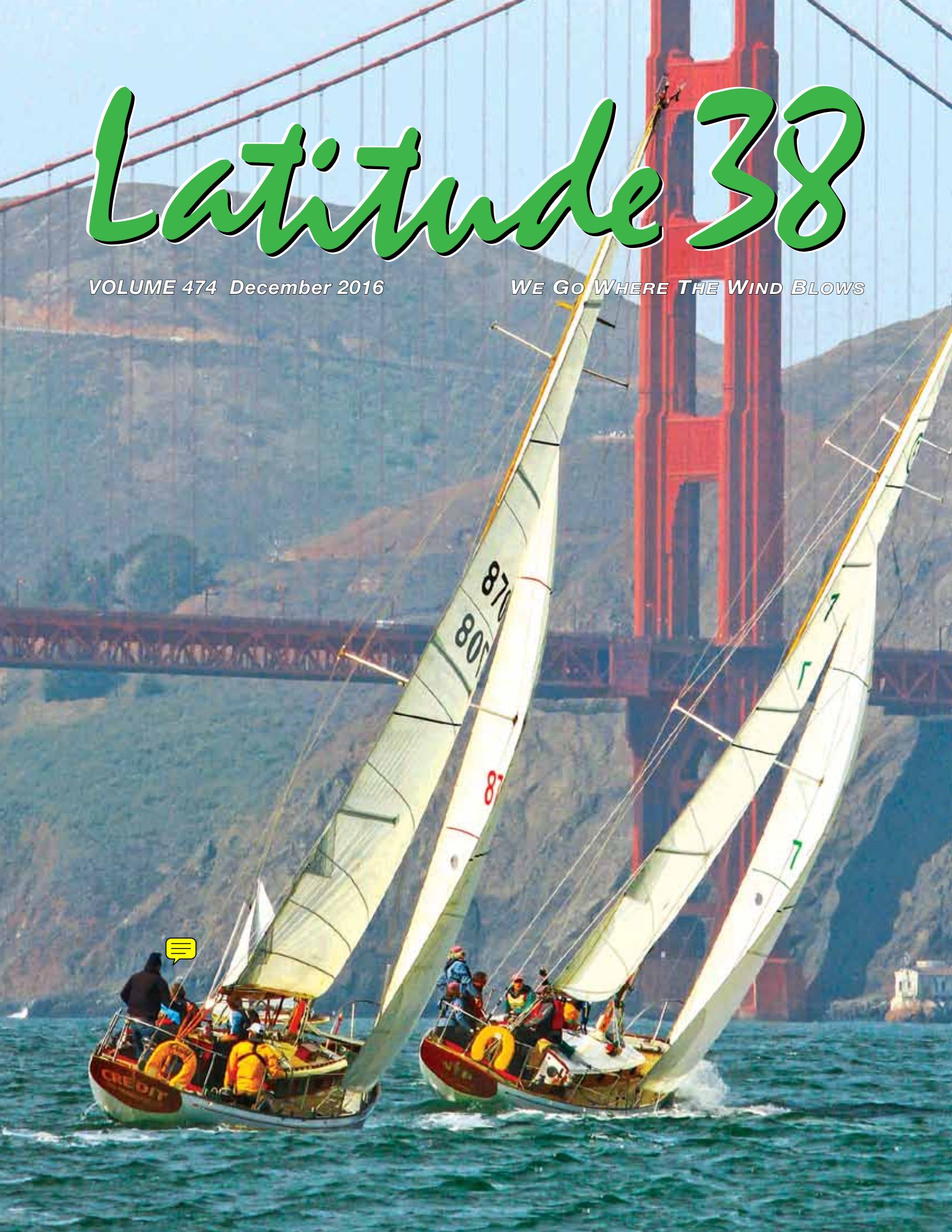


# Latitude 38

VOLUME 474 December 2016

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# It's a Family Affair

Bill and Susan Nork, with twin sons Paul and Tom, and fellow Islander 36 boat owner Jim Lovell, sailed *Zenith*, the Nork Family boat, to victory in October's Islander 36 Nationals.

The Islander 36s were all built in the 1970s and 1980s. They are a testament to the success of fiberglass boat construction of that era. In the same 30 to 40 years, sail materials have changed dramatically. Bill wanted the best possible match in a new genoa for *Zenith*, combining durability and performance. After several conversations, he chose a special Dacron, woven to make radial sails. It may not last 30 or 40 years, but it will be going strong and fast for many years to come.

Bill gives much of the credit for his success at the Nationals to that new Pineapple genoa, a triradial Dacron furling sail.

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\* ...and make it more fun to sail!

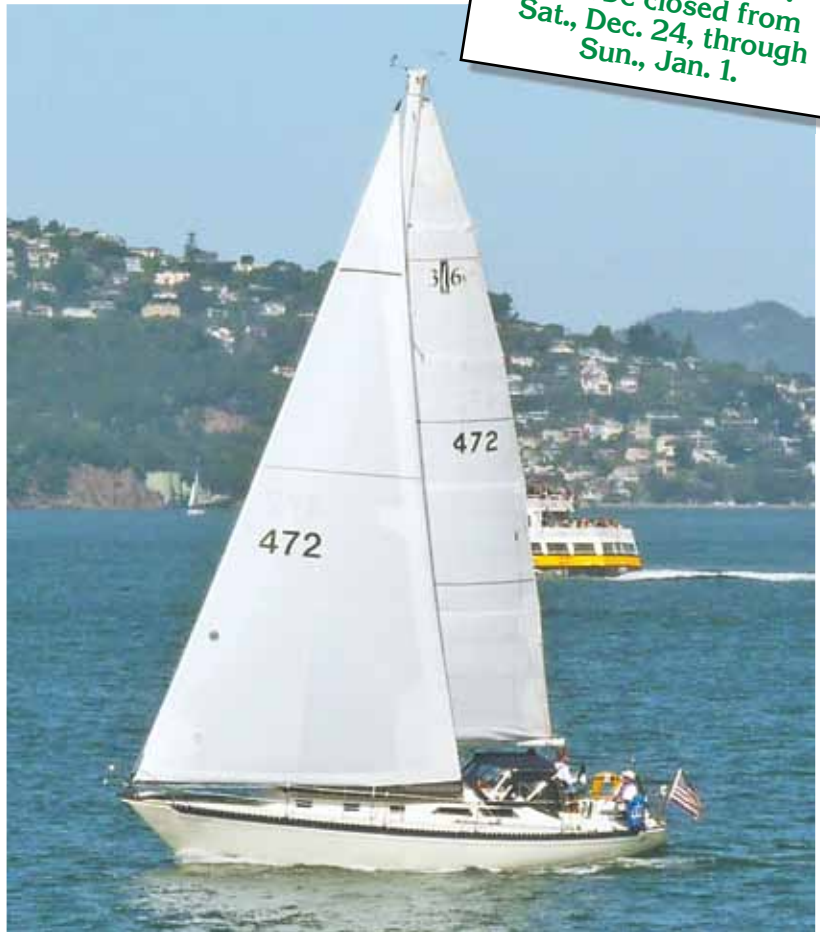


PHOTO BY RICK VAN MELL

*Zenith*\*

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Cover: Like hordes of fellow Baby Boomers, the Stephens-designed Farallon Clippers *Credit* (born in 1952) and *VIP* (1949) have been plying San Francisco Bay waters for decades. Here they're seen competing in October's Jessica Cup, a wooden-boat regatta hosted by St. Francis Yacht Club.

Photo by Chris Ray / [www.crayivp.com](http://www.crayivp.com)

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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](mailto: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](http://www.latitude38.com/writers.html).



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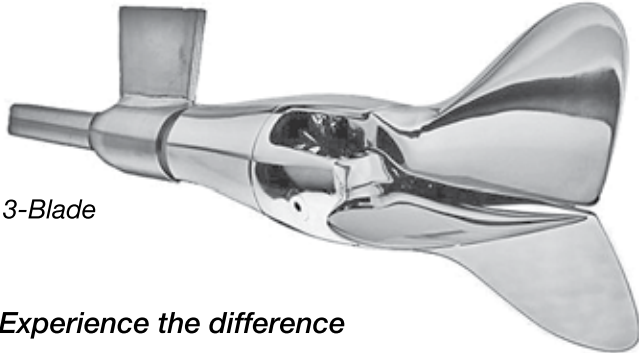
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Directions to our office ..... press 4  
 Subscriptions ..... press 1,4  
 Classifieds ..... class@latitude38.com..... press 1,1  
 Distribution ..... distribution@latitude38.com..... press 1,5  
 Editorial..... editorial@latitude38.com ..... press 1,6  
 Calendar ..... calendar@latitude38.com  
 Other email ..... general@latitude38.com

Founded and published from 1976-2016 by Richard Spindler.



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**35' MORGAN, '82** \$23,500  
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45' Catalina 445 3-cabin, 2017 .....	296,362
42.5' Catalina 425, 2017 .....	<b>NEW MODEL</b> 262,900
38' Catalina 385, 2017 .....	218,396
35' Catalina 355, 2017 .....	185,500
31' Catalina 315, 2017 .....	129,831

### Pre-Owned Catalina Yachts

47' Catalina 470 Tall Rig, 2006.....	299,000
37.4' Catalina 375, 2010 .....	189,000
37.4' Catalina 375, 2009 .....	169,000
27' Catalina, 1979 .....	15,500
25' Catalina 250 Mkl, 2007 .....	26,500
22' Catalina Capri 22, 2007.....	16,000

### Pre-Owned Sailing Yachts

52' Tayana 52, 1987 .....	253,900
45' Norseman 447, 1984.....	195,000
39' Beneteau 393, 2006.....	<b>SOLD</b>

### New Ranger Tugs (base price)

31' Ranger 31 Command Bridge, 2017 .....	279,937
31' Ranger 31 Sedan, 2017 .....	269,937
29' Ranger Command Bridge, 2017.....	<b>NEW MODEL</b> 224,937
29' Ranger 29 Sedan, 2017 .....	209,937
27' Ranger 27, 2017.....	159,937
25' Ranger 25SC Tug, 2017 .....	129,937
23' Ranger 23 Tug, 2017.....	<b>NEW MODEL</b> 94,937
21' Ranger 21EC Tug, 2017 .....	49,937

### Pre-Owned Ranger Tugs

29' Ranger 29 Classic, 2010.....	<b>REDUCED</b> 149,500
25' Ranger Tug Classic, 2009 .....	95,000

### Pre-Owned Power Yachts

32' Carver 3207 Aft Cabin, 1984.....	44,500
28' Protector Targa, 2007.....	159,000

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# CALENDAR

## Non-Race

**Dec. 1-10** — The tall ship *Hawaiian Chieftain* will be in Old Sacramento through 12/4 and in Morro Bay 12/9-10. *Lady Washington* will be in Morro Bay through 12/10. Info & tickets, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**Dec. 3** — Chantey Sing, aboard *Eureka*, Hyde Street Pier, San Francisco, 8-11 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

**Dec. 3** — 40th annual Lighted Yacht Parade on the Oakland-Alameda Estuary, 5:30 p.m. Theme: Celebration of Lights. \$30 entry fee includes skipper's goodie bag. Info, [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 3** — Lighted Boat Parade on Mare Island Strait, 5 p.m. Vallejo YC, [www.vyc.org](http://www.vyc.org).

**Dec. 3** — Lighted Boat Parade on the Sacramento River between Delta Marina and the Rio Vista Bridge in Rio Vista, 6-7 p.m. Info, [www.deltamarina.com](http://www.deltamarina.com).

**Dec. 3** — Delta Reflections Lighted Boat Parade, Stockton, 5 p.m. Marina West YC, (209) 477-7653 or [www.mwyc.org](http://www.mwyc.org).

**Dec. 3** — Lighted Boat Parade in Santa Cruz, 5:30 p.m. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 3-31** — 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](http://www.baads.org).

**Dec. 4** — Lighted Boat Parade in Monterey. Monterey Peninsula YC, [www.mpyc.org](http://www.mpyc.org).

**Dec. 4** — 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](http://www.nps.gov/safr).

**Dec. 4-18** — 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](http://www.baads.org).

**Dec. 7-28** — 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](http://www.stfyc.com).

**Dec. 7-28** — 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](mailto:mossfish@gmail.com).

**Dec. 8** — California Clean Boating Network meeting, Martinez YC, 9:15 a.m.-1 p.m. Topics: the Statewide Clean Boating Program, the new California Boater Card, the SAVE Grant Program, Delta aquatic weeds, and the new pumpout app. Free, with free parking. RSVP to [vmatuk@coastal.ca.gov](mailto:vmatuk@coastal.ca.gov).

**Dec. 10** — Celebrations at Sea, aboard the *Lewis* ark and *Balclutha*, Hyde Street Pier, San Francisco, 1-4:45 p.m. Live music, refreshments, a visit from Santa, crafts, story time, more. Free-\$10. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Dec. 10** — Lighted Boat Parade in Sausalito, 5 p.m. Sausalito YC, (415) 332-7400 or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Dec. 10** — Lighted Boat Parade on the San Rafael Canal, 6 p.m. Info, (415) 272-0535 or [www.lightedboatparade.org](http://www.lightedboatparade.org).

**Dec. 11, 18** — Parade of Lights in San Diego Bay, 5 p.m. Theme: It Began with a Roar — San Diego Zoo Celebrates 100 Years. Info, [www.sdparadeoflights.org](http://www.sdparadeoflights.org).

**Dec. 13** — Full moon on a Tuesday.

**Dec. 16** — Decorated Boat Parade on the San Francisco Cityfront. St. Francis YC, [www.stfyc.com](http://www.stfyc.com).

**Dec. 17** — Rigging seminar, Hansen Rigging, Alameda, noon-3 p.m. Info, (510) 521-7027 or [hansenrig@sbcglobal.net](mailto:hansenrig@sbcglobal.net).

**Dec. 18** — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Dec. 21** — Winter Solstice.

**Dec. 24** — Hanukkah begins at sunset.

**Dec. 25** — Christmas Day.

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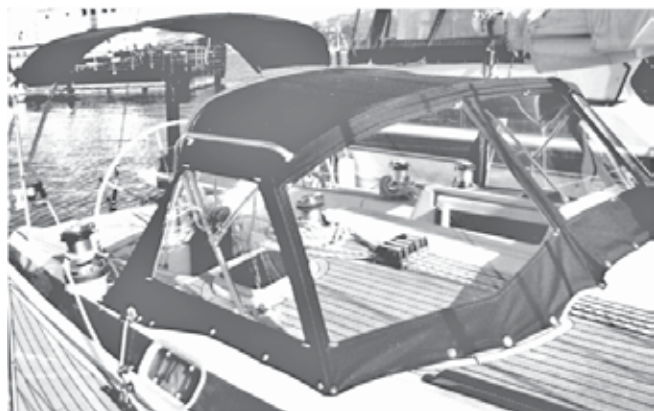
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## CALENDAR

**Dec. 31** — Last day to go sailing in 2016.

**Jan. 1** — First day to go sailing in 2017.

**Jan. 11-15** — Portland Boat Show, Portland Expo Center. New & used boats; kids' boat design & building. \$10; free for kids 12 and under; 2-for-1 coupons at [www.otshows.com](http://www.otshows.com).

**Jan. 12** — Corinthian Speaker Series presents solo rower Lia Dutton, who will attempt a 5,500-mile Japan-to-San Francisco crossing in May 2017. Free & open to the public. Info, [www.cyc.org/club/speaker](http://www.cyc.org/club/speaker). RSVP to (415) 435-4771.

**Jan. 12** — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, [www.singlesailors.org](http://www.singlesailors.org).

### Racing

**Dec. 3** — The Sinnhoffer Series/Hot Rum Regatta in San Diego wraps up. SDYC, [www.sdydc.org/race](http://www.sdydc.org/race).

**Dec. 3** — Fall Series. SSC, [www.stocktonssc.org](http://www.stocktonssc.org).

**Dec. 3** — Diehard Regatta. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Dec. 3-4** — BAYS Winter #2. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Jan. 7-8** — California Dreamin' Series match-racing stop #1, to be sailed in J/22s in San Diego. SDYC, [www.sdydc.org](http://www.sdydc.org).

**Jan. 28** — Three Bridge Fiasco. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

### Midwinter Series

**BAY VIEW BOAT CLUB** — Midwinter Madness: 12/10, 1/14, 2/11, 3/11. Info, [www.bvbc.org](http://www.bvbc.org).

**BERKELEY YC** — Midwinters: 12/10-11, 1/14-15, 2/11-12; Champion of Champions: 2/26. Bob, (510) 530-4162; Bobbi, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/21-22, 2/18-19. Info, [www.cyc.org](http://www.cyc.org) or [cyrace@cyc.org](mailto:cyrace@cyc.org).

**COYOTE POINT YC** — Winter Buoy Races: 1/8, 1/22, 2/12, 2/26, 3/12, 3/26. Info, [www.cpyc.com](http://www.cpyc.com).

**ELKHORN YC** — Chowder Cup Series: 12/3. Info, (831) 724-3875 or [racing@elkhornyc.org](mailto:racing@elkhornyc.org).

**ENCINAL YC** — Jack Frost Series: 1/21, 2/25, 3/18. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 12/3, 1/7, 2/4, 3/4. Info, (510) 926-2441 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 12/11, 1/8, 2/12, 3/12. John, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, [www.kbsail.com](http://www.kbsail.com).

**LAKE MERRITT SAILING CENTER** — Robinson Midwinters: 12/10, 1/15, 2/11, 3/12. Peggy, (510) 836-1805.

**MONTEREY PENINSULA YC** — Perry Cup/Midwinters: 12/3, 1/7, 2/4. Info, [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sunday Brunch Series: 1/15, 1/22, 1/29, 2/19, 2/26, 3/19, 3/26. Debby, (510) 390-1620 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**REGATTAPRO** — Winter One Design: 12/10, 1/14, 2/11. Jeff, (415) 595-8364 or [www.regattapro.com](http://www.regattapro.com).

**RICHMOND YC** — Small Boat Midwinters (Sundays): 12/4, 1/8, 2/5, 3/5. Optis & El Toro Green Fleet (Saturdays): 12/3, 1/7, 2/4, 3/4. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SAN FRANCISCO MODEL YC** — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, [www.sfmjyc.org](http://www.sfmjyc.org).



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\$340,000 Contact: Alameda



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**40' Farr 400 2011**  
\$275,000 Contact: San Diego



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  - 2001 36' Beneteau 361 ..... \$114.75k
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**42' Sabre Hard Top Express 2004**  
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\$398,000 Contact: San Diego



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## CALENDAR

**SANTA CRUZ YC** — Midwinters: 12/17, 1/21, 2/18, 3/18. Info, (831) 425-0690 or [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC** — Spring Lake Winter Series: 12/11, 2017 dates TBA. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Chili Midwinters: 12/4, 1/8, 2/5, 3/5. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 12/3, 1/7, 2/4, 3/18 (St. Patrick's Day Race). Redwood Cup pursuit race series: 12/17, 1/21, 2/25, 3/11. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever Midwinters: 12/17, 1/28, 2/25, 3/18. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 1/7, 2/4, 3/4. Info, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 12/17, 1/21, 2/18, 3/18. Info, (707) 643-1254 or [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Jan. 15-20** — Quantum Key West Race Week. Storm Trysail Club, [www.keywestraceweek.com](http://www.keywestraceweek.com).

**Jan. 16-24** — Mt. Gay Rum Round Barbados Race Series. Barbados CC, [www.mountgayrumroundbarbadosrace.com](http://www.mountgayrumroundbarbadosrace.com).

**Jan. 24-Feb. 3** — Conch Republic Cup/Key West Cuba Race Week. Info, [www.conchrepubliccup.org](http://www.conchrepubliccup.org).

