it is with mariners.

off ferries. Avalon has lots of restaurants and bars, the Casino, golf, a zip line, rental golf carts for touring, and many more 'attractions'. The city of Avalon runs the mooring facility. The harbor staff are very friendly and helpful, but there are times when every mooring is taken. You can anchor out to the east or west of Avalon, but both places are quite deep and

you can roll your brains out from the combination of swell and boat wakes. Seriously, it can be absolutely horrible.

The Isthmus, aka Two Harbors, is tiny by comparison to Avalon and has but one restaurant and bar, and a general store. That's it. But not only can you BBQ on the beach for free, it's one of the few beaches in California where you can drink your own alcohol. While you can rent bikes and SUPs, and learn to scuba, Two Harbors doesn't have nearly as many activities as Avalon. It's also much more boating- and backpacking-centric.

Two Harbors has lots of moorings and will almost always have one for a 32-ft boat. As is the case with Avalon, it's possible to anchor near Two Harbors, but in most places the water is very deep, it's often roly, and you have to keep an eye on your boat.

While all mariners should visit Avalon at least once, unless you're really into bright lights and crowds, you'd probably prefer Two Harbors. If you really want to anchor out, White's, a few miles to the west of Avalon, is the best place. There are no services there, and while you can dinghy to Avalon and back, it's a long ride and a back-breaker if the afternoon wind chop has come up.

But as both are new destinations for you, you can't go wrong with either one. By the way, if you're a Type-A person, there is decent Internet access on the moorings at Avalon, on the moorings nearest the pier at Two Harbors, and at some places at White's.

↑↓ MORE HELP FOR YANMAR SD CONE CLUTCHES

We're operating on the assumption that the Yanmar SD cone clutches have somehow not all cured themselves into perpetuity, and thus offer the following help to owners of boats with those transmissions.

The suggestion is to Google "Draft SD50 Cone Repair procedure Draft Rev1.docx," which will take you to a portal, www.mastry.com. There readers will find a 3 MB file showing them how to try to effect repairs. Depending on the severity of the problem, the cone clutch can either be lapped successfully, or have to be replaced. In either case, it can apparently be done by a cruiser with average mechanical skills.

A gentleman name Nigel Davis wrote about his experiences

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LETTERS

with the SD50 cone clutches on his Lagoon 400 catamaran. His starboard SD clutch started slipping after 500 hours. The local Yanmar agent in Hong Kong fixed it by re-shimming the cone clutch — as opposed to the much more common solution of lapping of the cone. That cone clutch is still running fine after 400 hours.

He then took his catamaran to the Philippines, at which point the port cone clutch started to slip, which was after 900 hours of use. "I was about as far away from help as I have ever been," he wrote. "Operating on one engine is not too bad once you get the hang of it, but I recommend everybody practice before they need to do it, especially maneuvering in tight spaces at slow speeds."

He reported that, using the instructions that a number of Lagoon owners have posted on various sites, he was easily able to remove the clutch himself in only about 30 minutes. But he was unable to undo the top nut on the clutch unit.

"You need a 27-mm socket and some way to hold the spline still without damaging it," he reported. "Others have used aluminium strips in a large vise in lieu of Yanmar's special tool. This technique did not work for me, as the spline slipped in the vise and cut the aluminium even when the vise was done up very, very tight. In the end I brought the clutch back home to Hong Kong, where the dealer fitted a new cone and re-shimmed it. He says lapping is not a long-term fix."

The Internet instructions say to "use a 27-mm spline socket available from Sears" to hold the spline. However, Nigel was unable to find a suitable spline socket, either locally or on any international websites. Nigel asked the Yanmar dealer what he used to hold the spline, and the agent said he uses a part from a trashed saildrive that the spline fits into. Apparently the Yanmar special tool is too expensive for even the dealer.

By the way, the best cone clutch repair instructions I've found were those that seemed to actually be issued by Yanmar on www.portal.mastery.com. These have more detail than those put together by fellow owners, although all help.

I hope this helps.

Joy Weis Kass and Walt Kass
Joy of Tahoe, Lagoon 440

Currently at Marina di Ragusa, Sicily, Italy

Joy and Walt — Thanks for forwarding those additional instructions from Yanmar and for Nigel's comments.

Latitude readers may remember that we — actually our crew Dino — did most of such a repair on both of Profligate's cone clutches about 18 months ago. We also went on a wild goose chase in search of the recommended 27-mm socket that was supposedly available at Sears and everywhere else. We not only couldn't find one in Mexico, we couldn't find one in Colorado either. We later found out that we didn't need one.

We made repeated attempts at getting the cone clutch assembly apart by putting it into a vise cushioned by aluminum plates. Nothing, not even attempts using a very long extension, worked. Someone later suggested that maybe the nut had been



LATITUDE / RICHARD

Removing a SD clutch assembly actually looks harder than it is.



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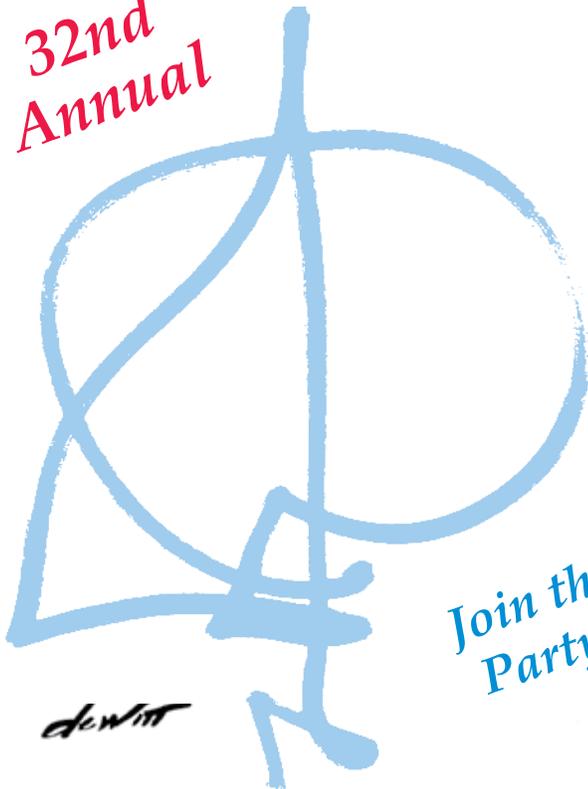
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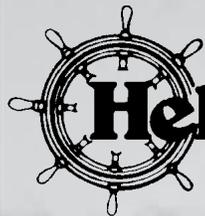
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LETTERS

put in place with Lock-Tite. So we heated the nut up to break the Lock-Tite and tried the vise again. The assembly came apart rather easily! The fact that nobody had mentioned the Lock-Tite wasted a day or two of our lives.

As for the agent re-shimming Nigel's cone clutch, perhaps that had been the problem. The tolerances are so tight on each saildrive that they, as we understand it, have to be custom shimmed. Doing something like that is far above our register, so it's lucky that we didn't have to do it.

We and Dino lapped the cone clutches, after which they worked fine. That was 18 months ago, so while it may not be a permanent fix, it's worked that long. We don't mean to disagree with the Yanmar dealer in Hong Kong, but we don't think there is such a thing as a permanent fix on the SD saildrives. Among our semi-solutions is, as ridiculous as this sounds, to shift as seldom as possible.

As for Nigel being able to get the hang of maneuvering with one engine at slow speeds in tight quarters, we need to point out that there is a huge difference in trying to do this on a cat with keels — such as the Lagoons and our Leopard 45 'ti Profligate — and cats with daggerboards such as Profligate. It's quite possible in the former boats, and very, very difficult — if not impossible — in the latter. It also makes a lot of difference which engine goes out.

As far as we're concerned, using the instructions from Yanmar and others, it is quite possible to remove, disassemble, and lap a SD cone clutch assembly. Some cone clutches are too badly damaged to benefit from relapping, in which case you need to replace the \$600 part. Other cone clutches can be relapped for further use for an indeterminate amount of time. We recommend that anyone with SD transmissions always carry at least one spare cone clutch.

AN EXPOSÉ ON THE ORACLE AMERICA'S CUP VICTORY

Larry Ellison poured more than \$200 million into his 2013 America's Cup campaign, but at one point Oracle Team USA was down 1-8. New Zealand needed just one more win to take the Cup. Oracle ultimately beat back the odds in what has been called the greatest comeback in the history of sport.

But was it really? *The Comeback*, my latest book, reveals that Oracle actually won the America's Cup because they broke the rules. They would have lost if they hadn't cheated.

I'm a former reporter for the *Wall Street Journal* and the author of the best-selling book *The Proving Ground: The Inside Story of the 1998 Sydney to Hobart Race*. In *The Comeback*, I tell the story of Oracle's remarkable comeback — only to find that the team used a sailing technique that was prohibited under the rules.

New technology and less-than-sportsmanlike behavior have always been part of the mix of the America's Cup, but the competition in San Francisco involved technological advances and misconduct. Some of it was proven, some of it merely alleged, and some would go unnoticed. But it was far more dramatic than anything that had come before.

The Comeback is more than just an exposé, as I also describe a perilous re-engineering of the boat, a crucial crew



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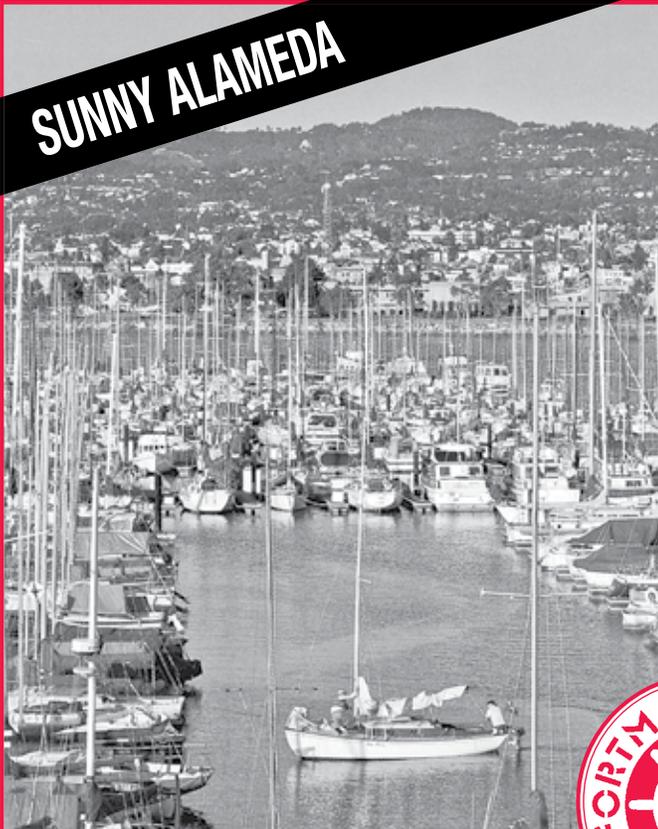


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LETTERS

change, and the kind of superhuman personal effort that sometimes develops with teams that have nothing to lose. "Oracle's reincarnation was born," I write, "of not just never-say-die determination and unspoken prohibitions on finger pointing and naysaying, but also of an almost reckless willingness to accept risk."

My goal is to give my little book the attention I believe it deserves, and to get the truth out about what happened in San Francisco. Given the complexity of the rules and Oracle's power, that's been difficult.

Bruce Knecht
 New York, NY

⇅ WHAT IS THE CUSTOM AT CUSTOMS IN MEXICO?

We recently returned to our boat in Puerto Vallarta by plane, and had brought a spare electric pump along to replace the one that was starting to fail on our boat.

The Mexican customs declaration form everybody has to fill out says that everyone is allowed to bring in up to \$500 in duty-free goods. So we didn't list the \$191 pump on the form. We got a red light at customs, so they searched our bags and found the pump. The customs woman asked what it was for, and I told her it was for our boat. I showed her our boat's Temporary Import Permit to prove it.

She couldn't have cared less about our TIP and said we owed the Mexican government \$534 pesos in duty. When I reminded her that the Customs Declaration form said everybody could bring in \$500 worth of goods duty-free, she said that car parts, boat parts, and motorcycle parts are not part of the deal.

We mentioned this to Harbormaster Dick Markie of Paradise Marina, and he said we should have listed the pump on the customs form, but put zero for duty to be paid. If asked about it, Dick said we should tell them that it was for our boat and show them the TIP.

I checked our boat's TIP, which was issued in 2009, and it says nothing about duty being due on boat parts being brought into Mexico. Perhaps the issue was addressed on newer TIPs.

In any event, boatowners beware.

Myron Eisenzimmer
 Mykonos, Swan 44
 San Anselmo

Myron — *The problem is that customs officers in Mexico often don't know what the law is, and that Mexico doesn't do a good job of publicizing the law or when it has been changed.*

Before anybody slags Mexico, the exact same thing can be said about both US Agricultural officials and US Customs officials. Sometimes officers in both agencies have been completely clueless about the law.

As for Mexico, we take a big-picture view of the situation. Over the many years — decades, actually — that we've been cruising in Mexico, we've brought tons of stuff down that we probably owed duty on, but were simply waved through by customs officers. In the long run we think we've come out way ahead, so we wouldn't raise a stink about it.

Another reason is that Mexico continues to be such a ridiculous cruising bargain. When we last checked, the peso was 18.71 to the dollar, close to an all-time high. That means you had to pay \$29 in duty for the pump. We're with you on the principle involved, but we wouldn't lose any sleep over it.

⇅ WHAT CHARTPLOTTER DOES THE WANDERER USE?

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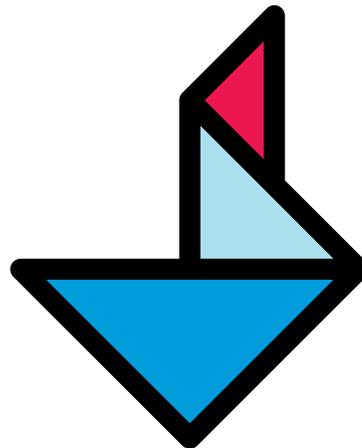
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LETTERS

bluewater sailing these days.

I thought that by now there would be an inexpensive plug-in bluewater chart for the whole world. What I've found so far seems to be a not-very-detailed and fragmented chart of the world, showing your position. For details, you have to buy parts of the world.

What are the Wanderer's thoughts?

Robert Melynchuk
Teal, Cal 20
Vancouver, BC

Robert — Our thought is how incredibly better navigation tools are than when we started sailing 50 years ago. Back then it wasn't an option; if you were anywhere you had to have clumsy and expensive paper charts — and lots of them. Lord help you if you were going to do a circumnavigation, although trading and updating them was a great way to make friends.

These days we mainly sail on the West Coast, in Mexico, or in the Eastern Caribbean. For navigating all these waters, we use a single electronic chart of the Caribbean and South America by Navionics. We have it on our iPad and our iPhone.

Obviously it would be impossible to store all the detailed chart information for that entire massive amount of ocean because there isn't enough room on any computer or device. So what they give you is a rough chart of the entire area, and the ability to download a very detailed chart of anywhere within the overall area. It's important to remember, you have to download the detailed charts before you get to those areas, because you can't download them without Internet access.

Navionics charts of huge areas, with the ability to download all the detailed charts in those areas, cost about \$50 each. They are an incredible bargain.

There are differences between sailors, though. Some like to have all the latest electronic gear with all the special doodads. Others prefer simplicity. We attend the latter school, so we don't have a chartplotter on any of our three sailboats.

It's been our experience that the following have been all the electronics that we've needed or wanted: 1) A GPS — or two or three — for boat speed. 2) A depthsounder, which we have on all our boats except the Olson 30. 3) Something to show us the wind direction. For the most part we rely on masthead Windexes rather than electronic instruments. We don't have fully functional windspeed indicators because we don't feel we need an instrument to tell us how hard the wind is blowing, and because it's just something else to maintain and repair. 4) AIS. 5) VHF. 6) Radar. 7) EPIRB. 8) Satellite Messenger. 9) Iridium SatPhone. None of our systems are integrated.

We've seen chartplotters that have every function from weather to engine rpms on them, and they seem to be great. But we're simple folks and frankly have never felt the need. If anybody else would like to weigh in on this topic, we'd love to hear from you.

↑↓ **MY BILGE-LIGHT-COMING-ON STORY**

My wife, two young girls and I were entering Barra Navidad in Colima, Mexico, in 1997 when we bumped over the underwater wave deflector while entering the harbor. The impact dented the lead keel of our Spencer 53 aft-cockpit ketch *Amity*, and unloaded one of our sliding drawers that faced forward. It was pretty exciting.

We dove on the boat and everything looked fine except for the dent. A few days later we headed south with fresh wind and a following sea. Life was awesome, as we said back then. As night fell the seas had built and we were flying.

About 2 p.m. the bilge alarm/light made it known that



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LETTERS

we had water in the bilge. I hit the high-volume secondary pump switch and counted the seconds. The pump ran dry after about 25 seconds. That meant there had been a lot of water in the bilge, and that wasn't good.

Flashlight in hand, I pulled a bilge-access panel and spotted a trickle of water coming from the aft end of the boat. It tasted salty. Both girls were sleeping in the aft cabin, and soon a very excited father started tearing the portside bed apart. I needed to get immediate access to the rudder post and steering quadrant. When I could see them, I noticed water coming in from behind the rudder post. This was not possible, as there was nothing but hull from the rudder post to the aft hull edge.

A very focused wife fixed me with a look and one question. Are we sinking? All I could think of was that the force of the impact with the deflector had levered a 'smiley face' crack on the aft end of the hull, allowing the trickle of water. *Amity* has a large lazarette, and it held a rolled-up 10-ft dinghy, three spare anchors, 500 feet of spooled anchor line, spare chain, tools, oil and fenders. A hoarder's garage. But it all had to come out, and quickly.

I was standing in the hatchway handing everything to my wife, who was stacking it all in the cockpit. Access achieved, it was just me and a Maglite going into the lazarette. It was dry, with no crack, no split — nothing! I sat on the sloping side of the hull and just looked around. Where was the water coming from?

Then a following wave lifted the aft end of the boat, and there it was. A squirt of water, about five ounces, came out of a four-inch cockpit drain hose way down in the dark edge of the lazarette under the cockpit.

The impact with the wave deflector had shifted the spare anchors forward into the old drain hose, causing it to split. When wave pressure lifted the boat, water was pushed into the hose and out the split. I closed the old wheel valve and life was again good. I spent the next two hours repacking the lazarette and assuring myself and my bride that we and the girls were all right.

John Bungo
Amity, Spencer 53
San Diego/Portland, OR

John — That reminds us of the time about 20 years ago when the bilge light came on in our Ocean 71 Big O while on the way from Monaco to Elba. We can't even remember what it was — maybe a worn-through exhaust hose — because our terrific captain, Jim Drake, now of Drake Marine in South San Francisco, found the source of the leak and fixed it.

But you have to watch out for those leaks. Just last month we read a report from the Christian Lauducci family — wife Josie and children Nina, 12, Ellamae 7, and Taj, 3 — on the Sausalito-based Stevens 40 Shawnigan. Their boat suddenly developed a leak whose source they had trouble finding while on the way to Mazatlan. During a stay at a marina in Mazatlan — because of thefts from boats at the south end of the city — the leak became much worse. It soon revealed itself to be a broken thru-hull for the engine-water intake. Because the yard was closed for a long holiday weekend, they had to temporarily stem the leak with a plunger and a bung.

A couple of weeks later, the big fishing boat Maximus, on her way back to San Diego from her winter base at Paradise Marina, developed a leak somewhere that the bilge pumps couldn't keep up with. She sank somewhere near Cedros Island. The crew was rescued by a tug.

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LETTERS

identifying the location and type of every thru-hull on your boat, and posting the chart where everybody can see it. In times of emergency, it can really make hunting down leaks easier and less stressful.

↑↓ WHERE CAN I FIND A COPY?

I'm looking for a copy of *The Baja Bash* by Jim Elfers for when I return to the Bay Area following the this year's Baja Ha-Ha. Where can I get a copy?

Richard LeBlanc
Planet Earth

Richard — Jim Elfer's *Baja Bash II* is currently being published by Pt. Loma Publishing of San Diego, and is available at most places where cruising guides are sold.

There's lots of good advice in Elfer's book, but to a certain extent much of it has been superseded by today's more accurate weather forecasting. If we wrote such a book, it would consist of about two paragraphs:

Paragraph One: Don't head north of Cabo until you get a good if not great weather window, and when you do, go as hard as you can for as long as the good weather holds. It simply makes no sense to beat the crap out of your boat, your gear, and your crew — unless you're trying to prove something.

Paragraph Two: The least good weather windows tend to be during the months when most cruisers want to head north — March, April, May and maybe June.

Our general advice notwithstanding, there is still lots of good information in Elfer's book.

↑↓ WE GET CHILLS JUST THINKING ABOUT IT

In the 15 years that I've been building MexiColder fridge systems for boats here in Mazatlan, we've never had a failure of the cooling fans. We actually have had no failures — except for the rare over-anxious cruisers who use an ice pick to 'defrost'.



MEXICOLDER

Michael was shocked to discover the nature of the fan problem.

So when a client of three years called about a problem with his cooling fans, we investigated and found that both fans had seized up. The client was a nuclear physicist who is way smarter than a humble marine engineer such as myself, but we traced the problem down to biodegradable plastic bags. They emit a chemical that, when mixed with dust, gummed everything up.

So I don't care what fridge system you have, don't store your used supermarket bags next to your fridge.

Michael Wilson
Tortue, S&S 47
Mazatlan

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

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

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



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'el jefe' completes the loop

Literally an hour before we went to press we got a call from our hero. No, not Steph Curry. It was 70-year-old singlehander Jeff 'El Jefe' Hartjoy checking in from the earthquake-ravaged Ecuadorian port of Bahia Caraquez, where he'd just made landfall after 204 days alone on the ocean. A month earlier, April 15, he had crossed the outbound track of his nonstop circumnavigation via the Five Great Capes, thus achieving unique status as the oldest American to singlehand nonstop around the world via the Five Great Capes — the notorious Southern Ocean route.

"It's all pretty incredible," said Jeff, with his loving wife Debbie standing beside him. Like a shell-shocked soldier who's just returned to safety, he admitted that the immensity of his accomplishment was still sinking in more than a day after his arrival May 22.

"What amazed me the most was that it was way more difficult than I'd anticipated. It was often hard to keep my morale up when problems arose, knowing I was so far from any help."

As reported last month, it was only a few days before Jeff's 70th birthday when he crossed his outbound track aboard his battle-tested Baba 40 ketch *Sailors Run*. As uplifting as it may have been to accomplish that feat, though, it would be 37 more days before he'd reach the mainland. And while wind and sea conditions during that final 3,000 miles may not have been the most punishing of the trip, new challenges confronted Jeff, testing his endurance and resolve.

Most importantly, his watermaker crapped out with nearly 2,000 miles remaining and he wasn't able to bring it back to life. So he meticulously took stock of all canned and bottled goods that contained water, even counting the three liters that were supposed to have been packed in his liferaft years earlier — and he prayed for rain.

Throughout the trip, though, Jeff's unflinching sense of humor always shined through in his emailed dispatches: "Someone recently asked me what I was going to do with Patches after the voyage." That's the nickname he gave his 110% genoa, which he had to repair at least 50 times during the trip. "My first thought was a huge bonfire, where me and all my friends wearing voodoo masks danced around naked as Patches went up in flames."

In another post he wrote: Debbie just informed me that she read in *Latitude 38* that I'm the oldest American to circumnavigate via the Five Great Capes... This is a great honor, but I was kind of hoping to be the *hottest* guy to solo the Five Great Capes, as Debbie says I am! I just hope this feat entitles me to 50% off on everything it's going to take to put Humpty Dumpty (*Sailors Run*) back together again."

On day 203, with only 40 miles to go, he wrote, "I'm starting to feel very emotional as I look forward and watch Patches as she pulls along brandishing all her scars from the voyage, and behind me the Monitor windvane chatters along as the pendulum shaft bounces up and down loosely in its framework, yet still continues to get the job done after all these thousands of miles."

There were many frustrating incidents throughout Jeff's six-month ordeal, but perhaps the most irritating came on his final approach to the mainland. After hand-steering all night to coax all possible power out of the exasperatingly light winds, he missed the high tide that would have allowed him to make it over the bar at the mouth of Bahia Caraquez, and into safe harbor. Instead, he was forced to anchor outside in an open roadstead. "In the end, it was not meant to be," he wrote in his final dispatch. "I missed the tide by

baja ha-ha fleet

The Grand Poobah of the Baja Ha-Ha is more than a little chuffed that this year's event received more than 90 paid entries in the first three weeks after registration opened on May 2. For those new to sailing, the Baja Ha-Ha is the cruiser rally from San Diego to Cabo San Lucas with stops at Turtle Bay and Bahia Santa Maria. It's open to boats that were designed, built and have been maintained for open-ocean sailing. This year's two-week event will leave San Diego on October 31, Halloween.

So far, the biggest boat registered is Vernon and Teresa Brickey's Long



ALL PHOTOS COURTESY SAILORS RUN

is steadily growing

Beach-based Andrews 56 *Encore*. Almost as big are Jeff Sutton's San Diego-based Pearson 530 *Bella Vita* and *Serendipity*, Jonathan and Rebecca Mote's Corona del Mar-based Jeanneau 529. The Motes doublehanded the Ha-Ha last year, sailing the entire course despite their dog's periodic objections to waiting for the wind to come up. Following the event, Jonathan and Rebecca promised the Poobah they would be back this year with a bigger boat, and they are keeping that promise.

Others in the 50+ range include Tod

continued in middle column of next sightings page

hartjoy — continued

about 30 minutes. But that didn't stop Debbie from getting a *panga* and bringing me out not only one of the greatest hugs and kisses I have ever gotten, but she had fried chicken, fries and rum, not to mention some very much needed gallons of fresh, clean drinking water. This was a nice ending to a colossal voyage and yet another night just short of the safety of a protected harbor. Tomorrow, late afternoon, I will get across the bar and life can once again become a little less spontaneous and wild — a change that I'm sure will feel just fine, at least for a little while."

By that, we assume this won't be the last ambitious adventure that Jeff will tackle. As Debbie told us months ago, once he gets an idea in his head, it's almost impossible to talk him out of it.

That said, this feat will certainly be a hard act to follow. Our hats are off to you, Jefe. You 'da man.

— andy



Spread: After 204 days alone on the ocean, record-setting singlehander Jeff Hartjoy kissed the dock at Bahia Caraquez after finally getting ashore May 23. We can't even imagine doing a nonstop circumnavigation like his — at any age. **Inset above:** 'Sailors Run' crosses the bar at Bahia Caraquez — ready for a bath. **Inset left:** Debbie was absolutely thrilled to get her bearded warrior back.

SIGHTINGS

ten tips for delta cruising

With Memorial Day Weekend behind us, summer approaching, and the eighth annual Delta Doo Dah in full swing this month, we're looking forward to going out to play in the Sacramento-San Joaquin River Delta, the San Francisco Bay Area's great big backyard. We hope that first-time Delta cruisers and repeat visitors alike will find our Top 10 Delta cruising tips useful.

1) It's a no-brainer that you'll need ways to stay cool and protect yourself from too much sun, but you might be surprised at how cold you can get in the Delta, even in midsummer. And we're not just talking about the bash back to the Bay, for which you'll (almost) certainly need foulies. So bring warm clothes for those evening parties outdoors and those romantic sunsets viewed from your cockpit.

2) To keep your cool when temperatures soar, a good sun shade is important. Canvas over the boom tied with some line or bungees works, but we prefer nursery cloth as it allows the breeze through.

continued on outside column of next sightings page

baja ha-ha —

and Donna Bowman's Carlsbad-based Hudson Force 50 *Single D*, Tom Measles' Ventura-based Kettenberg 50 woodie *Cut to Heal*, and Dean and Roxanne Sutherland's Vancouver, WA-based Ocean Alexander 50 Classico *Endearing*, one of several motoryachts that have already signed up. Although she's in the South Pacific with her boat right now, Patsy 'La Reina del Mar' Verhoeven will be back with her Gulfstar 50 *Talion* for what we think will be her 10th-straight Ha-Ha. Like the Motes, Patsy believes in sailing the entire course.

On the other end of the scale, Steve and Linda Beu's Catalina 28 *Sweet*



continued

Dream is the smallest boat entered so far. Only slightly larger are Matthew Miller's Long Beach-based Ericson 29 *Vital Spark* and JR Rousseve's Ventura-based Cal 2-30 *Good Vibrations*. Unless the Ha-Ha grants special dispensation, the minimum length for an entry is 27 feet. Last year a 20-footer was permitted to enter because the skipper was so experienced.

So far this year's multihull fleet is relatively small, with only four cats in addition to the mothership, *Latitude's* 63-ft cat *Profligate*. The other cats are Michael and Lisa Britt's New Mexico-based Cat-

continued in middle column of next sightings page



Spread: The Delta Ditch Run to Stockton Sailing Club is one way to get up-Delta fast. This year's race is on June 4. We recommend taking a week to gunk-hole your way back to the Bay. **Inset:** Keeping cool while anchored out in a slough.

SPREAD LATITUDE ARCHIVES INSET LATITUDE / LADONNA

delta cruising — continued

Fans below (even small ones) can really help with the heat and will discourage small flying insects too.

3) Water fights are *de rigueur* in the Delta. Bring squirt guns, water cannons, and even buckets, but save the water balloons for your own backyard, where you can easily pick up your spent ammo. Even 'biodegradable' water balloons don't biodegrade fast enough, especially on the water – birds and turtles will swallow them.