**Jan. 30-Feb. 4** — Grenada Sailing Week. Grenada Sailing Association, [www.grenadasailingweek.com](http://www.grenadasailingweek.com).

**Feb. 2-5** — Antigua Superyacht Challenge. Antigua YC, [www.superyachtchallengeantigua.com](http://www.superyachtchallengeantigua.com).

**Feb. 3-10** — Pineapple Cup, Miami to Montego Bay, Jamaica. Info, [www.pineapplecup.com](http://www.pineapplecup.com).

**Feb. 17-21** — Cuba Cup, Montego Bay to Havana, Cuba. Info, [www.pineapplecup.com](http://www.pineapplecup.com).

**Feb. 20-24** — RORC Caribbean 600, with starts and finishes in Antigua. Info, [www.caribbean600.rorc.org](http://www.caribbean600.rorc.org).

**Feb. 28-Mar. 4** — Banderas Bay Regatta, friendly racing for cruisers in Mexico. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 1-5** — Rolex Swan Cup Caribbean in Virgin Gorda. Costa Smeralda YC, [www.yccs.it](http://www.yccs.it).

**Mar. 2-5** — St. Maarten Heineken Regatta, world-class racing. St. Maarten YC, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 6-7** — 50th Anniversary Regatta BVI in Virgin Gorda. Costa Smeralda YC, [www.yccs.it](http://www.yccs.it).

**Mar. 10-13** — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, [www.loropianasuperyachtregattaandrendezvous.com](http://www.loropianasuperyachtregattaandrendezvous.com).

**Mar. 10-16** — Newport Beach to Cabo San Lucas International Yacht Race. NHYC, [www.nhyccaborace.com](http://www.nhyccaborace.com).

**Mar. 14-18** — Miami to Havana Race. Info, (386) 437-9400 or [www.havanarace.org](http://www.havanarace.org).

**Mar. 16-19** — St. Barths Bucket Regatta. St. Barths YC, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 23** — Round the Rocks Race in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 24-26** — St. Thomas International Regatta in USVI. St. Thomas YC, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 27-Apr. 2** — BVI Spring Regatta & Sailing Festival. Royal BVI YC, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Mar. 29-Apr. 2** — La Paz Bay Fest for cruisers, Sea of Cortez. Club Cruceros de La Paz, [www.clubcruceros.net](http://www.clubcruceros.net).

**Apr. 10-15** — Les Voiles de St. Barth. St. Barths YC, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**Apr. 13-17** — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, [www.bequiaregatta.com](http://www.bequiaregatta.com).

**Apr. 19-25** — Antigua Classic Yacht Regatta. Antigua YC, [www.antiguaclassics.com](http://www.antiguaclassics.com).



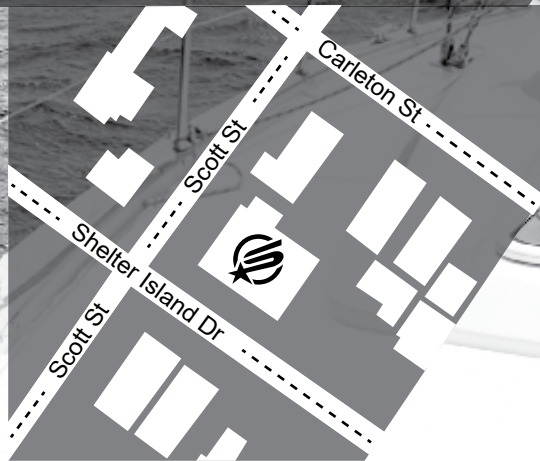


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# CALENDAR

**Apr. 28-30** — Newport to Ensenada Race. NOSA, [www.newporttoensenada.com](http://www.newporttoensenada.com).

**Apr. 29-May 5** — Antigua Sailing Week. Antigua Sailing Association, [www.sailingweek.com](http://www.sailingweek.com).

**May 23-27** — Tahiti Pearl Regatta. International fleet racing. Info, [www.tahitipearlregatta.org.pf](http://www.tahitipearlregatta.org.pf).

**June 23-25** — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**July 3-21** — Los Angeles-Honolulu Transpacific Yacht Race. Info, [www.transpacyc.com](http://www.transpacyc.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### December Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
12/03Sat	0240/4.6	0715/3.1	1309/5.4	1953/-0.2
12/04Sun	0325/4.7	0810/3.2	1356/5.1	2039/0.0
	LOW	HIGH	LOW	HIGH
12/10Sat	0114/1.4	0756/6.4	1431/0.0	2112/4.6
12/11Sun	0208/1.7	0840/6.7	1519/-0.7	2213/4.9
	HIGH	LOW	HIGH	LOW
12/17Sat	0235/5.4	0731/2.5	1325/6.0	2005/-0.7
12/18Sun	0326/5.4	0837/2.5	1421/5.4	2056/-0.1
	LOW	HIGH	LOW	HIGH
12/24Sat	0126/2.2	0800/5.9	1449/0.5	2135/4.2
12/25Sun	0214/2.4	0836/6.0	1527/0.2	2225/4.4
	HIGH	LOW	HIGH	LOW
12/31Sat	0131/4.9	0611/2.9	1211/5.9	1850/-0.5
1/01Sun	0211/4.9	0653/2.9	1251/5.7	0730/-0.4

### December Weekend Currents

date/day	slack	max	slack	max
12/03Sat	0939 2224	0045/2.5F 1212/1.5F	0356 1403	0636/2.0E 1754/3.4E
12/04Sun	1031 2304	0128/2.4F 1302/1.3F	0435 1448	0722/2.0E 1843/3.2E
12/10Sat	0849 2218	0009/2.5E 1222/3.8E	0321 1649	0619/2.6F 1921/2.4F
12/11Sun	0932 2318	0104/2.6E 1305/4.3E	0412 1737	0707/2.8F 2015/2.9F
12/17Sat	0938 2224	0022/3.2F 1209/2.3F	0335 1425	0624/2.7E 1804/3.9E
12/18Sun	1042 2312	0111/3.0F 1306/2.0F	0422 1520	0719/2.6E 1900/3.5E
12/24Sat	0854 2228	0018/2.1E 1257/3.1E	0333 1713	0605/1.9F 1942/2.0F
12/25Sun	0927 2319	0107/2.1E 1329/3.3E	0419 1755	0649/1.9F 2026/2.3F
12/31Sat	0243 1303	0523/2.2E 1654/3.8E	0829 2115	1105/1.9F
1/01Sun	0330 1412	0548/1.1E 1706/2.4E	0812 2118	1148/2.6F



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## LETTERS

### ↑↓ **THE SKIPPER OF THE LOST 'SUMMERWIND' REPORTS**

I have had no contact with the Baja Ha-Ha group since the brief VHF communication and my contact with Pollo of *Ullman Sails* at Turtle Bay.

As the Grand Poobah knows, we went hard aground at Punta Quebrada, about five miles north of Turtle Bay, on the night of November 2. The wind was 12-16 knots and the seas 2-4 feet, so weather wasn't a factor. I had been waiting for the wind to lighten in order to get the main down. It had become stuck in the boom furler about two thirds of the way down.

Jim, my crew, was below and not feeling well. Andrew, my 22-year-old son, was at the helm. We had been having trouble



KEN KNOLL / JERSEY GIRL

getting the autopilot to keep a course. It would begin to swing greatly. But we thought we had it settled down, so we began to work on the main. A short time later we hit hard.

The boat immediately heeled hard to port, and waves rapidly flooded the cockpit and cabin. It was very dark, and we were unsure of the shoreline at this point. We placed emergency calls and deployed flares. Andrew went below to assist Jim in putting on a PFD and getting him on deck.

Despite the dark, we were able to get to shore without much trouble. By this time our radio had died, and we were unable to communicate with the boats that had come to stand by offshore. A volunteer Search and Rescue group from Turtle Bay came to our aid about 90 minutes later. These generous people provided us with dry clothes and a meal, and arranged for a room.

The next day the Marines met us at the restaurant and advised us to get to the boat ASAP. I had wanted to get Jim back to the US immediately, but this was not possible. *Summerwind* was on the rocks about an hour's drive on rough roads from Turtle Bay. When we arrived, we saw that *Summerwind* had been stripped of anything of value. We were able to get a few items, including — thankfully! — my passport and credit cards.

Upon our return to Turtle Bay, I was advised that I had to meet with the port captain in Guerrero Negro by 8 a.m. the next day. I was very fortunate to have a friend in Guerrero Negro, and he sent a driver down to pick us up that evening. We met with the port captain and gave him the official statement of the events.

We are all in San Diego now. I am planning to return to Turtle Bay in the coming days to gather some of my belongings. I am very thankful to Rodrigo 'Pollo' of *Ullman Sails* for his help and to the generous people of Turtle Bay.

Although we had some difficulties with the autopilot, the main furler and crew, these should have been better attended to by me, the skipper. Hindsight is always more clear.

This unplanned 'stop' at Punta Quebrada was not what I had envisioned for our Ha-Ha adventure. While the loss of *Summerwind* to me is a great loss, I know that life can change in a moment. We can choose to move forward, so here we go.



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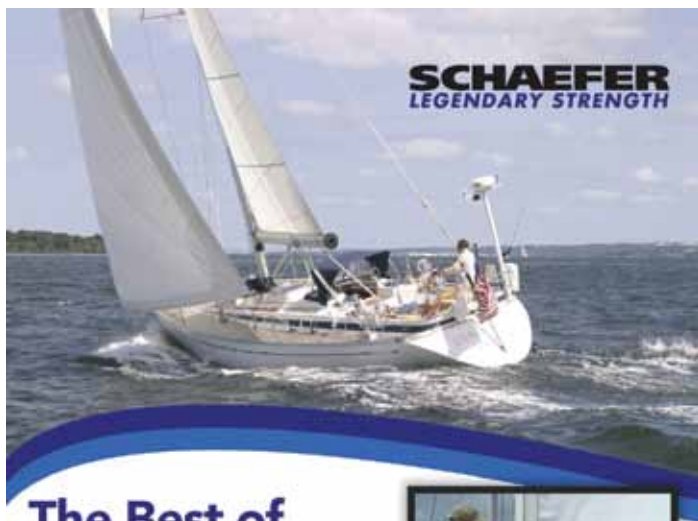


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## LETTERS

I hope all went well with the rest of the trip for everyone else.

Steve Brodbeck  
Summerwind, Newport 41  
San Diego

Steve — We're sorry for your loss, but take solace in the fact that nobody was hurt and that your boat was apparently insured.

It was at about 7 p.m. that the Grand Poobah, crashed out aboard Profligate in Turtle Bay, heard that Summerwind was on the rocks somewhere north of Turtle Bay. The reported positions given varied by as much as 30 miles. The Poobah immediately put out a call for a Ha-Ha boat with a reasonably large dinghy and outboard. Kenny Knoll, the ex-Coastie sleeping aboard his Irwin 65 Jersey Girl, was alerted of the situation. He immediately jumped into his dinghy and picked up the Poobah from Profligate. It was pitch-black out and we only had a very general idea of where Summerwind might be. It was a tense situation, as for all we knew we'd have to swim to the boat and might find injured crew or even dead bodies aboard.

For the Poobah, the search became a lesson in how inaccurate and imprecise information can be in emergencies, and how hard it is to find anything that isn't brightly illuminated. Kenny and the Poobah floundered around for about an hour in benign conditions — 5 knots of wind and flat seas — in a vain search for Summerwind. We finally received word — barely audible — that the Summerwind crew had been recovered in good health and taken to Turtle Bay.

We met with some of the local officials and Marines the next day on Profligate, and were told that a fisherman had seen Summerwind go onto the rocks and reported it to authorities in Turtle Bay.

More than 2,500 boats have done the Baja Ha-Ha. Only two have been lost. The J/120 J World sank after colliding with a whale in 2009. After spending several hours in a liferaft, the crew was rescued by a Coast Guard helicopter from San Diego. The second was Summerwind.

We hope you'll be able to join us on another Ha-Ha and enjoy better results.

### ↑↓ THE SPINNAKER HOG-TIED ITSELF TO THE JIB



ANDURIL

'Anduril' had to enter Turtle Bay looking like this.

The crew of the Farr 395 Anduril sends a huge thanks to the Grand Poobah and all his helpers for a great Ha-Ha. It was a wonderful experience for Anduril and crew. The event was so well organized and a ton of fun. And we liked how supportive fellow sailors were of each other. Other than a little terror provided by our crewmembers flying the spinnaker that windy first night, all was well on Anduril.

Check out the photo of the ugly spinnaker wrap that we got on the first night of Leg 1. At midnight, of course! The spinnaker had a torsion line that hog-tied itself onto the

furled jib. We had to live with the situation until we anchored in light winds at Turtle Bay. Then it took three sessions with

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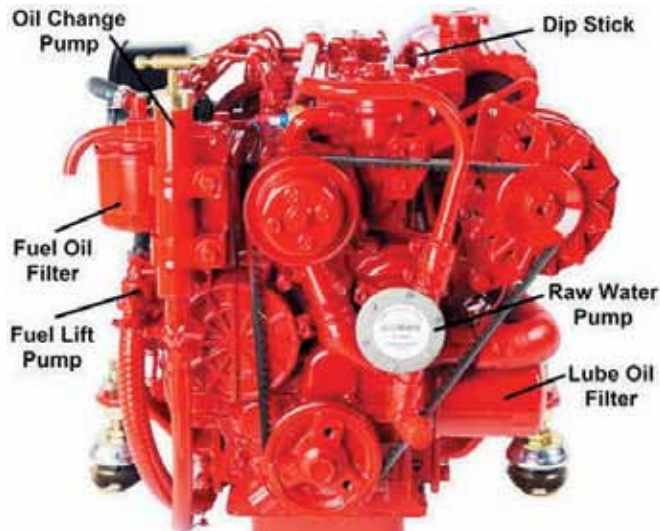
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## LETTERS

the skipper up the mast to untangle the mess.

Alice Kloosterboer

Anduril, Farr 395

Vancouver, BC

*Alice — Thanks for the kind words. If it makes you feel any better, we once got an intractable Leg 1 spinnaker wrap on Profligate and had to motor 40 miles with a flogging chute before we gained a lee and were able to get it down. Having learned our lesson, we now sail a bit more conservatively.*

### ↑↓ IT WON'T BE OUR LAST HA-HA

The skipper and crew of J/122 *Day Dream* want to thank the Poobah and his team for a terrific Baja Ha-Ha. It was our second, but it won't be our last.

The Ha-Ha provides a truly unique opportunity and experience for members of the boating community. In both Ha-Ha's we've participated in, the camaraderie and fleet spirit has been extraordinary. That everyone works to help all the boats to Cabo is inspiring. And then there was the fun, and plenty of it in all forms. And we like the Poobah's kindness and daily sense of humor.

We aren't sure how you're able to pull it all together year after year, but please keep up the amazing work. We absolutely will be back.

Robert Day and the entire crew

*Day Dream*, J/122

Newport Beach, CA

*Robert and Crew — When you're doing something that makes people happy, it's more fun than work and is relatively easy to put together.*

*After the awards party, Martin Kratz, owner of the Beneteau 473 Soiree, approached the Poobah and said, "This Ha-Ha has been the highlight of my life." The Poobah thought he might be joking. But he repeated the claim. People always ask when the Poobah is going to stop running the Ha-Ha. When he gets compliments like that, how could he ever stop?*

*While this year's first two legs were about the windiest ever in the Ha-Ha, and thus there were a couple more 'incidents' than normal, the Poobah thought it was a great one. He can't wait for next year. And the year after. And the year after that.*

### ↑↓ AN INNOCENT MAN — ME — WAS JAILED IN NOGALES

Read about what can happen to you if apply for an FMM visa status for Mexico online, as opposed to applying in person at a Mexican embassy in the United States. If you apply online, there is no check of any of your information until you get to a point of entry. In my case, when I got to Nogales.

When I got to the offices in Nogales, some negative information came up through the Mexican system about a person with the same name as mine. The officials wouldn't tell me what the man had done, but they said he was "a very bad man."

Having no immediate way of knowing that I wasn't the "bad man," they threw me in the slammer overnight! They wanted to hold me until a more senior immigration official came to work the next morning.

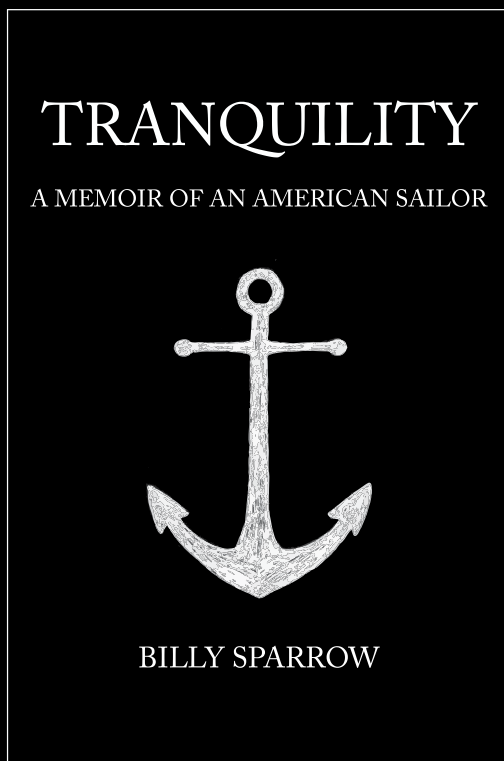
When the immigration officer got there, he tried to intimidate me into signing a two-page document in Spanish, which I couldn't understand. He wouldn't even let me send a photocopy to the US embassy.

My wife called the US State Department all night long, but they were no help.

The Mexican officials finally got so tired of hearing me say,



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## LETTERS

"I can't sign a document I can't read or understand," that they deported me back to the United States.

I don't have any unpaid parking tickets, let alone a criminal record. *Nada!* But now I can't get back to my boat in San Carlos.

Robert Cohn  
*Nomad*, Rival 36  
 Point Richmond

*Robert — We're very sorry to hear about your experience. The Mexican system is getting better all the time, but from time to time there are still problems. Hopefully you can go to a Mexican embassy in the United States and get it straightened out and get your boat.*

### ↑↓ PORT AND STARBOARD, SLOW AND FAST

I'm writing in response to a November issue letter from David Fiorito regarding the close call between his Beneteau 39 *Irie* and the very fast catamaran *SmartRecruiters* on San Francisco Bay. Despite being on port, Fiorito held his course, but he got angry with *SmartRecruiters* despite the fact that they were on starboard.

I wasn't there to witness the incident, but I do race on the Bay a lot. Mr. Florito specified he was on port, but then says he felt he was obliged to hold his course.



LATITUDE / CHRIS

*The Extreme 40 catamaran 'SmartRecruiters' at the finish of the Rolex Big Boat Series in September.*

The port tack boat understands the Rules of the Road. The port tack boat is obliged to make whatever course correction is necessary. They should do this early and in an obvious manner — meaning a tack or a significant course change — so the starboard-tack boat sees they are paying attention. Someone with a Coast Guard license should know this.

Fiorito also assumes that a cat screaming along is more maneuverable than the racer/cruiser that he was daysailing. Has he ever sailed on a cat like that?

When we come across racers, we assume they know the Rules of the Road. When we come upon cruisers, we assume they are clueless, don't see us, don't care about us, or are unable to actually maneuver their vessels. Please, if you are skippering or driving a boat, make sure you understand the Rules of the Road and follow them. To do otherwise endangers your boat and passengers and other boats around you.

Andy Newell  
*Ahi*, Santana 35  
 Berkeley

*Andy — With all due respect, we're going to disagree with*

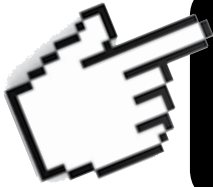
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## LETTERS

you on one count, and suggest that things aren't as cut and dried as you assume on the second count.