4) Even if you have a big comfy 'furniture' boat with lots of amenities, be prepared to rough it. You really don't have to hook up to shorepower every night to have a good time. Trying living 'off the grid' for a couple of days or more.

5) Use two anchors. This relates to #4, and you'll sleep better. Currents in the sloughs can be surprisingly strong.

6) The Delta is not the untamed wilderness. You can easily find ice each day, convenience stores, pump-outs, and gas. But before you depend on a specific fuel

dock being open, give them a call to confirm, especially if you need diesel. Several have closed over the past few years, and some that still sell gasoline no longer offer diesel. And don't expect full-service supermarkets within walking distance of small-town guest docks, marinas and anchorages. They're way over by the freeway.

7) Speaking of those small towns: You'll want some decent walking shoes (something other than flip-flops and sea boots) for strolling around and for dusty levee roads. After time spent onboard, it feels good to get off the boat and stretch your legs, and you may need to walk a few blocks to get to your desired library, marine store, market, restaurant, etc.

8) Bring a recent paper chart to navigate, enhanced by a map that shows roads, businesses and other land features. (For Delta maps see www.californiadelta.org and www.californiadeltamaps.com.) We also use iNavX on an iPad and find it extremely useful, but don't depend on it exclusively. Before we had the electronic charts, we used our paper chart and depthsounder very effectively to tell us where we were. But beware of silting not shown on the charts, especially around points of land.

9) If you don't have refrigeration, a chunk of dry ice in addition to a block of water ice in your ice box or cooler will give you a couple of extra days between runs for fresh ice. If you're bringing meat, freeze it first. You can freeze water bottles too. We fill clean plastic containers with water and freeze them before departure. After the ice melts, we use the cold water to drink, and refill the containers with cube ice.

10) If you have one, make sure your marine head system and holding tank are in good working order, and that you know how to tell when it's filling up. There's a guide to pump-out stations at <http://sfep.sfei.org/our-projects/water-quality-improvement/boatin>. BayGreen Marine, (415) 621-1393, and Septic Brothers, (209) 329-0768, offer mobile pump-outs.

If you're planning to sail in the Delta this summer, we invite you to register for the Delta Doo Dah at www.deltadoodah.com. If you dig deep into that site you'll mine some gems of precious information, including our Delta Primer, a PDF of which can be found at www.deltadoodah.com/pdf/DeltaPrimer.pdf.

— chris



LATITUDE / LADONNA

Sunset-watching is a varsity sport in the Delta. The bugs come out, but so do the swallows and bats that eat them, providing very cheap entertainment for the humans.

SIGHTINGS

both kiwis and fans win in nyc

The Louis Vuitton America's Cup World Series made a stop in New York City on May 7-8, marking the first return of America's Cup racing to the Hudson River in nearly a century. New York Yacht Club hosted several events in the days preceding the event, and I had the pleasure of attending a cocktail hour where Dennis Conner (aka Mr. America's Cup) related his version of the history of the Cup. He gave his chat in the model room, which houses full models of each

defender and competitor throughout the monohull era. During subsequent visits to NYCC in the days leading up to the event, I ran into more and more friends from San Francisco and St. Francis YC.

The event village was at Manhattan's Brookfield Place. The six teams would race along the Hudson River between Freedom Tower at One World Trade Center, the Goldman Sachs building

on the Jersey shore, and the Statue of Liberty. This made for a very scenic venue, but it didn't turn out to be the best place for racing. There was little to no wind on Friday for the scheduled practice day, nor on Saturday for the first day of racing. Therefore, all the points would be earned on Super Sunday, when three races were scheduled.

Plenty of spectators and fans took to the water and lined the shore. Two replicas of the yacht *America*, the schooner that first won the Auld Mug, were in the mix of the large VIP and spectator fleet. The crowds on Saturday and Sunday were estimated at 75,000 and 100,000 respectively. There is certainly a lot to do in New York City, but the multitudes came to the event village and — with or without racing — they stayed and watched.

As the weather conditions and light winds prevented any races on Saturday, some of the AC45F catamarans were put under tow by their chase boats, then flew past the crowds on their foils, providing entertainment for everyone. Tucker Thompson did a great job, as usual, commenting during the televised segments of racing. Sunday's spectators watched three races in strong currents and puffy, shifty winds. It appeared that the AC45s had a tough time on the race course, but the crowds stuck it out for the entire afternoon.

After many lead changes, challenges on the race course, and even snagging one of the course marks and dragging it along for part of the third, final and winner-take-all race, Emirates Team New Zealand was victorious with a score of 52 points. They remain the overall leaders in the series (after six events) with the Defenders, Oracle Team USA, in second at both the New York event and overall. Chicago will host the next ACWS event on June 10-12. After that the series heads to Europe for events in the UK in July and France in September. See www.americascup.com.

— ellen hoke

baja ha-ha —

ana 471 *Footloose*, Argan Johnson Jr.'s Long Beach-based Lagoon 400 *Mai Tai II*, Dennis and Brandy Kelly's Texas-based Lagoon 380 *Ankyrios*, and James Corsini's Discovery Bay-based *Manta 42 Journey*.

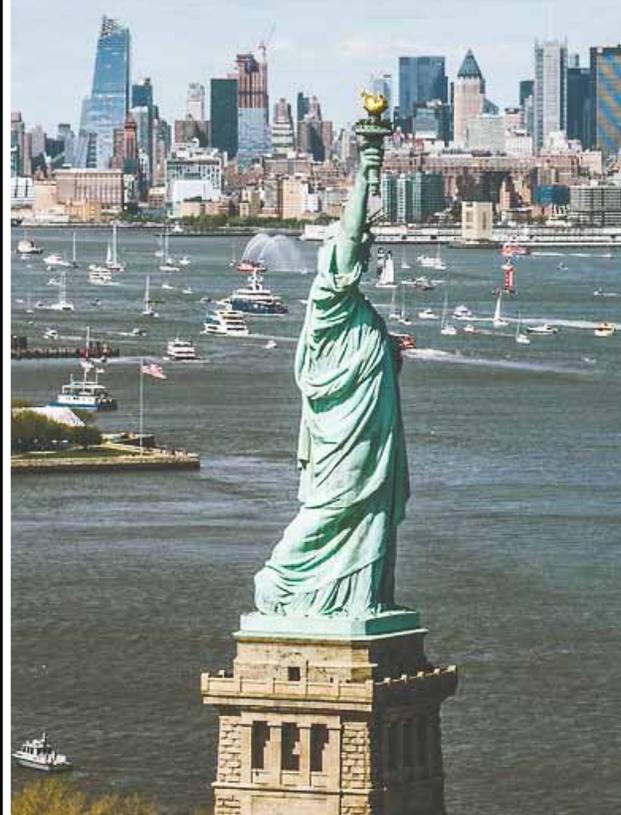
For the last 10 years or so, the average-length boat in the Ha-Ha has held steady at about 43.5 feet.

So far four registered boats are listed as having female owner/skippers. In addition to the previously mentioned *La Reina del Mar*, they are Nancy Morrison with the Santa Cruz-based *Catalina 42*



ACEA / SEAN SMITH

Since NYC is the biggest city in the US, it's not surprising that the number of spectators reached six figures.



ALL PHOTOS ACEA / RICARDO PINTO EXCEPT AS NOTED



ACEA / RICARDO PINTO

Unfortunately, the racing wasn't the best, as the course was close to shore (and therefore skyscrapers), and the currents in the Hudson River overwhelmed the breeze.

continued

MkII *Aldabra*, Melody Kanschat with the Marina del Rey-based C&C 40 *Harmony*, and Suzanne Patrick of the Emeryville-based Jeanneau 45 Sun Odyssey *Poppy*. If the first-time female owners would like, we're sure that Patsy Verhoeven would be happy to sit down and answer any questions they might have from a woman's point of view.

This will be the Grand Poobah's 22nd Baja Ha-Ha, and he looks forward to meeting each and every one of you, as well as all future Ha-Ha entries.

— chris

youth access to sailing the bay

What are your kids going to do for fun this summer? We certainly hope the answer isn't, "Veg out on the couch and play video games." Our suggestion, as you might guess, is to get them out sailing in one of the Bay Area's many excellent kids' programs.

At first they may grumble and grouse when you suggest that they might actually enjoy an activity that involves mild physical exertion and does not require handheld electronic devices. They may balk at the seemingly outrageous suggestion that they take a break from nonstop social networking and bond with nature for a while by harnessing the power of the wind. But if you can just get them to give it a try, we think they will absolutely love it.

Take a look at 'Youth Sailing' in our Northern California Sailing Calendar (www.latitude38.com/YRASchedule/YRAindex.html) and

continued on outside column of next sightings page



ELLEN HOKE



SIGHTINGS

youth sailing — continued

you'll see a wide variety of programs for kids from 8 to 18, many of which operate year-round. And, no, you do not have to supply your own boat, except in a few special programs.

Typical youth programs include both classroom instruction and hands-on, on-the-water training. Check out a typical group of grade-schoolers sailing El Toros or Optis in a junior program and you'll soon realize that they're not only getting exercise and fresh air, but by taking 'command' of a vessel — albeit tiny — on their own, they are subtly building self-confidence and achieving a sense of accomplishment; traits that will, of course, serve them well in many other aspects of their young lives.

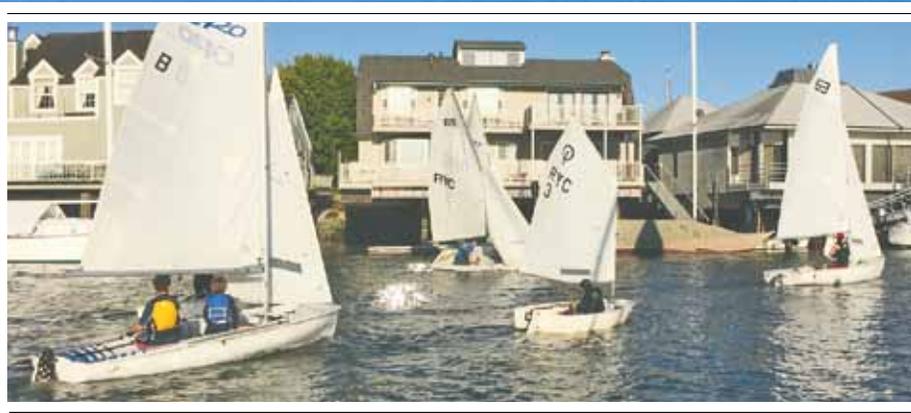
Did we mention that sailing is fun? Yup, good, clean, outdoor fun. You can't do much better than that when it comes to positive parenting. Some summer programs have already gotten underway, though, so don't delay in finding an offering that's right for your kid. Who knows? By doing so you may initiate a healthy, lifelong passion.

— andy

celebrate summer

The last days of spring, Father's Day weekend, and Summer Sailstice — pick any or all of the above as the perfect excuse to get the boat out on June 18-19. Summer Sailstice is a global celebration of sailing on the weekend closest to the summer solstice (even sailors in the Southern Hemisphere have signed up to participate).

Here in the Bay Area, opportunities abound. Whether you already have your own boat or are merely curious about sailing, there's something for you. The volunteers at SailSFBay.org have gathered together a collection of local events that range from club open houses, sailboat rides, raft-ups, cruise-ins, races,



sailstice june 18

charter-boat excursions and seminars to the big bash at Encinal YC in Alameda.

Plan to arrive at EYC by boat or by car. Parking is free, and so is admission. Once there, you can pose for a picture with the America's Cup, listen to live music and a presentation by Tucker Thompson, build a cardboard boat, or take the PFD Pool Plunge. Small boats will race on the Estuary, and classics such as the 1891 scow schooner *Alma* will line the guest dock.

Gosling's rum is a sponsor, so we'd imagine there'll be some drinks available, and food too, of course.

Speakers will include *Latitude's* own

continued in middle column of next sightings page

Spread: Kids learn to sail in *El Toros*, *Optis* and *C420s* at Richmond YC's junior program. **Inset:** Young 'uns go for a ride on a *Zim C420* off Richmond Harbor.



SPREAD & INSET COURTESY RICHMOND YACHT CLUB JUNIOR PROGRAM

how to get back from the so pac

Countless sailors have longtime dreams of exploring the South Pacific islands under sail. But relatively few actually act on those fantasies, partly due to the conundrum of how to get back home again without sailing all the way around the world. After all, prevailing winds and currents are westbound, and distances are great. It's 3,000 miles from the Mexican mainland to Tahiti and another 1,800 to Fiji. That's where Dietmar and Suzanne Petutschnig of the San Diego-based Lagoon 440 cat *Carinthia* were last spring when — after seven years of cruising — they decided it was time to return home to California.

We've touched on *Carinthia's* homeward journey in *Cruise Notes*, but when we caught up with Dietmar last month we asked him to flesh out the details of his 5,300-mile trip to San Francisco, as we suspect that other cruisers may want to follow in his wake. (Suzanne wisely opted to make the upwind journey via a jetliner.)

After brainstorming with a South African sailor who also intended to head east, Dietmar mapped out a creative four-step route back to the West Coast that allowed him to sail or motorsail at least part of the time. By contrast, the idea of simply retracing his outbound route, bashing against headwinds and current for 5,000 miles, would have been truly masochistic.

Dietmar waited at Suva, Fiji, until a low-pressure system passed, causing the wind to clock to the south, then "jumped on the back of the lifting low" and set a course for Pago Pago, in American Samoa — a distance of 675 miles. After eight days of sailing and motorsailing, he and his crew arrived in that American territory, and fueled up on the cheapest diesel in the South Pacific.

The second leg, 1,250 miles to Christmas Island, in the island nation of Kiribati, took about nine days. Again, they waited for the wind to clock south before departing, but ultimately did a lot of motoring through the hot, muggy, single-digit latitudes of the doldrums. Christmas lies at 2°N — yeah, a hot, sticky place, but interesting nonetheless. The port there, ironically named London, is another great place to fuel up, as it supplies the international fishing fleets that ply those waters.

They say the most dangerous thing a cruiser can do is try to stick to a schedule. But one of Dietmar's crew had an important event to attend, so this time they did not wait for the wind to clock south before beginning the 1,150-mile leg — almost due north — to Oahu, Hawaii. "The wind was from 30 to 60° off our bow the whole trip," recalls Dietmar, and headseas were often 12-15 feet, but they were long-period swells, perhaps 15 seconds apart, so it was doable." Not comfortable, but doable. At one point Dietmar had to tie himself onto the helm seat to keep from being launched. But after a somewhat punishing 11 days, they arrived safely without damaging the boat.

It was early July when *Carinthia* made landfall at Oahu, and the imminent arrival of the Transpac fleet was hotly anticipated. At Kaneohe Dietmar learned that on their return trip to the mainland many of the race boats would participate in a research project called The Mega Expedition, where each boat traveled east along a specific latitude through the so-called North Pacific Garbage Patch, period-

continued on outside column of next sightings page



DIETMAR PETUTSCHNIG

Between each leg of Dietmar's delivery to the West Coast, he and his crew spent time seeing the sights. In Pago Pago they were thrilled by traditional Polynesian canoe races.

SIGHTINGS

back from so pac — continued

cally collecting samples of floating garbage via trolls dragged behind them. As we reported at the time, the goal was to map Eastern Pacific pollution for the ambitious parent project, The Ocean Cleanup, which aims to rid the Patch of at least half of its ubiquitous debris — particularly plastics — in the next decade or so. *Carinthia's* crossing to San Francisco over the top of a big high-pressure system took 21 days. "Deploying the trolls wasn't easy," recalls Dietmar. "But for me it was an honor to be a part of it."

Although they're now back home on the West Coast, Dietmar and Suzanne definitely have not given up cruising. In fact, they're already making vague plans to head south again, but this time they'll hang a left at Panama and check out the Caribbean. In the meantime, Dietmar is working on version two of his crowd-sourced worldwide anchorage app called Good Anchorage. (Learn more about it at www.goodanchorage.com).

His contrarian route won't appeal to every SoPac cruiser, but it's nice to know that this option is doable.

— andy

sailing on the seine

"You used to be able to sail up the Seine River," reports Allem Nefra, an architect who lives in the Caribbean. "About 30 years ago, a friend and I took his dad's 23-ft Challenger and started up the Seine from the Atlantic port of Ouistreham. We stopped at Honfleur for a night after a few hours of rough wind on the nose, having had to tack between the last buoys of World War II wrecks and the first buoys of the shipping channel of Le Havre and the river Seine. It was a low and sandy coast of Basse Normandie, a bit to the east of the World War II landing site to the west of Ouistreham.

"The second day we had some good wind and even set the spinaker on the Seine for a few moments. We took it down after it got too hairy, what with all the turns in the river and the commercial traffic. We stayed for the night at Les Andelys, if I remember correctly. The first part of this river trip was more or less under the Viking or feudal spell, as there were ruins from lost castles and battle sites everywhere.

"During the night we were hit by a huge wave, which was either caused by a big bulker speeding up the river or a tidal wave known as the *mascaret*. We had taken a buoy and were nearly thrown out of our bunks. We opened the hatch to look out on the cold — it was winter and freezing — and completely black night. Since there weren't any more disturbances, we went back to sleep.

"There wasn't much wind the next day, so we motored up to Gaillon, where I think there was a lock, and then on to

Vernon. I don't remember where we took the mast down, maybe in Gaillon, as we were no longer sailing and we were getting closer to a low bridge. The bridges up to the big city of Rouen were high enough.

"Getting fuel wasn't ever easy, but as we'd been studying at Rouen the previous year, we knew where to hike up the hill to the gas station.

"This last leg wasn't interesting for sailing, but much more for the area being home to Monet and being the nexus of all the tremendously influential Impressionist painters. Most of their paintings

continued on outside column of next sightings page



LATITUDE / RICHARD

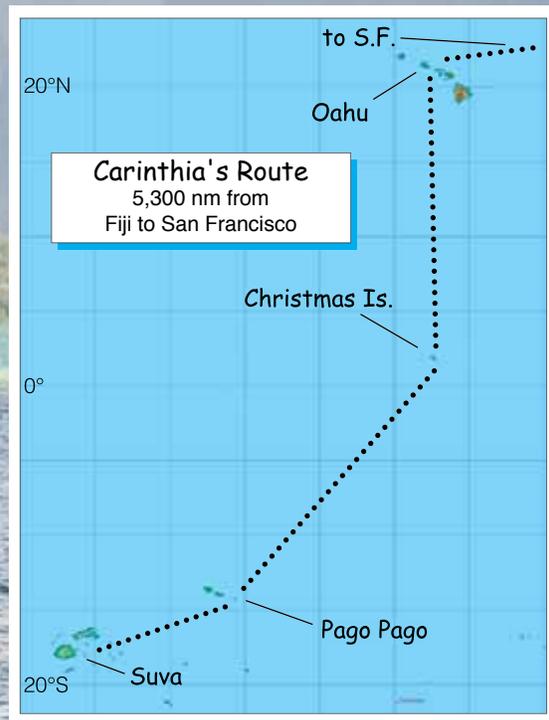
Up the Seine you'll discover idyllic scenes like this. No wonder Impressionist painters loved the area.

summer sailstice

Andy Turpin, who will talk about the cruising rallies founded by the magazine: the Baja Ha-Ha, Pacific Puddle Jump, SoCal Ta-Ta and Delta Doo Dah.

For complete details, check out the official page for the festivities at EYC, www.summersailstice.com/sf, and view SailSF Bay.org's entire collection at www.summersailstice.com/Sailsfbay2016.

Speaking of the Delta Doo Dah, sailors in that rally will observe Summer Sailstice with a BBQ at Owl Harbor on Saturday and a run up the San Joaquin River to Little Venice Island for an 8-Ball Tournament on Sunday.



SPREAD & INSET DIETMAR PETUTSCHING

— continued

Among events in Southern California will be Discover Sailing at Orange Coast College in Newport Beach. OCC's goal is get 100 new sailors out on the water.

A complete index can be found at www.summersailstice.com. While you're there, be sure to sign up — you could win prizes, the ultimate of which is a one-week monohull or multihull charter at one of 25 Sunsail bases worldwide. Don't see an event that suits your interests or location? The website is also the place to go if you want to organize an event of your own.

— chris

the seine — continued

were related to the specific landscapes along the Seine. My friend and I were both studying architecture and had just finished our first year. During that time we'd taken a load of art, history, painting and graphic courses. At the time it seemed natural for an architect to know and feel the connection with the art of the 19th, and earlier, centuries."

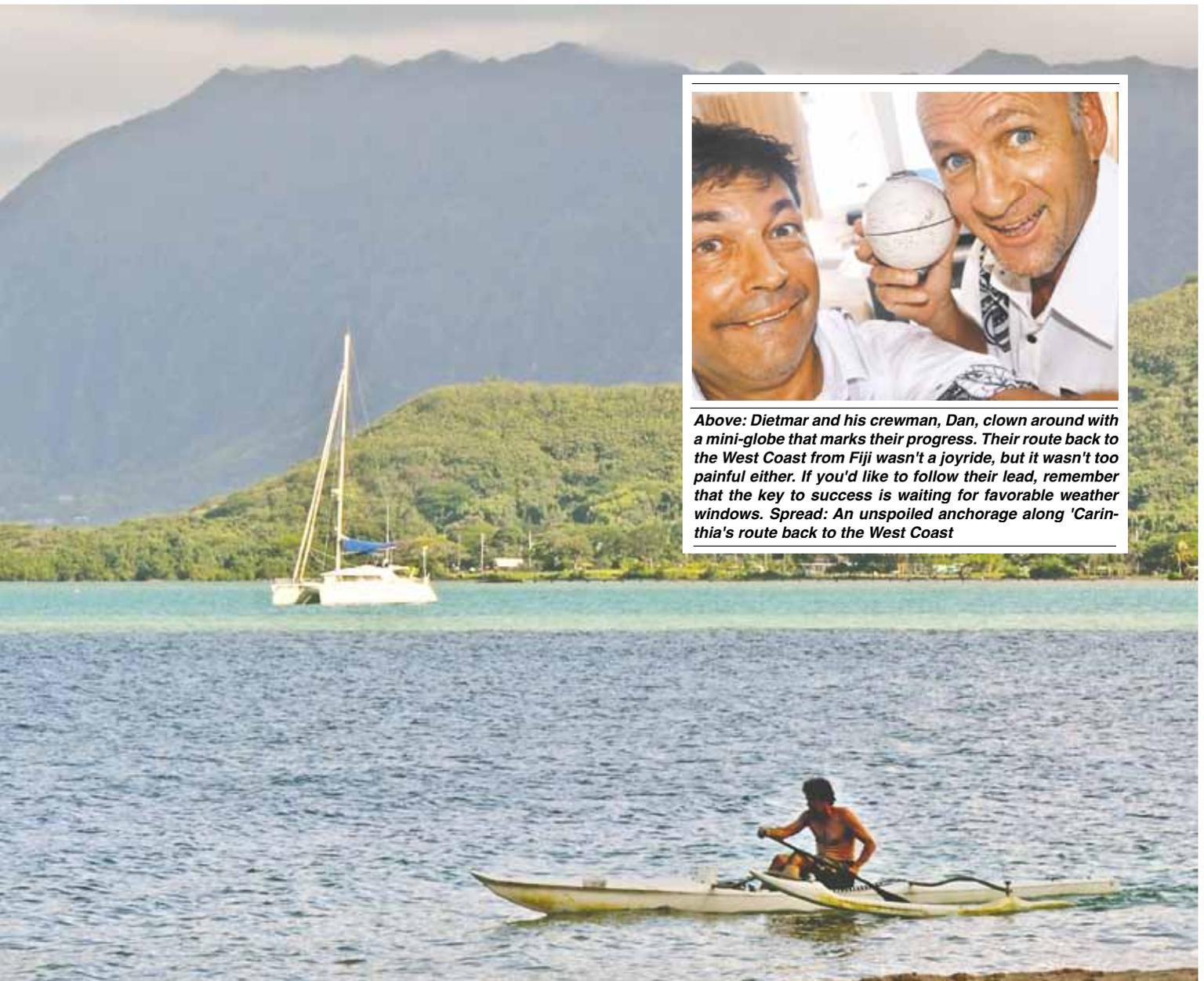
Sailing on the Seine might seem a little unusual, but it was actually a very popular sport with *plein air* Impressionist painters. In fact, sailboats were among their favorite subjects. One of the finest Impressionist painters, and perhaps the best sailor of them all, was Gustave Caillebotte. He was so enthusiastic about sailing that he designed his own boats.

If you've sailed anywhere unusual, we'd love to hear about it. (Email richard@latitude38.com.)

— richard



Above: Dietmar and his crewman, Dan, clown around with a mini-globe that marks their progress. Their route back to the West Coast from Fiji wasn't a joyride, but it wasn't too painful either. If you'd like to follow their lead, remember that the key to success is waiting for favorable weather windows. Spread: An unspoiled anchorage along 'Carinthia's route back to the West Coast



GREAT VALLEJO RACE —

The great conundrum of the 2016 Great Vallejo Race on April 30 was how to win and/or have fun — depending on your team's mindset — without ever flying a spinnaker.

The skipper who finally nabbed that hotshot bow chick or was counting on this race for cross-training a newbie bow dude was out of luck, as foredeck crew had little to do beyond setting up a jib



What's a foredeck crew to do in an all-upwind race? Find something to joke about. 'Secret Squirrel's rail meat seems to have succeeded.

or two and filling slots on the rail. Yet, somehow, the racers we saw seemed to be having a great time.

The Great Vallejo Race serves as the season opener for the Yacht Racing Association of San Francisco Bay. It's a weekend-long regatta, with a race from the Berkeley Circle to Vallejo Yacht Club

Ian Chamberlain's 'Abracadabra', north of the Richmond-San Rafael Bridge. Shots like this are usually filled with colorful spinnakers.

on Saturday, followed by a big raft-up and party on Saturday night, then a race back to the Bay on Sunday. Theoretically, Saturday's race is supposed to be mostly downwind, and with more than 150 spinnakers flying, it's (normally) a feast for the eyes of passing boaters and the lenses of sailing photographers. Sunday's race is (usually) almost entirely upwind.

However, in mid-spring the weather is not always settled enough into a typical summer pattern to guarantee any particular conditions. Such was the case this year. A persistent and vigorous northerly on Saturday meant that the racers would sail upwind the entire way to Vallejo.

The northerly was a land breeze, and the rolling hills of California, slowly fading from green to gold in the sunshine, warmed the air that passed over them.

A strong ebb was the wild card in the deck, and the racers were glad for the steady breeze in the teens. Jib trimmers and grinders got quite a workout. Once past Point Pinole in San Pablo Bay, the tacking teams were able to relax for a while, as the fleet settled into a one-tack beat on port all the way to the oil dock at Davis Point. The last leg, from Carquinez Strait up Mare Island Strait to Vallejo, was the most normal part of the race, a shifty, puffy, port-tack close reach.

Ironically, this was the year that the YRA chose to implement the use of downwind ratings for the race to Vallejo.

"The PHRF committee, in their Rules and Guidelines, say that DW ratings should be utilized for races where, under normal conditions, two-thirds of the race course is expected to be a reach or a run," explained Laura Muñoz, executive director of the YRA. "They then go on to list the regattas that historically fit that description — Saturday of the Vallejo Race, the Delta Ditch Run, the Coastal Cup and the Spinnaker Cup, just to name a few. Because we broke up the Party Circuit into individual weekend regattas, we de-



"Although it was upwind on Saturday, the warm weather and flat water made up for it."

ecided to do overall awards for the Vallejo Weekend. The overall awards needed to be scored under the same rating system, so the board of directors decided to use regular PHRF ratings to score the overall

(results from Saturday plus results from Sunday), and also Saturday, as a stand-alone race, under DW ratings. It's the ultimate Murphy's Law that the first year we put this in place, the wind came out of the north and there was no downwind leg."

Just for the record, the last upwind race to Vallejo was in 2014.

"I think downwind ratings in the Vallejo Race are a bad idea," Donn Guay of the Newport 30-2 Zeehond said back when the intention was announced in



UPWIND ALL THE WAY



John Clauser's 1D48 'Bodacious+' and Michael Moradzadeh's SC50 'Oaxaca' were in the first start on Saturday, at 11:35 a.m.

February. "There are five Newport 30-2s, and all have different DWRs. All rate 174 PHRF and have for years. These boats are not that different! The downwind ratings are, in part, based on numbers that didn't need to be accurate to get the one-design rating of 174. PHRF certificates have been renewed for years without a

ticians had to check for a red (port) or green (starboard) flag on the race committee boat to know which side to round the mark. A lot of confusion ensued, especially in the later-starting divisions, as apparently not everyone saw the red flag, and not everyone heard the announcement on the radio that the 'W' mark was to be left to port. The only way to 'round' the mark was to take it to starboard; taking it to port just required sailing past it.

Some sailors who had neglected to check the flag sailed past it twice just to be sure — easy enough to do in the ebb.

Left: Amy Wells's F-27 'Wingit'. Below: Rob Theis's J/111 'Aeolus' on the way to Vallejo.



problem. Now we have a problem. Other fleets will have the same concerns. Much work needs to be done before DWRs are right for the Great Vallejo Race. Besides it might end up being upwind all day!" he added prophetically.

Another complication caused by the unusual wind direction was the placement of the 'windward' mark.