For the last 20 years we've been sailing a pretty fast — when there is wind — catamaran, and on 50 Ha-Ha legs we've let all the other boats start first so we could slalom our way through fleets of 120 to 150 slower boats to take photos. It's been our experience that Profligate going 18 knots is ridiculously more maneuverable when it comes to avoiding a collision than a boat that is going six knots.

A boat doing 18 knots can gain separation three times faster than a boat going just 6 knots. This is especially true with a multihull, where so much of the speed comes from apparent wind. It hardly takes any change in our course or sail trim to either accelerate or decelerate dramatically. In less than a complete turn of Profligate's wheel, we can slow from 18 knots to 9 knots or less. So if some sailors are "screaming along" on a cat and can't "maneuver" quickly, it would seem to us they are not really in control and perhaps should be extremely careful when sailing in the vicinity of other boats.

Secondly, since you brought up the Rules of the Road, let's dig a little deeper. Yes, there are the basic rules regarding stand-on and give-way vessels that hopefully everybody knows. But there is also Rule 17(b): "When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision."

If you consider that Rule 17(b) is the last rule to be applied before an impending collision, it could be seen as the 'ultimate rule'.

Many mariners would be surprised by the implications of Rule 17(b). For example, when a give-way vessel without anyone on watch collides with a stand-on vessel, the collision is completely the fault of the give-way vessel without a lookout, right? Wrong. In fact, the Supreme Court ruled that the absence of a lookout was "unimportant" in finding fault in a collision between two boats because the stand-on vessel saw the vessel without a watch well in advance and could have easily maneuvered to avoid the collision.

Similarly, there was the case in which a vessel on the wrong side of a channel collided head-on with a vessel traveling on the correct side of the channel. Slam-dunk case of who was at fault, right? Wrong! Both skippers were cited. The skipper of the stand-on vessel was cited because had he slowed down there wouldn't have been a collision. It's old Rule 17(b) again. Had there been a collision between SmartRecruiters on starboard and Irie on port, we think both vessels would have been found to be at least to some extent at fault. We think Florito's argument that he felt "obligated to hold his course" because he thought it would be the safest course of action would be a very strong one. And based on our experience, we think he's right.

Mind you, we're absolutely not advocating that mariners ignore the basic Rules of the Road, or ignore them because another boat is going very fast or racing. We are saying that the helmsperson of a boat going three or four times as fast as other boats has an obligation to realize that he/she is in a tomcat position and the other vessel is a sitting duck, and as such, the former has an obligation to both avoid a collision and avoid scaring the bejesus out of the people on the other boat. More than anything, it's a matter of being nice.

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# LETTERS

old polyester tri held up well. We sold *Tiva* in Fiji, flew home, and started thinking about our next trimaran.

*Doggone*, our current 40-ft Searunner design, was just three hulls when we bought her from the Napa Valley Marina boneyard in 1998. We had her in the water in one year, and finished her up and set sail to Mexico in December of 2001. We'd signed up for that year's Baja Ha-Ha, but weren't ready in time.

We spent most of the next four years in Puerto Vallarta, and then Greig sailed her back to the Bay in 2006. With our daughter now in Portland, and wonderful memories of Mexico in our heads, we are very glad to be back sailing in tropical Mexico.

Sailing on *Doggone* is always smooth — unless going to windward in short, steep chop. Our tri is light and therefore easily driven. *Doggone* has a deep centerboard, so she points well. We hit 16.8 knots on Leg 1 in the just-completed Ha-Ha, and *Doggone* always felt solid. In addition, our tiller autopilot worked like a champ, even in 20+ knot winds and more than 10-ft seas. Right now we only have white sails, but we'll definitely need to get at least one light-air sail.

*Doggone* is super comfy at anchor or in a slip, and we really enjoy all her deck space. We run with three 100-watt solar panels, which have provided all the power that we have needed so far.

Because *Doggone* is plywood/epoxy construction, Greig can readily do the repairs himself. He had to do this after she got knocked off her jack stands when Hurricane John hit La Paz in 2006.

The Searunner series trimarans are very economical cruising boats, well designed and very comfortable. Two years from now, in 2018, it will be time to celebrate the 50th anniversary of Searunner trimarans. Our hats are off to Jim Brown!

And hats off to the Grand Poobah and his team for this year's wonderful Ha-Ha experience. The effort that was put into it really showed.

Leslie and Greig Olson  
*Doggone*, Searunner 40  
Sausalito

## ↑↓ I LEARNED SOME GOOD LESSONS IN 1983

After years of cruising in the tropics and a way-too-long and too-difficult complete refit of *Migration* in Thailand, Ailene and I are in Japan. Life is good here, but compared to the tropics, it's cold! The temps are in the 50s and 60s now, which is hard

to get used to after the tropics.

I saw the request in *'Lectronic Latitude* for old cruising photos and decided to send in the accompanying one. That's me at age 24 on the left. It was taken in San Diego in 1983. The circumstance was that my best friends Steve and Shirley had joined me for a trip to San Diego to search the bulletin boards for cruising boats needing crew.



MIGRATION

**Bruce Balan fell for trimarans in 1983.**

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## LETTERS

torpedo-sized oxygen tank, the Doberman guard dog, an extended Coast Guard boarding, destructive spinnaker-flying in Cabo, etc.

Unfortunately, the elderly owner had waited too long to fulfill his cruising dream. He fell ill and had to sell the boat in Mexico. The experience was life-changing for me because I swore I wouldn't wait too long to go cruising, and I fell in love with trimarans.

Bruce Balan and Alene Rice  
*Migration*, Cross 46 trimaran  
California/Currently Himeji, Japan

*Readers — Bruce, later joined by Alene, indeed didn't wait too long to go cruising. As long ago as 2008 the couple had cruised to Easter Island and, after a long time in the South Pacific, sailed as far south as the southern tip of the South Island of New Zealand. Having done their time in New Zealand, they are now slowly working their way through Japan, supposedly on their way back to the United States.*

### ↑↓ COMPELLED TO INQUIRE ABOUT IMPELLERS

What's the deal with raw-water impellers on sailboat diesels? Because our raw-water impeller is located in an almost inaccessible location on our Deerfoot 62, we have always tried to head off an at-sea replacement by understanding the correct TBO (time between overhaul) for impellers. That way we could always replace the impeller proactively in the serenity of a quiet anchorage or marina.

Finding no data for impellers, we experimented. Our first replacement was a bit late, at 18 months and after more than 700 engine hours. All the fins on the rubber impeller were intact, but 50% of the them were cracked. In fact, we'd probably replaced it just in time.

The next replacement was performed at 12 months and a tad more than 500 hours. Upon removal, we found the impeller was in near-new condition and barely distinguishable from the new one. So that became our unofficial TBO for the raw water impeller. This interval worked for years — until we made it almost all the way across the South Pacific.

While on passage from Fiji to New Zealand, through a stretch of water that's no stranger to bad weather and thus not the place to be changing hard-to-get-at impellers, our impeller

failed. The impeller was totally shredded, with bits jammed into the seawater supply — and no doubt ingested into the downstream heat exchanger.

So what happened? Is there a shelf-life on rubber impellers? Should we maintain a FIFO system on our



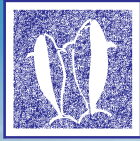
MOONSHADOW

**Why did the impeller on the right disintegrate? Was it because John and Debbie started that particular voyage on a Friday?**

spares? Did we suck sand into the seawater intake? Is it because we started a voyage on a Friday? What's the secret to avoiding this?

John and Debbie Rogers  
*Moonshadow*, Deerfoot 62  
San Diego/Currently in Opua, New Zealand





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# LETTERS

## ↑↓ SOCRATES WAS TURNED BACK ON HER INITIAL ATTEMPT

I don't know how many people are following the adventures of Jeanne Socrates, who is the oldest *woman* to complete a solo nonstop circumnavigation, and who is now, at age 74, trying to become the oldest *person* to complete a solo nonstop circumnavigation. *Latitude* readers can learn all about it at [www.sunreida.com](http://www.sunreida.com).

And there certainly was a lot to read about in just the first few days, as almost immediately after she set out from Victoria she got into some nasty weather. Followed by even more nasty weather.

Socrates didn't get out a blog on October 24, so given the very bad weather she was in, many of us were worried about her safety. It's great to learn that she's survived winds in the 60s and seas over 20 feet.

Charlie Stephens  
Pacifica, Cal 2-46  
Vancouver, BC

*Readers — Jeanne, one of Latitude's heroes and one of the Wanderer's favorite people, couldn't have started at a worse time, as she sailed into a series of wicked fronts, most of which hit her right on the nose.*

*Jeanne's October 20th start wasn't too bad, with mostly light winds. But by that night the wind was in the high 20s and it was rough. The second day featured either calms or strong winds — and a lousy forecast for the upcoming days. Day 3 featured a variety of conditions again, with Jeanne trying to catch up on much-needed sleep. On Day 4 it was blowing 25- to 35-knots on the nose, and the forecast for the next two days was even worse. Day 5 brought the promise of even rougher weather, so Jeanne was getting ready to deploy the Jordan series drogue. Later on Day 5 Jeanne set the drogue and got ready for 50- to 60-knot winds and huge seas. On Day 6 it blew more than 60 knots, and the shackle for the series drogue on the port quarter of Nereida had come undone. Socrates alerted the Coast Guard about her situation.*

*On Day 7, Jeanne packed a ditch bag with passport and other valuables, and even thought about getting into her survival suit. Mind you, Jeanne is 74 years old and had to be suffering terribly. But her Najad 36 handled the conditions well.*

*Jeanne had a lot of trouble getting the drogue back in, and when she did, it was damaged. So she decided to head back to Victoria for repairs and a new series drogue.*

*Days before the start of the Baja Ha-Ha, the Grand Poobah was rolling around the bed of a San Diego budget motel at 3 a.m., unable to sleep. So he sent a message to Socrates, advising her that it would be an honor to buy her a replacement Jordan series drogue. Much to the Poobah's surprise, Jeanne was also awake at 3 a.m., and thus answered immediately. The two traded messages online, with the Grand Poobah ultimately pledging \$1,000 on behalf of this year's Ha-Ha participants to her purchase of a new drogue. Jeanne was thrilled. So when she took off again on November 14 on her historic record attempt, a little bit of the Ha-Ha fleet was sailing along with her.*

## ↑↓ MUDSLINGING FOR FUN

Please post more photos of the Baja Ha-Ha on 'Lectronic *Latitude* to help us cope with the political misery we've been experiencing during the presidential election back here in the United States. The dispatches from the Ha-Ha encourage us to believe there is a better and more fulfilling life out there. And that life is better than the mudslinging going on — un-

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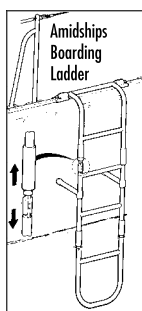
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# LETTERS

less, of course, there is Ha-Ha mudslinging for fun.

David Barten  
Ikani, Gecco 39  
San Diego

David — *The Ha-Ha fleet got the election results from the Grand Poobah at 6 a.m. on the day of the start of the last leg from Bahia Santa Maria to Cabo. We were shocked and delighted to not hear any political talk on the Ha-Ha channels afterward, nor had we heard any political talk prior to getting the election results. As such, you can imagine what a shock it was to get to Cabo and have access to television, newspapers and the Internet, where so many people could be observed gnashing their teeth over the surprising results. It was indeed great to have left the country.*

*The nice thing about being on a boat is that you have too many immediate concerns to be preoccupied or furious about things that you can't control thousands of miles away. We recommend it.*

## READING LATITUDE ON TUGS IN THE ARCTIC

*Latitude 38 founder and now former owner Richard Spindler probably won't remember me, but we met in La Cruz on a few occasions, and I did one race aboard his catamaran Profligate on Banderas Bay. I began reading Latitude in the 1970s and have written in on occasion, generally making a complete fool of myself.*

More than any other publication, *Latitude* helped keep me abreast of what was going on in the sailing world. It also helped keep my cruising dreams alive. When I was working on tugs in the Arctic and elsewhere in Alaska, I had copies sent up each month. They never failed to entertain me and brighten my day. I savored each and every one of them.

I'm glad that Richard/Wanderer is going to continue writing for the 'new' *Latitude*, and I hope he continues as long as it's fun. I wish him nothing but the best in his partial retirement. He's earned it many times over.

John Tebbetts  
Ichi Bar, Yamaha 33  
Fofoa Island, Tonga/Fiji

John — *Thanks. Even if it was really hard, at least we were doing something that we truly loved. As we've said before, we think Latitude is now in the best hands possible, and the Wanderer wants to do all he can to help it be a success.*

## JUST GO SAILING

*Latitude founder Richard Spindler and Latitude 38 have been an inspiration to me and many others to just get out there and go sailing. I've been reading the magazine since the mid-1980s, and was inspired by Latitude to go down to one of the first Sea of Cortez Sailing Weeks. We sailed against Richard and his Ocean 71 Big O with the Ocean 71 sistership St. Elmo's Fire. I also did the inaugural Baja Ha-Ha in 1994. What great times!*

*I've gone through three big boats, and am currently sailing and setting up for another to cruise — hopefully next fall. Good on Richard's partial retirement; he has reason to be proud.*

Dave Fiorito  
Irie, Beneteau 393  
Novato

Dave — *It's been the Wanderer's life's goal to try to help other people have fun, preferably on the water. The Wanderer is committed to helping the new Latitude be as much of an*



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# LETTERS

*inspiration in the future as it was in the past.*

## ⇅ **WHATEVER HAPPENED TO BIG O?**

I'm searching for an Ocean 71 ketch for a client, but can't find any for sale. What ever happened to the Ocean 71 *Big O* that was owned by the founder of *Latitude 38*? Might she be for sale?

Eric Jones  
 World Yachts  
 Brookfield, WI

*Eric — As you might know, 21 of the Ocean 71s were built by Southern Ocean Shipyard in Poole, England, and four 71s with 4-ft extensions were built by Camper & Nicholsons. When the van de Stadt design, based on the famous Stormvogel, was introduced in the early 1970s, she was one of the biggest cruising/charter boats around. Many of today's megayacht skippers cut their teeth on them. The Ocean 71 was a fabulous ocean boat, particularly comforting and comfortable in rough weather. On the downside, like all boats from 45 years ago, the interior volume is much smaller than today's 71-footers.*



BIG O

*This summer we ran into Joe Hutchens, who used to run an Ocean 71 between Antigua and the Med in the 1980s and 1990s, and is now a partner in a yacht concierge service in Antigua. It might have been his rum talking, but during a dinner he said, "I loved the 71. In fact, if I saw one again, I'd buy her."*

**The Ocean 71 'Big O' was the original mothership of the Baja Ha-Ha.**

*We sold Big O in the Caribbean 20 years ago to Tom Ellison of Vancouver. He spent a ton of money doing a massive rebuild, which she needed, and christened her Ocean Light.*

*For nearly 20 years he's successfully chartered her on spirit-bear charters in the waters near Vancouver Island. In the process Ocean Light has been featured in National Geographic. The charter brochure can be found online.*

*As for the other Ocean 71s, they are scattered around the world. St. Elmo's Fire, which used to be on the Bay, was recently sold in Croatia. Second Life, another Ocean 71 that sailed the Bay for a long time, sank in the Caribbean under curious circumstances.*

*Going online, we found a couple of other Ocean 71s for sale in Europe for about \$300,000. As great as the Ocean 71s were, a buyer would have to remember that the boats are from the early 1970s. We wouldn't worry about the hulls, but we'd be frightened at the cost if the interior needed lots of work. For even a small 71-ft boat is a very big, and therefore very expensive, rebuild.*

## ⇅ **WHO STOLE THE 'BIG' FROM THE BIG BOAT SERIES?**

Where were the 'big boats' for the Rolex St. Francis YC Big Boat Series? Why don't they get the maxis to come race around the buoys, in which case we'd have a real Big Boat Series again? I watched some of the video from this year's

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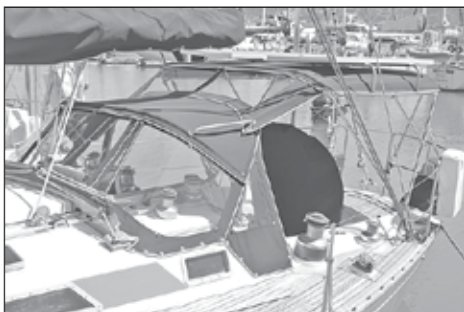
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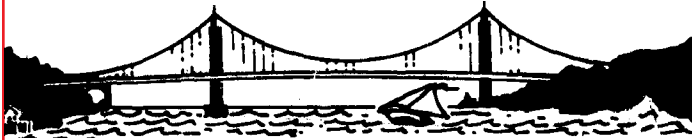
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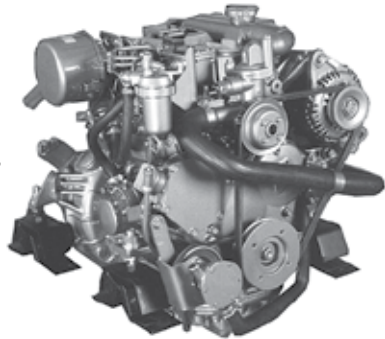
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## LETTERS

event, and it looked like a bunch of Clorox bottles out there. Where is Jim Clark's 100-ft *Comanche*?

Grey McGown  
Lonesome Dovekie,  
Dovekie 21  
Fort Worth, TX

Grey — *With the average size of a Big Boat Series boat getting ever smaller, the title does seem like a misnomer. But times have changed. And regattas don't get 'maxis to come to them'; maxi owners choose where they want to race their boats. And mind you, what used to pass for a maxi is now a comparatively small boat.*

*The zenith of the St. Francis Big Boat Series was, if memory serves us, 1985, when there were something like 12 maxis from all over the world competing in an epic regatta. At that time, the owners pretty much agreed that 80 feet was 'the' big boat size. But since then what was once the upper end of yacht racing has splintered into countless factions.*

*The more affluent of yesterday's owners of 70-ft sleds and 80-ft big boats have moved up. Way up. The 80-footers of the 1980s are now 100-200 feet. Some of the owners of these boats, such as Jim Clark of the 100-ft *Comanche* and George David of *Rambler 88*, have gone for insane no-holds-barred racing machines that can only be sailed by large crews of professionals flown in from around the world. Those who aren't quite as obsessed with racing still like to do certain famous races. For instance, for the first time ever next year's Fastnet Race will not limit boat length to 100 feet. Owners of much bigger racer/cruisers demanded a place on the starting line.*

*But most owners prefer a combination of worldwide cruising and more genteel racing, such as found at the St. Barths Bucket, various megayacht regattas in the Med, and brand-specific events such as the Swan, Perini Navi and Oyster Regattas.*

*The thing about much bigger and faster boats is that San Francisco Bay is way too small to have a regatta for them. The bigger racer/cruisers can take 15 minutes and several miles to jibe. You can't have boats like these engage in tacking duels up the Cityfront. The more suitable racing venues for 100-footers and up are events such as the Transpac, Pacific Cup, Transatlantic, Fastnet, Caribbean 500, St. Barths Bucket or Voiles, Sydney Hobart and the Middle Sea Race.*

*Back in the heyday of the 70-ft sleds, owners would move their boats from Southern California to San Francisco Bay for the Big Boat Series. These days the likes of Jim Clark will rush his 100-ft *Comanche* from Australia to the Caribbean (by way of the East Coast), to Europe, to maybe South Africa to maybe Los Angeles for the Transpac. For these owners — he also has a 292-ft cruising boat and a 135-ft J Class yacht — expense isn't an issue. It can't be.*

*Another obstacle to a big-boat regatta on San Francisco Bay is the lack of warm water. When it comes to racing a modern 180-ft yacht, the choice between doing it on the cold and gray waters of San Francisco Bay versus the tropical blue waters of St. Barth or Antigua, it's not a tough decision. The Bay also suf-*



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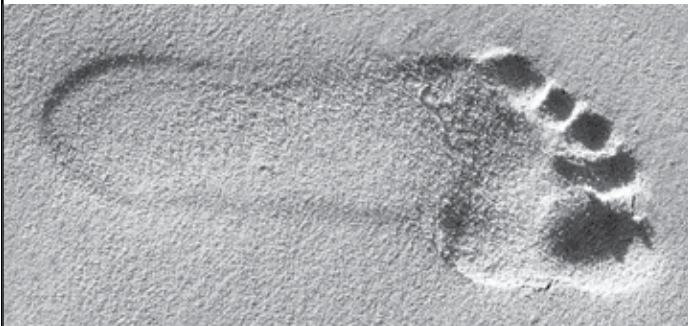
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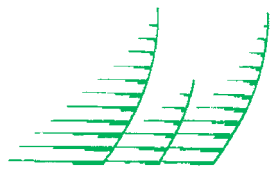


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## LETTERS

fers from the fact that it's not on the Med-Caribbean-Northeast megayacht circuit.

So while the Rolex Big Boat Series once meant a regatta highlighted by a few large boats that were spectacular for their era, now the 'big' in Big Boat Series refers to the number of boats participating. And in Latitude's view, while a Big Boat Series with 100 mostly smaller boats may lack the grandeur of a Big Boat Series with a few 100-footers, we'll take greater participation over greater size every time.



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**Their size more suited to the confines of San Francisco Bay, multitudes of diminutive (22.75-ft) J/70s raced in this year's Rolex Big Boat Series.**

### ⇕ A SUNNY PLACE FOR SHADY PEOPLE

I met and chatted with the Grand PooBob/Wanderer during the SoCal Ta-Ta this year. It was my first rally, but it certainly won't be the last. I hope to do the Baja Ha-Ha in 2018.

I saw two photos of *Profligate* in the November 14 *Electronic Latitude*, and the caption described her as "a sunny place for shady people." I wonder if the Wanderer stole that appellation from Elmore Leonard?"

Kent Fletcher  
Andiamo, Catalina 30  
Santa Cruz

Kent — The caption was a joke, sort of a play on the fact that countless places from Key West to St. Barth have adopted the clever 'sunny place for shady people' title. If Leonard used it, he didn't invent it, as the line was coined by W. Somerset Maugham about the French Riviera in general and Monte Carlo in particular.

Nonetheless, Elmore Leonard, who didn't sell his first novel until he was 65, remains one of the Wanderer's favorite authors.

### ⇕ A DAILY FEE OF \$65

The St. Francis YC has nothing on the blue blazers, brass buttons and stiff tillers up of the Ida Lewis YC of Newport, Rhode Island.

"Visitors from Reciprocal Clubs wishing to visit ILYC must provide ILYC with a letter of introduction from an Officer or Manager of the reciprocal Club directed to the attention of the ILYC Club Manager. Upon confirmation with the requesting Reciprocal Club, the ILYC Club Manager may approve the request. In this event, the Reciprocal Club member will have access to the Club facilities for a period of up to three (3) consecutive days. Prior to using the Club facilities, the Reciprocal Club member must check in at the Club Dock Office where they will be provided a Guest Card which they may use at the Club during this period. The reciprocal Club member may be allowed to attend events at the Club after all Members' requests to attend that event have been satisfied and permission has been given by the Club Manager. The list of Reciprocal Clubs will be posted on the Club bulletin board. Continued status as a Reciprocal Club is at the discretion of the Flag Officers.

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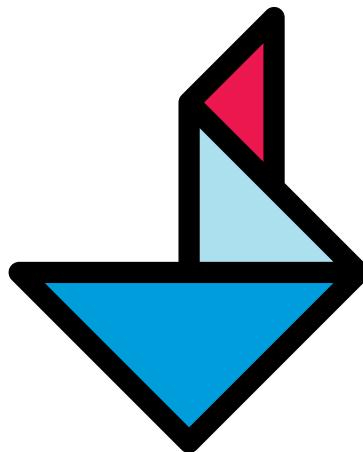


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## LETTERS

who show membership in a recognized Yacht Club by letter of introduction, or Membership Card; and their guests. If you plan to use our facilities, no matter how slightly, we ask you to come ashore upon arrival and register at the Dock Office.

"We charge a daily fee of \$65, payable in advance. This permits visiting yachtsmen to use our facilities as available each day from 12 noon to 12 noon. We monitor VHF 78A-Telephone 401-846-1969."

My parents were members.

Name Withheld by Request

### ↑↓ NOTHING AUTOMATIC ABOUT RECIPROCALLS

With regard to reciprocal privileges, the Pacific Interclub Yacht Association (PICYA) does not require or outline the participation of member clubs:

"There are over 100 yacht clubs and boating organizations in PICYA, each unique in size, structure, membership interests, and facilities. Therefore, it must be the responsibility of each club to develop its own program of activities and its own policies and procedures about reciprocity with other clubs. There is nothing automatic about reciprocal privileges, despite the fact that uninformed individuals and organizations pass this word along. While we believe that all our member clubs have a spirit of sportsmanship and friendliness toward other boaters, we support every club's right and responsibility to establish its own policies with respect to visiting privileges. Reciprocity is a privilege not a right."

That said, I have been well received at every club I have visited. I typically call local clubs in advance to learn about the rules and expected decorum. The Golden Gate, Oakland, Benicia, Vallejo, San Rafael and Bay View clubs have all been fun stops for me.

Sailing south, I did visit Monterey YC, where I was very well received and where Gary Haas was behind the bar sporting a full-on blue blazer and tie — with shorts and sandals. My kind of place all around!

We checked in at Santa Barbara YC unannounced and were given a three-day pass to their facility — which is stellar, with a great bar and deck. And we had several dinners at the Puerto Vallarta YC, where we met other cruisers, and where, in my opinion, the food rivaled that of any five-star club in the US.

In general, other yacht clubs owe you nothing. You are guests in their house. You do get some 'street cred' if you arrive by boat or are far from home. But you can burn it right up by being rude, pushy or demanding, or by disregarding rules or decorum guidelines.

Mark Wieber  
Goliard, Slocum 43  
Emeryville

Mark — We're still looking for a better — meaning more accurate — term than 'reciprocal privileges'.

### ↑↓ SHE'S ALL RIGHT IN MY BOOK

I have been in and out of Morro Bay YC many times, and although I am a member of Richmond YC, I've always had to pay for berthing. It's no big deal. And I've met Lynn, the port captain. She seems all right in my book.

Steve Cameron  
Selket, Columbia 32  
Point Richmond

### ↑↓ THE KERFUFFLE AT MORRO BAY

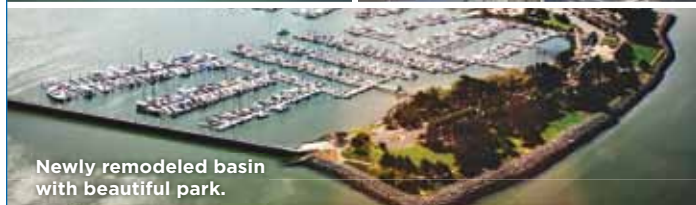
I read about the 'reciprocal privileges' kerfuffle at Morro



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# LETTERS

Bay YC in last month's *Latitude*, with all sides weighing in. As a member of Columbia YC in Chicago, when traveling with family via car or airplane but not boat, I've taken advantage of 'reciprocal privileges' to dine in a club in the city we're visiting, usually with friends/family that are local and have never been inside. Our most recent visits have included the Balboa YC and Naples YC in California and the Sarasota YC in Florida. We've always phoned first to make sure we wouldn't be turned away at the door. Each of the yacht clubs mentioned above treated us as 'visiting members', and helped create great memories for our family and friends.

But 'reciprocal privileges', correctly identified as a misnomer by Mike Priest, has an additional exclusion radius factor within Chicago. The club whose name is the same as the city's invokes a 75-mile exclusion radius before reciprocal privileges can be invoked. This essentially eliminates these privileges for members of other yacht clubs on the southern tip of Lake Michigan.

Thus, the special right of privilege is variable, and contains with it hidden responsibilities and exclusions. "User beware" may be appropriate.

P.S. I love reading *Letters*, especially the Wanderer's replies, and *Max Ebb* each month. Please keep up the great work. Take care.

Jay Grizzell  
Shoe String, Olson 34  
Chicago, IL

Jay — Calling ahead is always a great idea.

Not wanting to be picky, but it was the Wanderer who identified 'reciprocal privileges' as being a misnomer.

### ↑↓ SNOBBY VS. HOSPITABLE

The Nantucket YC offers no reciprocals to anybody. They are very snobby. I have informed the manager of my club, the San Francisco YC, to toss out anybody who comes from the Nantucket YC. Too bad for them.

When it comes to a simple, outstanding yacht club with wonderful hospitality, it would be hard to beat the Royal Victoria YC of Vancouver Island.

Charles Pick  
Elusive, Olson 911S  
SFYC, Belvedere

### ↑↓ ONE CHANCE TO MAKE A FIRST IMPRESSION

I stopped at the Morro Bay YC in 2007 during a delivery back home following a particularly windy Coastal Cup. I tied up at their dock, found the dockmaster's phone number and began the conversation with, "Good morning; how and to whom do I pay for an overnight at your dock?" The crew and I were given the key to the damn place so we could take showers, and we were told where to find the fenderboard to protect our topsides from the pilings at the fuel dock. They even welcomed us back 30 hours later after we got our asses handed to us beating toward Point Sur. The Morro Bay YC rocked for us.

I find first impressions to be pretty important, and know that people can tell over the phone if you're smiling or snarling. No matter where you go, I think it's best to go in with low expectations. After all, you are asking for a favor, even if you are paying for it.

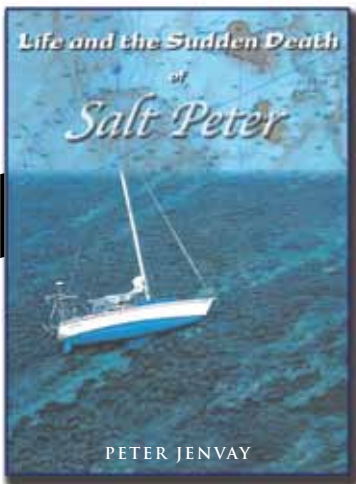
As for the dockside hospitality at the Kaneohe YC, I've found that it's wholly dependent on the size and displacement of one's boat. Their docks aren't built to accommodate an Andrews 56, so they prefer such boats to anchor out. But the

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## LETTERS

docks are just fine for a Baltic 37. As such, I've had the best and worst of Kaneohe YC hospitality, and both for perfectly understandable reasons.

Nick Salvador  
*No Strings Attached*, Baltic 37  
Richmond

### ⇕ JUMPING THROUGH EGOCENTRIC HOOPS

There is no excuse for mistreating any honorable guest on a yacht club premises. The idea of having to coax cooperation from the yacht club management for sundowners is nonsense. If the club isn't immediately hospitable, they ought not to exist.

I find that many, if not most, establishments that supposedly cater to private-vessel owners have snooty and uncooperative staff and management — unless the vessel is opulent or the captain and crew kiss up to the staff — as in the sundowner scenario you suggest. We already have plenty on our plates without having to also handle a supposed service-providing establishment with kid gloves and jumping through their egocentric hoops. They generally need to realize they are the commercial establishment, we are the customers, and we are generally prepared to behave normally and properly in return.

Richard Stanard  
*Lakota*, Dufour 433  
St. Petersburg, FL

### ⇕ THE RUN OF THE CRUISING CLUB

The Sausalito Cruising Club was wonderful to us. We enjoyed a warm welcome and a two-week stay at their dock. We paid a small fee but were given the run of the place along with their members. Even our two granddaughters felt welcome. A big shout-out to John and the members of the Cruising Club, the best of hosts.

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Debra Perfitt  
*Coastal Drifter*,  
Folkes 42  
Puerto Peñasco,  
Mexico

### ⇕ THE ELEPHANT IN THE ROOM

Before anyone's fantasy sets in about sailing their own boat around the Mediterranean, there are currently two major legal/fiscal issues that need to be carefully considered. Neither of these affects people on normal tourist vacations to Europe.

The first concerns your boat. A boat not flagged in the European Union is generally allowed to stay in the EU for 18 months before any tax is assessed. At the end of 18 months, Value Added Tax (VAT) has to be paid on the boat. It varies by country but is about 20% of the value of the boat. That's a big number!

Fortunately, there is an easy solution to this problem, because all you have to do is take the boat out of the EU for an unspecified period of time — as little as one day. Once you return to an EU country, the 18-month clock starts ticking anew. Reasonable and practical countries to visit in order to take your boat out of the EU for a day or more are Montenegro, Albania and Turkey. Although given the current political





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# LETTERS

situation in Turkey, it might be better to leave it off the list. Morocco, at the western end of the Med, will work as well. Tunisia used to be a favorite spot for this, but is much less so since the hotel massacre a while back.

Make sure you keep proof — dock and fuel receipts — showing that the boat has been out of the EU. Your stamped passport is not proof that your boat left the EU.

Be advised, however, that an EU resident can only be aboard this non-VAT paid boat for 30 days. As I understand it, Americans such as Debbie and I, who have gotten either a Carte de Séjour from France or the Long Term Residence Visa from Italy, are technically 'residents' of those countries and are thus subject to the 30-day limit. That's one reason not to get either a Carte de Séjour or Long Term Residence visa.



LATITUDE / RICHARD

The biggest elephant in the room, however, is the Schengen Area Agreement, the primary purpose of which was to allow the citizens of the 26 signatory countries

**Greg and Debbie Dorland sail the Catana 52 'Escapade', currently in Europe, where things are complicated.**

to travel and work freely throughout the area. Non-EU citizens — including Americans, Brits, Canadians, Australians and Kiwis — don't need to get a visa, but they are limited to 90 days in the EU out of any 180-day period.

The key to the 90/180 is to think of it as a rolling clock, and to realize that any combination of days is acceptable. The 90 days do not have to be consecutive. For example, you have been in Italy for 60 days, and you now sail to Croatia (which is EU but not Schengen) and sail for 30 days, before arriving in Greece. You have now used 60 of your 90 days, and have 30 days to remain in Schengen Greece. At the end of 120 days, you must leave the Schengen Area, as you have accumulated 90 days within the 180-day period. So you sail off to Turkey, which is both non-EU and non-Schengen. At the end of 60 days in Turkey, you count back and see that you have your full 90 days in 180 in the Schengen countries. But, it is now 180 days since your arrival in the EU, so now each succeeding day you are lopping off day 181, then 182, etc., from your time in Italy. So you can return to Schengen. Mark your calendar and count back 180 days.

What if you decide the Schengen Area limits are rubbish and you ignore the 90 out of 180 days limit? In theory, almost anything can happen, from nobody's even noticing you overstayed, to a fine, to an 'Overstay' stamp on your passport.

Some people think Italy and France are pretty lax on checking how long you've stayed, while Germany and Switzerland are more organized and therefore more strict. However, we had our passports scrutinized very carefully by Immigration at the airport in Venice.

So what to do? If we didn't have our expensive boat here, we wouldn't overly concern ourselves with the Schengen time limitations. After all, I'm not taking someone's job; all I'm doing is contributing to the local economy. As a boat owner, I'm making a big contribution. This part of the Schengen

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# LETTERS

rationale doesn't make sense to me, as it only hurts their member countries' economies. Noonsite reports that there is a movement to modify Schengen to offer a one-year touring visa. But until the law changes, we will play by the rules.

Also be aware that Croatia, Montenegro and reportedly Turkey, which are all non-Schengen, also have their own 90-day stay limits. The good news is these 90-day limits are not linked to Schengen countries, but you are limited to 90 days in each of these countries within a 180-day period.

And be aware that Croatian authorities are a real pain in the ass and go out of their way to fine cruisers. We recently spent 12 days in Montenegro just to 'save' enough time on our Croatian 90-day limit so we could return and have enough days left to make our boat's scheduled haulout and our flight back to the States. On the bright side, we were able to purchase duty-free fuel in Montenegro for about 50 cents a liter, about a fourth the price of other places.

While I complain about Schengen to anyone who will listen, I'm aware that the US has some very stringent rules affecting Europeans cruising in our waters.

Greg Dorland  
Escapade, Catana 52  
Squaw Valley/Cavtat, Croatia

*Readers — One of the delights of international cruising is trying to figure out which laws countries/political alliances enforce, and which ones they don't care about. In the case of Greg and Debbie, they have gone to incredible time and expense to try to do things legally. What they've ended up with is a variation of 'no good deed goes unpunished'.*

*During our last two summers in Europe, we've learned that all kinds of cruisers blow off the 90-days-in-180 limit — and have done so for years with no consequences. The Wanderer and Doña de Mallorca also suddenly came to the realization that since St. Barth and continental France are both France, we've been overstaying our Schengen limit by nearly 100%. But no Immigration officials at busy Charles de Gaulle ever bothered to examine our passports carefully enough to notice it. So we had the 'Gaul' to ask an immigration officer what would happen if we overstayed. He said it would be a \$250 fine.*

*There are other laws or rules that officials on the other side of the Pond don't seem to care about. For example, in order to legally operate a canal boat in Europe, you need both an International Certificate of Competency and a CENVI inland waterways license. We went to great trouble to get them, but nobody has ever asked to see either one. We later met a guy who has been doing the canals for 20 years without either of those licenses, and he said he'd never had a problem. There is also some stuff the Wanderer is supposed to do because the Dutch-flagged boat has been in France for over a year. But nobody has said anything. We're not worried.*

*In our opinion, violating any VAT provisions is a serious thing, because governments really want that tax money. To us, the 90-days-in-180-day limit isn't anything to lose sleep over. But every boatowner has to decide for him/herself.*

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

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

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

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# SIGHTINGS

## you say you want an 'evolution'?

With the sale of this magazine last month, longtime advertising manager John Arndt has taken the helm from founder Richard Spindler. Among the many notes of congratulations came some understandable fears: "People have asked what might change at *Latitude*?" says John. "My quick answer is always, 'Steady as she goes,' since Richard's original vision for the magazine's unique style and content has been such a success for the past 40 years. Being an ad guy, I haven't been involved in creating the editorial content, so I've always enjoyed cracking open each new issue as much as our regular readers do. It's always a great read full of fun and adventure. So why change that?"

"Times change, however. In 1977 when the first issue of *Latitude 38* was published, Bill Lee was transforming the offshore sailing world with the launch of *Merlin* much as Sparkman & Stevens had done years earlier with the launch of boats like *Dorade*. Amazingly, Northern California is still home to both *Merlin* and *Dorade*, but the sailing world continues to evolve with developments such as foils and carbon fiber, as a new generation of sailors embraces sailing and finds new ways to enjoy it — on boards and in dinghies, as well as in keelboats.

"Similarly, the publishing world continues to evolve also, so in addition to publishing *Latitude* monthly, and distributing it for free (both hard copies and online versions), we plan to expand our digital footprint and explore new media and event opportunities, in addition to posting our popular online journal, 'Electronic *Latitude*, three times a week."

One of John's favorite missions in life is connecting new people to sailing: "For many of the Bay Area's seven million residents, the Bay is an obstacle to be driven around or over, rather than something to be enjoyed. Through the magazine and other initiatives we hope spread the word to a new generation of potential sailors that the best way to enjoy the Bay is to sail on it — and access to sailing here is much easier than most people think."

A lifelong sailor, John is well-known and respected throughout the sailing industry. "My own sailing story includes learning to sail as a kid with my family, then dinghy racing, college sailing, working as a sailing instructor, taking a year off from college to cruise from Maine to Venezuela, doing offshore races, charter-

ing, and spending as much time — and having as much fun — as I can on sailboats." These days he mostly sails with friends and family aboard his blue-hulled Ranger 33 *Summer Sailstice* out of Tiburon's Corinthian YC. So next time you see him out on the water, we suggest you give him a blast of your horn and wish him the best of luck.