In order to facilitate an upwind start on Saturday, the race committee sets a windward mark for a short first upwind leg. With the race course already lying directly upwind, the mark didn't make any sense, but it was defined as part of the course in the Sailing Instructions, so it was set anyway. Skippers or tacticians

"It didn't seem like that big of a deal to me," said Liz Baylis, who called tactics on Michael Moradzadeh's Santa Cruz 50 *Oaxaca*. "If they had put the mark farther right and made it a true rounding mark, it would have been an issue for the big boats because of the depth," she pointed out. "As it turned out it was more of a passing mark, which our whole division left on the correct side."

"What's a race committee to do?"

Pete Rowland, tactician on Greg Mullins' Farr 52 *Zamazaan*, agreed. "What's a race committee to do? They can't revise the SIs, and they don't really have a provision for upwind. I feel the RC did the best they could given the circumstances they found themselves in. We started to leeward and played the inshore, less-current side of the course. We did sail out to the mark on starboard and tacked before it, taking it to port. Most of our division did the same."

Founded in 1900, Vallejo Yacht Club has hosted some version of this regatta ever since, so they know how to welcome a large fleet of sailors, feed them, and entertain them. The fun starts when 150 or so boats try to squeeze into the harbor. (The number peaked in 1970 with 585 official entries plus numerous others not registered.) Rafting up requires the cooperation of at least two crews but often more, plus assistance and direction from



GREAT VALLEJO RACE —



Before Sunday's race, a Santana 22 crew checks out 'Pretty Penny', 'Shadow' and 'Chico' at the Gary Mull exhibit.

shore-based volunteers. Think of it as an opportunity to make new friends.

This year's shoreside activities included free Mount Gay Rum punch tasting, food vendors selling seafood and BBQ, and three different musical groups culminating with DW Edwards & the Heavy Weather Band. "The music was funky and fun and the dance crowd literally demanded an extended encore at the end of the set. Their version of *Purple Rain* was a show-stopper," said VYC's

manager, Matthew Ceryes. "The number of boats has been consistent for three years running, but we had more families this year coming down the hill from their homes, as

we try to involve the general public in the festival-like atmosphere."

A special exhibit of Mull 30s was set up on the docks for all to check out during the weekend. VYC members Bruce and Gail Sinclair hosted a mini-boat show of three cold-molded Gary Mull-designed 30-footers, *Chico*, *Shadow* and *Pretty Penny*. The Sinclairs own the latter two. John Lidgard built *Chico* in New Zealand in 1968; Marin County's Hank

Easom built *Pretty Penny* in '72 and *Shadow* in '74. Each boat is remarkably different from the others, especially in terms of interior appointments.

On Sunday morning, the Straits of Mare Island Rowing Association cooked breakfast, and a 'recovery bar' (offering Bloody Marys and screwdrivers) was available in the tent. Thus was ushered in the second day of sailing.

Because the faster boats that arrive earliest on Saturday get blocked in by the slower latecomers, Sunday's race starts in the reverse order of Saturday's, facilitating the breakup of the raft in a mostly orderly manner given the tight confines of the harbor.

The air temperature continued to be pleasantly warm. The northerly had blown itself out. At the start of Sunday's race, there was barely enough breeze to

This page, from bottom left: The Howes' SC50 'Adrenalin' throws in a tack toward one of the wharves off Point San Pablo; Gordie Nash's 'Arcadia' on the way to Vallejo; Graham Ellis's J/124 'Albion' and the Koides' Sydney 36 CR 'Encore' arrive in Vallejo; Jerome Ternynck's Extreme 40 cat 'Smart Recruiters' flies a hull across the finish line.



LATITUDE / CHRIS

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SLACKWATER SF

SLACKWATER SF

UPWIND ALL THE WAY

counter the swift-flowing ebb current in Mare Island Strait, through which the Napa River flows to reach Carquinez Strait. A lot of over-earlies resulted. In PHRF 7, most of the boats were swept over the line before their starting gun. Sailors aboard two Farallon Clippers, *Mistress II* and *VIP*, briefly discussed continuing on for a personal match race.

The wind direction was reachy enough in the river that about four boats tried to set spinnakers, with varying degrees of success.

Once into San Pablo Bay, the racers again spent the day beating upwind, this time with a big assist from the ebb. As usual, the finish line was located north of the Richmond-San Rafael Bridge near mark #17 on the San Rafael Channel.

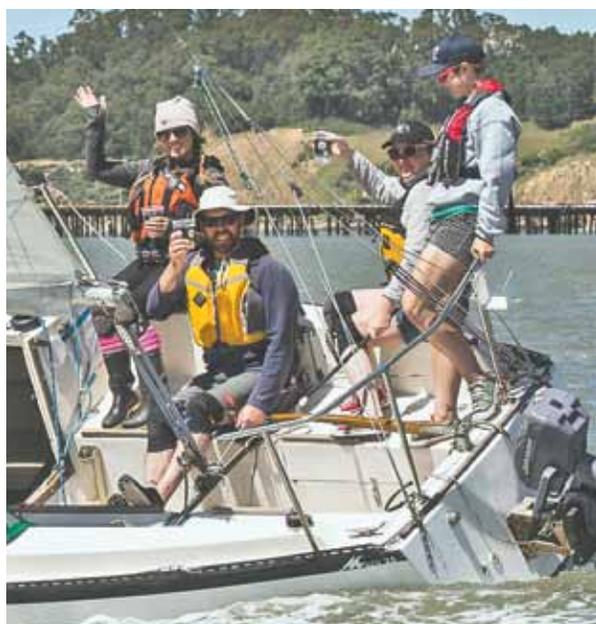
Although the race committee's instruments showed 20-25 feet of water under their hull, a shallow spot had built up just shy of the finish line, and various finishers found it. "The craziest

part was watching finishers cross the line between the committee boat and boats that were aground mere feet from the line," said Laura Muñoz. "Clearly the bottom contour has drastically changed over the past year. We will be moving the finish line for 2017. I can't say exactly where yet, but most likely somewhere south of where the line has been. We can't go any farther east as that puts us into the channel." Those who ran aground there were encouraged to apply for redress.

A crewmember aboard an Ericson 35 summed up the regatta perfectly: "It was a great weekend, and although it was upwind on Saturday the warm weather and flat water made up for it."

— **latitude** / **chris**

This page, from bottom left: The J/111 'Aeolus' had enough wind on Saturday for the rail meat to get in some ab crunches; the Ericson 35 'Ergo' arrives at Vallejo YC on Saturday afternoon; the Express 37 start on Mare Island Strait on Sunday morning; the PHRF 7 start on Sunday.



Julia, Dan, Marianne and Carol sailed a borrowed Merit 25 to Vallejo.

YRA GREAT VALLEJO RACE, 4/30-5/1 (2r, 0t)

PHRF 1 — 1) **Bodacious+**, 1D48, John Clauser, 3 points; 2) **Secret Squirrel**, Schock 40, Zachery Anderson, 7; 3) **Adrenalin**, SC50, Shana & Mark Howe, 8. (8 boats)

PHRF 2 — 1) **Chance**, Farr 395, Stan Hales, 3



LATITUDE / CHRIS



SLACKWATER SF



SLACKWATER SF

GREAT VALLEJO RACE

points; 2) **WildCard**, SC37, Mark & Anne Thomas, 4; 3) **Zamazaan**, Farr 52, Greg Mullins, 5. (6 boats)

PHRF 3 — 1) **Encore**, Sydney 36CR, Wayne Koide, 2 points; 2) **Saetta**, J/120, Ludovic Milin, 4; 3) **Quiver**, N/M 36, Jeff McCord, 7. (7 boats)

PHRF 4 — 1) **Courageous**, J/88, Gary Panariello, 4 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 4; 3) **Jarlen**, J/35, Bob Bloom, 6. (10 boats)

PHRF 5 — 1) **Hoot**, Olson 30, Andy Macfie, 5 points; 2) **Traveler**, Express 34, David Ross, 7; 3) **Tesa**, Catalina 42, Steve Haas, 9. (10 boats)

PHRF 6 — 1) **Arcadia**, Santana 27, Gordie Nash, 2 points; 2) **Ahi**, Santana 35, Andy Newell, 4; 3) **Sea Star**, Cal 39, Bob Walden, 6. (8 boats)

PHRF 7 — 1) **Kelika**, Hunter 33.5, Michael Weaver, 6 points; 2) **Short Bus**, Hunter Legend 35, Dan Baker, 6; 3) **Ergo**, Ericson 35 MkII, Scott Cyphers, 9. (10 boats)

PHRF 8 — 1) **Downtown Uproar**, J/24, Darren Cumming, 2 points; 2) **Evil Octopus**, J/24, Jasper Van Vliet, 4.5; 3) **Siento el Viento**, C&C 29, Ian Matthew, 7. (11 boats)

PHRF 9 — 1) **Tchoupitoulas**, Santana 22, Stephen Buckingham, 2 points; 2) **The Mighty Windsong**, Marieholm Folkboat, Paul Harris, 5; 3) **Sparky**, Catalina 25, Paul Zell, 7. (6 boats)

SPORTBOAT 1 — 1) **Leenabarca**, Melges 32, Bill Erkelens Jr., 2 points; 2) **Kuai**, Melges 32,



LATITUDE / CHRIS

Tim Roche, crew on David Ross's Express 34 'Traveler', wears the cap that VYC awarded them for first in division on Saturday — using the downwind ratings.

Daniel Thielman, 4; 3) **Rufless**, Melges 32, Rufus Sjoberg, 7. (7 boats)

SPORTBOAT 2 — 1) **Salsa**, Ultimate 20, David Krausz/Liz Ellison/Craig Watson, 5 points; 2) **Abracadabra**, Antrim 27, Ian Chamberlain, 6; 3) **Frisky**, Open 5.70, Dale Scoggin, 9. (8 boats)

SF 30 — 1) **Wind Speed**, J/30, Tony Castruc-

cio, 4 points; 2) **Bay Loon**, J/29, Grant Harless, 4; 3) **Heart of Gold**, Olson 911s, Joan Byrne, 7. (11 boats)

CAL 40 — 1) **Azure**, Rodney Pimentel, 2 points; 2) **Green Buffalo**, Jim Quanci, 4; 3) **Highlander**, Bob Horton, 7. (5 boats)

EXPRESS 37 — 1) **Mudshark**, David Fullerton, 4 points; 2) **Golden Moon**, Kame Richards, 4; 3) **Stewball**, Bob Harford, 7. (6 boats)

J/105 — 1) **Blackhawk**, Kristin Simmons, 4 points; 2) **Advantage3**, Pat Benedict, 5; 3) **Cuchulainn**, Jim Mullen, 5. (7 boats)

EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell, 5 points; 2) **Hang 20**, Moni Blum/Lori Tewksbury, 12; 3) **Take Five**, Donald Carroll, 14; 4) **Dianne**, Steve Katzman, 16. (17 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 3 points; 2) **Synchronicity**, Steve Smith, 5; 3) **Shadowfax**, Mark Simpson, 7. (5 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley, 4 points; 2) **Sobrante**, Alerion Express 28, Paul Descalso, 6; 3) **Passat**, North Star 500, Ethan Mobley, 7. (10 boats)

MULTIHULL — 1) **Wingit**, F-27, Amy Wells, 3 points; 2) **Relentless**, Corsair Dash 750 Mkl, Ben Eastwood, 7; 3) **Adrenaline**, D-Class Catamaran, Bill Erkelens Sr., 7. (5 boats)

Full results at www.jibeset.net

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www.theflipper.biz

INTRODUCING THE 20TH

In 1998, after completing his fifth Singlehanded TransPac, Moore 24 sailor Greg Morris commented, "The TransPac is a buglight for weirdos with boats." Oddly enough, the referenced "weirdos" didn't take offense, but rather embraced the description with a large measure of pride and good humor. As one of this year's racers told us, "That really resonated with me."

Ever since 1978, the Singlehanded Sailing Society has put on the Singlehanded TransPac Race in even-numbered years. Even if we hadn't seen the event poster, some quick counting on fingers and toes would tell us that makes this year's the 20th edition.

The 2016 Singlehanded TransPac will start off the deck of Corinthian Yacht Club in Tiburon on July 2 and sail out the Gate bound for the tropical paradise of Hanalei Bay on the rainy north shore of Kauai, the aptly-named Garden Isle.

On these pages we offer an introduction to the 27 soloists of 2016. We'll follow the race (though not literally of course) and let you know how it all worked out in the August issue of *Latitude 38*.

**Ad Astra — Pearson Ariel 26
Patrick Bryant, Pillar Point, CA**

NASA Ames Sailing Club
Previous SHTPs: none

With a PHRF of 258, *Ad Astra* is the slowest-rated boat in the class of 2016, and Patrick Bryant is concerned about overloading the Ariel. "The race rules require so much safety stuff (liferaft, etc.) that I may have no living space left once I cram all that stuff into my diminutive boat. The stores I have to carry comprise 20% of the boat's empty weight, which causes me concern over its effect on stability."



More of a cruiser than a racer, Patrick, a senior advisor for cyber-security at NASA, is making an exception in this case, as he appreciates the camaraderie of the fleet. His race strategy is of the "tortoise vs. hare" variety. He'll maintain a watch using AIS: "AIS is essential to sleep!"

**Althea — Cavalier 39
Brett Suwyn, San Francisco, CA**
Singlehanded Sailing Society
Previous SHTPs: none

Brett Suwyn, a self-described 'software dude', completed a 77-day, 4,000-mile solo sail to Alaska and back last summer.

His sleep plan calls for lots of naps, "length dictated by proximity to danger."



Althea's claim to fame is serving with the USCG Auxiliary at the 1984 Los Angeles Olympics. When we asked Brett why he chose *Althea* for the race, he replied, "She wouldn't let me go to Hawaii without her."

**Crazy Rhythm — Santa Cruz 27
John Simpson, Hayward, CA**
SSS

Previous SHTPs: none

"I've always been attracted to the peculiar challenge of singlehanded racing," says John Simpson, a software engineer. "I've been sailing in and around San Francisco Bay for more decades than an honest person would ever admit to."

His plans for sleeping and watch-



keeping include using a custom-made sleeping cushion that he designed for the cabin floor, and a very loud alarm. "I'm sure what actually happens will be different than planned."

He's continuing his normal cycling and workouts to be in shape for the race. In addition to dehydrated food, "I pre-pack snack bags. I'll probably bring enough for three snack bags per day for 15 days."

He's purchased a wire-luff 125% jib to be flown with the regular jib as twin headsails. And he'll bring "every spinaker I own. Hopefully one of them will make it to the finish."

**Dark Horse — Olson 30
Shad Lemke, Wilsall, MT**

SSS, South Flathead Yacht Club
Previous SHTPs: none

"I set the Singlehanded TransPac as a goal because of the adventure, freedom and independence, and to help me overcome a lot of adversity over the past few years," said Shad Lemke, an architect and general contractor.



To prepare, he has finished a full re-fit of his Olson 30, has taken several navigation courses, including celestial navigation, has been on a half-marathon training program, and lifts weights.

Modifications to the yellow Olson include updated cabinet work for more efficient storage. Shad added a "beam of destiny" between the chainplates.



In the Capri division, 'Fast Lane' and 'Jack' start the 2014 Singlehanded TransPac with shortened sail. 'Fast Lane' and Barry Bristol will be back this year.

"The Olson 30 was designed for this race," he said. "It's easy to singlehand and has been proven." A second Olson 30, *Kato*, will be sailed by Jiri Senkyrik.

**Dolphin — Pacific Seacraft 37
Bill Meanley, San Diego, CA**

San Diego YC
Previous SHTPs: none

A hardware store owner, long-distance cruiser, and three-time Baja Ha-Ha vet, Bill Meanley bought *Dolphin* in 1984. He spent a year and a half refitting her for the SHTP.

Not only will this be his first SHTP, it will also be his first race. To prepare himself physically, he's running and doing cross-training. He plans to bring "easy-to-prepare food because I'm a lousy cook."



**Domino — Wilderness 30
David Harrigel, Oakland, CA**
SSS

Previous SHTPs: 2014 (DNF)
"Nothing is stock," said David Harrigel about *Domino*. Glenn Hansen of Hansen Rigging performed a refit and

SWARM OF BUGLIGHTERS



LATITUDE / ROSS

installed floating headsail leads below-decks. "She has a shorter than stock rig," commented David, "which is in fact an early-generation Olson 30 deck-stepped mast."

To prepare for the race, David runs and works out daily. He's lost 20 pounds. He plans to provision with "boil-in-bag Trader Joe's-type food; I'm trying not to shock my system with a radical diet change."

He plans to sleep mostly in spurts for the first night or two, working up to longer sleep periods as he moves into less congested waters, gradually shifting his sleep cycle toward the daytime hours to prepare for the nighttime squalls in the last portion of the course.

David's desire to do the Singlehanded TransPac started back in the '80s, when he read about it while growing up a sailing-obsessed kid in Seattle.

Domino and David started the SHTP in 2014. "I was leading the race when I lost my rudder about 180 miles west of Monterey."

After this race, he plans to ship the

boat back home to the Bay Area.

Elizabeth Ann — Westsail 32 Gary Burton, Brookings, OR

Previous SHTPs: 2014

Gary Burton had such a great time last year, he's going again.

"The chance to sail with some of my friends to Hawaii is a big part of why I'm doing the race. And I want to enjoy Hanalei with my family this time."

This year he plans to sail a straighter course and minimize the distance sailed. "Last time my track was pretty erratic." He'll stock the Westsail with lots of varied ingredients because he likes to cook.

After about two weeks in Hawaii, he'll sail *Elizabeth Ann* back to Brookings, either solo or with crew. Gary is sponsored by GCB Automation and Marine, LLC.

Fast Lane — Catalina Capri 30 Barry Bristol, Escondido, CA

San Diego Catalina Association
Previous SHTPs: 1986, 1988, 1996, 2014

Barry Bristol also hopes to do better than he did in 2014. "In the past, I

finished the SHTP faster in a slower boat." Besides his previous Hawaii crossings, he's cruised and raced in the Northwest, sailed to and from Mexico, and raced in Southern California.

"I have tried a number of different regulated sleep patterns," he said, "For me, regulated sleep doesn't work. I tend to sleep for two to three hours without interruption (assuming the boat is doing well), but after that every time I turn over I get up and take a look around."

He takes only food that he likes. "Treats are good. It's nice to know that no matter how bad the day/night went, I know one good thing will happen: I get a treat. Otherwise, I have hot dishes, soups, stews, canned chicken and tuna, eggs, pancakes, Twinkies, apples..."

After each of his four previous SHTPs, he sailed back to the West Coast, and he'll do the same this year.

Foxxfyre — Yamaha 33 Doug Soderstrom, Placerville, CA

SSS

Previous SHTPs: none

"Ever since I first read about the SSS TransPac when I was 17 or 18, I've wanted to do the sail," said Doug Soderstrom. So far, his ocean racing experience is limited to near-shore events, but he's done coastal deliveries and worked in the offshore fishing industry in Washington and Alaska. "I've spent months with little sleep when fishing."

Foxxfyre is a SHTP vet, having carried Mike Jefferson to Hanalei three times. Doug says she's a fun boat to sail.

Hauhani — Catalina 34 Margie Woods, Venice, CA

Del Rey YC,

Pacific Singlehanded Sailing Association
Previous SHTPs: none

Originally from the Big Island of Hawaii, Margie (with a hard 'g') Woods is a photographer, artist and teacher who's been sailing all her life. "I never got to do any of my father's crossings with him. I have wanted to sail to Hawaii on my own and have him greet me there as I did him so many times."

She confesses that she is "secretly not a racer," but has friends from PSSA who are also signed up for this race.



INTRODUCING THE 20TH

Jacqueline — Freedom 30

Mike Cunningham
Discovery Bay, CA
SSS

Previous SHTPs: none

"I went to summer school in Kauai when I was 17," said Mike Cunningham. "I always wanted to go back. Now I can do it without paying for an airline ticket and spending an agonizing five hours on an airplane."

Boat prep for the race includes new steering, mast work, gun-mount spin-naker, solar power, e-rudder, storm sails, liferaft, and so on. "I don't want to think about it anymore," he says.

Personal prep includes his usual cardio combined with a minor reduction in beer consumption. "It's not going well."

When provisioning, "I'm going to put some big ice blocks in the cooler to see how long I can keep the beer — I mean water — cold."

The Freedom 30 is "one of the first boats with a carbon, unstayed mast which is built like a tank." Mike calls her a "jewel box," and she is lovely below, with a lot of teak.

Jacqueline's bow number, 1010, is not random. Rather '10' stands for the letter 'J' — his granddaughter's initials are JJ.

After the race, he plans to sail home in time for his daughter's wedding in September.

Kato — Olson 30

Jiri Senkyrik, San Francisco, CA
Previous SHTPs: none

"Rebuilding an awesome boat and sailing it to Hawaii is a great adventure for someone in their late 20s," says Jiri Senkyrik. To prepare himself physically, he rides his bike to work at a tech company in San Francisco. Like her fleet sistership, *Dark Horse*, Kato has had a complete refit, but Jiri has kept her within Olson 30 one-design specs. "Everything about the boat is optimized for singlehanded sailing," says Jiri. "My girlfriend and I spent over a year rebuilding Kato."

Jiri is hoping to find an adventurous soul to sail Kato back to San Francisco after the race.

Libra — Pogo 2

Grégory Saramite, Sausalito, CA
SSS, Seven Seas Cruising Association,
Cercle de la Voile d'Arcachon, Les Glénans

Previous SHTPs: none

Grégory Saramite is racing to Hawaii for "the challenge, the learning experience, and two weeks of into-the-wild therapy with a good dose of adrenaline!" He's also motivated by raising awareness and funds for the Terry Wahls Foundation, supporting clinical trials of an integrative approach to treating multiple sclerosis.

Grégory has been trying to get to the start of the SHTP or Pacific Cup for the past few years. "I am getting more luck toward the Singlehanded TransPac with Skout's support as my main sponsor and the tremendous help of my friend Przemyslaw Karwasiecki." He's an engineer for the networking app and site Skout, and Przemyslaw sailed *Libra* in the 2014 SHTP.

A Frenchman from Bordeaux, Grégory's ocean sailing has mostly consisted of coastal races up to 100 miles offshore in France's Bay of Biscay. As a teenager, he cruised the Med on his family's boat. More recently, he's been training as bowman on the San Francisco-based Farr 52

Zamazaan. "Time spent on the water counts the most," he says.

The 21-ft Mini is short on space and amenities. "No oven or ice cream on board — water and a good source of food should be enough. The rest is safety and foul weather gear. Protection from the sun is going to be important too."

After the race he's "considering sailing the boat... Oops — I meant selling the boat!"

Minibar — Mini Transat 6.50

Yves Vergnolle
Manhattan Beach, CA
PSSA

Previous SHTPs: 2012

Yves Vergnolle, the CEO of a consulting company, chose this boat because "Mini Transats are designed specifically for singlehanded offshore racing — safe, fast for their size, very fun to sail... and hopefully reliable."

He described his race strategy: "Not lose too much time during the first part (close to the wind) vs. the longer boats, and try to sail close to my polars for the rest of the race (more downwind)."

As for sleep, the length of his naps will depend on the conditions and the ability of the autopilot to drive efficiently.

After the race, he hopes to sail around

the world — on a bigger boat.

Mouton Noir — Garcia Passoa 47
Michael Jefferson, San Jose, CA
SSS

Previous SHTPs: 1992, 1996, 2000, 2012

With 30,000 shorthanded bluewater miles and four previous SHTPs under his keel, Michael Jefferson is looking forward to connecting with friends and being alone at sea again. That would sound like a contradiction in any other context.

He's tried to make the French-built *Mouton Noir* — the largest boat in this year's fleet — as bulletproof as possible. The aluminum expedition boat has internal ballast, a non-ballasted centerboard and a daggerboard aft, and draws 3.5 feet with the boards up. Major mods include a "massive solar farm," wind generator and charging engine.

A retired physicist, Michael plans to sail from Hawaii to the Pacific Northwest and cruise British Columbia before returning to San Francisco Bay in September.

Nina — Olson 29

Robert MacDonald, Mill Valley, CA
SSS

Previous SHTPs: none

A contractor, Robert MacDonald has been racing since 1980. He sailed in the 2000 and 2004 Pacific Cups, the 2007 Transpac, and the 2003 Osaka Cup.

To prepare for the race he's been sailing more and working less. Provisioning will be minimal, mostly freeze-dried. Robert hopes to sleep mostly during the day and stay up at night.

After the race, he plans to ship his stock Olson 29 home via Matson — and catch up on his sleep.

Owl — Pacific Seacraft 37

John Woodworth, Richmond, CA
SSS, Ballena Bay YC,
Tradewinds Sailing School and Club
Previous SHTPs: none

Owl is one of two William Crealock-designed Pacific Seacraft 37 double-ended cruising cutters signed up this year (Bill Meanley's *Dolfin* is the other). She'll carry three self-steering systems: a Monitor windvane, a Pelagic autopilot, and a B&G



SWARM OF BUGLIGHTERS

belowdecks autopilot. Skipper John Woodworth will have the option of communicating via SSB and/or satellite.

Pakala — Express 37 **Joe Barry, Dana Point, CA** PSSA

Previous SHTPs: none

A television staging supervisor, Joe Barry has wanted to race solo across an ocean since watching OSTAR transatlantic boats arrive in Newport, RI. "I don't live on the East Coast anymore, so the SHTP is the one," he says.

He sailed his qualifier in 20- to 35-knot winds with gusts to 42. He called that the "best sail training I could have gotten."

Joe's provisions will include freeze-dried food, snacks, fresh fruit ("similar to how Vendée sailors do it"), a minimum of one gallon of water a day, "and, in honor of Sir Robin Knox-Johnston, maybe some wine, but a 'daily tot of rum' of course.

"Pakala and I are promoting the work of Surfers Healing, which takes autistic kids surfing around the world," he adds.

Patience — Westsail 32 **Lee Perry, Brookings, OR**

Previous SHTPs: none

"I'm a cruiser and thought it might be fun to try this thing called 'racing'," said Lee Perry. He prefers to go singlehanded because "I don't like worrying about others on the boat."

To prepare for the race, he's doing sit-ups and push-ups, running and biking. His strategy for the race is to "push hard for as long as possible," and he intends to eat well to keep his energy level up.

Among important equipment for the passage to Hawaii he cites sunglasses and sunscreen.

Patience is one of three Oregon-based Westsail 32s racing this year; a fourth is recidivist Randy Leasure's *Tortuga* from San Francisco.

Saraband — Westsail 32 **David King, Portland, OR**

Previous SHTPs: 2010

Besides placing second overall in the 2010 SHTP, David King and *Saraband* scored first overall in the 1988 Pac Cup and third overall in the 1990 Pac Cup. The semi-retired, self-employed delivery skipper and yacht-repair consultant has sailed 180,000 miles. David says

that *Saraband* "has allowed me to do everything I have wanted to do under sail."

David's strategy for this race is to "steer the minimum distance allowed by the conditions." His provisioning philosophy is "anything and any quantity I want."

He likes the SHTP because of the welcoming nature of the competitors and the high level of camaraderie. After the race he'll return *Saraband* to a pure cruising boat, "the boat she was designed to be."

Seazed Asset — Cal 40 **Vance Sprock, Cupertino, CA**

Previous SHTPs: none

Vance Sprock may not have raced to Hawaii before, but, like many of her breed, his Cal 40 certainly has. She sailed the L.A. to Honolulu Transpac in 1975, '77 and '79. Vance has wanted to sail to Hawaii for a long time and spent two years rebuilding the boat.

His previous experience includes two years of racing in MORA (the now-defunct Midget Ocean Racing Association), a lot of cruising, and three years of crewing professionally.



He plans to eat frozen gourmet meals (hopefully he'll thaw them first),

then canned or freeze-dried food after the meals run out. "I'll try to catch a fish or two," he says.

After the race he plans to sail *Seazed Asset* back to the mainland.

Shaman — Cal 40 **Tom Burden, Capitola, CA**

SSS, Richmond YC

Previous SHTPs: none

An editor for West Marine, Tom Burden says he's watched too many videos about the Vendée Globe. "I love the romance and the purity of singlehanded sailing," he explains, "and I have an unusual sleeping pattern that works for this kind of race." He's planning to quit caffeine before the start.

Inspired by Ronnie Simpson's Warriors Wish voyage and Nathalie Criou's work with Beat Sarcoma, Tom will be sailing for Jacob's Heart, which works to improve the quality of life for children with cancer, and WomanCARE, a safe haven for women with cancer. He plans to have



the names of cancer survivors and casualties displayed on his sails.

Taz!! — Express 27 **George Lythcott, Oakland, CA**

Island YC

Previous SHTPs: 2010, 2012

"My first sail was with my brother on a Sunfish off Craigsville Beach in Hyannis, MA, in 1975, and I loved it," writes George Lythcott. "I have been sailing ever since. In the past 15 years I've averaged 100 days per year on the water."

George met SHTP vet Bruce Schwab in 2005 soon after Bruce had completed the Vendée Globe. "He told me that if you want to do the SHTP, sailing to the Farallones should be like walking down your driveway to get the morning paper."

Although he doesn't look it, George is pushing 70. "For the past year I've been working out three to four days per week. It's important to be fit." *Taz!!* remains a class-legal Express 27, but she has received new lithium-ion batteries, a new e-rudder cassette and new wiring. "Leave no stone unturned," says George, who's also been studying El Niño/La Niña.

Provisions will include instant oatmeal, lots of oranges ("no scurvy for me"), ginger cookies (for seasickness) and a gallon of water per day. He'll take a satphone but no SSB this time — he lent that to his friend John Simpson on *Crazy Rhythm*.

After the race and a week's vacation in Kauai, he'll ship *Taz!!* back to Oakland via Matson.