— andy

## back to the future

One of the first changes John Arndt made after taking the reins of *Lat 38* was shanghaiing former employee Mitch Perkins to take the lead on advertising sales and business development. "Mitch knows sailing, our customers and the marketplace well," says John. "He's spent the past decade doing sales and marketing for boat shows, so he brings new energy, perspective and knowledge to our core *Latitude 38* crew."

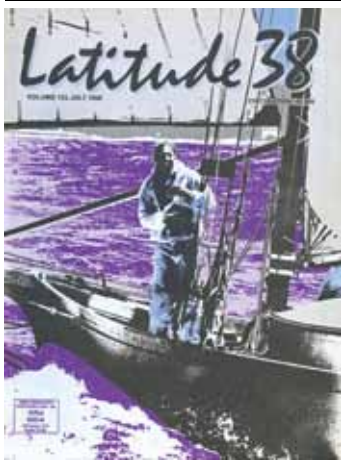
Mitch explains, "After working for the past 10 years in other sec-

continued on outside column of next sightings page

## 2017 puddle jump

Judging by the number of email inquiries we've been receiving lately from would-be Pacific Puddle Jumpers, there will be a huge migration of sailors heading west from the Americas again this spring. And with the opening of our Pacific Puddle Jump signup portal late last month (at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com)), the official fleet roster is expanding daily.

Although dates have not yet been set for our annual PPJ Sendoff Parties in Mexico and Panama, they will be announced soon. Meanwhile, preparations have already begun for the Tahiti-Moorea Sailing Rendez-vous — an annual, three-day arrival celebration. Dates are: June 23-25, 2017, beginning at Papeete, Tahiti. If you plan to attend



Back in July '88 — before we discovered Photoshop — Mitch Perkins was a 'Lat 38' cover boy.

LATITUDE ARCHIVES



PAUL MARTSON / VANISHING GIRL

## registration begins

the Seattle Boat Show this winter, we'll be hosting two seminars on Cruising Tahiti and the Pacific Puddle Jump: 3 p.m. on both January 28 and 29.

Unlike the Baja Ha-Ha and other off-shore cruising rallies, there's no charge to register with the PPJ, largely because it is a rally in only the loosest terms: There's no committee boat or mandatory roll calls, and boats depart from a variety of West Coast ports anytime between early March and late May — with the two most popular jumping-off points being Banderas Bay, Mexico, and Balboa, Panama.

Ever since we coined the phrase 'Pacific Puddle Jump' more than 20 years

continued in middle column of next sightings page

## back to the future — continued

tors of the sailing industry, "I'm thrilled to be back at my desk in *Latitude 38's* 'world headquarters' — where my career in the sailing industry was launched 28 years ago. Although it seems like '*déjà vu* all over again', I'm monumentally enthused to be promoting the sailing lifestyle again through the pages of *Latitude 38*. I'll be bringing more emphasis on events and special promotions to *Latitude's* future."

What's Mitch been up to in the interim? Primarily producing boat shows with Sail America, the National Marine Manufacturers Association and the Duncan McIntosh organizations.

Although Mitch has owned or been a partner in a variety of boats since his initiation to sailing decades ago aboard a Hobie cat on Lake Yosemite, he currently owns "a half interest in two boats — which makes one complete boat!" But on most Friday evenings during the summer months, you'll find him crewing aboard John Arndt's Ranger 33 *Summer Sailstice* — "Where I'm in charge of timely beer distribution and 'rail chat'."

— andy



*Season's Greetings*  
*from the staff of*  
*Latitude 38*

# SIGHTINGS

## a decade of sailing memories

When kids grow up and head off to college, family dynamics change in a variety of ways. As Bay Area sailor Bruno Colchen writes, one of the biggest — and perhaps emotion-charged — changes to his family life was the end of a 10-year stint of family sailing aboard the Beneteau 331 *Yakul*. As you'll read below, although they've decided to sell her, they will retain a boatload of happy memories.

"My son Marcel was eight years old when we bought *Yakul*. Sailing her on the San Francisco Bay taught my son the beauty and power of the waves, winds and tides. It made him humble against the light morning breeze that could later turn into 30-knot winds. It taught him to care for the equipment that in return sailed us safely back to the harbor. It taught him respect for others, knowing that we could be the first responders to a situation. It reinforced our knowledge of the rules of navigation, provided safety and sound decision-making. It taught him patience when the first attempt at mooring did not go well and a new approach was needed. It taught him to appreciate marine life and recognize that he has a role in keeping

continued on outside column of next sightings page

## pacific puddle jump

ago, *Latitude 38* has put a tremendous amount of effort into promoting this 'bucket-list crossing' to sailors, while subtly lobbying the French Polynesian government to view cruising sailors as an important slice of its tourism economy. We like to think our efforts have helped to loosen several key regulations in recent years, and inspire new yachting infrastructure:

- With no pre-arrival arrangements, North American sailors can stay in the islands for 90 days within a six-month period (formerly within 12 months).
- Following our advice, more and more sailors are applying for and receiving 'long stay visas' for six to 12 months.
- Foreign-flag vessels may now stay in



**Spread:** An armada of West Wight Potters and other small craft cruise the Delta in unison. **Inset left:** Goose's hound sniffs the air for a wind shift. **Inset center:** Birthday boy Bud Kerner.

## — continued

FP for three years.

- A splendid new marina was built last year in Papeete that gives cruisers easy access to shops, restaurants and a wide variety of nautical services.

- A new haulout and storage facility has been developed in the Tuamotus at Apataki Atoll.

- Registered Puddle Jumpers are eligible for a special package of services offered by yacht agents at Tahiti Crew that includes clearance, repatriation-bond exemptions, and duty-free fuel certificates.

To sign up for this year's PPJ, or learn more details about it, visit the official site: [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— andy



ALL PHOTOS GOOSE GOSSMAN

## sailing memories — continued

our oceans safe and clean.

"Sailing on *Yakul* taught my son many things, and for me, it provided unforgettable family moments. So yes, I will miss spending nights at Ayala Cove, cruising at 8+ knots, having dolphins and seals swim near us, watching sunsets while in the middle of the Bay, and passing underneath the Golden Gate Bridge into the big waters off our coast.

"To any young family who are reading these memories and considering getting a boat, I encourage you to follow your hearts. People told me that buying a boat was like burning money. Well, having a boat is not cheap, but let me state that I would do it all over again if I could. The memory that we have made for ourselves has far outweighed the financial costs.

"My son and I sailed *Yakul* back to Alameda last week. He confidently maneuvered us around the current Bay Bridge construction at the base of its pillars. We docked it a few slips from where our journey started 10 years ago. It was a sad moment. We are selling *Yakul*, so it is time for us to close this chapter, but I'm confident that sailing and boats will always be part of this family. Godspeed to all."

— bruno colchen



BRUNO COLCHEN

**Marcel Colchen was only eight years old when his family first took him sailing on the Beneteau 331 'Yakul' — great memories!**

## here come the potters

Avid West Wight Potter sailor Goose Gossman reports: "Twenty boats attended the annual Six-Bridges Cruise in the Delta last month (photo, left). We also celebrated the 80th birthday of Bud Kerner, who, along with several other octogenarians, meandered on a winding but windless river excursion. Our armada of trailer-sailers weaved through dozens of boats trolling for salmon that were heading upriver to spawn, though not one hook-up was seen all weekend.

"We hailed bridgetenders, and massed through bridges in choreographed style, perfected by decades of 'pottering' together. We feasted at Oxbow marina, and putted up beautiful Georgiana Slough on Sunday morning, then headed back to Rio Vista. I left the flock at Rio to blast home to Benicia in *ReGale*, my 'foiling' Potter 18, which powers at 20 mph.

"At the confluence of the Sacramento and San Joaquin Rivers (approaching Pittsburg), the wind machine suddenly turned on, turning the glassy ebbing escalator ride into a tooth-rattling bash blowing 18 to 20 on the nose.

"Not wanting to turn a one-hour joyride into a four-hour bash, I headed for the nearest refuge, which, other than a nearby tule island was McAvoy marina. Although it was sad to see a once-proud facility in such decrepit shape, I was thankful to be there. The only person I saw there had watched me cross Honker Bay — which is similar to San Pablo Bay in a nasty ebb — and gave me the gate code so I could walk my hound.

"The trip had been another taste of the heart and soul of cruising — micro/geriatric style. On Monday morning I scooted home before the forecast storm arrived, and all was good."

— goose gossman

# SIGHTINGS

## cruising is awesome at any age

One of the unanticipated benefits of doing a stint of cruising while you're still young — apart from obvious factors such as having lots of energy and looking good in a swimsuit — is that memories of those often-life-changing sailing adventures lay the foundation for additional cruising plans later in life. That is, you'll already know how to make the most of the cruising lifestyle; how much money you'll need to budget; how big a boat you'll need; and what gear your boat

will — and will not — need in order to be safe, efficient and comfortable.

As we learned while researching last month's 'young sailor' feature, many under-40 sailors who've already had a taste of cruising have set up concrete goals for getting back 'out there' in the coming years. Having already been converted, they don't suffer from the angst and uncertainty that plagues many older would-be cruisers, who tend to procrastinate for years — if not decades — before finally taking the plunge.

"After being an avid sailor/cruiser for a number of years, it is apparent that if you are under 55 years old you'll be at the kiddie table," writes Ryan Cheff. "We did meet a few folks our age while out cruising, but they were definitely anomalies." That may be because he and his wife Diana (both now 37) spent much of their time sailing along the Eastern Seaboard. In any

case, despite the fact that they are up to their eyeballs in child-rearing chores these days, they still share the goal of future cruising "once our 13-month-old son Ryland is between six and eight years old. For now, we enjoy sailing with him on the Bay while we slowly refit our old IOR boat [a C&C 38] for potential entry in the 2018 Pac Cup."

Now 31 and 28, Clifton and Giselle Miller have taken a different approach to cruising. "Having started out from Alaska a little over three years ago, we have been seasonally cruising in Mexico. In 2017, we plan to move our boat farther south or possibly across an ocean in." Like the Cheffs, the Millers wish there were more young people out cruising these days. "We've been meeting up with another couple our age in Mexico for the past couple of spring cruising seasons. We *love* meeting young cruisers. In fact, when we hear a young person checking in on the radio during a cruising net, it's very exciting. Young cruisers are all about sharing the wealth: food, fish, drinks, stories — they are constantly having dinner parties and seeking out a little more socialization than older cruisers do."

As mentioned last month, when British Columbia-based sailors Will and Sarah Curry cruised Mexico and the South Pacific a few years ago, they were actually shocked at how many young couples they met — especially Europeans — who were following a game plan similar to theirs: Buy an affordable boat, fit it out, then cruise for two or three years, fully intending to sell it in Australia or New Zealand and re-enter the workaday world in order to refill their cruising kitty. The Currys were also a bit surprised to learn that, like them, many of the young cruisers they met were doing some sort of work — often Internet-enabled — as they explored dreamy South Pacific anchorages.

Having spent time in the South Pacific (and Eastern Caribbean) ourselves, one observation that stands out is that Europeans — gen-

continued on outside column of next sightings page



RYAN CHEFF

**Diana's cruising plans are on the back burner these days, but she and Ryan are determined to get back out there.**

## guo chuan lost

In late October, when Chinese single-



GUO CHUAN SAILING

Guo Chuan

hander Guo Chuan, 51, sailed out the Golden Gate aboard the 97-ft trimaran *Qingdao China*, he was determined to set a solo nonstop record for the 7,000-mile passage to Shanghai, while spreading a message of "Sino-American friendship" and promoting "marine culture exchanges between the two nations." Sadly,

**Back in 2013, Diana and Ryan were all smiles when they made landfall in the British Virgin Islands after winning their division in the Caribbean 1500.**



RYAN AND DIANA CHEFF



## en route to shanghai

those goals were not realized, as Chuan apparently fell overboard and became separated from the big red tri while sailing 620 miles northwest of Oahu, a week after departing San Francisco Bay.

Despite an exhaustive aerial search by the Coast Guard and a hull search by US Navy personnel, Chuan — who is believed to have been wearing a life jacket — has not been found. The tri, however, was retrieved this week by a specially assembled recovery team, who discovered a telltale clue as to the solo sailor's fate: Near the aft end of the starboard ama, a

continued in middle column of next sightings page

## young cruisers — continued

erally speaking — seem to regard cruising as a form of comfortable camping, rather than a luxury cruise. So it's common to see young couples happily cruising in 30- to 33-ft sloops with minimal creature comforts, and families of four to six having a grand time aboard 35-footers.

If you're a young sailor with dreams of long-haul cruising, we sincerely hope those dreams are realized sooner rather than later. And if you're no longer young but still have experienced the magic of cruising, allow us to point out that active cruisers often claim that their on-the-water lifestyle gives them much more exercise and a more vibrant social life than they had before throwing off the docklines. In fact, we can't think of a better way to reinvent yourself — no matter how old you are — than by hoisting your sails and pointing your bow out to sea.

— andy



# SIGHTINGS

## ac world series comes to japan

Despite the high hopes of some competitors, there was no dramatic upset in the results of the final Louis Vuitton America's Cup World Series event, held late last month in Fukuoka, Japan. Sir Ben Ainslie's British Land Rover BAR team led the series going in, and emerged not only as the event's winner, but also as the overall winner of the series. As such, BAR will begin the America's Cup Qualifiers next May in Bermuda with two bonus points.

After thunder and lightning on Friday night, Saturday broke cloudy and overcast, but without rain. "The racing got off on time to a crowd of over 6,000 on Jigyohama Beach in front of the Hilton Hotel," reports Hawaii-based photographer Phil Uhl. "Many more were on the surrounding beaches and on spectator craft. The conditions improved with each race, and by the third, the sun was out and the breeze was up."

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## guo chuan

GUO CHUAN SAILING



**The telltale shackle.**

A short section of Chuan's safety tether was found with one end shackled to a cable and the other end frayed, as though it had parted from chafe or tremendous strain — possibly from the weight of Chuan's body dragging against it.



*America's Cup defender Oracle Team USA and challenger Emirates Team New Zealand were among the six teams racing in Japan last month. Right, top: Sir Ben Ainslie's Land Rover BAR won the AC World Series for the UK. Right, bottom: The British AC45 cat was up and foiling during the Saturday racing in Fukuoka.*

## — continued

According to project manager Liu Lingling, the recovery crew includes four top French professional sailors whose primary goal is to complete the voyage to Shanghai, unless damage prevents them from doing so, in which case the massive tri (formerly Francis Joyon's *IDEC 2*) will be towed to Honolulu by the 86-ft workboat *Betty H.* Regarded as China's most famous sailor, Chuan will be greatly missed by his countrymen, as well as by the international sailing community — especially due to his role as China's "Peace Champion."

— andy



## acws japan — continued

"It was very exciting when Team Japan won Race 2," writes Bruce Balan of the SoCal-based Cross 46 *Migration*, which is currently cruising in Japan. "A cheer went up all around; it was really nice that they got the bullet, since, except for a second in Race 6, their performance wasn't stellar in the other races."

Uhl notes that the defender, Oracle Team USA, sailing for San Francisco's Golden Gate YC, had two thirds and a fifth on Sunday and finished third for Fukuoka and second overall in the ACWS. The Kiwis ended up third in the ACWS.

"In many places throughout our travels in Japan we've met sailors who were planning to go to Fukuoka for the races,"

noted Balan. "It's a fairly small and tight community. We've been constantly surprised at how many Japanese sailors have been to the USA — usually to San Francisco for the Big Boat Series, San Diego for the America's Cup or Hawaii for the Kenwood Cup. They were generally very excited about the ACWS coming to Japan."

— chris



PHIL UHL / WWW.PHILUHL.COM

**Arguably the most prestigious sailing event ever to be staged in Japan, the ACWS drew fans of all ages. Here, a youngster checks out Japan's skipper, Dean Barker.**

## the everest of the seas

The eighth edition of the Vendée Globe got off to a quick start on November 6 from the French port of Les Sables d'Olonne. With competitors sailing alone around the world, with no stops, and no assistance, the Vendée Globe is truly the ultimate extreme sporting event.

Joining more than 350,000 spectators for the start, and a pre-race engagement party with fiancé Merfyn Owen, was Bay Area pro sailor Ashley Perrin. Owen, and partner Alan Clarke, count three of their older Owen Clarke-designed IMOCA 60s in the race: *Great American IV* (ex-*Mirabaud*), skippered by Rich Wilson (USA); *Kilcullen*

*Voyager Team Ireland* (ex-*Game-sa*), skippered by Enda O'Coineen (IRL); and *One Planet One Ocean* (ex-*Kingfisher*), skippered by Didac Costa (ESP). We're not likely to see these boats at the top of the leaderboard, but expect a race within a race among the older boats.

"There's no other sailing event that compares to the Vendée Globe," says Perrin. "The physical and mental challenges of sailing 28,000 miles, nonstop, with no assistance, through the wild Southern Ocean are formidable. Every skipper must not only be an excellent sailor, but must be capable of fixing every system on the boat, as well as keeping himself mentally and physically healthy."

On the morning of the start, spectators piled onto boats in the harbor and lined the channel to the ocean, many having camped out



YVAN ZEDDA / GITANA SA

**'Edmond de Rothschild' was among 29 IMOCA 60s that started the Vendée Globe. Note the 'mustache' foils.**

mentally and physically healthy."



ALL PHOTOS: PHIL UHL / WWW.PHILUHL.COM

continued on outside column of next sightings page

## vendée globe — continued

overnight along the seawall to save a front-row spot for the parade of boats. "I've never experienced anything like this," said Bay Area Moore 24 sailor Peter Schoen. "There was excitement and energy among such a broad range of people. The skippers are complete rock stars!" Perrin added, "I'm not usually one to watch sailing, but the human-interest aspect of this race is unique. It was really emotional to watch the boats sail down the channel to the start. Fewer people have

sailed solo around the world than have climbed Mt. Everest—these are real adventurers."

At the dock for three weeks prior to the start of the race, spectators were able to have a close look at all the boats. They were especially keen to get a look at the seven boats outfitted with foils, and the big question is whether these new speed demons will set a new

pace for the race and beat the current record of 78 days, 2 hours, 16 minutes, set in 2013 by François Gabart. Can the foils survive the ~28,000-mile journey? Will the wind conditions allow them to utilize the advantage that the foils bring? And there's the human factor: Will the skippers be able to manage the physical and mental stress of sailing at high speeds for days on end?

Alex Thomson, sailing the foiling *Hugo Boss*, has already set a new reference time to the equator, shaving a full day off the previous time set in 2014 by Jean Le Cam. However, the top of the leaderboard is a mix of foilers and traditional daggerboard boats, so only time will tell which will have the ultimate advantage.

Of the 29 competitors, 20 are from France, and two are American. The preparation challenges for non-French sailors are tremendous, so it's impressive that Rich Wilson, on *Great American IV*, is competing in his second Vendée Globe, having finished the 2008-2009 race in the top 10. At the age of 66, Wilson is the oldest competitor. "The race is a human adventure first, and then a competition," said Wilson. "When you're in King Neptune's domain, King Neptune is in charge. If you finish the race you're a winner." Wilson is strongly motivated by the educational focus of his sitesALIVE! program, which uses the race as the basis for a comprehensive teaching curriculum for math, science and geography. The program is reaching more than one million school children in 50 countries.

It's the first Vendée Globe for Conrad Colman, 32, competing under the USA and New Zealand flags on *Foresight Natural Energy*. Despite New Zealand's storied achievements in sailing, Colman is the first Kiwi to compete in the Vendée Globe. It's taken him ten years to realize his dream of participating in the race, and he moved to France several years ago in order to prepare.