Temerity — Olson 34 **David Nabors, Sunnyvale, CA**

SSS

Previous SHTPs: none

David Nabors bought his Olson 34 with the long-term goal of ocean sailing, "after reading about the Doublehanded Farallones, Pac Cup and SHTP in *Latitude 38* for years." He and his daughter sailed the Pac Cup doublehanded in 2012. "I enjoy the sensation of an empty horizon!"

An engineer, David has "gone to some effort to reduce noise, and rigged instruments so that I can see a lot more and control the autopilot without leaving the bunk.

"I put in a new fridge so I can have pre-grilled chicken and other dishes that can be pan-fried the first week." He's also added a wireless instru-



THE 20TH SWARM OF BUGLIGHTERS

ment feed to his iPad and "a massive number of audiobooks."

Since David needs to get back to work after the race, a delivery skipper will return *Temerity* to the Bay Area.

Tortuga — Westsail 32
Randy Leasure, San Francisco, CA
 SSS

Previous SHTPs: 2012

"It's more about the journey than the destination for me," says Randy Leasure. "There was a real sense of accomplishment the first time I completed it. Hanalei Bay is an incredible destination." Randy thinks that racing



to Hawaii singlehanded is more challenging. "You are ultimately responsible for every little thing."

He's trying to rest up for the race, but says it's hard trying to finish all the looming project lists. His sail inventory consists of "white ones and some puffy

ones with colors."

Chocolate is an important part of his shopping list. "I cook a lot and try to eat well. Nothing freeze-dried on *Tortuga*."

Ventus — J/88
Chris Cartwright, Palo Alto, CA
 SSS

Previous SHTPs: none

"I turned 50 this year and wanted a new sailing adventure," says Chris Cartwright, a physician. "The prep alone has been an adventure."

His J/88 is a one-design racer, so he's keeping it stock. "I added a real bunk to help with naps and I've done a lot of fiddling with the reefing set-up and line management for singlehanded." He feels that *Ventus* balances nicely in lots of wind.



Regarding race strategy, he says: "I'm in it for the fun and would rather sail a little extra distance to stay in good wind."

Provisioning will consist of "anything that can be eaten with one hand or made into food with the addition of hot water."

Watermark — Pacific Seacraft 31
Michael Thomson, Irvine, CA
 SSS

Previous SHTPs: none

The Singlehanded TransPac is a bucket-list item for jet pilot Mike Thomson, who's been sailing for 38 years. "I've been working like a madman for the last six months since purchasing the boat to get it ready," he confesses. He chose the Pacific Seacraft because "It is very easy to sail and has a pleasant motion. The cutter rig is easy for one person to manage."



To prepare for the race, he's been bicycling, swimming and lifting weights. Food will be fresh for the first part of the trip, then canned and packaged, with an emphasis on protein.

Since *Watermark* is a heavy-displacement boat, Michael plans to sail a rumbline course. "If the wind is light, veer left; if heavy, veer right."

— **latitude** / *chris*

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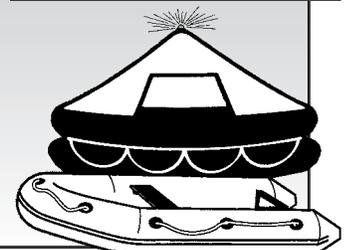


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BATTERY BEFUDDLEMENT —

No discussion on batteries is complete without first determining how they will be used and how you plan to charge them. Instead of a dry, boring article full of technical jargon, we've dreamed up four common scenarios to guide you.

Since this is the summer of races — Pacific Cup and Singlehanded TransPac — the first two systems are applicable to boats doing either of those events.

(Editorial note: Brand-name items mentioned by the author are given as examples of particular product lines only, and are not specifically endorsed by Latitude 38. In most cases, competing products with similar functionality can be found, but we'll leave to you to do your homework on which brand is best for you.)

Race Boat 1

Tania is prepping her engineless Express 27 for the Singlehanded TransPac. Her priorities when selecting her batteries are weight and reliability, although increased capacity is a close third. She's added an autopilot that will run close to 24/7, a laptop, nav instruments, sat phone and tracker. She's also looking at increased usage from daily living — nav and cabin lights, electronic-device charging and a small sound system for those lonely nights in the middle of the Pacific.

At the heart of any electrical system, batteries are the first thing Tania starts investigating. Her need for a high-capacity system that is simultaneously lightweight and reliable leads her to the Genasun GLi lithium battery and charging system. Tania doesn't want to wake up halfway to Hawaii with dead batteries — which would mean hand-steering the rest of the way — so she decides to spring for the best of the best.

To keep these marvels of modern engineering charged, Tania invests in an Efoy

If your pockets are deep enough, you might choose to install a super-high capacity system like this Lithionics setup.



COURTESY SOLBIAN

Around-the-world race boats such as this, need to maximize solar intake in order to keep their high-tech batteries charged.

hydrogen fuel cell, which automatically monitors the state of the batteries and keeps them at the optimum level at all times. As deep backup, she also buys two lightweight and flexible Solara solar panels.

Tania's final tab? \$15,000

Race Boat 2

Herb and his crew of four can't wait to party their way to Hawaii in their first

Designed to be direct replacements for Group 31 batteries, they will nearly double his capacity in the same footprint.

Pacific Cup aboard his Beneteau First 45.5. With so many bodies aboard, he knows he'll need more juice than his current system can offer — he'll need high capacity that won't fail him just when they need the blender the most.

Herb's four AGMs are a little long in the tooth, and he suspects they aren't up to dealing with all the new electronics he's installed for the race, so his local consultant suggests four Firefly Oasis carbon foam batteries. Designed to be direct replacements for Group 31 batteries, they will nearly double his capacity in the same footprint — no rewiring required.

Solar panels are too bulky and slow, so Herb upgrades to a Balmar high-capacity alternator for his

engine with a Balmar outboard regulator set to properly charge the new batteries, as well as a Victron Energy battery monitor. For deep backup, he stows a new Honda EU 2000i portable generator in a cockpit locker.

Herb's grand total? \$4,500



Summer is the time cruisers start prepping their boats to head south. The next two systems show the range of what's available for them.

Cruising Boat 1

Newlyweds Alex and Tara are taking an extended honeymoon in the form of a cruise to Mexico aboard their bare-bones Ranger 33. They've kept the systems on the boat pretty simple with some basic

BATTERY BASICS

Confused by the different types of batteries? You are not alone. Hopefully the following overview will help.

Wet/Flooded: Basically, a car battery. Electrolyte liquid (sulfuric acid) reacts with relatively fragile lead plates. This type of battery was designed to give a short burst of energy to start an engine, not for deep-cycle discharge. A high-CCA (cold cranking amp) version makes a perfect starting battery, but because of the maintenance, fragility, low-discharge



LITHIONICS

WHICH TYPE IS RIGHT FOR YOU?



LATITUDE/JR

A typical mid-size cruising boat heads south with the Baja Ha-Ha rally. The budgets of fleet members vary wildly.

comforts — all-LED lighting inside and out, power water, VHF, personal electronics, and a laptop. A windvane will steer the boat, instead of an autopilot, and an icebox will keep their food cold... until the ice melts.

With a meager budget, they're watching every penny they spend, so when an old-timer on the dock suggests cheap

golf cart batteries, they're tempted. A little research, however, convinces them to invest in two West Marine Group 27 AGMs because they charge faster, last longer and won't leak. A West Marine high-CCA lead-acid starting battery will take care of starting the engine, and a new Blue Seas automatic charge relay will replace the ancient 1-2-ALL battery switch to keep the two banks separate.

Because Alex and Tara want to be as off-grid as possible, they need their

batteries to charge fast so they buy four 70-watt Solarland rigid-frame solar panels mounted on the pushpit, plus a Blue Sky regulator. They also consider a wind generator, but the Sea's notoriously light air and warm temps lead them to put that budget item toward a Norcold 45-liter portable electric cooler.

Alex and Tara's tally? \$1,400 (not including the cooler)

Cruising Boat 2

Retirees Jim and Betty are lifelong sailors with thousands of sea miles under their keel. They're sailing off into the sunset in their new-to-them Catalina 42 and want all the comforts of home — microwave, AC appliances, power tools, big screen TV, robust sound system, and

Because Alex and Tara want to be as off-grid as possible, they need their batteries to charge fast.

all the nav electronics money can buy. No boat-camping for these folks!

Money is no object, so they yank out the four 4Ds that came with the boat and go all out for a Lithionics OPE-Li Never-Die dual-channel battery management system. This super-high-capacity system, designed by Bruce Schwab with Lithionics, is the ultimate plug-and-play setup for boats. Jim and Betty effectively quadrupled their usable amp hours in the same footprint with a safe and reliable system that should last the life of the boat.

While their 50-hp Yanmar is in great shape, they upgrade to a high-output Balmar alternator for charging. The addition of five 125-watt Solbian solar panels — with a Genasun MPPT controller for each — on a custom radar arch might

rate and potential for off-gassing, there are better options for a house bank.

Gel: This is a fancy flooded battery. Instead of liquid sloshing around, the electrolyte is suspended in gel and the battery is sealed. They're safer than their predecessors, have a higher discharge rate (up to 50%) and last longer. These are a good, low-maintenance option if you want to upgrade from flooded, but AGMs might be a more economical choice in the long run.

AGM (Absorbed Glass Mat): Essentially, fiberglass mat is saturated with electrolyte liquid and compressed

between the plates. They offer a much deeper discharge rate (up to 50%), are very low-maintenance, charge much faster than the previous types and, if charged correctly, can last much longer. An excellent, economical choice for a house bank.

Carbon Foam: Similar to AGMs but with carbon foam replacing much of the lead, thus tripling the life of the battery. While costing a couple hundred bucks more, they can be discharged 80-100% without damage and charge very quickly. Plus they're direct replacements for Group 31s, doubling capacity in the

same footprint. They boast many of the advantages of lithium, only without the weight savings.

Lithium (LFP or LiFePo4): This ain't your laptop's battery. It's also nothing like the previous types of batteries. Instead of using lead and sulfuric acid, these use a more stable lithium and iron phosphate combo. Ultralight lithium battery systems are more compact than the others, can be discharged 80-90% without damage and can last — are you sitting down? — more than ten times as long as AGMs. They're also pretty expensive.

BATTERY BEFUDDLEMENT

seem like overkill but they don't want to have to conserve power on cloudy days. Deep backup will be the built-in genset, which will otherwise be reserved for the watermaker and AC use only.

Jim and Betty's bill? \$28,000 (not including professional installation)

As you can see from the examples above, the key to choosing a battery and charging system is to first figure out your electrical needs, then decide on your budget. You also need to keep in mind that simply



A hydrogen fuel cell such as this will automatically monitor the state of the batteries and keeps them at optimum levels.

switching out batteries for 'the latest and greatest', without any thought to how to keep those higher-capacity batteries properly charged, is a recipe for disappointment.

Hopefully this article wasn't too dry and boring, but if you're someone who actually gets a 'charge' from technical jargon, be sure to check out all the companies mentioned.

— *ladonna bubak*

RELATED LINKS

Race Boat 1's system:

Genasun — www.genasun.com
Efoy — www.efoy-comfort.com — Available at Svendsen's
Solara — www.solar-shop.jimdo.com

Race Boat 2's system:

Firefly — www.fireflyenergy.com
Balmar — www.balmar.net — Available at most chandleries
Victron — www.victronenergy.com — Available at most chandleries
Honda — world.honda.com/power/generator — Available from West Marine to Home Depot

Cruising Boat 1's system:

West Marine — www.westmarine.com/marine-batteries
Blue Seas — www.blueseas.com — Available at most chandleries
Solarland — www.solarlandusa.com
Blue Sky Energy — www.blueskyenergyinc.com — See 'Distributors' page

Cruising Boat 2's system:

Lithionics — www.lithionicsbattery.com — Available thru BruceSchwab.com
Balmar — www.balmar.net — Available at most chandleries
Genasun — www.genasun.com
Solbian — www.solbian.eu — Available at Svendsen's



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BAJA HA-HA MELTING POT

As most *Latitude 38* readers know, the Baja 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.

One look at the Ha-Ha XXIII entry roster on the event's website, www.baja-haha.com, and you'll see that a great variety of boats are entered, and the backgrounds of those who sail them vary greatly also. Look for mini-bios on all owners in the October issue of *Latitude 38*.

In addition to the many first-timers who'll be sailing south this year with the Ha-Ha, there are plenty of 'repeat offenders' who are eager to replay some of the fun and great sailing that they experienced during previous rallies. A few full-time Mexico cruisers have even vowed to sail all the way back to San Diego this year, just to re-do the rally.

Look for event updates in *Sightings*, and 'Lectronic *Latitude*.

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CREWING FOR CRUISERS

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 7. There, hundreds of potential crew will mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Whether you are looking for a ride or for crew, you can get a head start on this 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.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

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IMPORTANT DATES

- September 7, 4-6 p.m. – Free Mexico Cruising Seminar, Alameda's Encinal YC.
- September 7, 6-9 p.m. – *Latitude 38's* Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC.
- September 15, Midnight – Entry deadline.
- October 22, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
- October 29, 5 p.m. – Pacific Puddle Jump Seminar. Inside West Marine at 1250 Rosecrans St., San Diego.
- October 30, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- October 30, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- October 31, 10 a.m. – BHH Kick-Off Parade.
- October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 3, Noon – BHH baseball game at Turtle Bay.
- November 4, 11 a.m. – Famous Turtle Bay Beach Potluck Party.
- November 5 – Start of Leg Two to Bahia Santa Maria.
- November 8 – Beach Party at BSM.
- November 9 – Start of Leg Three to Cabo.
- November 10 – Dance Party at Squid Roe.
- November 11 – Cabo Beach Party.
- November 12 – Awards presentations hosted by Cabo Marina.
- November 24, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to events@latitude38.com.
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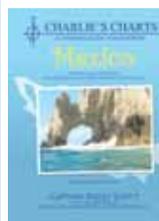
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MAX EBB — NOTHING'S MORE EXPENSIVE

It was obvious even from a distance that this boat had been neglected for a very long time. The decks weren't just dirty, there was dark green moss growing on them. Part of the sail cover had failed and fallen away, probably from long-term sun exposure, and the halyards — old wire-to-rope spliced affairs — had been in exactly the same position for so long that there was a light streak on the mast where the slatting kept the dust from collecting.

The boat was for sale, and one of my most regular race crew was the prospective buyer. It would be his first boat, so he had asked me to drop by and take a look.

"Are you sure?" I asked as I walked up to him, speaking very slowly and deliberately.

"The price is right for a college student," he replied as he worked the bottom brush, borrowed from one of my dock neighbors.

"You are destroying an entire marine ecosystem," I remarked as I observed how much old-growth biofouling was being brushed off the hull.

"I think it will clean up pretty good," he said. "Hop aboard and have a look down below."

The boat was a little under 30 feet long, one of the better examples of the Southern California production boats built in the early '80s. But it really was a disaster. The standing rigging had some visible rust, the cabin windows were cracked, the varnish was peeling, and the cockpit sole felt squishy underfoot. There was an irregular tapping sound coming from down below.

"You are going to get this thing surveyed, right?" I asked as I climbed aboard, wondering if I could summon up the courage to enter the cabin. I was certain that a professional survey would point out so many expensive problems that it would knock some sense into my crew's head.

"I asked one of my friends to do the survey," he answered from the dock. "She's not really a surveyor, but a naval architect, and she says that insurance companies are generally okay with that."

He could only be referring to one person: Lee Helm. And sure enough, she was down in one of the quarter berths tapping away with a plastic surveyor's mallet.

"Like, the hull seems okay, mostly," she shouted through the hull to her client.

"Lee, shouldn't you be doing that from the outside, with the boat hauled out?" I asked.

"Yo, Max!" Lee answered. "For sure.

But, like, my 'client' can't afford a haul-out. It's not a very complicated boat, and even if there are some blisters on the bottom, it's not like it's going to affect the basic structural integrity. These hulls last forever.

"What about that soft cockpit sole?" I asked.

"I think it's amazing that there are life forms that can live on nothing but air and polyester resin."

"Yeah, the cockpit sole is totally delaminated. But it will be years before anyone's foot punches through."

The interior was at least as bad as the decks, with torn upholstery, rust streaks under the chainplates indicating deck leaks, a long-dormant alcohol stove, and a head that belonged in a museum. There was mold on almost every surface.

"What do you think?" asked the prospective captain as he joined us in the cabin.

"I think it's amazing that there are life forms that can live on nothing but air and polyester resin," Lee remarked.

"I think you should run away from this one as fast as you can," I advised. "Add up the cost of everything you'll need to fix it up, and you're much better off buying a much more expensive boat that isn't so much of a project."

"You're no fun," Lee replied. "Most of the problems here are cosmetic, and the running rigging will work again after a good rinse."

"The owner says the engine ran the last time he started it," added the star-struck buyer.

"Tautologically correct," noted Lee. "But the battery is, like, flat, so we can't test to see if it still runs."

"I wouldn't believe anything the seller says about the engine," I suggested. "There are old bolt-holes in the transom, in a rectangular pattern, telltale signs that there was once an outboard bracket on that stern. That's a sure sign that the inboard has gone to meet its maker."

"Well, it does turn over," said my crew. "So at least it's not seized up."

"Run away," I repeated. "Run far away. Add up the cost of the necessities: New standing rigging, new halyards, new sail cover, re-bedding the chainplates,

making new berth cushion covers, new lifelines, life-jackets, flares, battery, VHF radio..."

Everywhere I looked, in the cabin or on deck, I saw something that had to be replaced or upgraded to bring the boat up to snuff.

"But, like, none of that is essential for sailing," Lee argued.

"Standing rigging?" I asked.

"Yeah, there's a little rust, but I couldn't find any cracks when I looked at the swages though the magnifier. None of the wires have broken strands. I mean, half the boats sailing out of this marina probably have standing rigging that's not much

better than this, so I think it's good to sail as is, just make sure the insurance is paid up and you have a good anchor ready to go. And, like, maybe sign up with a towing service too."

"There's nothing more expensive than a cheap boat," I reminded the would-be buyer. "A better strategy, if this is the class of boat you like, is to look through the ads and find the most expensive one, not the cheapest. You will come out way ahead."

"That only works when you have the moolah," Lee answered.

"What does the sail inventory look like?" I asked.

"Pretty good, considering," said Lee. "There are three bags of jibs and two spinnakers, all seem to be in serviceable condition if you don't count the mold. And, like, the main probably has some sun damage where the cover fell off, but that's localized. I think the sails are way more important than a working engine."

My crew then explained that when he told the owner who would be helping him check out the boat, the owner said that if we were both on board, we could



THAN A CHEAP BOAT



As many sailor's have learned, dealing with unforeseen problems on cheapo boats can be time-consuming and expensive.

take it out for a test sail.

"Cool," said Lee. "Let's go sailing."

But before she moved to take off the remnants of the sail cover or find a jib to hank onto the forestay, Lee grabbed the tiller and gave it some very hard pulls in both directions. "Just wanna make sure the rudder isn't about to fall off," she explained. "And let's make sure that anchor really is ready for action. Max, can we borrow a handheld VHF from your boat?"

Fortunately, I did have a VHF with a full charge on my boat, and I returned with it in time to see Lee and my crew struggling to get the mainsail all the way up. All of the halyard sheaves were frozen.

"Another project to add to your list," I told the buyer. But after a lot of grating metallic sounds coming from a wire halyard sawing through a stuck sheave, we had the main and the 110% jib up and were ready to sail. We pushed out of the slip, fell off the wind, and found the fairway just wide enough for us to reach into the main marina basin without hit-

ting any of the boats on our leeward side, despite our large leeway angle.

It took more tacks than usual, made more difficult because it turned out that one of the sheet winches had stuck pawls and the handle would not turn the drum. The one on the other side was missing. But eventually we made it out into open water and found a good afternoon sea breeze.

"You really will have to replace those

*Everywhere I looked,
in the cabin or on deck,
I saw something that
had to be replaced.*

halyard sheaves," Lee noted. "and also re-work the spreader tips. The spreaders are horizontal, which means there's downward thrust on the tips. Much better if they bisect the angle between the upper and lower parts of the shroud, so the spreader is loaded in pure compression. And as soon as you have some extra cash, replace those old wire halyards with high-modulus synthetic. Even bet-

ter, put the word out on the dock that when a race boat is swapping out some old Spectra or Dyneema halyards, you want their cast-offs."

"You'll find that those 'extra cash' priorities add up really fast," I repeated. "Run away."

"Let me see how the helm feels," asked my crew as he took the tiller from Lee.

"Nice and light!" he exclaimed proudly. "Hardly any weather helm."

"Actually," Lee informed him, "there's like, a lot of weather helm. Look at the angle of that tiller."

"Let me give the helm a feel," I requested, and the likely new owner allowed me to take the tiller. It did feel very light, despite the large angle, but the boat did not seem to respond well to small changes.

"Too many barnacles to get a good sense of how the boat really sails," Lee said. "But look at the angle. The tiller is about 20 degrees off centerline, just to keep a straight course. Maybe 5 degrees of that is from play where the tiller attaches to the rudder stock, but we still have 15 degrees of deflection just to keep a straight

course upwind. That's what I call a ton of weather helm."

"It feels so light to the touch," my crew insisted.

"That's because it's an overbalanced spade rudder," Lee explained. "There's lots of area in front of the axis of rotation, so the torque is balanced. But there's a big angle of attack on that rudder."

"Doesn't weather helm refer to the force on the tiller to keep the boat tracking straight?" I asked.

"There are two ways to define weather helm, and only one of them is really useful," Lee informed us.

We both stared back at Lee, waiting for the lecture.

"You can look at the force on the tiller required to go straight. Or you can look at the angle of the rudder blade. That's the only one that really counts. Like, all the water knows is where the blade is and at what angle it hits the water. It could be pivoted at the front edge, which would make the helm forces big. Think 'barn door' rudder. Or right at the balance point, which would make the helm forces very small. Or closer to the back edge, which would make the rudder badly over-balanced and always trying

MAX EBB — A CHEAP BOAT

to flop over to one side or the other. But, like, the hydro force on the rudder blade, and its effectiveness in keeping the boat going straight, has nothing to do with where the axis of rotation is located. "Til you try to scull with it, that is, but that's a different question."

"Why do you think we have so much helm, then?" I asked.

"Will I have to change the tuning to rake the mast forward?" asked the prospective owner.

"Nah. It's 'cause we're heeling a little too much," Lee said. "Imagine the boat being towed by a towline around the mast at the spreaders, approximating the center of forward thrust from the rig. Heel over, and the force is applied way to leeward of the hull, so naturally the boat tries to turn into the wind. Heel angle has like, a much bigger effect on helm balance than mast rake."

"I always thought heel affected weather helm because of the pressure on the low side of the bow," I said.

"A good theory, but incorrect," pronounced Lee. "Consider a surfboard. It turns into the heel, so by that theory a

heeled boat with a light, shallow surfboard-like hull would have less weather helm when it heels, not more. And that's wrong."

It was time to tack, and as soon as the jibsheet was off the semi-functioning

I shudder to think how much it's going to cost him before the dust settles.

winch, and we could stay on the new tack and sail off the wind for a while, Lee popped the winch's retainer clip off and lifted up the drum to have a look inside.

"For sure, pawls are stuck," she said, shaking her head. "Not hard to fix. And like, for the other side, I know a big boat that's replacing a halyard winch. I'll bet they'll be happy to give it to you. It's a little bigger, but will do the job."

"Won't it bother you that the sheet winches will be different on each side of the cockpit? With different gear ratios and everything?"

"Heck, no," my crew shrugged. "As long as I have two working winches, what's the difference?"

I didn't have a good answer. "I guess if you don't care if the winch on the port side matches the winch on the starboard side," I admitted, "then a project boat like this one might be economical. But I'd still run away if I were you."

We managed to get the boat back into its slip without incident.

Two days later, the berth was empty. My crew had taken the plunge. I lost a good crew, but maybe — if he can get the bottom clean — we'll have gained a boat in our beer can fleet — although I shudder to think how much it's going to cost him before the dust settles.

As Mark Twain once said, "A man who carries a cat by the tail learns something he can learn in no other way."

— max ebb

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THE RACING

The Singlehanded Farallones kicks off June's Racing Sheet. Then we learn of a surprise entry (and more) in the **Race to Alaska**, switch gears to the **Konocti Cup**, return to the shorthanders for a report on the in-the-Bay **Round the Rocks Race**, and look forward to the **High Sierra Regatta** this summer and **Quantum Key West Race Week** this winter. Last but not least, **Box Scores** features a batch of spring classics.

Singlehanded Farallones

The first start of the 34-boat Singlehanded Farallones Race was at 8:35 a.m. on Saturday, May 14, off the race deck of the Golden Gate Yacht Club, and swimmers in a triathlon test event were still swimming through the start line on their way from Alcatraz to St. Francis YC. Then Vessel Traffic Service called the race committee to advise them of an inbound tanker that would cross under the Golden Gate Bridge at the time of the last start. "Singlehanded sailors can handle what is thrown at them, and we had no issues," said Rick Elkins, race chair of the Singlehanded Sailing Society.

Whales also showed up at the start. "We watched them all day long until dark," said race-deck volunteer Kristin Soetebier. "I could see spouts on our side of the South Tower in the afternoon."

At 3 p.m., the race committee had to move their operations to the parking lot outside the clubhouse due to a wedding in the clubhouse. "Brian Boschma loaned us his homemade Yagi antenna that I rigged to my Tundra with an old reaching strut to make an official SSS Committee Truck," said Elkins. "We were able to reenter GGYC around midnight,

when I saw the forecast for this year's Singlehanded Farallones — 8-12 knots and 4-ft swells, I couldn't resist," said Wells. This year and last year the wind had been howling. "The second-hand instrument package I'd bought still hadn't been tested, much less installed, and there was still no sign of my Autohelms, which appear to have been eaten by my basement," said Wells. But she signed up anyway.

Sitting at the GGYC dock the morning of the race, she thought to herself, "This is such a bad idea. I should just go home." She hadn't been eating or sleeping well and was feeling under the weather." She told herself there was no harm in starting — the line was right there. She started a minute or so behind her competitor trimarans, *Humdinger* and *Raven*. She passed *Humdinger* on the way to the Gate. "Oh that's nice, I thought — someone will be on my heels and can call for help if things go terribly wrong."

The forecast had called for 4-ft seas every 15 seconds, so mild that Wells barely noticed the waves. "After Point Bonita it started to get cold. I peeled off the jeans that I had lived in for the past three days and put on leggings, pajama pants and some foulies."

A favorable shift in the wind to



ERIK SIMONSON / WWW.PRESSURE-DROP.US

on the southwest side that day. Waves were breaking in unusual places, and I stayed wide. I figured a safe depth was 12 times the sea state, which in 4-ft waves is around 60 feet."

After rounding, Wells found herself on another reach. "I didn't need to do anything with my sails except trim them a little bit. This was very handy because the radar reflector was hoisted on my spinnaker halyard, which meant a long

list of steps would be needed to raise anything other than what was already up — with the Autohelm careening us right and left of a straight course."

So she just drove. She'd tethered the GPS to her PFD and looked down at it every couple of minutes. "My GPS track is remarkably straight. I think I probably sailed the shortest course and was start-

ing to feel pleased with myself for being out of sight of land, and, even in marginal physical condition, feeling unafraid."

She tried not to run over the many

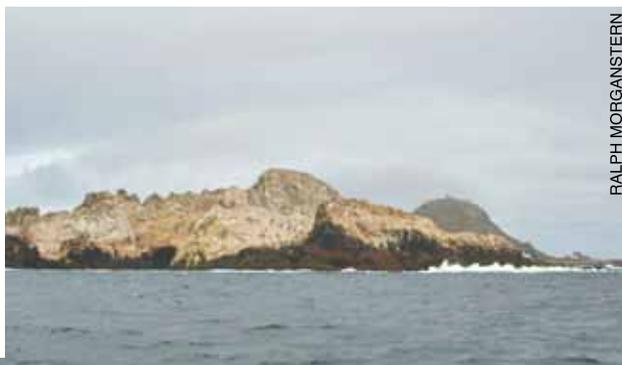


AMY WELLS

where we recorded the last two racers, *Dura Mater* at 00:13:43 and *Geodesic III* at 01:36:15."

The humpbacks were still on station when the first finisher, Amy Wells on the F-27 *Wingit*, crossed under the bridge around 4 p.m.

"Light air is my boat's specialty, so



RALPH MORGANSTERN

Left: Amy Wells' selfie with the turning mark. Right: What the islands looked like on May 14.

the south allowed Wells to crack off and get some speed in a close reach to the island.

"The lee shore of the Farallones was



Steve Hodges on the yellow *Islander 36 'Frolic'* and Ralph Morganstern on the *Dehler 34 'Geodesic III'* start the *Singlehanded Farallones Race*.

crab-pot floats she passed. "There were seals and pups clustered on top of the channel markers, with little ones trying desperately to leap out of the water and onto the pile." She saw dolphins and "sea birds that made a weird honking noise."

Greg Nelsen, who had helped Wells with her depthsounder, was the first monohull sailor to finish, at 5:28. His *Azzura 310 Outsider* also corrected out to first monohull overall. When Elkins ran the finish times the morning after the race, he noticed that *Outsider* had beat Bob Johnston's *J/92 Ragtime!* for first monohull on corrected time by just 24 seconds — after more than nine hours of racing.

At age 84, Ryle Radke was, presumably, the oldest skipper in the race. He dropped out after about 12 hours of racing his Beneteau 323 *Friday Harbor* — but not because he was tired. "I had promised a friend of mine I'd take him and his daughter sailing on Sunday morning," he confessed. Outbound, he found a hole in the fog on the north side. "When I rounded the island I was the only one there. Then, about 10 miles off Point Bonita, I hit another hole. At 9 p.m. I was going less than one knot." Radke did the math and dropped out. "The race committee did a terrific job putting the race together and keeping in communi-

cation with everyone," he told us. Though he says he's not a serious racer, he won his division in the 2014 SHF.

Jackie Philpott on the *Cal 2-27 Dura Mater* came in after midnight and said she could hear the whales spouting all around her. This was the first Singlehanded Farallones that Philpott was able to finish — and she was the only one in her slow-boat PHRF division to do so.

The final boat returned to GGYC at 1:36 a.m. on Sunday, with plenty of time to spare before the 6 a.m. cutoff. "The finish was not one of my shining moments, as I wrapped the spinnaker in an attempt to jibe in pitch blackness," recalls Ralph Morganstern of the *Dehler 34 Geodesic III*. "Spinnakers seem to be my main foil in life (see 'Ralph's wrap' in your archives of the '86 Singlehanded TransPac). However, this was not the lowest moment of the race for me, nor was the jib halyard failure on the trip up to GGYC Friday — but for the help from a coastal cruiser and a fellow singlehander, Tom Boussie of the *Capo 30 Joujou*, I would not have made it to the start. That honor was reserved for a fouled prop caused by an errant spinnaker sheet which had me sailing into Brisbane Marina at 7 a.m. Sunday, upwind, against the tide, under main alone."

— *latitude/chris*

SSS SINGLEHANDED FARALLONES, 5/14

PHRF <108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Tijd**, Beneteau First 30, Dirk Husselman; 3) **Freedom**, Worth 40, Jib Martens. (7 boats)

PHRF 111-159 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Grace**, Beneteau First 300, Jinchich Dokonal; 3) **Iniscaw**, Martin 32, Max Crittenden. (8 boats)

PHRF >162 — 1) **Dura Mater**, Cal 2-27, Jackie Philpott. (4 boats)

SPORTBOAT <129 — 1) **Outsider**, *Azzura 310*, Greg Nelsen; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Fugu**, *Wilderness 30S*, Chris Case. (8 boats)

SPORTBOAT >128 — 1) **Wetsu**, *Express 27*, Phil Krasner; 2) **Elise**, *Express 27*, Nathalie Criou; 3) **Verve**, *Express 27*, Ron Snetsinger. (3 boats)

NON-SPINNAKER — 1) **The Flying Penguin**, Beneteau 375, John Shannon. (1 boat)

MULTIHULL — 1) **Wingit**, F-27, Amy Wells; 2) **Raven**, F-27, Truls Myklebust; 3) **Humdinger**, Walter Greene 35, Lawrence Olsen. (3 boats)

MONOHULL OVERALL — 1) **Outsider**; 2) **Ragtime!**; 3) **Tijd**; 4) **Freedom**; 5) **Nina**; 6) **Fugu**; 7) **White Shadow**, J/88, Jim Hopp. (31 boats)

Full results at www.jibeset.net

R2AK2 Attracts Big Guns

Come June 23, John Sangmeister, Ryan Breimeyer and a crew of fellow superstars will find their foiling ORMA 73 trimaran *Tritium* (ex-*Lending Club*) competing against everything from Corsairs to a Hobie Windrider to a Cal 20 to a Drascombe Longboat to a kayak to a stand-up paddleboard. That's because the professionally sailed and commercially sponsored team has taken up the challenge of the second Race to Alaska, which will start in Port Townsend, make a quick stop in Victoria, BC, and wind its way through the Inside Passage to Ketchikan, in Southeast Alaska, 750 miles from the start.

According to the team's description on the R2AK website, "The boat is a force:

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

May's racing stories included:

- YRA Great Vallejo Race
- New Fleet of 52s on the West Coast
- America's Cup World Series
 - Transat Bakery
 - San Diego Cat Fight
- Clipper Round the World
- US Olympic Team Preview and more!

THE RACING



ALL PHOTOS FRED FAGO

Beer-can racing is in full swing. These photos are from Encinal YC's Friday night Twilight Series on the Oakland-Alameda Estuary. This page: The racers encountered brisk breeze on April 22. "Three showers came through the Oakland Hills during the race, but not one drop of rain fell on the race course," said photographer Fred Fago.

It rips along at 30 knots — to be safe they're giving themselves four days to get to the Port Townsend starting line... from L.A. Our crappy mobile command van can barely drive there that fast. If all goes well Team Tritium Racing is going to squash the R2AK like a bug on a 30-knot windscreen."

Likely the only thing standing in their way will be the harbor traffic in Victoria, where sailing is illegal — all teams have to get in and out of Victoria under human power alone — a minefield of driftwood hundreds of miles long, and the treacherous currents of the Seymour Narrows.

For local knowledge, Team Tritium has recruited an R2AK recidivist, Tripp Burd, who was a member of the fourth-place team in 2015. Team Freeburd consisted of Tripp and his brother Chris sailing a 22-year-old Arc 22 beach cat.

Will the 73-ft trimaran make it through the gauntlet to capture the \$10,000 cash prize nailed to the trunk of a tree in Ketchikan? Or will it go to a boat more like last year's winner, the F-27 trimaran sailed by Team Elsie Pid-dock, only bigger and faster?

Hoping for glory but also sailing to promote and raise some bucks for the nonprofit Brain Injury Network of the Bay Area is Team It Ain't Brain Surgery. Bay Area sailor and brain surgeon Mark Eastham with crew Stephane Lesaffre and Jeremy Boyette will attempt the race on Eastham's F-31R *Ma's Rover*. If they win, BINBA will receive \$20,000 (the \$10,000 prize plus \$10,000 in matching donations). You can read more about Team It Ain't Brain Surgery in *Lectronic Latitude*.

Before Team Tritium signed up, the fastest entry was probably Team MAD Dog Racing, made up of Randy Miller, Ian Andrewes and Colin Dunphy sailing the cabinless Marstrom 32 catamaran usually known as *Miller Racing*. They'll be drenched with freezing-cold water streaming through their net for hundreds of miles, but if their two hulls can miss all the flotsam they could win — provided Team Tritium's three hulls aren't as lucky.

Read all the amusing team bios and learn much more at www.r2ak.com.

— *latitude/chris*

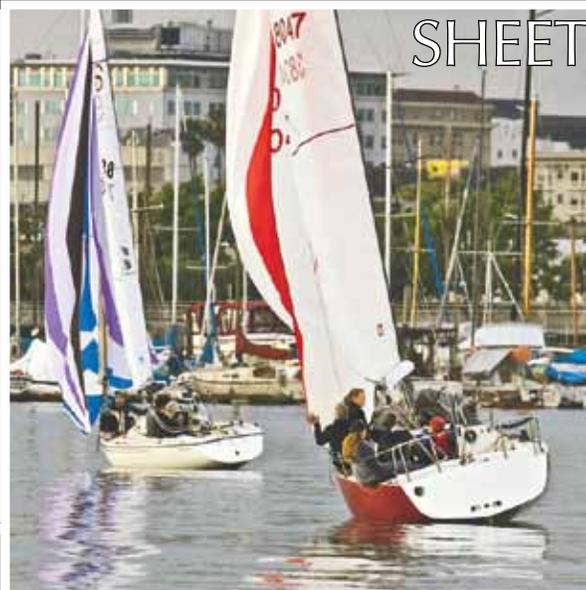
Konocti Cup on Clear Lake

The Konocti Bay Sailing Club staged their 32nd annual Konocti Cup Regatta on Clear Lake April 23. "This is our biggest race, yet it still has that special feeling that a small club and personable community can bring to a great sailing venue," claims KBSC's vice commodore, Brad King.

Thirty entries sailed in five divisions. A half dozen Wylie Wabbits comprised the largest group, as they included the Konocti Cup in their 2016 season series. The Wabbits sailed the full 26-mile course; slower divisions sail a 13-mile Half Cup course.

"The Full Cup fleet of 14 boats was closely bunched until the longer down-wind and reaches of the course allowed the Wabbits and Ultimate 20s to stretch out a bit," reports King.

A shift in the weather lightened conditions considerably, but as the afternoon wore on cumulus clouds started to build on the ridges and peak of Mount Konocti. "Many of the higher-rated boats were still close to the hot boats beating their way home in light air when it went from light to heavy in just 20 minutes," said King. "Because of the light air, boats were spread everywhere seeking the breeze. and suddenly everyone was trying to aim



at the finish with big puffs and shifts charging down the lake."

Two of the local Capri 25s, *In the Red* and *Lakota II*, were in the hunt for the Cup. King describes their quest for glory: "*Lakota* was behind coming away from the final mark but was out in the breeze when it picked up and was close to laying the finish without a tack. *Red* was blocked under Monitor Island and ducked through the passage. Finding breeze and a lift, they charged up Windflower Point a mile apart. When they next came together, *In the Red* tacked just ahead of *Lakota* and cleared the line ahead by 28 seconds for the Cup and first in B Division. It is rare for a B Division boat to win the overall Cup. Congratulations to Pat Brown, Jim Carlsen, and Jim Bilafer. The Santana 20 *Presto!* was awarded first in our Half Cup division with John and Preston Todd joined by star foredeck and KBSC's second-oldest member, 85-year-old Burt Tunzi."

— latitude/chris

KBSC KONOCTI CUP 4/23

FULL CUP MONOHULL — 1) **In the Red***, Capri 25, Jim Carlsen; 2) **Lakota II**, Capri 25, Bob Walmsley; 3) **Bad Hare Day**, Wylie Wabbit, Erik Menzel. (14 boats)

FULL CUP MULTIHULL — 1) **Wings**, F-24, Bill & Tammy Cook; 2) **Fluid Management**, Hobie 20,

This page: EYC's next Friday-night race on May 6 was a creature of a different species. "The wind was much different from the previous race," reports Fago. "A light breeze from the east made for a downwind, spinnaker start. All the boats were able to finish within the time limit on a shortened course." See standings at www.encinal.org.

Kent Bliven. (2 boats)

HALF CUP — 1) **Presto!**, Santana 20, John Todd; 2) **Showtime**, Cal 25, Don Ford; 3) **Lil' Bit**, Ranger 23, Chet Britz. (7 boats)

HALF CUP WHITE SAILS — 1) **Sunshine**, Santana 525, Larry Kubo; 2) **Santé**, Capri 26, Jim Westman; 3) **Sideways**, MacGregor 26, Brian Oliver. (4 boats)

*KONOCTI CUP WINNER: **In the Red**.

Full results at www.kbsail.org

SSS Round the Rocks

The Singlehanded Sailing Society held their last in-the-Bay race until October on April 23. The morning's strong flood and light breeze made for a challenging start. Indeed, after the 35-minute-long sequence ended, about half of the 96-boat fleet still lingered east of the starting line on the Berkeley Circle.

The 19-mile course takes racers around Alcatraz (The Rock) and Harding Rock in the Central Bay, past Red Rock in the North Bay, around the Brothers Islands, and on to a finish off Richmond YC's race platform.

Within the Bay-tour course lie a lot of puzzles, not the least of which is whether

to take Angel Island to port (around Point Blunt) or starboard (through Raccoon Strait) in order to get from Harding Rock to Red Rock. The division winners who accepted prizes at the awards meeting were about evenly split on the Raccoon vs. Point Blunt strategy.

Another key decision in the race comes even earlier. After starting, some chose to head toward Treasure Island on starboard tack, whereas others beat west to Angel Island. The TI choice worked well for the overall doublehanded winner, Jennifer McKenna, who, with crew Suzne Lee, beat 75 doublehanders sailing her non-spinnaker Santana 22 *Zingaro*. (So much for our declaration that a non-spinnaker boat could never win overall.)

"We started on time," McKenna said, describing her race. "In fact, we were over early and had to dip the line." Their dip was accomplished in seconds. On a header, they tacked over toward TI. "The westerly filled in as predicted. The next tack put us in the cone of Alcatraz. We were suddenly seeing Express 27s and Moore 24s. We asked each other, 'Did

THE RACING



LATITUDE / CHRIS

Sailing the 26-ft Schumacher design 'Summertime Dream', Scott Owens won the singlehanded trophy for the SSS Round the Rocks Race.

we miss a mark?' It took two tacks to get around Harding Rock." *Zingaro* opted for the shorter Raccoon Strait route.

Topping the 21 singlehanders was Scott Owens on the Schumacher quarter-tonner *Summertime Dream*. "I hovered around the race committee boat, went to Angel Island, and stayed high," he said about his race. "The westerly came in, and off we went. I could see in Raccoon Strait that all the boats ahead were stalled out, but I brought the wind."

The next race on the SSS schedule is the Singlehanded TransPac, which will start on July 2 from Corinthian YC in Tiburon. See www.sfbaysss.org.

— *latitude/chris*

SSS ROUND THE ROCKS, 4/23

SINGLEHANDED PHRF <109 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Redsky**, Olson 34, Brian Boschma; 3) **Tijd**, Beneteau First 30, Dirk Husselman. (3 boats)

SINGLEHANDED PHRF 111-159 — 1) **Iniscaw**, Martin 32, Max Crittenden; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Crinan II**, Wyliecat 30, Don Martin. (6 boats)

SINGLEHANDED PHRF >163 — 1) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens; 2) **Irish Blessing**, J/24, Chad Peddy; 3) **Green Dragon**, Cal 20, Marcus Choy. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Elise**, Express 27, Nathalie Criou; 2) **Fugu**, Wilderness 30, Chris Case; 3) **Warpath**, Olson 30, Andrew Zimmerman. (4 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Sobranite**, Alerion 28, Paul Descalso; 2) **Hot Ice**, C&C 110, Mike Haddock. (2 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**, F-27, David Morris. (1 boat)

OVERALL SINGLEHANDED MONOHULL — 1) **Summertime Dream**; 2) **Irish Blessing**; 3) **Sobranite**; 4) **Green Dragon**; 5) **Iniscaw**. (20 boats)

DOUBLEHANDED PHRF <109 — 1) **Saetta**, J/120, Ludovic Milin/Dave Corbin; 2) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 3) **Acey Deucy**, J/44, Richard Leute/Ken Grayson. (13 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Ad Lib**, Aphrodite 101, Bruce Baker/John Skinner; 2) **Tartanic**, Tartan Ten, Robert & Chris Lanzafame; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (15 boats)



LATITUDE / CHRIS

Suzanne Lee and Jennifer McKenna won the doublehanded trophy for Round the Rocks, sailing McKenna's non-spinnaker Santana 22.

DOUBLEHANDED PHRF >163 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Paul Sutchek; 2) **Nemesis**, Pearson Commander, Jeff & Pat Sullivan; 3) **Evil Octopus**, J/24, Jasper Van Vliet/John Pytlak. (8 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Abigail Morgan**, Ron & Oliver Kell; 2) **Tequila Mockingbird**, Matt Krogstad/Kim Petritz; 3) **El Raton**, Ray Lott/Steve Carroll. (12 boats)

DOUBLEHANDED SPORTBOAT — 1) **Legs**, Moore 24, Lester & Mary Robertson; 2) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 3) **Max**, Ultimate 24, Bryan Wade/Jeremy Schwartz. (12 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna/Suzanne Lee; 2) **Stink Eye**, Laser 28, Christine

SDYC YACHTING CUP, 4/30-5/1, (7r, 1t)

DIVISION AA — 1) **Elixir**, N/M 50, Chad & Kerrie Downey, 5 points; 2) **Fox**, Transpac 52, Victor Wild, 6; 3) **Staghound**, R/P 50, Alec Oberschmidt, 10. (6 boats)

DIVISION A — 1) **Resolute**, J/125, Tim Fuller, 5 points; 2) **Rock & Roll**, Farr 400, Bernie Girod, 8; 3) **Anarchy**, Melges 32, Scott Tempesta, 12. (7 boats)

DIVISION B — 1) **Mexican Divorce**, 1D35, Neil Fraser, 10 points; 2) **Kite**, 1D35, David Nelson, 10; 3) **Flyingfiche**, 1D35, Robert Zellmer, 18.5. (8 boats)

DIVISION C — 1) **Rival***, J/35, David Boatner, 8 points; 2) **Menace XVII**, Schock 35, Dennis Conner, 9; 3) **Gator**, Frers 39, Todd Wheatley, 16. (8 boats)

DIVISION D — 1) **Avet**, J/80, Curt Johnson, 8 points; 2) **Gray Goose**, Olson 30, Jeremy Quinton/Scott Clapp, 11; 3) **Poco Loco**, Beneteau 35s5, Michael & Kathy Roach, 16.5. (8 boats)

FARR 40 — 1) **Blade 2**, Michael Shlens, 5 points; 2) **Foil**, Gordon Leon, 8; 3) **Skian Dhu**, Martin Meerhoff, 11. (5 boats)

THE BOX SCORES

J/120 — 1) **Caper**, John Laun, 6 points; 2) **CC Rider**, Chuck Nichols, 9; 3) **Jim**, John Snook, 11. (6 boats)

BENETEAU FIRST 40.7 — 1) **Lugano**, Mark Stratton, 8 points; 2) **Victoire**, Robert Atkins, 10; 3) **Excalibur**, David Tarson, 17. (4 boats)

BENETEAU FIRST 36.7 — 1) **Kea**, Chick Pyle, 6 points; 2) **Kraken**, Thomas Shepherd, 16; 3) **Melokia**, Mike Whittimore, 19. (8 boats)

J/105 —) **Sanity**, Rick Goebel, 10 points; 2) **Wings**, Dennis Case, 12; 3) **Juiced**, Tom Hurlburt/Chuck Driscoll, 12. (8 boats)

FLYING TIGER — 1) **Justice**, John Harrop, 9 points; 2) **Mile High Klub**, Phillip Infelise, 13; 3) **Abacus**, Tim Chin, 17. (6 boats)

J/70 — 1) **USA-32**, Bruce Cooper/Shawn Bennett, 13 points; 2) **Minor Threat**, Jeff Janov, 14; 3) **Sugoi**, Chris Raab, 14. (10 boats)

*YACHTING CUP WINNER — **Rival**.

Full results at www.yachtingcup.com

STFYC ELVSTROM ZELLERBACH REGATTA, 4/30-5/1, (5r, 1t)

505 —) Mike Martin/Adam Lowry, 4 points; 2) Jeff Miller/Pat Diola, 9; 3) Parker Shinn/Reeve Dunne, 11. (6 boats)

C420 —) Spencer Paulsen/Ryder Easterlin, 5 points; 2) Gwyneth Dunlevy/Maddy Kuhn, 7; 3) Mats Keldsen/Paige Dunlevy, 13; 4) Thomas Samuels/Will Glasson, 16. (16 boats)

LASER — 1) Emilio Castelli, 11 points; 2) William Pullen, 12; 3) Paul Didham, 15. (11 boats)

LASER RADIAL — 1) Caleb Yoslov, 6 points; 2) Doug Seeman, 8; 3) John-Bernard Duler, 12. (14 boats)

F18 — 1) Charles Froeb, 6 points; 2) Ben Lamond/Shawn Hwang, 7; 3) Matthaeus & Marcus Leitner, 11. (5 boats)

WETA — 1) David Berntsen, 4 points; 2) Jonathan Weston, 9; 3) Christophe Allie, 11. (6 boats)

HYDROFOIL KITE — 1) Johnny Heineken, 4 points; 2) Stefaans Viljoen, 8; 3) Ariel Poler, 12. (11 boards)

Full results at www.stfyc.com



Weaver/Jonathan Gutoff; 3) **Quicksilver**, Catalina 30, Jerry Stafford/Nelda Osborne. (5 boats)

DOUBLEHANDED MULTIHULL — 1) **Peregrine Falcon**, F-27, Bill Gardner/Will Matievich; 2) **Ma's Rover**, F-31, Mark Eastham/Stephane Lesaffre; 3) **Khimaira**, F-25, Mark & Kim Zimmer. (10 boats)

OVERALL DOUBLE-HANDED MONOHULL—

1) **Zingaro**; 2) **Can O'Whoopass**; 3) **Nemesis**; 4) **Abigail Morgan**; 5) **Evil Octopus**; 6) **Tequila Mockingbird**; 7) **El Raton**; 8) **Ad Lib**; 9) **Bombora**, Express 27, Rebecca Hinden/Scott Davidson; 10) **Take Five**, Express 27, Donald Carroll/John Ederer. (65 boats)

Full results at www.sfbayss.org

Water for High Sierra Regatta

The folks at Fresno YC want sailors to know that they are not just "whistling in the dark" anymore. "We have just learned about water levels at Huntington Lake," they write. Perched high in the Sierra Nevada within Fresno County, Huntington Lake is a scenic reservoir built in 1912 as part of the Big Creek Hydroelectric Project.

At a community meeting on May 5, representatives of Southern California Edison explained how they are working with other agencies to ensure that Huntington Lake will be kept full at least

At 6,955 feet, the scenic Huntington Lake reservoir is the setting of the High Sierra Regatta held on two weekends in July.

through the end of July.

That's good news for the 61st High Sierra Regatta, which will be held as planned. The first weekend, July 9-10, will be for centerboarders and the second weekend, July 16-17, for keelboats.

After two years without water, the regatta is coming back with some significant changes. "In keeping with modern trends in small-boat racing, there will be more races," write the FYC organizers. "We are changing the format to include five races. This will place an emphasis on starting and boat handling at the marks. In order to accomplish this short-course racing, the traditional start-finish line will be separated. We have been locked into the longer race format because we only had one start-finish line. With eight starts, short races would finish before we

got all the starts off."

Drone and on-the-water video coverage will be shown at the Saturday evening party, the location of which will move to the ski resort at China Peak. Transportation will be provided between the

party and the launch-ramp area. "This way everyone will be free to enjoy the dinner and party at whatever level they choose. We are bringing the fun back. That's why we do this."

See www.fresnoyachtclub.org.

— latitude/chris

Key West Race Week 2017

It may seem early to talk about a regatta that's more than seven months away, but the Storm Trysail Club wishes to advise racers that they'll get the best value by signing up for Quantum Key West Race Week before the first discount entry deadline of July 1.

The dates of the 2017 KWRW are January 15-20, and the format will remain the same as in recent years. Classes already committed range from Melges 24s to the TP52s of the 52SuperSeries. See www.keywestraceweek.com.

— latitude/chris

FLIGHT OF THE BULLS, FOSTER CITY, 5/7

EL TORO SENIOR — 1) Art Lange; 2) Fred Paxton; 3) Vaughn Seifers. (12 boats)

EL TORO JUNIOR — 1) Connell Phillips; 2) Owen Lahr; 3) Peter Marlett. (10 boats)

Full results at www.eltoroyra.org

SiFYC J/FLEET SERIES STOP, 5/14-15

J/120 (6r, 0t) — 1) **Chance**, Barry Lewis, 30 points; 2) **Peregrine**, David Halliwell, 14; 3) **Mr. Magoo**, Steve Madeira, 14. (5 boats)

J/111 (6r, 0t) — 1) **Topsy Turvy**, Ryan Peter Wagner, 11 points; 2) **Bad Dog**, Richard Swanson, 14; 3) **Double Digit**, Gorkem Ozcelebi, 17. (4 boats)

J/105 (8r, 0t) — 1) **Blackhawk**, Ryan Simmons, 25 points; 2) **Godot**, Phillip Laby, 30; 3) **Wonder**, Tom Kennelly, 37; 4) **Arbitrage**, Bruce Stone, 38; 5) **Akula**, Doug Bailey, 45. (21 boats)

Full results at www.stfyc.com

SFYC ELITE KEEL REGATTA, 5/14-15 (5r, 0t)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 9 points; 2) **Personal Puff**, Dan Hauserman, 10; 3)

THE BOX SCORES

Looper, Duane Yoslov, 15. (4 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 6 points; 2) **Cool Story, Bro**, John Bridgen, 15; 3) **1FA**, Scott Sellers, 22. (10 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Peaches**, John Rivlin, 13 points; 3) **Current Affair**, Seth Clark, 19. (6 boats)

IOD — 1) **One Hundred**, Paul Zupan, 9 points; 2) **Xarifa**, Paul Manning, 10 points; 3) **Bo-lero**, Richard & Mark Pearce, 11. (4 boats)

KNARR — 1) **USA 125**, Jon Perkins, 6 points; 2) **Three Boys and a Girl**, Chris Perkins, 18; 3) **Never Again 4**, Mark Adams, 22. (14 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet, 6 points; 2) **Downtown Uproar**, Darren Cumming, 14; 3) **Shut Up and Drive**, Val Lulevich, 15. (6 boats)

Full results at www.sfyc.org

LYSA SPRING REGATTA, 5/14-15 (5r, 0t)

DAY SAILER — 1) Mike Gillum, 12 points; 2)

Craig Lee, 14; 3) Steve Lowry, 14. (6 boats)

WINDMILL — 1) Scott Rovanner, 8 points; 2) Darrell Sorensen, 15; 3) Matt Loeffler, 26. (4 boats)

BANSHEE — 1) Charles Witcher, 5 points; 2) Wayne Cassingham, 10; 3) Jack Tatum, 23. (6 boats)

LASER — 1) Nick Cave, 5 points; 2) Rick Raduziner, 13; 3) Stephen Aguilar, 16. (4 boats)

LASER RADIAL — 1) Bob Gunion, 5 points; 2) Mark Sabin, 17; 3) Cynthia Shallit, 18. (3 boats)

LARGE OPEN CLASS — 1) Victory 21, Scott Holmes, 5 points; 2) Pyramid 6.6, Steve Eyberg, 15; 3) Catalina 22, Francis Samson, 16. (5 boats)

SMALL OPEN CLASS — 1) VX One, Kelly Pike, 8 points; 2) Vanguard 15, Chris Ganne, 11; 3) Rondar K6, Steve Cameron, 13. (5 boats)

Full results at www.lakeyosemite.com

FREMONT RELAYS, FSC, 5/15

EL TORO — 1) Fred Paxton/Owen Lahr; 2) Art Lange/Peter Marlett; 3) Dennis Silva/Paul Zander. (15 boats)

Full results at www.eltoroyra.org

With reports this month on the **Fabulous Cruising Grounds of Vava'u**, and a **Sailor's Confession About Cruise Ship Sailing**.

Escaping the Mainstream in the Friendly Kingdom

Looking for an exotic bareboat charter destination that offers uncrowded anchorages, pristine water and an authentic culture steeped in centuries-old traditions? Consider the "Friendly Kingdom" of Tonga.

Lying 1,400 miles west of Tahiti and 400 miles east of Fiji, the 171-island nation of Tonga is among the least developed regions in the South Pacific — especially the southern portion called the Vava'u Group, where the Sunsail/Moorings charter base is located (the nation's only bareboat operators).

The same things that attract several hundred international cruising boats to Vava'u every year during the summer (dry) season make it ideal for easy, laid-back chartering — even for first-timers. For starters, this maze-like archipelago is peppered with well-protected anchorages, most of which have little or no development ashore. Once outside Neiafu, the capital city of Vava'u, every panorama is dominated by deep-blue water and low-lying islands covered in lush tropical greenery. White sand beaches?

One of the unique attractions of Tonga is that you can swim with humpback whales in pristine waters — although only with a guide.



There are dozens and dozens of them.

You won't find British Virgin Islands-style mooring buoys in these anchorages, but securing the hook in the sandy bottom here is generally simple and straightforward. Likewise, navigation between anchorages is dead simple, even though there are not many aids to navigation. The many safe anchorages noted on the charts that you'll be given by your charter operator will probably be labeled by number, so you won't be confused by their actual Polynesian names — some of which are a mouthful to pronounce.

Because there is virtually no industrial development here, and a relatively small population, water clarity throughout the area is stunning — ideal for snorkeling and scuba diving. For both charterers and land-bound vacationers (of which there are relatively few), perhaps the most unique of Vava'u's attractions are its humpback whales. Just as West Coast humpbacks migrate from Alaska to Mexico each year, Tonga's cetaceans swim thousands of miles north from Antarctica to give birth in tranquil Tongan lagoons. Vava'u is one of the only places on earth where laws allow humans to swim with whales, but — wisely — only when accompanied by a licensed guide. Treating yourself to this special experience before, after or during your charter would undoubtedly be one of the highlights of your trip, if not of your entire sailing career.

South Pacific history buffs know that Tonga is the only South Pacific island group that was never conquered by Europeans. Thus, many aspects of traditional Polynesian culture are still revered here, such as music, dance and wood carving.

Almost all Tongans are deeply religious, which may explain why many visitors find them exceedingly friendly and helpful. Almost every business is closed on Sundays — as it's technically illegal to work on that holy day, except in certain circumstances.

As explained in Charles Paul's just-published *Guide to the Kingdom of Tonga*, "In Vava'u only about 56% of adults are involved in the cash economy — the rest live from subsis-



Traditional Polynesian songs and dance routines are passed down from generation to generation.

tence agriculture, fishing and collecting. Most Tongans grow their own food, build their own homes, and make their own woven handicrafts and household products (such as tapa [cloth], handbags, baskets, place mats and brooms)."

The simple, no-frills lifestyle of these islanders may be misunderstood by outsiders, Paul explains. "Social etiquette, personal dignity, and respect are valued in Tonga before material wealth." As a result, he explains, crime is minimal, and



The Vava'u Regatta fleet sails away from Neiafu Harbor. Every island is covered with lush greenery, and the water clarity is amazing.

no one goes hungry or suffers homelessness. As an illustration of the enduring values of this long-established culture, Paul writes: "Goods acquired by or given to an individual are often shared with the entire community."