It's easier than ever to follow the race. The organizers are providing daily video updates in French and English, and many of the skippers are uploading videos describing their progress and challenges. It's the human face of these competitors and how they are dealing with the psychological impact of being completely alone in physically demanding conditions that will keep many of us glued to the race tracker and Facebook updates until the last boat finishes. For more, see: [www.vendeeglobe.org/en/](http://www.vendeeglobe.org/en/)

— leslie richter

## offshore updates

By the time that you read this, the eighth edition of the Vendée Globe will be nearly a month old, with most of the pack racing east through the Southern Ocean. As this issue goes to press, however, the race is just two weeks old with the fleet sailing southeast through the southern Atlantic Ocean.

Leading the pack during the majority of the descent down the Atlantic has been Briton Alex Thomson on *Hugo Boss*. After splitting with the rest of the leaders to take one of the tallest of the Cape Verde islands to windward rather than leeward, Thomson broke away from the fleet, then relied on superior boat speed and a quick passage through the

LESLIE RICHTER / WWW.ROCKSKIPPER.COM



Before the Vendée's start, the energy on the docks at Les Sables d'Olonne was absolutely electric.



CLEO BARNHAM / HUGO BOSS / VENDEE GLOBE

## at press time

doldrums to stretch his lead to a comfortable 125 miles.

A week after assuming the lead, the tenacious Englishman and his distinctive black yacht hit a submerged object at high speed, damaging his starboard foil. Until that moment, Thomson had been on pace to break François Gabart's 24-hour distance record of 534.48 miles, and in fact he did it, but by less than the one-nautical-mile increment required for recognition, per the race rules.

With just a stump of a foil on the starboard side, *Hugo Boss* still remains at the head of the fleet and is only slowly beginning to bleed miles to her rivals,

continued in middle column of next sightings page

## salty tales for winter reading

Twenty-some years ago, when we first started doing holiday book reviews, we remember thinking — every year — "Wow, this batch is so good it couldn't possibly be topped next year." But it almost always was. This year is both no exception and exceptional at the same time. For sailing and sailing-related books, 2016 is hands-down the best year ever. In the October issue, we reviewed a handful of the books sent to our office over the year. Here are the rest of them. All would make wonderful gifts for the sailor-reader on your holiday list.

*(Please note that we've included the publisher's suggested retail price for these books. Many can be found at discounted prices through the usual online and brick-and-mortar booksellers.)*

**Instant Weather Forecasting** (Alan Watts, \$12.95) — At first glance, it's hard to imagine anything 'instant' about weather forecasting as Watts presents it in this little book. But patience, young grasshopper. This book wouldn't be in its fifth edition (first pub-

continued on outside column of next sightings page



*Having led the Vendée fleet since mid-November Alex Thomson on 'Hugo Boss' set a race record for reaching the equator in 9 days, 7 hours and 3 minutes. French skipper Jean Le Cam set the previous record in 2004: 10 days and 11 hours.*

## salty tales — continued

lished in 1968) if it didn't deliver on the title's promise. So once you cover the ground rules, glossary and general premises in the early pages, the 24 full-color photos of clouds and their accompanying explanations will indeed cause a few "Well I'll be darned — it works!" moments for you as they did for us. Watts even explains why the old "Red sky at morning ..." adage really works.

**Alone Together** (Christian Williams, \$18.95) — If we had a dime for every 'self realization through sailing' book we've received over the years, well, we'd have a lot of freakin' dimes. That said, Williams' own voyage of self-discovery — a solo-sail from SoCal to Hawaii and back again at age 71 — is a humble standout in a sea of hubris. The reader is the fly on the wall as Williams sails out of Marina del Rey on his Ericson 32 *Thelonius*, experiencing his ups and downs — both literal and emotional — as he crosses the ocean the nice way and comes back the not-so-nice way. In a sea of wannabes, this one really sticks to your ribs.

**Greenpeace Captain** (Peter Wilcox [with Ronald B. Weiss], \$27.99) — Peter Wilcox is one of those guys who's going to skid in broadside to the Gates of Heaven in a cloud of smoke, totally worn out, and proclaim loudly, "Wow — what a ride!" It's doubtful anyone — himself included — could have predicted the young kid who signed onto Pete Seeger's New-York based gaff sloop *Clearwater* would one day become a media darling — or demon, depending on your perspective — as the top captain in Greenpeace's fleet of boats and ships. He was aboard *Rainbow Warrior* when it was sunk by a saboteur's bomb in New Zealand in 1985; and he was the fearless leader when he and the crew of *Arctic 30* were taken prisoner by Russian commandos in 2013. A fascinating book by and about a fascinating character. In the acknowledgments at the end, he thanks Vladimir Putin for our "two-month, all-expenses-paid vacation in Russia." And after hearing Putin mention that when he's done running Russia, he would like to drive an inflatable boat fighting for the environment, Wilcox added: "When the time comes, let me know and I promise I'll have a boat all warmed up and ready for you."

**A History of Sailing in 100 Objects** (Barry Pickthall, \$30) — Another great book idea from another well-known author. This time, journalist/photographer Barry Pickthall 'focuses' on objects, people and places that have shaped sailing from the beginning of civilization (sailing on the Nile is portrayed on an earthenware pot, circa 3500 B.C.), on up through the development of GPS and GoPro. Unexpected inclusions include hurricane lamps, grog, tattoos and lemons. Before the latter were put aboard ships, sailors were more likely to die of scurvy than through battle, drowning and all other diseases combined.

**Knot Craft and Rope Mats** (Des Pawson, \$25) — Not so many years ago, we used to receive one or two books per year on knots. And failed to see the point. None of them were as good as the 'bible', *The Ashley Book of Knots*, first published in 1944. And anyway, who ties sheepshanks anymore? We are happy to note Des Pawson's book is not about knots. As the title says, it's about the largely lost art of everything else you can do with a bit of rope. From monkey fists to tiller covers to rope ladders to baggywrinkles to even a cat-o'-nine-tails (for decorative use only, please), the 60-some projects in this cool little book will have you whipping up projects like a deepwater sailor on a calm day in the horse latitudes.

**Finding North** (George Michaelson Foy, \$25.99) — The premise of Foy's newest book is that navigation — finding our way around on land or sea — is one of the things that not only makes us human, but provides the mental calisthenics necessary to keep our brains active and healthy for a lifetime. Through years of studying animal navigation, talking to experts in varied fields, and even retracing the voyage of a lost-at-sea relative on his

## offshore update

still leading by 90 miles (as of this writing). Incredibly, *Hugo Boss* still manages to be the fastest boat in the fleet at times, despite the damage.

In stark contrast to previous Vendée starts, the fleet left Les Sables d'Olonne on November 6 bathed in sunshine and blessed with a moderate northerly. With the exception of Spaniard Didac Costa onboard *One Planet One Ocean*, who turned back shortly after the start to make repairs, the fleet escaped the notorious Bay of Biscay cleanly and without a single retirement.

As of this writing, two weeks into the race, there have only been two retirements: Bertrand de Broc on *MACSF* with collision-related hull damage and Tanguy de Lamotte on *Initiatives-Coeur* whose masthead and sheave assembly essentially fell off, leaving the rig and any masthead halyards highly compromised. This is a far cry from years past when upwards of 20% of the fleet had retired within the first 120 hours, and bodes well for a potential record number of finishers.

With carnage kept to a minimum, and all of the big players still in the running, the race at the front has been spectacular. At press time, four of the top five boats are new-generation foilers, while the lead pack has been reduced to seven



## — continued

boats and should soon be further reduced to five boats that have successfully hooked into the race's first Southern Ocean low and kept up the pace. Behind Thomson on *Hugo Boss* is Armel Le Cléac'h on *Banque Populaire*, Sébastien Josse on *Edmond de Rothschild* and Morgan Lagraviere on *SAFRAN*. Vincent Riou on *PRB* was forced to drop out. There are quality battles throughout the fleet from top to bottom, so be sure to check out [vendee-globe.org/en/](http://vendee-globe.org/en/), where you can download the race app, play the Virtual Regatta and follow the fleet's transponder tracks.

As noted above, when the Vendée Globe began on November 6, conditions were ideal. So good in fact, that both Thomas Coville on *Sodebo Ultim* and Francis Joyon and crew on *IDEC Sport* decided to depart from Brest on round-the-world record attempts; Coville for the solo record and Joyon and crew for the Trophy Jules Verne. At this writing Coville's 101-ft tri is passing beneath South Africa, steaming along well ahead of Francis Joyon's 2008 world-record pace.

Meanwhile, Joyon and crew, whose start was delayed, are burning up the miles on *IDEC Sport*, hopeful of setting a new Trophy Jules Verne benchmark.

— ronnie simpson

## salty tales — continued

own troublesome old Morgan 35 — using only the navigational tools grampa would have used — Foy, well, navigates the reader through a rollicking journey with more twists and turns than a Muni bus with no brakes hurtling down Lombard. One of his surprising theories: modern navigational aids like GPS — and the attendant cerebral atrophy it causes — might actually lead to breakdowns of memory and even Alzheimer's.

***Life and Sudden Death of Salt Peter*** (Peter Jenvey, \$37.99) — Jenvey's book is not the easiest to read, both because of its subject matter — losing a boat — and the author's writing style, which tends toward wordiness. But we'll give the guy a break — he was an amateur at both pursuits when he retired in 2010 and, at age 66, decided to add sailing to a "large bucket list" that already included mountain climbing and flying. So he took some sailing lessons, bought a boat and sailed out of Marina del Rey — alone — for points west. One year, 7,000 miles, and many South Seas stops later, that voyage came to an abrupt end on a reef in New Caledonia.

***Tranquility*** — *Memoir of an American Sailor* (Billy Sparrow, \$24.95) — This book reminded us of a baseball quote we heard years ago: "Experience is a hard teacher — she gives the test first and the lesson afterwards." That pretty much sums up the coming-of-age cruising adventure of young Billy Sparrow (who is a real guy and not related in any way to the fictional Captain Jack). The book covers a planned 1997 cruise down the West Coast aboard a 29-ft, 60-year-old wooden sloop named (inapty, as it turns out) *Tranquility*. In the space of only three weeks, Sparrow manages to run the boat aground three times, catch her on fire once, and — to put it mildly — learn many of the lessons of sailing the hardest way possible.

***Over the Horizon*** (David Thoreson, \$39.95) — Of 250 or so documented transits of the Northwest Passage, more than half have been made since 2007. Think about that for a minute. What was once a crapshoot with the ice is now, if not exactly a sure thing, then certainly much less risky — because the ice is going away. Rapidly.

For anyone who still thinks global warming 'isn't real', a trip to the high latitudes would change your tune. Sailor/photographer/adventurer David Thoreson is one who's been there, done that — three times, in fact. He chronicles those voyages in this spectacular (really!) new book. Subtitled "Exploring the Edges of a Changing Planet," it tells the story of a 1994 attempt at the Northwest Passage cut short by pack ice, and a successful east-west transit on the same boat (the 57-ft ketch *Cloud Nine*) in 2007, this time largely ice-free. In 2009-2010, Thoreson took part in a 13-month, 28,000-mile circumnavigation of the Americas, including around the Horn and west-east through the Northwest Passage (he is the first American sailor to do the NW Passage both ways) aboard the 64-ft Bruce Roberts-designed steel cutter *Ocean Watch*.

For a large book, there are relatively few words in *Over the Horizon*. Thoreson is not one to pound readers over the head with dire statistics and predictions. What sparse text there is intersperses past log entries with a bit of history, encounters with locals, and essays from well-known sailing personalities like Herb McCormick and Mark Schrader (part of *Ocean Watch*'s crew), as well as experts in climatology, ecology and glaciology. The really remarkable aspect of this book is that, rather than tell you what's going on, Thoreson shows you. Suffice it to say a lifetime as a professional outdoor photographer is evident on every page. And if a picture is worth a thousand words, then in that sense this is the 'wordiest' book ever printed. Woven through it all is a sense of the author's personal journey to do what he can, while he can, to make the world aware of the plight of our planet if the ice keeps melting at its current rate.

— jr



# CITIZEN SAILOR/SCIENTISTS —

*Having set sail from the Netherlands in 2013, Dutch cruisers Wietze van der Laan and Janneke Kuysters spent the past year sailing through large portions of the Pacific. Despite many happy memories, they became deeply concerned by the shocking amount of plastic garbage they observed during their travels. This article aims to spotlight the impacts of such debris in the world's oceans, and propose ways that cruising sailors can become involved in ongoing scientific research.*

There is no such thing as coincidence. During long crossings on the open ocean we have become more and more annoyed by the large amounts of garbage we've seen floating around us. Not one day has passed when we haven't seen a large item of debris pass by us. "So how bad is this problem?" we often wondered.

Then we met Peter Hodum on remote Robinson Crusoe Island, a few hundred miles off the coast of Chile. He is a professor at the University of Puget Sound in Tacoma, WA, and was on the island doing fieldwork. Peter and others are researching the stomach contents of dead seabirds to see if, and how much, plastic is found there. Our conversation with him was short, but we've kept in touch since by email.

Three months later this relationship led to our visit to the Oceanic Institute of Hawaii Pacific University. There, we met David Hyrenbach, associate professor of oceanography, who seemed slightly amused by our curiosity in oceanic garbage. Cruisers who want to know more about plastic pollution in the oceans? It was the first time that a sailor had asked him such a question. With a sparkle in his eyes he said: "Plastic is a fantastic product. It has many good qualities that no other product has." That statement surprised us, but he continued: "However, we should only use it when it is really necessary. And reuse it endlessly. And not use it for single-use packaging."

"Where does the problem of the plastic soup in our oceans start?" Wietze asked. "With us, humans," David replied. "People use a lot of single-use plastic and that blows across ocean water or flows within it. UV and the movement of the water bleach it, and break it down into tiny pieces. There are five large gyres

in the world's oceans. Small pieces of plastic debris gather in these gyres. The smallest parts are found in the centers and the larger parts near the outer rims — styrofoam for instance."

"Ah," I said, "we saw pieces of that material while sailing from Chile to Easter Island. But in addition to styrofoam we also saw whole crates, plastic blocks, nets, you name it."

"That's right," said David, "you were on the north side of the gyre in the South Pacific." He explained that at any given time, the exact location of the Garbage Patch, or plastic soup is difficult to find. With drones and satellites, attempts have been made, but the particles are too small to be seen from that distance. Scientists make calculations based on models to establish the location of the plastic pollution. This year, the weather phenomenon El Niño inhibited the formation of a stable high-pressure area in the North Pacific. As a result, plastic debris will be more spread out than previously.

Added to this, in the North Pacific there are remnants from the Fukushima nuclear disaster of 2011. Debris from that catastrophe slowly washed across the North Pacific and is now floating off the coast of North America.

"How bad is this for birds and fish?" I asked the scientist. "Come with me," he said. David took

us to his lab, where he opened rows of containers. "We found this in the stomach of an albatross." In his hand I saw a plastic soldier that was at least four inches long with Japanese script on it. I was stunned. Lighters, beads, bits of plastic, bottle caps: the 'harvest' was seemingly endless.

David then showed us a map of the North Pacific. "For our research we don't kill animals. We have to find dead birds on the islands of the Hawaii archipelago and study them; albatrosses for

***While sailing the Pacific aboard 'Anna Caroline', Dutch cruisers Janneke and Wietze became extremely concerned about plastic pollution.***



ANNA CAROLINE

## RELATED WEBSITES OF INTEREST

[www.oikonos.org](http://www.oikonos.org)  
[www.balloonsblow.org](http://www.balloonsblow.org)  
[www.theoceancleanup.com](http://www.theoceancleanup.com)  
[www.fivegyres.org](http://www.fivegyres.org)  
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[https://marinedebris.noaa.gov/sites/default/files/JTMD\\_ERMA\\_all\\_Source\\_20160224.pdf](https://marinedebris.noaa.gov/sites/default/files/JTMD_ERMA_all_Source_20160224.pdf)  
(map Fukushima – debris)  
[www.wageningenur.nl/plastics-fulmars](http://www.wageningenur.nl/plastics-fulmars)



# CAN CRUISERS MAKE A DIFFERENCE?

instance. They fly from here to Alaska or Japan to find food. Then they return to feed their chicks. They find that food at sea, eating small organisms that float on or just below the surface. And so they also eat plastic." He opened a freezer and took out a dead albatross. "I am 100% sure that I will find plastic in the stomach of this albatross," he said with a sigh.

"Did the plastic kill the albatross?" Wietze asked. "No, it doesn't kill them," said David, explaining that research is being done into the amounts of plastic that are ingested by seabirds and the impact it has on them. "In albatrosses, we haven't found evidence that the plastic blocks the

intestines, slows down growth, or has impact on the size of the organs. However, we did find pollutants in the fat of the seabird. And that doesn't belong there," he said in a sad voice. Taking some smaller storm petrels from another freezer he continued: "These storm-petrels cannot regurgitate the contents of their stomach like the bigger albatrosses can. Plastic stays longer in these birds. Part of it will leave them in the natural way, but that is a very slow process. More and more we see that these smaller, poorly-studied seabirds have large amounts of plastic in their stomachs."

**B**efore we met David we had searched for information online. You often find projects in which people collect large amounts of garbage from beaches. When we asked David about this, he smiled. "Beach cleanup projects are fine. But we are fighting the symptoms. We must address this problem at the source and make sure that less plastic is used." We talked about the moral and ethical aspects of plastic pollution. Even though the full effects on seabirds haven't been proven scientifically, that doesn't mean it is okay that there is such a high plastic content in their bodies.

David told us about the large amounts of plastic that have been found in the stomachs of other marine predators

such as sperm whales, tuna and dolphin. It is very troubling to realize that these ingested plastics and associated pollutants are probably moving up the food chain, leading to humans. Because the problems of ocean pollution are so vast, it is difficult to

imagine a viable solution. "If we were to stop the influx of plastic in the oceans now," David noted, "it would take 10 or 20 years before we would see any effect."

David explained that research on the location of the Garbage Patch(es)

*More and more we see that these smaller and poorly-studied seabirds have large amounts of plastic in their stomachs."*

and their effects on sea life is hampered by the high cost involved. Ships, crew, equipment ... it all costs money. But he also talked enthusiastically about a research trip he made on a sailboat, from Honolulu to San Francisco. "What was the most surprising thing for you?" Wietze asked. "How thoughtfully everything on board a sailboat is used," he replied. "Vegetables, water, fuel — everything was used to the fullest." But during that trip he saw a lot of plastic in the water.

**T**his brings us to a related subject: the role cruisers can play in ongoing research. We, and other cruisers, sail in places that can be relevant to scientists. As we pointed out our future track on the map, David said, "You know, we rarely think about involving sailors." His comment seemed consistent with what we had found on the Internet. There are sailboats that participate in scientific research, but doing so requires a big commitment — drilling holes in the hull to take water samples and such. The average cruiser would not be interested



**Here in California, most sailors have heard about the North Pacific Gyre. Surprise! There are also four others.**

in doing that. However, we read with great interest about last year's Mega Expedition, which involved Transpac boats returning from Hawaii to the West Coast. Each boat dragged a 'trawl' for a few hours per day to take samples. This effort resulted in a treasure of information that is still being analyzed. We explained to David that we've heard of other individual initiatives also. But so far no projects that involve large groups of offshore sailors.

"Nowadays we call that Citizen Science," said David, "as it involves non-

**The extent to which seabirds are affected by ingesting plastic particles is being studied actively by various research groups.**



JAN ANDRIES VAN FRANEKER

# CITIZEN SAILOR/SCIENTISTS —



**Wietze soon found out that it's not easy to snap useful photos of floating debris from the bouncing deck of a sailboat.**

scientists in research."