As you might imagine, the pervasive religiousness of Tongans results in their being substantially more conservative than many other South Pacific islanders. You won't find local women walking around town with a lot of skin showing or swimming in Brazilian bikinis — in fact, many Tongans swim fully clothed. Out of respect, travelers should dress a bit more modestly than they would in other tropical vacation spots, at least while in public places.

Readers who have had to adjust to the laid-back pace of day-to-day living and doing business in other tropical places such as the Eastern Caribbean will get a kick out of this passage from Paul's excellent guide: "Time and schedules are loose concepts in Tonga; 2 p.m. may mean 5 p.m., tomorrow may be next week, and something put off for two weeks may not happen at all." But hey, if you're burnt out on the insanely hectic pace of modern urban living here on the West Coast, a visit to Tonga could be the perfect antidote.

When you need a break from playing Robinson Crusoe in the outer anchorages, it's fun to spend some time in Neiafu's broad, circular anchorage, where you'll meet salty international cruisers of all stripes. Some will weather the December-to-March cyclone season here, either on a mooring or hauled out in the recently opened boatyard. Most, however, will be enjoying Tonga's tropical tranquility before making the 1,200-mile crossing to New Zealand.

Ashore there are a number of sailor-friendly shops and restaurants, often run by expats who became captivated by this verdant slice of paradise.

If a sailing getaway to Vava'u sounds enticing, we suggest you waste no time in locking in a reservation for a late-summer cruise, or even for early next season, as there are fewer than a dozen boats in the bareboat fleet — a mix of monohulls and cats.

Yeah, we know, it's a long way from home. But here's a tidbit of info that might convince you to pull the trigger. Using Fiji Airways out of

LAX, you can get all the way to Vava'u in 14 hours, with only one change of plane, and the price is much less than you'd pay to visit Tahiti, Auckland or Sydney.

Life is short, right? Isn't it time you had an exotic adventure?

— andy

A Taste of Tahiti, the Next Best Thing to Bareboating

"We're really not cruise-ship people." the four of us quietly protested as we boarded the sail-assisted cruise ship *Wind Spirit* in Papeete harbor.

Deborah Norum, a fellow longtime crew on *Profligate* during Baja Ha-Ha rallies, had booked this trip through the Tahitian islands as a unique way to celebrate her and her boyfriend Fin Beven's birthdays. Always up for an adventure, my 'Captain Johnny' and I decided to tag along and help them celebrate.

Tongan carvers display their handiwork in this image from Charles Paul's excellent new 'Guide to the Kingdom of Tonga'.

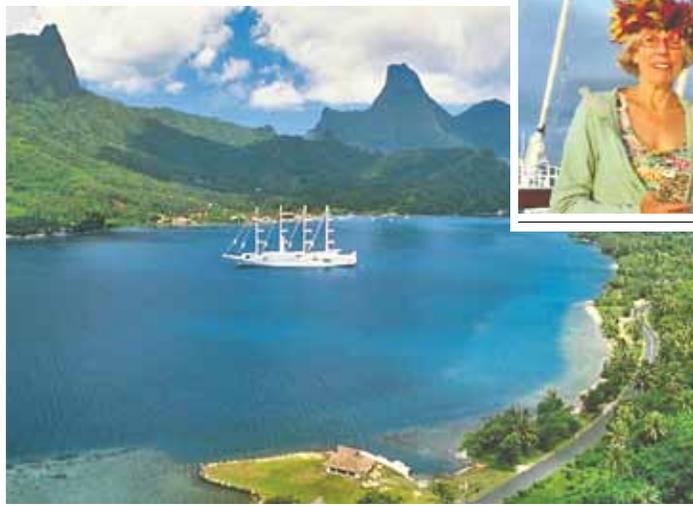


WORLD OF CHARTERING

This four-masted, 360-foot ship really felt more like a private luxury yacht than a cruise ship with her teak decks and sumptuous staterooms. She carries 25,000 square feet of sail to help assist her engines.

Sailing at night gives guests all day to explore each island. Those of us who enjoy night passages were happy to sacrifice some sleep in order to make the most of the inter-island transits. The first morning I assigned myself the 0300 watch and roamed the eerily quiet decks, enjoying the solitude, while reminiscing about sailing under the Southern Cross. I wasn't surprised to see Fin and Deborah enter the open bridge at 0430. I joined them in chatting up the watch captain and sharing a few laughs. Then we all gathered at the rail to watch the eastern horizon come to life.

Our first port of call was Cook's Bay, Moorea. From the upper deck we spotted Patsy Verhoeven's *Talion*, a boat we



Above: Surrounded by lush volcanic mountains, Cook's Bay 'Moorea' is like someplace out of a dream — a very happy dream. Inset: SoCal sailors Deborah and Fin.

know well from various Ha-Ha rallies. What an amazing small-world experience to find this familiar Gulfstar 50 anchored behind us! We coerced the watersports director to buzz us over in the ship's tender so we could say hi. Sadly, Patsy wasn't aboard, so we left a note in



the cockpit and snapped a photo of her boat in one of the most beautiful natural settings on earth.

After Moorea, *Wind Spirit's* itinerary took us to Tahiti's Leeward Islands: Tahaa, Raiatea, Bora Bora and Huahine. It was an ambitious yet doable schedule, filled with snorkeling, scuba, kayaking, hiking and island exploration.

This ship draws an active crowd, and the week we sailed aboard her it was filled to capacity: 115 passengers.

For sailors, a cruise aboard this ship holds many unexpected pleasures, and for us, it was a great way to get a taste of the French Polynesia and explore the possibilities for future bareboat adventures.

For more information, visit www.windstarcruises.com.

— Lynn Ringseis



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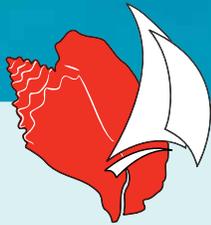
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SAILMAKER TO THE WORLD SINCE 1947

CHANGES

With reports this month on **Pied-a-Mer III** on the East Coast of Australia; from **En Pointe** on the Sabang Marine Festival in Indonesia; from **Iolani** on wintering in Hawaii; from **Migration** on a never-ending refit in Thailand; from **Moonshadow** on a 16.5-day Puddle Jump; and **Cruise Notes**.

Pied-a-Mer III — Seawind 1160 Eric and Pam Sellix Enjoying Oz (Clatskanie, Oregon)

Even though Eric and I were in our late 60s before doing our first Ha-Ha in 2012, and I had never been offshore, we have been having an absolutely fabulous time cruising. We did a second Ha-Ha in 2014, did the Puddle Jump in 2015, and are now cruising the east coast of Australia.

Australia is wonderful! The people, the culture, the sailing, the food — it's all been great.

Most of our Puddle Jump friends went to New Zealand, but we encourage them to come to Australia for the next tropical-cyclone season. Apparently Australia got a bit of a bad reputation with cruisers in the past because of problems with immigration, customs and quarantine. Apparently all that has changed, because we had no trouble entering Australia.

It may, however, have something to do with the fact that we came to Bundaberg, Australia, from New Caledonia as part of the Down Under Rally. That rally is run by Jack Hembrow, who got the idea for it from doing the 2010 Baja Ha-Ha with his Moody 54 *Red Sky*.

We have been welcomed by so many people since arriving in Oz. Locals have **Having worked very hard running restaurants for years, Pam and Eric weren't about to spend their retirement on their butts on a porch.**

shared their homes, families and activities with us. We were also featured in a television newscast and in a multihull sailing magazine.

We've been in Australia for six months now, having spent almost all of our time on the hook in good anchorages. Australians don't have to leave Australia to find good cruising, so most of them don't leave. And they find what we've done — sailed here all the way from Oregon — to be amazing.

We spent most of the cyclone season in Sydney Harbour, which allowed us to watch the start of the Sydney Hobart Race, see the \$7 million fireworks show off the Sydney Bridge, and be part of Australia Day activities. I could go on and on, but I'll just say that we feel so lucky.

— pam 05/03/2016

En Pointe — Searunner 31 Tri Tom Van Dyke The Sabang Marine Festival (Santa Cruz)

Well done, Indonesia!

The crews of about 20 cruising boats at the weeklong Sabang Marine Festival were treated like royalty by the Indonesian government. After all these years.

Indonesia, whose 258 million people make it the fourth most populous country in the world, has a long history of alienating cruisers by making it difficult, time-consuming and very expensive to comply with the paperwork requirements. Because it was often necessary to hire an expensive agent, many cruisers — who tend to hate paperwork anyway — simply avoided 'Wonderful Indonesia'.

That was a shame, because Indonesia, which stretches 3,000 miles from Weh in the northwest, to Papua New Guinea in the southeast, really is wonderful. It has more than 17,000 islands — although more than 125 million Indonesians live on Java, just one of them. Indonesia also has many natural wonders, a rich culture and friendly people.

Recently the Indonesian government decided they were really missing out on yachting tourism, and thus decided to do something about it. One of their first steps is to try to make Pulau Weh the third leg of what they hope will be a cruisers' 'Golden Triangle' in the north-



ernmost reaches of the Malacca Strait, the other two 'legs' being the already extremely popular cruising destinations of Phuket, Thailand, and Langkawi, Malaysia. It's 265 miles between Banda Aceh and Phuket, 316 miles between Banda Aceh and Langkawi, and 150 miles between Langkawi and Phuket.

To kick-start the 'third leg', the Indonesian government invested in a new marina at the port of Sabang on the island of Pulau Weh, which is just off the coast of Banda Aceh province. Sabang was once a deep-water port for refueling Dutch colonial trading ships, but thanks to crystal-clear water and abundant sea life, it has now become more popular for diving. Indonesia takes care to prevent overfishing by both nationals and foreigners. We saw two seized factory fishing boats, one Thai and one from Taiwan.

As part of the Sabang Marine Festival, we cruisers were given guided tours of the island, three meals a day, and entertained with the terrific music and dancing that Indonesia is noted for. We

LATITUDE / RICHARD



'Pied-a-Mer III' as seen sailing off Mexico.

LATITUDE / ANDY



IN LATITUDES

EN POINTE



Spread: *The Sabang Marine Festival featured the colorful dancing and dancers for which Indonesia is famous, free meals, a much better check-in process — and disappointingly short slips. Inset: Generally very liberal cruisers and very conservative Muslims of Banda Aceh got along well.*

cruisers were the audience for an Indonesian dance spectacle in the marina that was being filmed to create a video to promote the marina. But after the filming was over, the cast and we cruisers danced in genuine joy and camaraderie.

The only problem with the new marina at Sabang is that it's many miles away from anything, and there is no road. Officials say there will be a road by next year. But as a group, we felt we would have been better served by moorings near Sabang City and at the island's 22 dive sites.

The port does have a huge concrete dock area that was built for container ships. Now that this business is mostly over, it would be a terrific place for a boatyard and dry-storage facility. Indeed, the port is looking for someone to manage the existing facilities and promote new businesses. Naturally there wasn't a great rush from the cruisers, who are

mostly retired. But what a lovely place to live if you need a job. Especially if you like to dive, too.

In a second and even bigger improvement for cruisers, the Indonesian government now allows foreign yachts to stay for three years before having to renew their Import Permits. And get this — the Import Permit and renewals are free. Cruisers are also given a 30-day visa upon arrival, also free of charge. A small charge for quarantine is still in effect. These changes mean that in theory, Indonesia has gone from one of the least welcoming countries to cruisers to one of the most welcoming — at least in terms of paperwork.

But as everyone knows, there can be a big difference between theory and execution.

The new entry procedures mostly went very smoothly for the yachts that checked into Indonesia at Sabang for the festival. Customs and immigration officials were enthusiastic in complying with the newer, easier paperwork requirements. The flies in the ointment were the officials from quarantine. They had a hostile attitude toward the cruisers and solicited — demanded, actually — alcohol. With quarantine, it was just like the bad old days. However, the rumor is those officers were reprimanded and one transferred out.

The demand for alcohol by the Muslim officials was all too common and hypocritical. Sabang is in the province of Banda Aceh, the most strict and conservative Muslim province of mostly moderate Muslim Indonesia. Readers may remember that there was a long and bloody civil war between conservative Muslims in Banda Aceh province and the rest of the provinces of Indonesia from the late 1990s until 2004. The only thing that brought about peace was the horrific tsunami of 2004. A truce of sorts was reached in which Banda Aceh province was given considerable autonomy, which allowed them to be the only province in Indonesia where Sharia law was allowed to go into effect.

Sharia absolutely prohibits the drinking or selling of alcohol. Over the years one of the obstacles to tourism in Banda Aceh — besides the civil war — was the prohibition against alcohol. Yet quarantine officials were still demanding it from cruisers.

Hopefully that will be worked out. And I have to say that we felt completely welcomed by the community during our stay, enjoying wonderful peace and goodwill. In fact, I was originally on my way west, but have decided to stay at least a few weeks more, during which time I'll finally get certified to scuba. The water here is too clear and the people too

Over 250,000 people in 14 countries perished in the tsunami of 2004. The Banda Aceh province of Indonesia suffered the most.



INDONESIA TOURISM

CHANGES

friendly to rush off.

— tom 04/29/2016

Iolani — Hughes 48 Sylvia and Barry Stompe Angels On Maui (Sausalito, Hawaii)

After sailing from Puerto Vallarta to and around French Polynesia, we sailed up to Hawaii. We've since been spending the winter in the Hawaiian Islands, waiting for the summer weather and the development of the Pacific High before continuing on to Vancouver, B.C.

After the exotic delights of French Polynesia, we weren't very excited to be headed back to the U.S. In addition, we had some concerns about the Island's reputation for few sheltered anchorages.

Now that we've actually come to Hawaii, we've had some wonderful surprises. First, we've managed to find shelter from the often-boisterous wind and seas. Second, the ubiquity of humpback whales near Maui in February and March has been a great joy we hadn't expected.

A third pleasant surprise was the discovery of what we call the 'Gardening Angels of Maui'. Shortly after we arrived in the vicinity of Lahaina, we received the following message:

"We live in the neighborhood above where you are anchored. We can see you from our lanai, and it warms our hearts to see you and your neighboring yacht. We are sailors, too, having sailed our Cal 2-46 *The Enchantress* from Newport Beach to the Islands many years ago. After cruising, we berthed her at Schoonmaker Marina in Sausalito, where she lived six more years until we moved to Berkeley. After living in Berkeley for 30 years, we moved to Maui in 2008. We are now farmers.

"We cannot stay off of the water, however, and now have an 18-ft RIB with twin 40-hp engines. We go out every

Doris and Gordon, formerly of the Newport Beach-, Sausalito- and Berkeley-based Cal 46 'The Enchantress', are the 'Maui Angels'.

chance we get to be with the whales. Last Saturday you and your friends passed us as you headed to Lanai. It was really a beautiful sight for us. I'm telling you this because seeing you anchored off our shores brings back so many incredible memories of when we were cruising, and when we spent our time on weekends at Schoonmaker with our two small children and sailing the Bay and beyond."

It was signed Doris and Gordon.

The message so warmed our hearts that we made a date for them to visit us on *Iolani*, and they arrived with a big bag of organic vegetables and eggs from their yard and henhouse. Our coming from a family that grew much of our own food, this was a delight. Doris and Gordon turned out to be wonderful people, and we have since had them out for several daysails, and each time they've brought a big goody bag from their farm! They have helped us run errands, and we have visited their lovely home and gardens, dogs and chickens. It's was a great treat for us to spend a bit of time in that environment, enjoying the earth and plants as well as the gorgeous view of the waters we have been sailing in. We think of them as our Maui Garden Angels, for how generous and thoughtful they have been during our time here.

And this was hardly the end of our Hawaiian hospitality. When we got to Molokai, we ran into Rob and Lorraine Coleman, who started cruising from Berkeley many years ago with the Columbia 30 *Samba Pa Ti*, and later did a lot of sailing in the Pacific with their Honolulu-based Angelman ketch *Southern Cross*. They showed us their garden/farm and took us and our Canadian friends all around the island.

Because so little gets written about cruising in Hawaii, we've come up with a little review based on our admittedly limited experience. As expected, cruising Hawaii in the winter has been challenging in some ways, but also lots of fun. The most fun was getting to share the waters with the humpbacks, the most exhibitionist whales of all, from February through April. That alone made the rising to the challenges worthwhile.

The Big Island. The only place we stayed was Radio Bay, where we Med-moored to the dock. It is protected except when a strong north swell breaks over the jetty. Then you get a lot of surge.



It's also possible for a boat or two to anchor in the tiny bay as well. We wish we could have seen the Kona side of the Big Island, but had friends to meet on Maui.

Maui. We stayed in the Maui Nui area, which refers to Maui and the neighboring islands of Lanai, Kaho Olowe and Molokai, for more than two months. This is where the most humpbacks congregate. We were able to find decent spots to anchor in strong winds from most directions. Fortunately, we never had to deal with a Kona storm, which makes most anchorages untenable.

Watching the weather constantly and moving the boat frequently are necessary for being safe in this area. And we had to spend many days aboard on anchor watch. We got the best advice on where to anchor in various conditions from locals at the Lahaina YC and from people who work on charter boats. The following are the anchorages we visited in this area:

IOLANI



IN LATITUDES

PHOTOS COURTESY IOLANI AND HAWAII TOURISM



unprotected if the wind clocked east, or it got hit by strong gusts funneling down the valley. One day we tried all three spots before we found the protection we were looking for.

When the wind is strong from the east, Mala Wharf is a good anchorage, but it would be dangerous in northerlies. The dinghy dock there is reputed not to be secure at night, so we never left our dinghy there after dark.

Lanai. We anchored on the eastern side of the island several times to sit out strong winds from the west and southwest. We found a rare sandy patch to drop the anchor, then buoyed the chain with three floats to keep it from dragging across or wrapping on the coral. Manele is a gorgeous bay on the southeast corner that is good in calm weather, but roly.

Molokai. We only stopped at Kaunakakai, which is nice and well protected from all but south wind, due to a fringing reef. In strong easterlies it may be very windy in the anchorage, but the water will be calm. Molokai is a sleepy little island, and a relief after the hustle and bustle of Maui.

We are now at the Ala Wai Yacht Harbor in Honolulu. After a week here, we'll continue on to Kauai, home to Hanalei Bay, perhaps the best and most famous anchorage in Hawaii.

— sylvia 04/15/2016

Migration — Cross 45 Trimaran Bruce Balan and Alene Rice At Least The Food Was Good (California)

Too much filler! Work continued on *Migration*, and by May — five months into the massive refit of our 45-ft trimaran in Thailand — we had stripped the old fiberglass and re-glassed over 750 sq feet! Work was progressing, but this is where

Thai workers drove Bruce and Alene crazy with their repeated thick applications of filler, which looks good but ultimately isn't strong.

MIGRATION



Clockwise from lower right: Barry and Sylvia at the Ala Wai with a familiar landmark in back; a praying mantis decided to stow away aboard 'Iolani'; Lahaina has a big reputation, but is actually very small; of all the whale species, the humpbacks are the most flamboyant.

La Perouse Bay. This is at the southwest end of Maui, and we spent two nights here. It was lovely with good snorkeling and views of an undeveloped part of the island. It was calm when we were there, but is said to be dangerous in any south or west wind or swell. In addition, strong tradewinds can wrap into the bay from the east, making it uncomfortable if not dangerous.

West Maui. The Lahaina area, from Mala Wharf to Olowalu, was our home base from February until April — as long as the wind wasn't out of the south or west. There are Lahaina YC moorings available for visiting yachts right off Front St. in Lahaina. After mooring, you go to the yacht club, fill out their paperwork, then go to the harbormaster to pay a very reasonable fee. The yacht club gets none of it.

We found the moorings convenient if we wanted to tour the island, as there is a good, though crowded, dinghy dock. On the downside, the mooring field in town is very busy, loud and lit-up at night, making it not so peaceful. In strong north to northwest winds, there is no protection and the moorings are not beefy enough for a cruising boat such as ours.

So each time a northerly was forecast, we headed two to six miles southeast down the coast, to either Olowalu, Launiupoko or 'Guardrails' which refers to the surf break near Pua- mana. Each spot had its ups and downs. Either there was no place to dinghy ashore, or it was



CHANGES

the cultural gap took things south.

After fiberglassing a hull, you trowel on a thick mixture of epoxy and fillers, and after it hardens, carefully sand it to a smooth surface. *Migration* is an old boat made of plywood and fiberglass, so she never looked like a boat out of a mold — nor did we want her to. However, the Thai contractors and workers are enamored with things that look smooth and shiny as opposed to being strong. So no matter how many times we said, "Too much filler!", we got the same reply: "Don't worry, boss, we sand it off." But they *didn't* sand it off, so it kept building up thicker and thicker.

Not wanting a heavy and brittle hull finish, after weeks of arguing we called in a Thai friend who is also a contractor. She arranged a meeting with our contractor and explained the situation.

"What do you want me to do?" he asked.

"Sand it off," we replied. And they did. But overall, it was a waste of materials and several weeks of work.

Oh, the little things that set so much in motion! Just as we were finishing the topsides, I decided I'd better investigate some peeling paint in the engine room.

When I bought *Migration* in 1991, I found a leak in one of her two diesel tanks. I ended up removing one tank and replacing the other. She never smelled like diesel, so I thought everything was fine. We had found some diesel-smelling wood in the keel when we refiberglassed it in Mexico in 2007, but we sealed it and thought no more of it. Until one day on the hard in Thailand.

The wood we tore out of *Migration's* hull was not rotten, and only some of it was damp. What we think happened is that the diesel had slowly migrated through the plywood, destroying the glue and delaminating the ply. We peeled lay-

It's an expensive and time-consuming bummer when your refit has to be interrupted to rebuild much of one of the hulls. But it had to be done.

er after layer away until 80% of the main hull below the waterline was simply gone! Only frames and stringers remained. Luckily these frames are made of solid wood and most were in good shape.

But we were not happy, as it was the rainy season and we needed to make sure the rest of the hull was dry and didn't absorb water from the humid air before we started rebuilding. So every night we baked *Migration's* underside with hot halogen lights.

In our opinion, Thai food is the best thing about Thailand. After all those years of fairly mediocre cuisine in Central America, the South Pacific islands, and New Zealand, Thailand was food heaven. The food was exquisite, and the best of it often came from very inexpensive street vendors or local restaurants.

One of the unexpected advantages of our hauling out at Ao Po was the nearby Hareefeem Restaurant. There were very few restaurants in our area, but we didn't need anything besides Hareefeem. We ate there nearly every day. After about three weeks, we'd eaten everything on the menu. So we had a Thai friend tell Pon, the owner who spoke no English, she could make whatever she wanted for us. Even after two years she occasionally surprised us with new dishes.

Pon was happy to expose us to interesting foods, and we were more than happy to eat them. Soups made of flowers; salads with tiny dried fish; noodles with curry sauce and served with five different raw vegetables, none of which we'd ever seen before. We spent so much time at Pon's that we'd help her out by serving water or passing out menus when she was busy.

Half the Thai economy must be driven by street food. Everywhere there are stands and *sam-loh* stalls (moveable food carts built on a motorbike with a sidecar) selling food and drink. One of our all-time favorite meals in Thailand came from four different vendors. We don't love all Thai food. Thais are very fond of food on sticks — hot doggy-things, fish balls and squid — which are not to our taste. We tried the crickets, but abstained from the worms and grubs.

The local markets are full of familiar and unfamiliar foods, and most of it is very inexpensive.

Back to the boat. The



single diesel tank I installed to replace the original leaking one was now 20 years old. Since the boat was completely torn apart, it made sense to replace it. We designed a new one and had it fabricated.

Then it was time to replank the hulls. With many hands helping, we fiberglassed the new planking and added a couple of coats of clear epoxy and a sealing barrier coat.

The unexpected hull project — ripping apart the hull, drying everything, framing, planking, fiberglassing and barrier coats — took over three months, including many rain delays. But finally it was finished, so we moved on to the original project list.

Dealing with the Thai workers was rarely easy. They spoke no English and monitoring their work was essential. Getting them to do things our way — "strong is more important than pretty" — on any given day was no guarantee that things would be done that way the next day. It was extremely frustrating.

Still, we liked many of the workers.



IN LATITUDES

ALL PHOTOS COURTESY OF MIGRATION



Clockwise from above: a spacious deck is great — except when you need to repaint it; Thai people like stick food; Pon of the Hareefeem restaurant and her son — she was a fabulous cook; crickets anyone; it took many hands to epoxy the new wood in the hull; totally wiped out every night!

They worked hard, although not effectively, and they were often fun. We would laugh, joke and share ice cream. On days where we achieved milestones, we would buy a case of beer for the crew. Still, we don't miss those days at all.

Thailand feels very much like a foreign country. Yes, the west coast of Phuket is full of bars, resorts and gated communities of expats. But if you avoid those areas, you are definitely in a different place. Signs of reverence for the royal family, as well as Buddhism, are everywhere.

We tried hard to learn Thai, and ended up with a vocabulary of a couple of hundred words and some sense of the grammar. But it was difficult as some words in

Thai can be said in one of five tones — neutral, high, low, rising or falling. To us they all sounded the same.

Thais are a very proud people, in part

because Thailand is the only Southeast Asian country that has never been a colony or protectorate of a Western power.

As the year went on, we continued work on dozens of boat projects, hoping to finish by the end of September of 2013. But we were already months behind.

Work continued on the interior until, miraculously, almost all of it was finished. Actually, getting everything finished in Thailand is impossible, so 90% is the most you can hope for.

We were finally ready to paint the boat. The only problem? Our contractor had not ordered the paint with enough lead time. We continued on our projects hoping it would arrive.

Unfortunately, we'd already booked tickets to visit

friends in various countries on our way back to the States for the holidays. We soon realized we would not have enough time to supervise the painting of the top-coat — and we certainly were not going to let a crucial project like that be done without our supervision. So we resigned ourselves to not getting that done until we returned. When we told our painting contractor that he would have to wait until the next year to finish, he wasn't happy. But it was his fault for not ordering the paint early enough. Nonetheless, this would have very serious — and expensive — repercussions in 2014.

On October 2, 2012, we flew out of Thailand and spent four months visiting many family members and friends, many of whom we hadn't seen in years. We had no idea of the delays we were to encounter when we returned.

Part Three will appear in the next issue of *Latitude*. Please remember that based on our experience, we recommend that you do not have any boat work done in Thailand. If you insist, please check out our website at migrations.brucebalan.com for information on contractors and companies to avoid. You can also view invoices, quotes, haulout costs, etc. We also have a few recommendations of good services in Thailand.

— bruce and alene
12/15

Moonshadow — Deerfoot 62 John and Deb Rogers Our Doublehanded Puddle Jump (San Diego)

We've been married for 43 years, and from almost our first date our dream has been to sail our own boat to French Polynesia. This is how our passage went.

Day Two. Wind 16 knots, swell 5-7 feet. Covered 199 miles.

Deb woke me up 15 minutes before the 1400 radio net, frantically telling

Despite having a long and relatively heavy boat, John and Deb, lifelong sailors, decided to doublehand to the Marquesas.



LATITUDE / RICHARD

CHANGES

me that we were surrounded by huge whales. When I appeared on deck buck naked, I saw Deb pointing aft, but I saw no whales. She laughed her head off as she reminded me that it was April 1.

Day Three. Wind 14 knots, swell 3 feet. Covered 177 miles.

Each day the wind has clocked about 30 degrees, so our wind has moved from NW to N to NE. Since we're headed southwest, the northeast wind is on our stern. "May the wind be at your back," everybody says. But unless it's blowing hard, it means you're going DDW slow. But no whining from this crew of two.

Day Four. Wind 12 knots, seas 3 feet. Covered 166 miles.

While we did cover 166 miles, we had to reach up to keep our boat speed, and thus only got 126 miles closer to the Marquesas. Not our best day. We were actually quite happy sailing wing and wing, using the spinnaker pole to hold the headsail out — until the weld on the Harken spinnaker-pole mast car let go.

Our boom vang has been out of order since Mexico because we were always given the wrong o-rings. Out of time, we rigged a block-and-tackle vang, but that makes jibbing a hassle. Our Iridium satphone, which serves as the modem for our email, has only connected with the mail server about 10% of the time.

Day Five. Wind 20 knots, seas 7 feet. Covered 144 miles.

Deb has gone through five books in five days — while so far doing all the cooking and cleaning. We may watch a movie this afternoon, stopping every 15 minutes to pop up on deck for a look around. We're loafing along now doing about seven knots under jib alone, but sailing almost directly toward the Marquesas. Our sail-plan alternatives would be to return to the mainsail and jib, or put up the asymmetrical chute. In either case we'd have to head up and somewhat

John and Deb are living the dream. And on the 12th day, Deb joined John in the ranks of the 'Shellbacks', having sailed across the equator.

away from our destination.

We're used to the sounds *Moonshadow* makes while underway, cataloging one as either an 'OK sound', or something that needs to be investigated. But on this notoriously roly part of the passage there are lots of sounds that are new to us. Still, we didn't hear it when our jury-rigged vang broke.

By far our favorite pastime is reading emails from friends and family. Further down the list is overhauling the toilet. While doing it, it became painfully obvious it would have been better to tackle the job back at the dock.

Day Six. Wind 20, seas 8 feet. Covered 186 miles.

We are contemplating adding a bruise count to our stats, because we are getting beat up. We never thought a boat as big as ours would roll so much. And these are sneaky, bastard rolls. You look at the waves, which are essentially from astern, and you can see no reason for all the rolling. While you're pondering this, your body is thrown across the boat, usually into something like the corner of the interior cabinetwork. Before you can pick yourself up, the glass of water you just set down lands in your lap.

Since yesterday afternoon we have been skirting the northwest edge of an area of squalls and thunderstorms. As we are just outside the area, all we've had is solid overcast with rain overnight.

The wind and seas have increased, so we're moving along nicely through a combination of sailing faster and a bit of surfing. Glad to see our 24-hour distance total over 180 miles again — and all under jib alone. We're not carrying the main because it inverts from concave to convex in the severe rolls. It does this with an ear-splitting bang, and it's very hard on the sail, boom, blocks and sheets.

Day Seven. Wind 20, 8 foot swell. Covered 182 miles.

We expect to reach the halfway point tomorrow, which is about the same time we'll be moving into the doldrums. It remains to be seen if we'll have enough diesel to avoid being caught in the doldrums for days.

We are well into a routine of balancing our watch-keeping, navigating, cooking, fixing things and resting. While we are sometimes tired, we are not as exhausted as we feared we might be when we decided to doublehand this longest of passages.

Day Eight. Wind 15 knots, seas 8 feet. Covered 161 miles.

Last night we had a squall with



35 knots of wind and rain. The wind subsided to the mid-20s, but the cell, visible on our radar, was 20 miles in diameter following our track. This kind of stuff is to be expected here in the Intertropical Convergence Zone.

We're no longer sailing DDW, so we have the main back up and are broad reaching. Hooray! No more rolling. Hooray! We're doing the kind of sailing that everybody dreams about.

Last night we crossed the halfway point. We may only move along as fast as a guy drinking beer while lazily pedaling his beach cruiser down the boardwalk at Mission Beach, but we never stop, and look how far it's taken us.

Day Nine. Wind 10 knots, seas 5 feet. Covered 144 miles.

Last night was fine until we caught up to a line of squalls with imbedded thunderstorms. The line stretched 45 miles from east to west. These storms have none of the ferocity of the squalls we saw in Panama, but after those experiences we have no interest in sailing un-



IN LATITUDES



SPREAD: LATITUDE / RICHARD; INSETS: MOONSHADOW

Spread: Unlike most Puddle Jump boats, 'Moonshadow' had a good breeze to get away from Mexico quickly. **Inset top left:** The Simrad autopilot suddenly stopped working — but only because it lost its mechanical connection with the rudder shaft. **Inset lower left:** One of the celestial wonders.

der clouds with lightning above. Rather than attempt an upwind detour 20 miles to the east, we hove to and watched a movie for two hours while the weather continued to the west.

We started the engine at 2000 Zulu as it had gone dead calm. It stayed calm for eight hours, six of which featured constant rain. Before the rain we had time to repair a batten that had worked its way out of a mast car. At 20 feet long and bearing the weight of the sail above it, it required a bit of work.

We report our position and copy the locations of about a dozen other boats on the Pacific Puddle Jump SSB radio net each morning. Some days we hear nothing but static. Other days, such as the last two, we have much better reception. The boats participating are mostly those who have left from Mexico, but today we heard from a boat leaving San Diego.

While this passage is tiring, we are re-

ally enjoying ourselves. Many times we've had to pinch ourselves to make sure it's true we are living the dream we've had for over 40 years.

While this passage is the longest single one most cruisers will ever do, it can be broken into distinct phases: 1) The breakaway from Mexico, which can be difficult as there often isn't much wind. Ironically, this is where we had some of the best sailing of the trip. 2) The Northern Hemisphere tradewind phase, where the wind blows day and night with little change in direction or velocity. This is where we rolled so much. 3) These trades are replaced by easterly winds that become more variable. 4) The next phase is

the ITCZ, which features the squalls we've seen. 5) The doldrums. 6) Lastly, the phase where you break out of the doldrums and into the southeast trades.

Day 9. Wind 10 knots, swell 5 feet. 144 miles.

We're in the doldrums and don't know for how long. But the sky is stunning both day and night. You'd think the tropical sky would be thick with water vapor, but it's not. There isn't a cloud in the sky and the stars are out. By my count there are a gazillion of them. They light up the deck and make the horizon distinctly visible even though the moon set a couple of hours ago. Imagine an absolute blanket of stars that stretches from horizon to horizon — and I mean right down to the water.

Day 12. Wind at 9 knots, swell at 3 feet. Covered 140 miles.

Having crossed the equator, we started celebrating with tequila from Mexico, dribbled a bit into the Pacific for King Neptune, a bit on *Moonshadow's* bow, and a bit on the dinghy, and drained the last down our throats. Next we popped the cork on a bottle of French Champagne for French Polynesia, and repeated the process — although a lot more of the Champagne made it down our throats. Deb has now officially joined me as a Shellback, which allows her to swagger and act as if she's even hotter than she was before. Which she is. But we stoked to have made this milestone.

After the Champagne was gone, we set the spinnaker and enjoyed three to four hours of spinnaker reaching in flat water. The wind never shifted in direction or strength, so we were able to tie off the sheets and nap in the cockpit. We are getting much more sailable conditions than we thought we'd see in the doldrum zone, so quite happy about that.

The captain is also pleased to have calculated that when running the main

The unstable air of the Intertropical Convergence Zone is easy to see from satellites. The big question is at what point you cross it.



NOAA

CHANGES

engine at 1,200 rpm, we get 5.5 knots in smooth water while burning just 1.36 gallons. Normally we run the diesel at 2,100 rpm, which gives us eight knots while burning 2.5 gallons. In view of this, we don't think we'll run out of food and starve in the doldrums. Actually, we could never starve out here because we have food enough to eat — and in style — for a year. Tonight we had Costco filet mignon and baked potatoes.

Day 13. Wind at 17 knots, sea 3 knots. Covered 173 miles.

Hello southern trades! Send the fun police because we should be arrested for having too much of it. *Moonshadow* has reacted to the 15-17-knot trades on the beam like a pent-up colt finally being released to romp around. We are flying along at 10 knots and taking turns calling out the speeds on some of the waves: "11.3, 10.7, 12.8." We'll lose some of our speed when we sail out of the equatorial current that is giving us an extra knot. Meanwhile, the indigo-blue ocean is sprinkled with small whitecaps and the cobalt sky studded with the occasional white cotton ball.

Day 14. Wind 17 knots, swell 3 feet. Covered 230 miles!

The 230 miles in the last 24 hours is the fastest 24-hour run under sail that we've had in the four years and 19,000 miles we've sailed *Moonshadow*. We only want two things now: 1) A daylight arrival at Hiva Oa, and 2) To finish in less than 16.5 days, which would beat the time of previous owner George Backhus in 1998. As cruisers, we have to accept that we're sailing our home and all our possessions to paradise, and are not racing. Whom are we kidding? We're racing!

Day 15. Wind 17 knots, seas 7 feet. Covered 187 miles.

As I began to write this post, the alarm on the autopilot indicated Helm Response Failure. We were surfing at up

Atuona, on Hiva Oa, is where most skippers clear their boats into the Marquesas and French Polynesia. Unfortunately, the water isn't clear.

to 10.5 knots at the time with the chute up, so Deb had to hand-steer, something we almost never do offshore.

I dove into the lazarette and immediately saw the problem. The hydraulic ram, which we had removed and overhauled in San Diego, had unscrewed itself from the toggle attachment on the rudder post. This Simrad is the best autopilot we've ever had, but disconnected from the rudder it doesn't work that well. After just 10 minutes — and with two big crescent wrenches, and some cussing — the autopilot was working again.

We're really anxious to arrive in French Polynesia sometime tomorrow evening. We're pretty sure we can't maintain the 12 or 13 knots it would take to get there mid-afternoon, so we'll bypass the town of Atuona on the island of Hiva Oa, and instead anchor for the night in a cove on the island of Tahuata about 10 miles beyond. The tiny harbor at Atuona is jam-packed full of yachts anchored bow and stern — something we won't want to deal with at night.

Day 16. As we made our final approach to the Marquesas, we were greeted by 100 dolphins. They were all around us, and sometimes five were jumping abreast of us at a time. We couldn't imagine a better welcome party.

Landfall after a long passage is just the best! It's also end of one chapter and the beginning of another.

Our final stats:

Distance sailed: 2,837 nautical miles

Time of passage: 16 days 8 hours

Average speed: 7.2 knots

Marital Status: Still happily married!

— john and debbie 04/20/2016

Cruise Notes:

Young adventurers Lewis Allen and Alyssa Alexopolous of Redwood City have purchased the Voyager 43 catamaran **Quixotic** in Fiji. She's a project boat after suffering extensive damage in February when she, along with a group of other boats, was driven onto a rocky shore at Savu Savu by powerful tropical cyclone Winston.

Quixotic wasn't looking too good following the cyclone. She had at least five major holes in her port hull, the port engine and sail drive had taken a swim, and the port-side electrical system had been submerged. Plus, she had that forlorn look of a cyclone-damaged boat. While most people, including the



former owners, saw the cat as half full of water, Lewis and Alyssa saw her as being half empty of water — and full of opportunity. After all, other than the problems mentioned above, the rest of the boat — sails, rig, rudders, electronic systems — seemed to be in fine shape.

"She's certainly a project boat," admits Lewis, "but we got her for a bargain price. While our work is cut out for us, we plan on returning her to her former glory. In fact, we think she's going to make an outstanding living and sailing platform, one that we plan to charter here in Fiji. Thanks to her damaged state and thus low value, we only had to pay a little duty to import her into Fiji."

Latitude readers may remember Lewis and Alyssa from numerous *Changes* in recent years. How they fell in love at first sight on Alyssa's dad's boat while Lewis was buying something for the Tartan



IN LATITUDES



ALL PHOTOS COURTESY QUIXOTIC



Clockwise from lower right: 'Quixotic's port bow looking worse than it really is; much of the Winston-damaged cat wasn't wrecked; Alyssa, now a catwoman, takes a selfie in the port hull; 'Quixotic' was left in the bushes by Winston; boatyard workers were soon amputating the bad bow.

37 **Eleutheria** that he was going to sail around the world. How they started cruising with the 2013 Ha-Ha. How they did the 2014 Puddle Jump and cruised the South Pacific. How they fell in love with Fiji — and if we're not mistaken, bought some land there.

What we didn't report is that they'd changed plans and had both taken training to become professional crew on larger yachts. In fact, they were advertising for crew positions as recently as February. Given our belief that being professional crew is something that sounds great but is often like working on a floating prison, the destruction of Winston may well have come as a blessing in disguise for them.

Buying a hurricane-damaged boat can be tricky, of course. One has to be

able to accurately access the true value of the boat. Such boats are frequently overvalued, even at pennies on the dollar. On the other hand, some people have come away with tremendous bargains. **Fatty Goodlander**, for example, did his first circumnavigation on a hurricane-damaged boat he bought for only \$3,000.

Allen says he's glad to be in Fiji, where he's been able to find excellent fiberglass workers at \$17/hour. Repairing holes in fiberglass hulls is actually quite easy, and they've already made

great progress. Lewis and Alyssa are currently living aboard *Eleutheria* while working on *Quixotic*, having already sold their Tartan 37 monohull to Kurt 'The Drone Man' Roll of San Diego.

"We arrived in Cuba from Jamaica on March 2," report Geoffrey and Linda Goodal of the British Columbia-based Bowman 36 **Curare**. Readers may remember they got to the Caribbean the hard way — via Cape Horn rather than the Panama Canal.

"Clearance procedures at Cayo Largo on the south coast were straightforward. The medical officer deemed us healthy, and then agriculture and veterinary services arrived to inspect our fruits and vegetables. We thought for sure they were going to hit us up for some *mordida*, but they were just doing their jobs. Immigration and customs were no problem either.

"We've seen a few things that make Cuba unique in our politically correct, ultra-safety-conscious *Norte Americano* attitude. Smoking, for example, is an accepted part of life in the street, on the bus, and even in restaurants. The city streets are buzzing with activity both day and night, and salsa music can be heard into the early morning hours. This is especially true here at anchor in Cienfuegos. *Latitude* is correct that the movement and control of electronics is real, but we haven't found it a nuisance — at least not as much of a nuisance as trying to find good Internet access.

"Cienfuegos is a city of about 100,000 or so on the edge of a large bay of the same name. The anchorage is comfortable and safe, although as in typical Cuban style, we were obligated to anchor in front of the marina. For \$.20 CUC (Cuban convertible peso) per foot per night the marina provides security, a dinghy dock and water. There is a small

In Cienfuegos, as in the rest of Cuba, you can anchor anywhere you want. As long as you want to anchor where Cuban officials want you to.



CUBA AERIAL PHOTO

CHANGES

tienda with basic provisions — mainly rum — and a bar at the marina. Diesel fuel is available (\$1.10 CUC per litre), gasoline (\$1.20 CUC per litre) from a station three blocks away, and propane by arrangement.

"US dollars are accepted as foreign exchange at the banks, but there is a 10% surcharge. The Cuban convertible peso is worth approximately 1.03 to the US dollar — not taking into account the 10% exchange fee. Canadian dollars and euros are widely accepted at the foreign exchange *casas* and banks, and there are a few ATM machines.

"There are between 25 and 35 boats currently at anchor here, while the charter catamarans take up the marina slips. The majority of the boats are German, followed by French, Belgian, Dutch, a couple of Canadian boats and the odd American boat. Among the American boats was the gorgeous 105-foot classic ketch **Whitehawk** that we'd seen at last year's Antigua Classic Regatta."

"The diving is so great at Pulau Weh, Indonesia that I finally decided to get my scuba certification," reports Tom Van Dyke of the Santa Cruz-based Searun-



EN POINTE

Isabelle, Tom Van Dyke's scuba instructor, is from Switzerland. After biking around the Med, she gives classes from her boat in Indonesia.

ner 31 **En Pointe**. My dive instructor was Isabelle, a real world traveler. She bicycled all the way around the Med from her home in Switzerland, then came to Southeast Asia, where she teaches from

aboard her own sailboat."

"Our cat suffered a dismasting during the passage from Kiribati to Hawaii," is the news that Al and Jill Wigginton of the Hughes 65 catamaran **Dragonfly** gave to people interested in buying the boat. Originally from the Midwest and Florida, the couple cruised the boat extensively in the Caribbean for many years, and more recently the South Pacific. When not sailing, they spend a lot of time in Livermore.

"The best we can figure is that a wave significantly bigger than the others broke against the hull," they report, "throwing us sideways and causing the mast to break near the gooseneck first and then about 20 feet above the deck. Given the weather conditions, and the fact that we'd lost the lifelines, we decided that the only safe thing to do was cut the shrouds — which were still fine — and control lines and throw them all overboard. The list of other damage is long — solar panels crushed, 75% of hardtop gone, cabin top and deck damaged — but there were no injuries. The basic structure of the boat wasn't impacted. Now in Hawaii,

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we are feeling somewhat stranded and trying to figure out our next step is. The options are shipping the boat to California, motoring the boat to California, or letting a new buyer figure it out."

While *Dragonfly* and **Profligate** differ significantly in appearance and many ways, both came from the same Hughes 60 plans. We're biased, of course, but we feel the design is a spectacular living and sailing platform that can easily be handled by just two. Somebody might be able to get an excellent deal on *Dragonfly*, in which case we'd recommend they motor the cat back to California to get a new mast and other repairs. It's been done with at least one sled that was dismasted in a Transpac. Once that is done, they could sail side-by-side with **Profligate** in the Ha-Ha.

Hey dude, dig the news. By a four-to-one vote, the Mexican Supreme Court has ruled that **the growing and use of marijuana is a "fundamental human right"**. In explaining their ruling, the court majority said prohibiting the cultivating and use of marijuana "violates the right to free development of one's

personality." In so doing, the court is believed to have paved the way for nationwide legalization of pot.

Connie 'Sunlover' McWilliam-Schultz of Puerto Escondido reports that the 20th annual **Loreto Fest** wasn't the biggest ever, but it was as good as ever for the new and old friends who gathered for great food, a swap meet, music, seminars and much more. She also reports that despite the demise of the Hidden Port YC, there will be another Loreto Fest next year, sponsored by Fonatur and local businesses. The date hasn't been determined, but it will be after La Paz Bay Fest and thus probably at the beginning of May.

Having only about 1,000 miles to go to finish their circumnavigation, Mike and Deanna Ruel of the **Manta 42 R Sea Kat** stopped at St. Lucia to pick up their son Ryan. While there, they enjoyed the



R SEA KAT

It's hard to tell, but it looks as if this is Mike, Deanna and their son Ryan having a 'stinking good time' inside the Soufriere volcano.

views of the Pitons, and then slathered up with mineral mud in the hot spring inside the Soufriere volcano, quickly understanding why 'Soufriere' translates as 'sulfur mine'. Ah, the smell of rotten eggs.

Rimas Meleshyus, of we aren't sure where, arrived in Hawaii from Monterey aboard his Rawson 30 **Mimsy** in typical Rimas fashion. That is to say it took him a ridiculous 46 days to complete the

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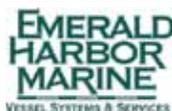
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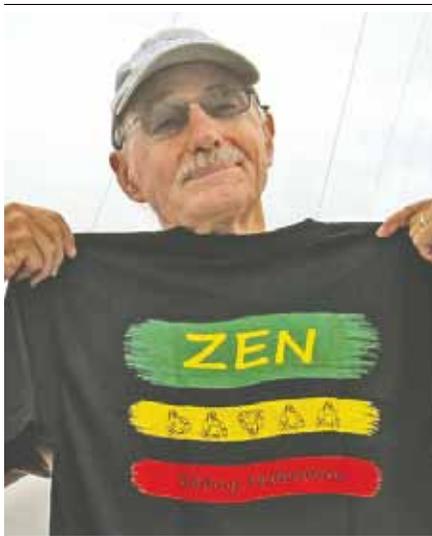


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passage, which means he averaged about two knots. He said that he arrived "Kon-Tiki style", which we suppose means that he shredded his sails and thus had to end the trip drifting rather than sailing. In any event, he again had to be towed into port. If we're not mistaken, this means his record of having never made it to a distant port without having to be towed remains unblemished. And once on the dock, he proudly announced that he'd been without food or water for three days. Rimas described his voyage as being "remarkable". We'll leave it up to you to decide in which way it was 'remarkable'.

At the extreme opposite end of the seamanship scale from Rimas is 74-year-old Webb Chiles, who is in the midst of a circumnavigation. It will be his sixth, and he's doing it with his little Moore 24 ultralight **Gannet**. In late April and early May, Chiles and *Gannet* sailed from Opua, New Zealand, to Bundaberg, Australia. Their next stops are Cape York, Darwin, and after 6,000 miles of rough Indian Ocean, South Africa. We met Chiles on *Gannet* in San Diego before he started his circumnavigation, and



LATITUDE / RICHARD

Webb Chiles holds up one of the Wanderer's Zen Sailing Federation T-shirts prior to starting his current circumnavigation from San Diego.

found him to be as thoughtful as he is accomplished at sailing. He explains his background and motivation:

"I grew up in a suburb of St. Louis, and I didn't want to be there. Mark Twain, my fellow Missourian, said that

all adventure begins with a book and with running away from home. Mine certainly began with books, and Carol, my wife, says I am still running away from home. That isn't quite true. Boats have been my home of choice during most of my adult life, and the time I spend ashore is the willing compromise I have made for love. Other than freedom from Missouri, sailing is freedom from the restrictions, regulations, and banal, ubiquitous ugliness of modern urban life. Those restrictions and cluttered ugliness are always there, and they seem only to increase. Beauty can be found in cities, but as isolated oases glimpsed between telephone poles, billboards, and graceless buildings."

Correction. In last month's *Changes* we ran a photo of the injured foot of Brian Charette of the Jackson Hole, Wyoming-based **Cat2Fold**, and said the wicked sting had been caused by a jellyfish.

"It was actually a Portuguese Man o' War," says Charette, "which is only slightly related to a jellyfish. That's why none of the typical jellyfish-sting remedies did anything. Portuguese Man o'

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War are like from outer space, as they actually consist of four separate organisms that symbiotically live together as one."

At the start of the year Charette reported that he'd added an ARB refrigerator/freezer to his ultra-simple cat. We asked for a review.

"The ARB is more or less the same as the Engel or Waeco, and it's been amazing because it basically uses no power — especially compared to the built-in fridge that came with my cat and never really worked. I like the ARB so much that I think I'm going to get a second one for next year. I'll use one as a fridge and the other as a freezer. The 63-quart size is the one for me."

For what it's worth, the Wanderer bought an Engel model for *Profligate* and liked it so much that he bought another.

In horrific news, 68-year-old Canadian sailor **John Ridsdel**, who'd been held captive in the southern Philippines since September by Abu Sayyaf Islamic militants, was beheaded in late April after the deadline for his ransom had passed. Two men on motorcycles dropped Rids-

del's head onto a town square on Jolo Island, shouting, "We will be back!" Canada, like the United States, has a policy — at least a stated policy — of not giving in to ransom demands for its citizens.

A former award-winning journalist, Ridsdel was a world traveler whose boat was temporarily based at Samal Island prior to his kidnapping at Holiday Oceanview Resort. Also kidnapped during the September 21, 2015 raid were Ridsdel's Filipina companion, Maritess Flor, 50-year-old Canadian sailor Robert Hall, and Norwegian sailor Kjartan Sekkingsstad, the manager of the resort. The fate of these three is still unknown, but their lives are certainly in jeopardy.

In this month's *Changes* from Tom Van Dyke of **En Pointe**, it was noted that semi-autonomous Banda Aceh, known for fundamental Islam, is the only prov-



The Banda Aceh province of Indonesia, home to conservative and strict Muslim leaders, suffered horribly from the 2004 tsunami.

ince in Indonesia that is allowed to use sharia law. Sharia prohibits things such as homosexuality, adultery, alcohol, women straddling motorcycles and so forth. Initially, sharia was only applied to members of the Mulism faith, but a bylaw was passed last year that allows sharia to be enforced on members of all faiths.

"The fact is that Muslims in Aceh do tolerate religious freedom, and we can

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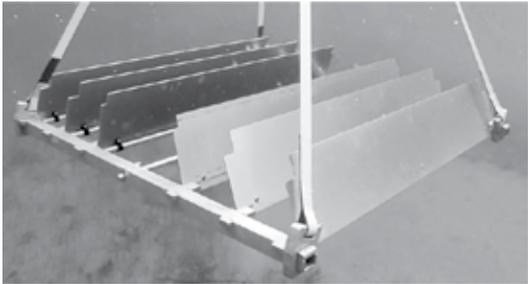
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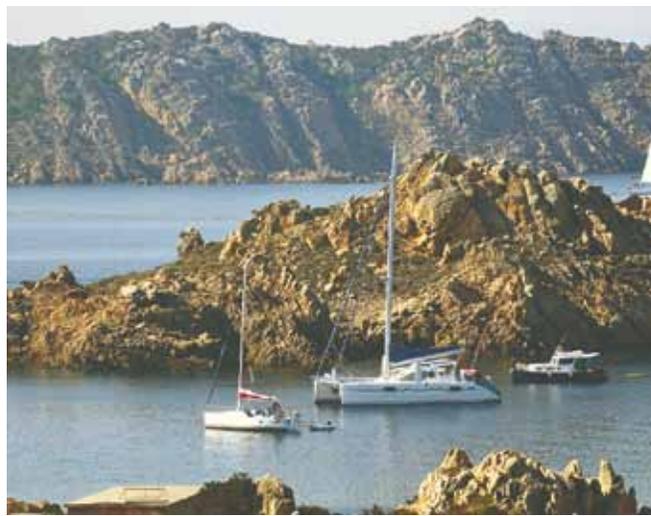
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CHANGES

coexist without any problems," said Tengku Faisal Ali, head of the provincial chapter of the influential Muslim organization, at the time the bylaw was passed. "We don't want to raise the impression that Islamic law in Aceh infringes on the rights of non-Muslims. It doesn't [force] sharia law on non-Muslims because they are free to observe their own faiths and beliefs."

Oh yeah? On April 13, a **60-year-old Christian woman** was caned 30 times before hundreds of onlookers for the 'crime' of selling alcohol in Banda Aceh. It was the first time that sharia law had been imposed on a non-Muslim in Indonesia. The welts on the caned woman's back may beg to differ with Tengku Faisal Ali as to whether it was subject to sharia and worthy of tolerance.

On the same day she was caned, a Muslim couple accused of adultery received 100 lashes. Two Germans caught wearing skimpy bathing suits got away with stern warnings. All in all, it's small wonder that some cruisers are leery of



Greg and Debbie love cruising the Med, including Sardinia, where their boat is anchored in this photo. But they don't love it when it's cold.

certain Muslim countries and the hollow promises of certain Muslim leaders.

In more pleasant news, Greg Dorland and Debbie Macrorie of the Squaw Valley-based Catana 52 **Escapade** report they rejoined their boat in April near Cinque Terre, Italy for a second season in the Med. "We migrated down to Escapade from from Cortina, where we spent

the winter and totally fell in love with skiing in the Dolomites. We are not, however, in love with how cold it gets in the Med in the spring and fall. Anyway, we're on our way to a rendezvous with a rigger in Lavagna to install two new Profurl units. We jumped through many hoops to avoid having to pay 22% in Italian VAT! We want to get the boat down the track to Sicily so we can enjoy our time in Paris — where we have to renew our visas — knowing that we'll be close to jumping off to the Adriatic. After that, we're taking off for cruising in Croatia."

Also heading back to their boat in Europe are Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus**. If we're not mistaken, this will be their third season in the Med. They reported that their boat, which they left in Lavrion, Greece, looked to be in great shape except for considerable exterior dirt.

If you're out cruising, please remember that we're always delighted to hear from you.



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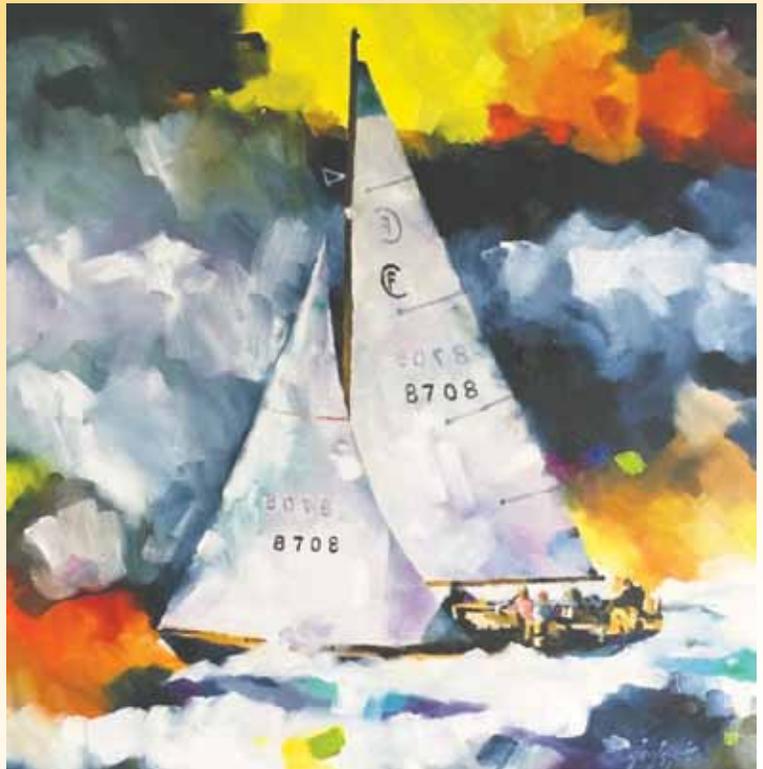
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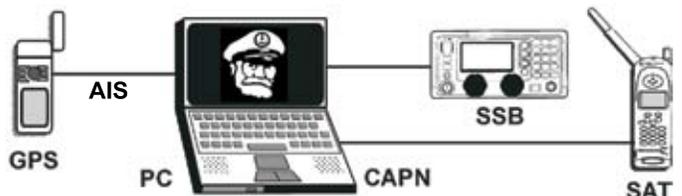


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22-FT NONSUCH, 1987. San Mateo. \$17,500. High quality, easy to sail with distinctive wishbone rig. Hull #49. New sails. Yamaha T9.9 with controls in cockpit. Standing headroom and enclosed head with Porta-Potti. Clean throughout. Trailer available. Contact (650) 288-8839 or kilbrid3@gmail.com.

19-FT WEST WIGHT POTTER, 1995. Redding, CA. \$2,500. Moored on Whiskeytown Lake. Includes galvanized trailer. Call James at (530) 244-4408.



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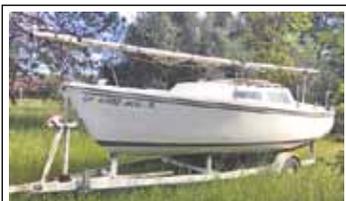
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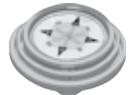


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26-FT INTERNATIONAL FOLKBOAT. 1971. Sausalito. \$11,000. Marieholm. New Yanmar inboard diesel, new standing rigging, Awlgrip hull, new bottom paint. Original interior wood recently refinished, upholstery very good. Main, 3 jibs, spinnaker. Tough boat, ready for the Bay. Contact Fginn@aol.com or (707) 480-0365.



28-FT ISLANDER, 1976. Stockton Sailing Club. \$6,200. Self-tacking Delta setup. Newer race sails plus a spinnaker and sock setup. Inboard diesel rebuilt 5 yrs ago and only 30 hrs since. Sleeps 4-6, great headroom down below. Boat is being sold due to sickness. Great spot at Stockton Sailing Club. Call Chad at (209) 304-5078 or (209) 267-5829 or email Anyandallbuilders@yahoo.com.