We were enthused to hear that because in a little more than a week we'd be joining a large group of sailboats that would cross from Hawaii to Alaska or

*"The good thing is that if we can take the plastic from the oceans, we can recycle it."*

Canada. "How can we make good use of this opportunity?" we asked David. He thought about it, and soon a plan came together. The aim of our crossing study would be to find out to what extent sailboat crews can make useful observations, and can work together with David's

research team.

We asked all the departing boats to log sightings of large pieces of plastic, note the position, and also take pictures. David had an extra assignment for us. "I want to know how much plastic there is in the stomachs of flying fish. This can become a source of plastic content in the stomachs of sea-

birds: the prey brings the plastic with it." He gave us a

research ruler and instructions for opening up the fish. Loaded with information, we said goodbye.

Soon afterward, we explained our research plan to crews from the departing boats, who reacted positively to our request for participation. In addition, David promised to connect with the Hawaii Yacht Club next year, so he can have more lead time to set up a project with the yachts that pass through next season.

On our first day at sea, we saw a large piece of plastic. We noted its lat-long position and described it, but taking a picture was difficult, as

it moved past us faster than we could react. Through the daily radio net we heard similar comments from other boats. But everybody kept trying. We also looked for flying fish, but we were disappointed. Ironically, on previous crossings we would trip over dead flying fish every morning when we inspected *Anna Caroline's* deck. But on this trip we found none.

In the spray that frequently came over the bow we found small squids. We

put one of them beside a ruler and cut it open. But apart from a nasty black stain we found nothing to measure. What a pity.



**Scientist David Hyrenbach examines a frozen bird. He and his colleagues are gravely concerned about plastics moving up the food chain.**

of the sponsors of the widely publicized Ocean Cleanup, which was conceived by Dutch teenager Boyan Slat. As reported

Once the other cruisers arrived in Alaska, they sent us their information. We gathered it and sent it to David. Underway on the Inside Passage, just across the Canadian border, we met the Dutch sailing yacht *Bubbles*, whose owner, Leo Nagtegaal, is one of the sponsors of the widely publicized Ocean Cleanup, which was conceived by Dutch teenager Boyan Slat. As reported

## WHAT CAN SAILORS DO?

What can you, as a cruiser, contribute to decreasing the amount of plastics in the oceans? With David Hyrenbach's help the authors made this checklist:

- Separation at the source: leave all unnecessary wrapping in the port of departure.
- Organic waste can be thrown into the sea.
- Keep plastic packaging on board in sealed plastic bags.
- Buy reusable plastic containers, cups, bags, etc.
- Glass bottles and jars: if you throw them overboard, they will sink. In that respect there is no direct danger to sea life. Nevertheless, it's probably best not to.
- Cans: If you have room on board to store full cans, there should be room aboard for the empties also. There is a plastic lining inside some cans. Those definitely need to stay on board. If there is no plastic in them, you *can* throw them overboard, because they sink. But it's better not to.
- Talk about the problems with others, and look for creative solutions. Awareness is important.

## THOUGHTS FROM A NOTED A SCIENTIST

Jan van Franeker is a marine biologist and researcher with IMARES, part of Wageningen University in the Netherlands. He researches stomach content of fulmars in the Atlantic. The authors asked how he feels about involving cruisers in research on plastic pollution in the oceans. "Yes, we do get requests from individual boats," he said, "but so far not from groups."

As a real researcher he sees pros and cons. One advantage is that cruisers can observe and report on areas with concentrations of plastic waste. "We know of the five gyres, but there can be concentrations or eddies in other areas where we would like to do our research as well."

As Jan pointed out, the disadvantage of citizen science is that you have to train people very well and make sure that they work strictly according to a protocol. "Otherwise the results are a signal, but cannot be used by scientists," he says. "But I am happy that you are focusing on this subject in this way. Everything that leads to a decrease of plastic in the environment must be undertaken. Awareness is a first step."

# CAN CRUISERS MAKE A DIFFERENCE?

ALL PHOTOS BY THE AUTHORS, EXCEPT AS NOTED

earlier in *Latitude 38*, this foundation is developing an installation with long 'arms' designed to filter the plastic particles from ocean water. With great enthusiasm Leo explained, "The good thing ***During the passage to Alaska, Janneke kept a careful log of all large pieces of debris that she and Wietze observed.***



is that if we can take the plastic from the oceans, we can recycle it. It will be a positive business case: scalable, autonomous and energy-neutral."

After a few weeks David sent us his enthusiastic thoughts about the observations: "I see possibilities for the future. The test was educational, because we know now the practical problems we need to solve. The observations confirm my suspicion that the lack of a high-pressure area last summer has caused a bigger spread of the larger pieces of plastic. The number of observations is therefore lower than it would be otherwise. I can use this next year with the next group of sailboats that leave Hawaii for Alaska.

"So, where are you going next year?" he asked in an email. After we told him our plans, he asked if we would



***Not all plastic recovered comes in large pieces. As these samples show, the elements break down debris into tiny pieces.***

do bird observations for him. Of course! This year's research has taught us a lot. We are still not experts in this field, but we have become more and more aware of the world we live in and the impact we have on it.

— **janneke kuysters & wietze van der laan**

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# SEASON CHAMPIONS, PART II —

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED

In the November issue of *Latitude* 38, we enjoyed an appetizing first-course sampler platter of one-design class championships. This second course serves up a jumble of letters often referred to as 'alphabet soup'. The SSS (Singlehanded Sailing Society) will start us off.

## SSS Singlehanded and Doublehanded Multihull *Wingit, F-27*

**Amy Wells, BAMA**

By virtue of having won the Singlehanded Farallones Race, Amy Wells topped both the Singlehanded and Doublehanded Multihull divisions of the 2016 SSS season.

Wells grew up racing *Wingit* mostly doublehanded with her dad, Ray Wells, starting in 1989. Ray sold the boat to Amy in 2009.

*Wingit* had a chock-full racing season this year. "It's been so wonderful to get out of spending all my weekends at home with toddlers," says Amy. "I've had tremendous support from



Amy Wells

LATITUDE / CHRIS

their dad, Paul, and my dad, Ray, who take turns watching them while I go off racing."

Amy was surprised to see the SSS standings before the final regatta, the Vallejo 1-2 on October 22-23. "I stumbled across the season standings while compiling sailed-to data for a year-end fleetwide ratings review and immediately started bragging to my dad, who had lots of fun with the SSS back in the day and who I hope will soon retire and be able to sail more."

Reminiscing about May's Singlehanded Farallones Race, she said, "The weather was so lovely and calm. It was my first time out the Gate by myself. The crab pot floats totally weren't scary at all, whereas every other time I've been out on the ocean we are zipping along fast enough or with enough whitewater to have poor visibility." She enjoyed what she called "chill time" on the ocean. She said that none of the SSS races were especially difficult in 2016.

"The SSS season provided a regular backbone for the year. I have been sailing with my regular crew, Kostadin Ilov, for nearly 15 years. This year, probably

just from the sheer number of hours on the boat, I've gotten more confident calling shots and have been trying to be a bit more assertive." Other crew were Sherry Smith in the Drake's Bay Race and Synthia Petroka in the Vallejo 2.

"I had a lot of fun in the singlehanded races, doing girl things like changing clothes in the cockpit, playing music and dancing around the deck by myself. I rarely behave like this with witnesses onboard, and it is, well, joyous."

Wells expects Truls Myklebust's sistership *Raven* to be much more competitive next year. "*Raven's* rating was adjusted for weight," she said. "I've joked that his rating will be correct by 2018 and I'll have to race to Hawaii just to keep up with him in the season standings (the TransPac score can't be thrown out). Of course *Wingit* is more stable upside down, so I'm divided about whether to look for a more seaworthy boat. On the other hand I got really good at reefing this year and I feel much more seaworthy having survived 100+ miles of racecourse in Small Craft Advisory conditions."

SINGLEHANDED MULTIHULL — 1) *Wingit*, 6,583 points; 2) *Raven*, F-27, Truls Myklebust, BAMA, 7,167; 3) *Tri N Fly*, F-27, David Morris, HMBYC, 7.7. (5 boats)

DOUBLEHANDED MULTIHULL — 1) *Wingit*, 3,607 points; 2) *Raven*, F-27, Truls Myklebust, BAMA, 4,714; 3) *Mojo*, F-25C, Christopher Harvey, SSS, 4,898. (5 boats)

## SSS Singlehanded Monohull *Fugu, Wilderness 30 SX*

**Chris Case, RYC**

The Cases bought *Fugu* in November 2014. "I raced in the 2015 SSS Singlehanded Series and struggled on the steep part of the learning curve as I transitioned from sailing a 9,000-lb Dehler 34 for the last 12 years to this skinny semi-ultralight," said Chris. "It wasn't until the end of 2015 that I started to get the hang of sailing *Fugu*."

As the 2016 season progressed, Case began to realize how much more he needed to know about sail trim and strategy in order to beat sailors like Scott Owens of *Sum-*



Chris Case

LATITUDE / CHRIS

*mertime Dream*. "There is an adage that 50% of life is just showing up, which I did

in the SSS ocean races, while better sailors than I stayed home. A first in the Drake's Bay Race and a third in the Half Moon Bay Race put me in a solid position. My mom's 85th birthday was the day before the Vallejo 1-2; she lives in Boston (where she managed three sons on a Columbia 22 for weeklong summer vacations). When I told her I was going to fly out on the evening of her birthday she was a little upset, but once I explained that I needed to race *Fugu* for the possible season championship, suddenly it was all OK!

Case likes the weekend SSS races — Drake's Bay, Half Moon Bay and Vallejo 1-2 — because of the camaraderie in the fleet. "Talking sailing over a beer or two with these supportive people is the stuff of life, and I am very grateful that I have the opportunity to sail with such a wonderful bunch of folks."

'Fugu' is Japanese for pufferfish and the sushi that, if prepared wrong, can kill you. "The previous owners explained that their crew had a saying for *Fugu*: 'If we don't sail her right she'll kill us!' We liked that, so we kept the name."

Case plans to sail in the 2017 SSS Singlehanded Division, and is planning to attempt the 2018 Singlehanded TransPac.

1) *Fugu*, 2,188 points; 2) *Ragtime!*, J/92, Bob Johnston, RYC, 3,178 points; 3) *Iniscaw*, Martin 32, Max Crittenden, SSS, 3.63. (97 boats)

## SSS Doublehanded Monohull *Outsider, Azzura 310*

**Greg Nelsen, SSS**

Greg Nelsen won the doublehanded trophy for the second year in a row. (He also won it in 2010, and won the singlehanded trophy in 1999-2002 and 2004-2005.)

Greg's crew this year were "George Luna, Karl Crawford, Karl again, water, Steve Dowd, water." The SSS has a new rule that allows a skipper

in the Doublehanded Division to carry 150 lbs of water ballast in lieu of a live person. We wondered what effect that had on Nelsen's season. "None," he said,



Greg Nelsen

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# THE ALPHABET SOUP COURSE



'Fugu's mascot, a former bath toy, as seen during a summer cruise to Owl Harbor.



LATITUDE / CHRIS

Chris Case on 'Fugu', pictured here on April 23 approaching the Harding Rock in the SSS Round the Rocks Race.

"except loading and unloading the containers. The Azzura has a tall keel trunk so it's easy to stack low and centered. The 150 lbs is lighter than most of my crew except George the Jockey." Nelsen used the water ballast only when crew wasn't available, for the Drake's Bay Race and the Vallejo 2.

It didn't count for his doublehanded season, but the Singlehanded Farallones was Greg's favorite race of the year. "It was a pleasant day in the Gulf without a beatdown, yet was a fairly fast race."

1) **Outsider**, 1.929 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, RYC, 2.238 points; 3) **Uno**, Wyliecat 30, Bren Meyer, SSS, 2.267. (289 boats — no that's not a typo!)

Turning our attention to three segments of racing in the YRA (Yacht Racing Association), we'll check in first with the OYRA (Offshore Yacht Racing Association), continue on to the YRA Series, and then take a look at the new CBRA (Classic Boat Racing Association), which has

replaced the old WBRA (Wooden Boat Racing Association).

The OYRA ran a nine-race series this year with one throwout. "OYRA has a situation where some of the early races are very popular, especially in Pacific Cup years," explained OYRA president Andy Newell, "then once boats head west the fleet is much smaller. We had 57 boats signed up for the first race to the Lightship, and 20 boats did the last race. To try and deal with the disparity and keep everyone happy, we dual-scored the first three races. In other words we split up the fleet based on what we thought it would look like for the entire season, then for the first three races we further split those groups into sub-groups for daily scoring. If you look at the Lightship results, you'll see fleets 1A, 1B, 1C, 2A, 2B, and that is how we scored the day. For the series score we just scored them together as PHRO1 and 2. In order for Jibeset to deal with it we had to create a new race for the second set of scores. Long story a little less long: 9 races + 3 that were created for the alternate scoring = 12 shown on Jibeset, but still only nine on the water."

## OYRA PHRO2 Yeti, Express 27 Adam Mazurkiewicz, SSS

Adam Mazurkiewicz resurrected *Yeti* with help from Rufus Sjoberg and Jason Crowson two years ago. "2015 was the first year we had *Yeti* in the water, and we raced the Half Moon Bay Race in September as our first OYRA race. 2016 is our first full season racing OYRA, and we had a great time doing it."

The crew's favorite OYRA race was the Farallones. "It was the first time around the islands for most of us. We had varying conditions on the way out with multiple headsail changes, and a heavy-wind beat to make it around. We set the chute at the islands and just blasted back. It wasn't without incident and broken gear, which just added to the day. We set new boatspeed records and had a great time doing it."

He cites Drake's Bay II (the return on Sunday) as the toughest race in the season. "We had a great light-wind drift for the first few hours, set the chute, and thought

we might just make it to the Gate. After a couple of hours of sailing in and out of wind, battling the flies, a moment of weakness hit the crew and we retired. We eventually had a great sail home after some motoring, but it was not without bailer's remorse."

Dave Jacus, Ben Guy, Ron Snetsinger, Kevin Richards, Bobby Laird and Jason Crowson crewed aboard *Yeti* this year. "No matter what the crew combo was we had a great time on the water," said Mazurkiewicz.

In 2017, he plans to do the OYRA series, a few of the SSS races, and possibly the Spinnaker Cup and Coastal Cup. "We really enjoy the distance races."

1) **Yeti**, 17 points; 2) **Ahi**, Santana 35, Andy Newell, BYC, 22; 3) **Iniscaw**, Martin 32, Max Crittenden, SSS, 25. (10 boats)



LATITUDE / CHRIS

Adam Mazurkiewicz

# SEASON CHAMPIONS, PART II —

## OYRA Shorthanded Nancy, Wyliecat 30 Pat Broderick, SSS

This year, the OYRA created a division just for singlehanders, so the 'Shorthanded' division was composed of doublehanders.

"I enjoyed having Richard vonEhrenkrook, Chris Zachrisson, Pat Wertz and Ross Bliven join me as doublehanded crew for this year's OYRA Series," said division winner Pat Broderick. "Doublehanding is a team effort and each partnered with me as we sailed the ocean races.

"The Farallones Race was high on the favorite list since it was the only successful Farallon rounding for this year and was a pleasant day out in the Gulf of the Farallones. Winning it was nice, too.

"The most frustrating race was the Lightship. We opted for the south side at Mile Rocks only to see the wind clock around to favor the boats exiting at Point Bonita, and we never caught up. The tacking angles were huge! It was not a good way to begin the OYRA season and became our toss-out race."

Ocean racers agree that the wildlife was amazing this year. Broderick saw humpback whales, a blue whale or two, great white sharks,

harbor porpoises and "a jillion" seabirds. His most frightening sighting was a humpback that popped up about 100 feet in front of *Nancy's* bow near the *Lightship*



Pat Broderick

and just stopped there. "We avoided contact, but the smell from the blow that sprayed the boat and the up-close view of barnacles were impressive!"

Broderick hopes to concentrate more on in-Bay YRA racing and evening beer cans in 2017.

1) **Nancy**, 15 points; 2) **Hang 20**, Express 27, Lori Tewksbury, BYC, 22 points; 3) **Oscar**, Santa Cruz 33, Joshua Rothe, BYC, 26. (9 boats)

## OYRA Singlehanded Ragtime!, J/92 Bob Johnston, RYC

"I've raced singlehanded in OYRA's SHS division several times — it was tough to do well against doublehanders," said solo sailor Bob Johnston. "Years

ago OYRA gave singlehanders an extra time allowance, but having our own division is even better.

"There had been chatter in the SSS about having more ocean races. The first step in that direction was to add the Drake's Bay races to the SSS schedule three years ago, combining with OYRA for the starts but scoring the groups separately. Creating a singlehanded division for the entire OYRA season was the next logical step. I'm hoping the division will grow and become a permanent part of OYRA, enhancing San Francisco's reputation as the place to go for singlehanded racing."

This was a Singlehanded TransPac year, and the early OYRA races were good practice for some of those skippers. "Later in the season, the singlehanded group settled in to three or four consistent entries, and we had a lot of fun. Greg Ashby, sailing his *Wilderness 30 Nightmare*, was the most consistent participant and finished second."

Johnston's favorite race was the Duxship. "We had a late start and some light wind, but it turned into a nice day on the ocean. The Jr. Waterhouse was also memorable, with good conditions outside followed by some very gusty wind between the Gate and the finish at RYC."

Johnston agrees with Adam Mazurkiewicz that the Drake's Bay II was the most difficult race of the series. "It was extremely light all day. I dropped out and started motoring, and the wind filled in about an hour later. That bad decision cost me a good weekend result and probably the SSS season championship (Drake's Bay was also a counter for SSS). But the raft-up in Drake's Bay was great as always."

After promoting singlehanded divisions in the Berkeley Midwinters, the Silver Eagle and OYRA, Johnston finds it ironic that he plans to sail doublehanded in 2017. "I've been racing almost exclusively singlehanded for 14 years. Over that time I've come to know a handful of skippers I'd really like to sail with, and 2017 will be the year for that."

1) **Ragtime!**, 14 points; 2) **Nightmare**, Wilderness 30 SX, Greg Ashby, SSS, 18; 3) **Fugu**, Wilderness 30 SX, Chris Case, RYC, 19. (5 boats)



Bob Johnston

## OYRA Multihull Raven, F-27

### Truls Myklebust, BAMA

The number of multihulls racing in OYRA doubled this year — from one to two. "It was good to see *Trident* join me for the series this year (and the MOD70 *Orion* as well for a couple of races).

"There are quite a few multihulls in the Bay Area that are equipped for offshore racing now. We had eight in the Doublehanded Farallones this year and three in the Singlehanded Farallones, but just two for the OYRA Full Crew Farallones. The OYRA series is fun, many of the courses are really good for multihulls, and offshore racing is always a good challenge!"

Myklebust's favorite OYRA race this year was the last one, on September 10. "It was my boat against *Orion* in a massively unequal challenge (PHRF 48 vs. -189) in very light winds offshore. *Orion* beat me easily in real time, of course, and I struggled to get out and around the outer mark in the light winds, but I had a really good run back in to the finish, and I squeaked out the win on corrected time by just six minutes. There were five whale sighting along the way in that race."

The most difficult race for *Raven* was the OYRA Full Crew Farallones, which Myklebust sailed singlehanded. "Conditions were pretty benign until just a couple of miles before the island, but then the winds picked up very quickly, and the rounding in lumpy seas was challenging. I also had some spinnaker-handling challenges on my way back in."

Kostadin Ilov (the same fellow who's been sailing with Amy Wells for years) joined *Raven* for Drake's Bay. "Other than that, I mostly sailed singlehanded in the OYRA series this year. I usually try to run at least doublehanded for OYRA (and sometimes with three on board), but I had some crew scheduling difficulties this year."