25-FT CORONADO, 1969. Fresno, CA. \$7,000. *Risque*. Very well maintained and equipped. Deck refinished LPU 2014. Pineapple Kevlar main and 155 genoa, Pineapple Dacron 115% jib, all practically new (two years of no water at Huntington). Other cruising or practice sails, two spinnakers. Electric start 15hp Johnson outboard with remote shift and throttle. Heavy-duty trailer with 4-wheel electric brakes. Many upgrades, sails and equipment. For more information contact Lewiswaggoner625@gmail.com or (559) 227-5734 or (559) 288-8137.



RANGER 26, 1970. Loch Lomond Marina, San Rafael. \$5,000. Clean 1970 Ranger 26. 4 jibs (one Kevlar), 3 spinnakers, 1982 Evinrude 7.5hp 2-cycle outboard, depth-sounder, battery with charger. Everything works. For more info contact (415) 298-4638 or fdandrews@earthlink.net.



28-FT ISLANDER, 1978. Tiburon. Great Bay boat. Atomic 4 gas engine. 4 jibs, 2 spinnakers. Dodger, delta cover, cockpit cushions, etc. Appraised at \$10,500. Open to all offers. Contact (415) 924-8854 or nancyfarley@pobox.com.



25-FT OLSON, 1984. Treasure Island Sailing Center. \$12,000. Hull #17 has a full set of race-ready sails, clean hull, new standing rigging, a nearly new (2014) Nissan 3.5hp outboard, and is fine-tuned for optimal racing. Has an impressive record of wins on SF Bay and was kept at Folsom Lake prior to 5 years ago. Currently on a trailer and priced to sell quickly. Info on our website: <http://sites.google.com/site/olson25americanstandard/>. Contact americanstandardolson25@gmail.com or (510) 531-8402.



28-FT PEARSON TRITON, 1962. Anacapa Isle Marina, Oxnard, CA. \$19,900. Pearson Triton 28, by Carl Alberg, a handsome boat with looks inspired by Scandinavian Folkboats. Carries a narrow beam, long overhangs, low freeboard. Tritons have successfully double circumnavigated and completed many transoceanic passages. Completely restored classic, forgiving, nimble, sails as gracefully as she looks. Go-anywhere family cruiser, extensive electronics: radar, chartplotter and autopilot. Completely redone in 2006, 2013 hauled out, bottom paint stripped, two coats of bottom paint. Hull prepped, primed, sprayed, white Awlgrip, blue boot stripe, pin stripe. Engine professionally overhauled. Imagine a West Coast Triton, all glass, built like a battleship, yet a forgiving boat, especially for the beginner. Contact (818) 430-7379 or (818) 954-5489 or jimnoonan123@gmail.com.

29 TO 31 FEET



29-FT CASCADE, 1971. Clipper Yacht Harbor. \$18,500. Beautifully maintained and restored sloop. Original wood stove, Origo alcohol stove, LectraSan head, hull mounted triducer for water speed, depth and temp, swivel arm-mounted Garmin 546s chartplotter/fishfinder, 2000s vintage Yanmar 30hp diesel, custom tiller, reconditioned hull and paint, new brightwork, topside and nonskid and full boat cover. Contact (707) 753-0206 or tliind187@comcast.net.

25-FT CATALINA 250 WK, 2004. Tracy, CA. \$17,995. Time to prep for retirement. Honda 9 outboard, VHF and FM radios, shore electric, solar, more. Good condition. Trailer! For more info contact (209) 836-2552 or cat250@sonic.net.

25-FT INTERNATIONAL FOLKBOAT. 1975. Morro Bay. \$6,000. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New hal-yards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. Call (805) 772-3701.

29-FT FARALLON, 1975. Santa Cruz. \$12,000. It's a great pocket cruiser, fully rigged with a nice set of sails, Yanmar twin, 30g fuel tank, Dickenson propane stove, cabin heater, much more sailing gear. Needs touch-up, TLC. Call (831) 278-0413.



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30-FT WYLIECAT, 1997. Santa Barbara. \$55,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. Info at rwwawles@gmail.com.



30-FT IRWIN, 1975. Alameda. \$9,500. Sailed on Bay and Delta. Club racing veteran. 3 jibs, 2 spinnakers and main. Universal diesel M3-20B, 270 hrs. Same owner since 12/77. Call for more information: (510) 236-5394.

YANKEE 30, 1971. Brisbane Marina. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details, pricing, and contact info: <http://www.doubleplay.website>.

31-FT WESTERLY BERWICK. Richmond City Municipal Harbor. \$17,000. British Westerly, twin-keel, diesel, with windvane steering. New paint, top, bottom and sides. New sails. For information contact (650) 339-0782 or hvcantin@yahoo.com.



30-FT KNARR, 1961. San Francisco West Harbor. \$37,500/obo. US 103 *Sophia* is a beautiful 1961 Borressen Knarr with a wooden hull. *Sophia* has been perfectly restored, including cabin top, cabin sides, toe rails, plywood/glass deck, keel bolts, garboards, cockpit seats and cockpit. She also has a new full cover, new aluminum rig and recent haulout. *Sophia* has won multiple season championships and is ready to race/sail. She is located in the S.F. West Harbor slip that can go with her subject to harbor regulations. Contact (510) 812-5939 or (415) 789-1903 or dwntrs@aol.com.



CATALINA 309, 2007. Alameda Marina. \$85,000. The Catalina 309 is an innovative and exceptional redesign of its ever-popular predecessor featured in the Sailboat Hall of Fame. Designed to maximize comfort and efficacy with increased interior volume and an open look. Modern systems (refrigeration) with excellent light and ventilation below, Autohelm, chart-plotter, running rigging, new headsail, head, lifelines, 110 volt inverter, and much more. For more information contact (510) 881-6495 or rob@cams-sf.com.



GARY MULL CUSTOM 30, 1972. Vallejo Yacht Club. \$19,500. S.F. Bay racing legend. Designed by Gary Mull and built by Hank Easom, *Pretty Penny* enjoys a great pedigree and an enviable racing record. Newer sails, rigging, engine, and electronics. New Awlgrip and varnish exterior, with new interior cushions and paint. Lightly used and in splendid condition. A delight to the eyes, a pleasure for the senses, and a rare treat to sail. Call (707) 642-6765.



30-FT CLASSIC WOODEN BIRD BOAT. 1932. Oakland. \$12,500. Hull #22. Structurally sound and well maintained by owner. Hauled and inspected as of October 15, 2015. She is currently registered through 2017. Asking a fair price - serious inquiries only! For more info contact stevo35@hotmail.com.

32 TO 35 FEET

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. Contact (626) 410-5918 or ngolifeart@gmail.com.



33-FT CANADIAN SAILCRAFT, 1981. Paradise Cay Marina, Tiburon. \$10,000. Price reduced! Now is the time. We have upgraded and must sell our loving boat of 9 years. Sailed by a group of friends who have been sailing together for more than 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. Will help with basics of sailing for a couple of days if needed. Slip is transferable. Contact (925) 200-8411 or pburke@hotmail.com.

35-FT HUNTER 356, 2002. Marina Bay, Richmond \$63,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info at (325) 347-2349 or cordero@wcc.net.



35-FT BENETEAU OCEANIS, 1989. Brisbane. \$35,000. Two-stateroom version with enclosed head, 3-burner stove, 12v and 110v refrigeration and double sink. 28hp Volvo, mainsail with two reefs and roller-furled jib with added racing features. For more information please contact (650) 219-3918 or gerrymarren@gmail.com.



34-FT TARTAN T34C, 1978. Bozeman, MT. \$35,000. Beautiful original condition, equipped for cruising. Westerbeke, wheel, inner forestay. On LoadMaster trailer, will separate. Best way to cruise Mexico. T34C 35,000. Trailer \$8,500. Both \$39,900. Details on website: <http://tinyurl.com/grmmnkq>. Contact (406) 599-9607 or sherilyn.renner@gmail.com.



32-FT NAUTICAT 321 PILOTHOUSE. 2005. Great Lakes. \$155,000. Navy hull #138, commissioned 6/05. Dual hydraulic steer, 40hp Yanmar (301hrs), bow thruster, Flexofold, bimini/dodger, screens. North sails. Rodkicker, Garmin, Autohelm, Mastervolt electronics. 2 spacious double cabins with fans. Separate head w/HW shower. Cruisair. Well equipped galley, dining settee converts to 3rd double berth. (Sailaway includes: Lifesling, cockpit cushions, anchors, MOB, oil pump, mast-climbing equipment, fuel filters, impellers, hose, outlass bearings, pump, macerator, freshwater and bilge pumps, rebuild kits, Nauticat manuals, Yanmar service, parts, engine install manuals, toolkit with 5-35mm metric wrenches, Flexofold prop puller, Loos gauge, impeller puller. Health forces sale at well below market. Specs, pictures, maintenance summary available at (412) 889-6578 or cmtpcghpa@aol.com.

34-FT ROBERTS 34 STEEL CUTTER. Santa Cruz, CA. \$29,500. Well running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, watertight bulkhead w/navy door, hard dinghy, stainless steel roller windlass, Monitor steering vane, sonar ranger, VHF radio. For more information contact sol999911@gmail.com.



33-FT YORKTOWN, 1974. Sacramento. \$19,500/obo. Fast, stable well-founded bluewater cruiser. Refurbished by Kiwi sailor. Great condition. 6ft 3in standing room. Rugged for singlehanding. Teak and oak interior. A dream to sail. Info at (916) 835-1147 or sterlingnz2002@yahoo.com.

34-FT CATALINA, 1989. Santa Cruz Harbor. \$43,500. Strong coastal cruiser with classic wood interior, well maintained above-and belowdecks. Bottom job and new fuel tank-Oct 2015. Universal M25 engine runs great. Includes full-batten main with two reef points, 90% jib on the roller furler, 110% Mylar genoa, 135% light Dacron genoa, asymmetric drifter, folding prop, Garmin GPS, LED lighting, and more. Email for pictures. One-year Santa Cruz slip license available. Contact (650) 365-0652 or (530) 277-7668 or billywall@hotmail.com.

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35-FT BENETEAU OCEANIS 350, 1991. La Paz, Mexico. \$59,900. This is one of the finest small performance cruisers you will ever find. *Dream Chaser* is a professionally maintained Beneteau Oceanis 350 ready to cruise the Sea of Cortez and beyond. She has cruised from Portland, OR to Mexico and back, and the Ha-Ha (2010) continuing to La Paz where she is currently located. Turnkey and fully ready to cruise! Boat is both fast and stylish with a bright, spacious interior. Max-Prop, solar panels, SSB, liferaft, EPIRB, Spectra watermaker, etc. Too many details to list. Contact Robert at (510) 418-7555 or Jeffrey at (702) 569-9514 or email both at eeldog@mac.com.



35-FT YORKTOWN, 1975. Stockton. \$12,500/obo. Due to health issues, it's time to let go. She is fully outfitted w/ auto navigation and ready to sail! Handles beautifully in the Bay and Delta. Sleeps 6+. Contact lies14@gmail.com or (916) 512-9776.



37-FT PACIFIC SEACRAFT, 2004. Hong Kong. \$169,000. Fully equipped for worldwide cruising: Yanmar 56hp, Monitor windvane, new sails, new chartplotter, new radar, SSB, VHF, Navtex, liferaft, EPIRB, solar panel, wind generator. Pacific Seacraft award-winning quality. Contact through website: www.pacificseacraft37.com.



38-FT MORGAN 382, 1978. Brisbane Marina. \$35,000. Price reduced! This Morgan has a large protected cockpit, is rigged for two-person handling, with all lines down into the cockpit. Her 3-bladed prop cuts fantastically through the Bay chop with aid of her original Yanmar 3QM engine. (Just 500 hrs). Her interior is beautiful, spacious and comfortable. Contact bh.hackel@gmail.com or jerry@jscpm.com or (650) 722-4546.



32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$62,500. Gillmer design. This sailboat is built to the highest standards, aesthetically and structurally. Much new equipment including rigging. Ready for cruising. Health forces sale. Please call (360) 316-1421.

32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$30,000/obo. Great for year-round cruising. Radar, microwave, fridge, many extras. For data please see website: https://sailboatdata.com/viewrecord.asp?CLASS_ID=1265. Email for photos and more information: gulf32coyote@live.com.

32-FT JEANNEAU SUNFAST 3200. \$119,500. Turnkey ready for shorthanded offshore racing or cruising. Asymmetric and symmetric spinnakers. Satphone, AIS, EPIRB, liferaft, 50W solar panel, watermaker, spare carbon pole. Well maintained and in excellent condition. Info on website: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.

39-FT FAST PASSAGE, 1978. Seattle, WA. \$117,000. Cutter-rigged, bluewater vet, well maintained, outfitted and rewired 2003. Perkins 4-108. 3-blade Max-Prop, Spectra watermaker, autopilot, leather interior. Avon RIB, OB, dodger and canvas 2011. Survey 2013. More info: (206) 714-8272 or jogginsail@yahoo.com.



38-FT AERODYNE, 2003. Richmond. \$155,000. High performance cruiser. Electric LeisureFurl mainsail furling. Low-time Yanmar. Full anti-corrosion system. SSB. Electric windlass. TV/DVD. Recent Awlgrip and batteries. Excellent condition. Will consider compatible partner. Contact (415) 385-3600 or hspotter@aol.com.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$189,000 USD. Must see! There were only approx. 30 CG 36s completely built by the craftsmen at CG Marine Works (prev. Cecil Lange & Son). This is one of the finest examples afloat! A 2-owner boat with extensive refits in 2007 and 2014. Meticulously maintained in Bristol condition. This is a true bluewater world cruiser, or will sail your local waters in comfort and style. Compliments wherever she is moored. All custom-built magnificent teak interior. Too many extras to list here. For complete description and photos please contact (575) 770-1872 or wse541@gmail.com or on the web at www.capegeorge36for-sale.com.



39-FT AMAZON. Port Townsend, WA. \$150,000. Amazon 39-ft steel pilothouse, offshore ready and beautiful with custom interior design and best Port Townsend joinery. Meticulously maintained. Priced well below 2010 survey of \$260,000. Contact (360) 808-1615 or (360) 301-9025 or waswain@gmail.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$39,500/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. Website: www.danger-zone.net. Steve at (617) 838-4648 or info@americanglobal.org.

36 TO 39 FEET



36-FT TRADITIONAL CCA, 1938. Bellingham, WA. \$35,000. Fractional rig. Classic Burmese teak sloop built in Ah King Boat Yard, Hong Kong. Designer unknown but likely Phil Rhodes. Heavy standing rig, ocean veteran. Ported in San Francisco Bay in 1950's. LOA 35.6'. New deck, mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Laminated teak frames on 6" centers, fastened with copper rivets & roves. Blue Sea breaker panel. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Recent survey. Sweet sailer. Contact (360) 592 0939 or pwilling64@gmail.com.

36-FT HUNTER VISION, 1994. Hidden Harbor. \$62,500. Unstayed rig. 500+ hrs on Yanmar 3JH. Bimini/dodger, instruments, refrigeration, cockpit cushion and more. Excellent condition. Contact (775) 741-3770 or steved@pyramid.net.



37-FT C & C, 1985. Emery Cove. \$46,500. Excellent condition, lovingly maintained and upgraded, major refit 2009, fully equipped, modern electronics, rod rigging, hydraulic backstay. 2nd owner. Yanmar 3HM diesel, 870 hrs. KKMI hauled September 2015. Contact (925) 788-6776 or cookcmm@aol.com.



36-FT C&C, 1980. Alameda, CA. \$19,500. Solid rod rigging, two jib sails, spinnaker, self-tailing winches, GPS and radar, Yanmar diesel engine. Call (510) 504-0771 or safetycraig@pacbell.net.

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38-FT ERICSON, 1986. Sausalito. \$48,000. Universal 32hp, 285 hrs. Rigged for 2, Harken roller-furling, 3-blade Max-Prop, Stowe Navigator2 and Navsounder. Beautiful interior, 2-staterooms, sleeps 7, shower, refrigerated ice box. Clean, well maintained, KKMJ hauled 2015. Contact (415) 747-7807 or Luttrells@gmail.com.



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. Contact garyfox@att.net.



50-FT BENETEAU, 1992. Marmaris, Turkey. \$175,000. Owner's cabin layout, beautiful teak salon c/w island over Perkins engine, full galley, fridge, freezer, propane stove/oven, microwave, large battery bank, diesel generator, washer/dryer, new teak decks, canvas and unique sun cover. Will deliver in Mediterranean. Contact northcoast30@hotmail.com.



47-FT VAGABOND, 1981. Newport Beach. \$55,000/obo. Beautiful boat. Interior cosmetically overhauled beautifully. Needs electronics, mast, rigging on board. Ford Lehman 85hp needs work. Teak decks need attention. Hull in good condition. Call for details, photos. (949) 689-4978 or lisa@bywaterbyland.com.

40 TO 50 FEET

47-FT CATALINA. San Diego. \$209,000. Customized bluewater ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240V, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. More information on website: <https://adream2sail.publishpath.com>. Call (916) 607-9026.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$220,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.



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 5'1": go to weather board-down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hrs 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-30s sailboat. Call (805) 235-4046 or tackorjibe@gmail.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$34,900. Price drastically reduced! Needs corrosion repair on the port-side stringers. This go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Motivated sellers. Check out: <http://thissideupyacht.com>. Contact (408) 431-4333 or (360) 431-3723 or tsusailboat@gmail.com.



MASON 44, 1999. Long Beach, CA. \$285,000. Last Mason sailboat built by PAE/Ta Shing. Fiberglass decks. Open salon. Original owners. Beautifully maintained. See website for photos and more info: www.mason44momentumforsale.com. Please contact (562) 690-3709 or ward.ferguson@yahoo.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Single-handed all over Pacific Mexico in comfort and now lying in a fantastic location. For more information see website www.sanctuarycharters.com/sabbatical.php. Contact office@sanctuarycharters.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great live-aboard and passage maker! 3 stateroom layout, central heat and air, large quality refrigeration, roomy cockpit and swim scoop with handheld shower! Great for living, entertaining and loaded for comfortable passage including all new sat. weather, moving maps, autopilot, radar and 2 new Garmin 15" touch screen navigation systems. All new hatch and port windows, rigging and more! Website with many pictures: tinyurl.com/k8s8b56. (510) 253-5883 or beneteauforsale@gmail.com.



45-FT CUSTOM KETCH, 2013. Long Beach. \$59,000. New (almost) 45-ft full-keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



42-FT ALDEN MALABAR II, 1996. Monterey Bay. \$80,000. Custom Northwest-built gaff schooner, Alden Malabar II replica. 41' 4" LOD, 55' LOA Bluewater cruised. Looking for special person to love this masterpiece. One owner. Excellent condition. Information found on website: www.schoonervoyage.com. For more info contact newphoenixrising@gmail.com.



40-FT C&C AFT CABIN, 1982. Victoria, BC, Canada. \$85,000 Canadian. For sale in Victoria BC. Single owner, lightly used, well equipped and maintained. For more information contact (250) 216-5203 or g.ej.steinhoff@gmail.com.



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48-FT AMEL MARAMU, 1984. SE Alaska enroute to Bellingham. \$140,000. April 2016 haulout, new rigging, batteries, bottom paint (epoxy coated in 2013), windshield, topsides repainted Awlgrip, rebuilt Perkins 62hp @ 6500 hrs, current hrs 6925, washer, electric Profurl, Max-Prop, fridge/freezer, watertight bulkheads, davits, wind gen, solar, AB 10.5 ft. dinghy, 15 hp Yamaha, many extras. Please contact rangood4@hotmail.com or (808) 343-2114.

41-FT NEWPORT, 1984. Delta. \$39,500. Excellent condition. Rod rigging, diesel, radar, GPS. Autopilot, dinghy and O/B. Prepared for cruising. Health changes plans. Freshwater berth. Contact (916) 217-6908 or chardonnaymoon@att.net.



42-FT JEANNEAU, 2006. Berkeley Marina. \$195,000. Jeanneau 42 deck salon. Beautiful, well maintained boat with brand-new genoa and up-to-date servicing. King bed in rear berth, 2 flat screen TV's, dinghy with engine and well outfitted. This is the most affordable waterfront living in the Bay Area. Serious buyers only. Call to schedule an appointment to see this beautiful, well maintained vessel. Please contact (775) 813-4459 or mbrown@ultimatevitality.com.



41-FT HUNTER, 2003. Ventura Harbor. \$119,000. One of the best equipped 410s on the West Coast. For full specifications and pictures see website: www.hunter410.net. Contact (805) 320-5600 or yourboat@hunter410.net.



44-FT ISLAND CLIPPER, 1946. Sausalito. \$64,000. Sloop rig, Fellows and Stewart-built: fir planks, oak frames, bronze fastened. Teak decks, spruce mast. Suit of sails, 3-cyl diesel, 7-ft draft, documented vessel. Local shipwright owned 10 yrs+. Contact Jeff at (415) 847-3718.



40-FT CALIBER, 1993. Seattle, WA. \$148,000. *Hello World* is cut-the-dock-lines ready and itching to go cruising. Cockpit enclosure, solar panels, chartplotter and radar, belowdecks autopilot, SSB and Pactor modem, refit mast and skookum ground tackle. Please see website: <https://svhelloworld.com>. Contact svhelloworld@gmail.com or (406) 284-5456.



41-FT SCEPTRE PILOTHOUSE, 1987. Dana Point, CA. \$179,500. Raised dinette, forward and aft cabins, custom Sparcraft tall rig, rod rigging, 55hp Yanmar diesel, Mase 3KW generator, pristine condition, many cruising extras, must see to appreciate. For more information contact (949) 493-3575 or jgoffman@cox.net.



46-FT KELLY PETERSON, CUTTER. 1986 Los Angeles. \$174,500. Excellent condition, low profile, maintained by fastidious 2nd owner. Two huge staterooms, sleeps 7, open living area, 2 full heads/showers, solid teak interior, high ceilings, well equipped galley, sep. workshop. Headsail/staysail, furling main, Aircon/heating, watermaker, RIB, davits, massive storage + upgrades. more details on the web at: www.flickr.com/photos/kellypeterson46. Call (818) 348-3843 or (626) 807-8081.



44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$260,950. A real deck salon, light and airy with a settee you can sit at and enjoy the outdoors. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 870 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider trade. Contact (408) 666-3261 or jerryfsaia@aol.com.



CATALINA 42 MK II, 2000. Asking \$135,000. Alameda. 2-cabin Pullman berth version. Very clean, well maintained. Maintenance records available. Last haulout June 2015. Radar, new dodger, cockpit cushions. Running rigging replaced 2015. Excellent live-aboard, and great sailing too! Contact navigator1@yahoo.com or (510) 495-5965.

43-FT OFFSHORE RACER/CRUISER. 1981. Delta. \$89,000. Semi-custom, Kevlar epoxy construction. Two-year refit, currently being locally cruised and improved. Safe, comfortable, beefy yet fast. Open listing, new price. Visit the website: <https://youtu.be/OKeCgR4d5H8>. Contact: hookedsailing@gmail.com.

51 FEET & OVER



51-FT BAVARIA 50, 1999. Portland, Maine. \$165,000. Every conceivable piece of cruising equipment installed including: Icom 802 SSB, D400 wind generator, Vector inverters, Spectra watermaker, dual Garmin chartplotters, radar, AIS, etc. New interior upholstery and memory-foam mattresses. New super-deluxe cockpit cushions. Electric Harken primaries and Selden in-mast furling main make it super-easy to sail alone, so the wife and kids can relax. New Harken roller-furling gear on bow. More info at (707) 721-2745 or peter@dunbarandcullum.com.



60-FT CREALOCK SCHOONER. \$219,000. 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.



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. Please visit our website at www.apolloduck.us/feature.phtml?id=267073, and then contact (415) 663-8776 or lorcarosman@gmail.com.

CLASSIC BOATS



35-FT CRUISING KETCH, 1947. Sausalito. \$25,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri pine hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike at (415) 426-0172.



52-FT STAYSAIL SCHOONER, 1927. Marina Bay, Richmond, CA. \$175,000/obo. EB Schock staysail schooner *Scorpio* has been completely restored and has recently had its original keel, rudder post and deadwood replaced. The engine is an Isuzu diesel. It sleeps 5-6 under sail. It was in the S.F. Great Schooner Race 4 times, and placed 3rd, 1st, 2nd and 4th. *Scorpio* is also rigged for cruising, and the changeover only takes a few hours. (415) 924-0554 or bobvespa@gmail.com.



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.





72-FT SCHOONER RED JACKET. 1920. Tacoma. \$124,900. Own a piece of NW history! GEARY/BLANCHARD lovingly refurbished and maintained. Named one of the 100 greatest sailing yachts of North America '93. Call Murray. (206) 200-0424 or murrayfiander50@gmail.com.



26 HACKER CRAFT REPLICA. Alameda. \$35,000. *Cloudy Bend.* Beautiful 26 mahogany runabout John Hacker design. This vessel has been maintained with meticulous care. Built in 1992, she is a replica of a 1929 Hacker-Craft. Very low hrs, runs great, always stored with cover and warehoused. Contact (510) 521-8454 ext: 301 or mford@svendsens.com.

25-FT CHEOY LEE PACIFIC CLIPPER. 1958. Clipper Yacht Harbor. \$25,000. *Mist No. 9.* Beautifully restored and maintained. Bright teak topsides. Original, rebuilt, Stuart Turner auxiliary. Refurbished keel bolts, chainplates, and frames. Perfect original interior. Recipient of the Master Mariners Benevolent Association Stone Cup (people's choice) and Corinthian Cup (best owner-maintained yacht), 11/15 haulout including bottom paint and bright topsides striped and revarnished. Full cover. Perhaps the finest Pacific Clipper in existence. A joy to sail and simply breathtaking. Please call (415) 806-4904.

MULTIHULLS



35-FT BENETEAU CATAMARAN, 1986. Ensenada, MX. \$50,000/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. For more photos and information contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.

30-FT CONDOR TRIMARAN, 1990. San Carlos, MX. \$39,950. Light, strong, fast and trailerable. Composite construction. New: synthetic rigging, furler, bottom paint, Tohatsu 9.8, cushions, interior varnish, etc. Trailer rebuilt. Details at www.yachtworld.com/boats/1990/condor-30-2607617. Call (360) 643-1593 or wholebird@gmail.com.



45-FT KURT-HUGHES 45, 1995. Brisbane Marina, in S.F. Bay. \$399,000. Fast, agile, lightweight, customized cruising catamaran. High bridgedeck and daggerboards make for great windward work. 4 cabins, big bunks, 2 heads, great galley-up, big fridge, big freezer, with new compressors, B&G, Ham/SSB. Killer Spectra sails. 2x 44hp turbo Volvos, with Flexofolds, faired bottom, 24gph watermaker, 10.6' dinghy + 15hp Yamaha. The owner/builder and I have enthusiastically sailed, maintained and upgraded so she runs like a top. 3x So. Pac, 6x+ Ha-Ha vet. This boat is ready to go right now; you don't have to change the oil or a single filter. Food, fuel, clothes are all you need, can you hear Mexico calling? Ha-Ha '16! For more information contact (619) 319-0136 or monte.cttrell@catamarans.co.



24-FT CORSAIR F-24-2, 1997. Alameda. \$32,000. Fun, fast, folding, well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screacher 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 (510) 865-2511 or (707) 590-0842 or bsn160@gmail.com.

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34-FT CHB AFT CABIN TRAWLER. San Diego. \$41,900. Ample fuel and water for cruising around the Channel Islands, and/or a trip down Baja. Fully equipped. Turnkey condition. Many extras. Contact sailman123@gmail.com for full spec list or see Yachtworld.com under Ensenada.

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ANGELMAN KETCH INFORMATION. Seeking information about *Black Dolphin*, launched in Inglewood, CA, in 1944, sistership to the *Resolute* out of San Pedro. International school in Hong Kong owns the boat - trying to complete its history, particularly 1944-50. Please contact cblurton@gmail.com.

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HOOD MULTI-PURPOSE SAIL. Newport Beach. \$2,200. Hood multi-purpose sail/spinnaker (cruising spinnaker). ATN sleeve for setting and dousing and ATN tacker. Pristine condition. 53' luff, 49.5' leech and 35' foot. Suitable for a 45-50 foot sailboat. Please contact (949) 295-6514 or leguaya@yahoo.com.

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YANMAR 50HP. Marina del Rey. \$7,900. Yanmar 4JH2E w/KM4A transmission. Completely and professionally overhauled. Pictures and video available. Ready for install. Tons of references available. Please contact (310) 422-9249 or johansenleif@rocketmail.com.

QUANTUM SPINNAKER. Brickyard Cove. \$1,600. Practically new Quantum Vision V3 asymmetrical spinnaker, with setting and dousing sock. Designed for Beneteau 323. Paid \$3,250. Call (415) 987-2737.

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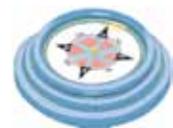
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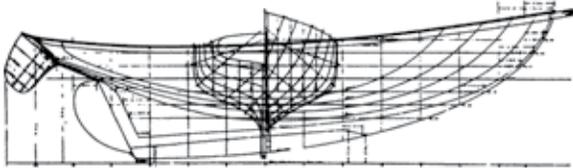
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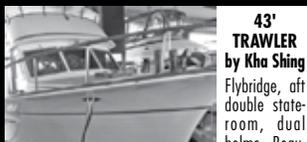
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