Myklebust adds, "I hope to double participation again next year!"

1) **Raven**, 10 points; 2) **Trident**, Corsair 31R, Damien Campbell, BAMA, 19. (2 boats)

OYRA PHRO1 1) **Blue**, Swan 53, Ray Paul, 19 points; ) **Can't Touch This**, J/125, Rich Pipkin, EYC, 32; 3) **Junkyard Dog**, J/109, James Goldberg, YRA, 38. (20 boats)

## YRA Series PHRF Division Ahi, Santana 35 Andy Newell, BYC

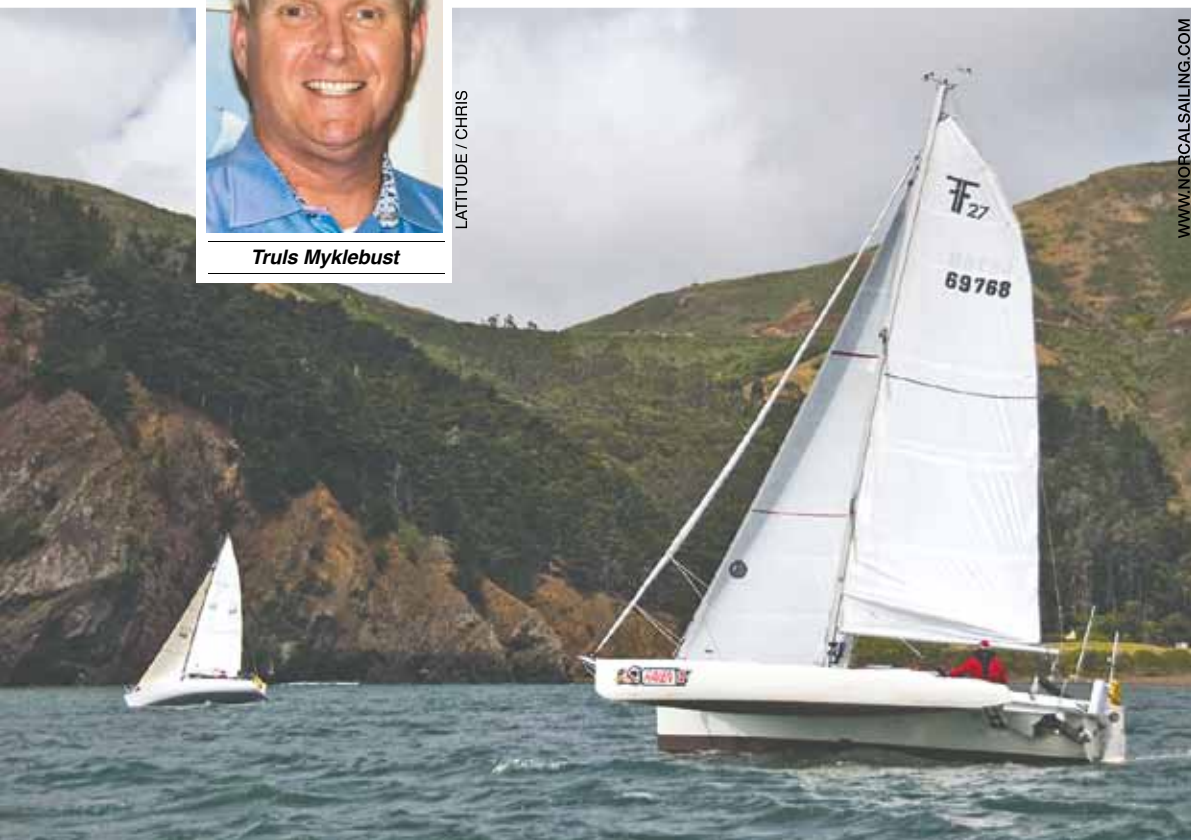
The YRA Series is what's left of the

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**Truls Myklebust**

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**Exiting San Francisco Bay during the OYRA's Duxbury-Lightship Race on May 21, Truls Myklebust's F-27 'Raven' hunts down and passes the earlier-starting monohulls, such as this Express 27.**

old HDA (Handicap Divisions Association) and ODCA (One Design Class Association) branches of the YRA. This year, eight races over four race days were offered.

"They were all fun races," says Andy Newell, winner of the PHRF division. "Race 3 stands out because we came in with a clear plan on how we wanted to sail (in this case, go right — took some sterns to get there) and it paid off handsomely. Too often we make a plan, then second guess. All of the South Bay races were very pleasant with moderate winds rather than the usual 18-20+ knots north of the Bay Bridge.

"The last race day was the only one that was very windy. *Mintaka 4* and *Red Cloud* perform better than *Ahi* in the heavier winds. *Ahi* does relatively better in light to moderate winds because we still carry a #1 jib,



**Andy Newell**

LATITUDE / CHRIS

which the Farr boats have removed from their inventory for a rating credit. If all eight races had been in heavier winds the result would have been different."

The plans for *Ahi* in 2017 are pretty much the same as the last five years: "Sign up and do all the races we can cram in the calendar: BYC and CYC Midwinters, Big Daddy, Wheeler, the YRA series, the OYRA series, all of the YRA weekend regattas, Jazz Cup, Pumpkin, and back to Midwinters." That comes to 35-40 days including some deliveries and "no midweek stuff because it's just too hard to get to the boat."

Bonnie Yu, Bruce Boles, Jeff Raby, Jen Ellies, Mark Schieble, Oded Haner, Theo Gordon, Tripp Floyd (a former regular, who flew in from the East Coast) and Valerie Suzawa crewed on *Ahi* in the YRA Series this year.

1) **Ahi**, 15 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 18; 3) **Red Cloud**, Farr 36, Don Ahrens, EYC, 18. (8 boats)

## YRA Series J/88 *Courageous* **Gary Panariello, SYC**

"This is the first year of J/88 fleet activity, and we have been pretty casual,"

said that class's fleet captain, Gary Panariello. "We are trying to build participation."

Gary's wife Karen, Kristin Simmons, Blaine SooHoo, David Fink and Jeff Thorpe were the core crew aboard *Courageous* for the YRA Series win.

"The most fun part of the YRA Series was getting to race one design. We are happy to welcome Rich Craig as a new owner to the fleet for 2017!

"We are looking forward to racing in Key West this January to test ourselves against some great crews in an awesome venue."

1) **Courageous**, 7 points; 2) **M Squared**, Marc McMorris, NoYC, 19; 3) **White Shadow**, Jim Hopp, SSS, 20. (4 boats)

## YRA SERIES

EXPRESS 37 (2r, 1t) — 1) **Golden Moon**, Kame Richards, EYC, 7 points; 2) **Expeditious**, Bartz Schneider, SFYC, 7; 3) **Elan**, Jack Peurach, SSS, 8. (4 boats)

OLSON 25 (4r, 1t) — 1) **Shark on Bluegrass**, Falk Meissner, BYC, 8 points; 2) **Shadowfax**, Mark Simpson, LTWYC, 9; 3) **Synchronicity**, Steve Smith, HMBYC, 10. (5 boats)

SANTANA 22 (8r, 1t) — 1) **Meliki**, Deb Fehr, IYC, 7 points; 2) **Mad Max**, Megan Dwyer, BYC, 14. (2 boats)



**Karen and Gary Panariello**

## CBRA Bear Boats — *Magic* **Tim Maloney, MMBA**

"Don't tell some of those other fleets, but WBRA had plastic boats fitted out as woodies," said repeat Bear champion Tim Maloney. "I think I can speak for the Bear fleet here: We are happy to have a YRA

# SEASON CHAMPIONS, PART II —

fleet that will work with the Bears as we try to build up participation in a class with old boats and ownership turnover. The organizers of CBRA have been dedicated to providing a well-run venue; the Bears are happy to be included. *Magic's* crew is very appreciative of the all the work race committees do — especially in big flood when they have to stay late for our old slow boats to finish the course." Indigenous to San Francisco Bay, the 23-ft Bears were designed in 1931.

*Magic* is a family effort. "My dad, brother Daniel, and I are partners in the boat. Our racing team had been composed of me, my brothers Daniel and Stephen, and my nephew Ethan Pawson. This year we also introduced my brother-in-law Derek Kampfe and his two sons Brian and Jeffery."

Tim said that their season got off to a nail-biting start. "In the two CBRA races on May 7, Steve Robertson on #29 *Smokey* and *Magic* traded 1-2 finishes. In race 1, both boats were on starboard tack and I was

pinching for the committee boat. *Smokey* was windward and took the race by less than half a boatlength squeezing in at the RC boat. Neither one of us could tell who won. The second race was almost a mirror



Tim Maloney

LATITUDE / CHRIS

image only at the pin. *Magic* was on starboard and fetching the pin. *Smokey* was leeward this time and trying to pinch up. Steve could not luff us — I know he was trying — and ended up having to tack and duck, and we stood on to finish."

1) **Magic**, 5 points; 2) **Huck Finn**, Margie Siegal, MMBA, 12; 3) **Renegade**, Russell & Christine Katz, MMBA, 15. (4 boats)

## CBRA Bird Boat — *Cuckoo* Bill Claussen, RYC

"The only true woodies left are the Birds and Bears," says Bill Claussen, who owns two of the Birds, which have their origins on San Francisco Bay in 1919. "It was nice to have additional and new classes to make up for the loss or diminishing of other classes."

Regarding *Cuckoo's* repeat success, Claussen says that the crew is the most important ingredient. "All I have to do is drive. Carl Fleming has sailed with me from the beginning of my Bird tenure. Other great crew regulars were Steve

Hutchinson, John Ravizza, John Skinner and Charlie Brochard, plus Tom Alexander, Steve Ritz and David Pressley."

The Birds also raced the Sausalito YC Invitational series, StFYC Woodies and SFYC Fall Classic. All of those were part of the championship season, but the scores shown below just reflect the CBRA Series.

1) **Cuckoo**, 8 points; 2) **Oriole**, Hugh Harris/Jock MacLean, SFYC, 16 points; 3) **Widgeon**, Charles Rixford, SFYC, 19. (5 boats)



Bill Claussen

## CBRA SERIES

KNARR (8r, 1t) — 1) **Knarry Boo**, Jason Holloway, StFYC, 12 points; 2) **Knarr 134**, Eric Gray, StFYC, 14. (2 boats)

ALERION EXPRESS 28 — 1) **Jewel**, Ron Tostenson, RYC, 10 points; 2) **Ditzy**, Ralf Morgan, RYC, 18; 3) **Dream**, Kirk Smith, RYC, 22. (7 boats)

FOLKBOAT (8r, 1t) — 1) **Freja**, Tom Reed, StFYC, 12 points; 2) **Polperro**, Peter Jeal, BVBC, 14; 3) **Nordic Star**, Richard Keldsen, StFYC, 29. (10 boats)

SANTANA 22 (2r, 1t) — 1) **Meliki**, Deb Fehr, IYC, 5 points; 2) **Carlos**, Jan Grygier, RYC, 5; 3) **High and Dry**, Igor Polevoy, NoYC, 6. (3 boats)

CAL 20 (6r, 1t) — 1) **Baby Blue**, Craig McDow, CYC, 10 points; 2) **Raccoon**, Jim Snow, BVBC, 11; 3) **Coyote**, David Gardner, SSS, 22. (3 boats)

## Folkboat — *Polperro* Peter Jeal, BVBC



Susan Parker & Peter Jeal

LATITUDE / CHRIS

of the Folkboat *Polperro* agrees that "CBRA is working well, and it's great to see other one designs sailing together." In addition to the CBRA races, the Folkboat fleet sailed in SFYC's Resin Regatta, SYC's Invitational, StFYC's Woodies Regatta, and Tiburon YC's Moseley Regatta. We won-

dered if the high number of races had taken a toll on *Polperro*, the three-peat champion.

"Both of my steady crew, Susan Parker and Dave Cresge, survived the 31-race season, but I ruptured a bicep tendon early in August so had to sail lefthanded for the last 13 races," said Jeal. "Strange as it was, I got more first places in those races than in the early half of the season. Suze and Dave just kept me going in the right direction, finally holding off Tom Reed by a point. He was overlapped with us on the finish line of the final race — what a competitor he is!"

The boat got a new aluminum mast early in the season, and the first six races were spent tuning and cutting sails to get some forward direction.

1) **Polperro**, 44 points; 2) **Freja**, Tom Reed, StFYC, 45; 3) **Faith**, Brock de Lappe, 60. (11 boats)

## BAMA Cup *Ma's Rover*, F-31R Mark Eastham, BAMA

This was the fourth season in a row that Mark Eastham won the BAMA Cup. (BAMA is the acronym for the Bay Area Multihull Association). He said they "crushed it" this year.

"We had more first- and second-place finishes. We had 37 points and second place had 29, whereas in past years we held onto the title with fewer top finishes and closer to second place."

They had to drop two races out of the 10-race schedule this season (Delta Ditch Run and Silver Eagle) to compete in June's Race to Alaska, and then had to work hard to get repairs done from the beating the trimaran took in that grueling race. The main had multiple tears from a gale, a daggerboard was damaged when it hit a rock, various items of equipment had to be replaced after they washed overboard, and broken lines and the mast track had to be repaired to get back to race-ready condition in time for the Jazz Cup.

"Stephane Lasaffre, Keith Dunlop and Cameron Tuttle were the main backbone



Mark Eastham

CHRISTOPHER HARVEY



# THE ALPHABET SOUP COURSE

of 'Team Rover '16'. David Leach made a late-season guest appearance as well," said Eastham.

Eastham and Lesaffre sailed a "super solid Doublehanded Farallones Race on March 26 (lowest elapsed time, lowest corrected time, first in class, first multihull, first to finish) in pretty rough conditions. I was very cold and very wet for hours on end, but did not care — it was a nonstop thrill ride.

"Thanks go out to the North Sails ICU team as well and some great competition per usual from Chris Harvey's *Mojo*. Third-place *Wingit*, skippered by Amy Wells, and Damian Campbell on *Trident* (which was crippled by multiple breakdowns) deserve mention as the boats to watch in 2017. And, as always, thanks to Darren Dowd for being a great family guy and not racing the blazing fast *Roshambo* again!"

1) *Ma's Rover*, 37 points; 2) *Mojo*, F-25C, Christopher Harvey, BAMA, 29; 3) *Wingit*, F-27, Amy Wells, BAMA, 26. (25 boats)

## **BAMA Fast Cat Cup SmartRecruiters, Extreme 40 Jerome Ternynck, StFYC**

"The most exciting race this year was the Three Bridge Fiasco, which I completed doublehanded with Erwan Griziaux," said Jerome Ternynck, owner/driver of *SmartRecruiters*. "The Extreme 40 doublehanded is an interesting experience, and that day was particularly good, seeing us reef in and reef out, going from no wind to 20 knots of boatspeed, and in the end a finish line where we battled to pass all but one boat."

While hanging around StFYC during Rolex Big Boat Series, we heard a rumor that Peter Stoneberg, who sails the ProSail 40 *Shadow*, is acquiring an



*Jerome Ternynck*

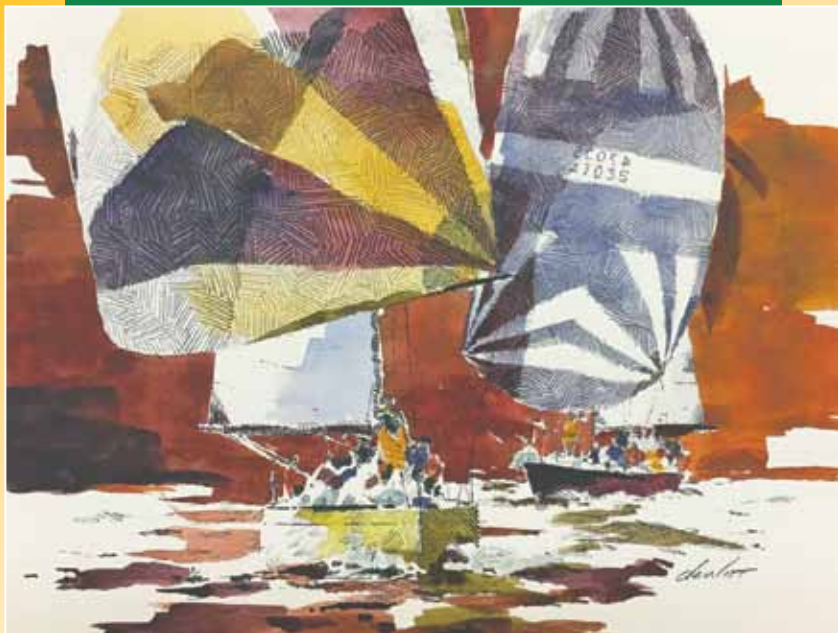
Extreme 40. "I am totally thrilled to see another Extreme 40 come to the Bay," said Ternynck. "This will make the series more exciting. There are actually six other Extreme 40s on the market for less than \$100,000. We would love to get a fleet going."

Ternynck's crew this year included Chris Steinfeld, Erwan Griziaux, Gilles Combrisson, Cyril Guiraud, Emmanuel Sordoillet, Anthony Abaté, Thomas Ocampo and guests. "We just take it one race at a time and do our best to attend as many races as we can," said Combrisson.

1) *SmartRecruiters*, 37 points; 2) *Adrenaline*, D-Class cat, Bill Erkelens, RYC, 11 points; 3) *Shadow*, ProSail 40, Peter Stoneberg, StFYC, 9. (6 boats)

Next month's delectable dessert course will sample many more of the region's tasty one-design classes, including those that competed in some of the races featured in this edition as part of their championship season.

— *latitude* / *chris*



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# BAJA HA-HA XXIII RECAP —

**E**ver since October 1994, when the first Baja Ha-Ha fleet sailed out of San Diego Harbor bound for Cabo San Lucas, this two-week, 750-mile cruisers' rally has followed the same time-honored itinerary. Nevertheless, no two Ha-Has have ever been exactly the same.

As you'll read in this recap, the 23rd



**The costumes were great this year at the Kickoff Party. Several pirates actually showed up with their own personal mermaids.**

edition featured stints of both strong wind and no wind; glorious periods of "Champagne sailing," as well as some moments of concern when several rally crews needed help. As is typical, by the time the fleet arrived at Cabo on November 10, many first-timers had grown more confident in their skills and learned valuable lessons about both offshore sailing and crew dynamics. And, although we have no scientific data to back

**Although cleverly disguised as Incredibles, we're pretty sure this is actually the Kelly family of the Lagoon 380 'Ankyrios'.**

this up, we'd be willing to bet that along the way to the Cape every fleet member forged a few new friendships — which will be renewed time and again as they cross paths in future anchorages.

As in years past, boats in the 2016 fleet were as varied — from 19 to 68 feet — as the crews who sailed them. The oldest Ha-Ha'er was veteran cruiser Dr. Jerry Morgan, 79, of the Richmond-based Hunter 44 *Whimsea*. The youngest was four-year-old Zoey Wada of the Long Beach-based Mariner 48 *Empyrean*.

**T**he official festivities began with a skippers' meeting followed by a spirited Costume Kickoff Party (Sunday, October 30) on the grounds of West Marine's Shelter Island superstore. In addition to the predictable assortment of swashbuckling pirates and saucy wenches, there was a wide assortment of superheroes, mock celebrities and curious sea creatures, including a seductive trio of lusty mermaids. Yet again this year, West Marine electronics ace Ron Maggi — elaborately dressed as a Johnny Depp look-alike — shared his wit while emceeing the costume contest.

All in attendance enjoyed a 'Mexican

tune-up' lunch complete with plenty of cool libations. And around the perimeter of the party venue at least a dozen Ha-Ha sponsors were on hand to educate first-timers about the facilities and services that await them south of the border.

At 10 a.m. the next day — Halloween morning — two local fireboats saluted the fleet with arcs of spray, as dozens of rally boats paraded out of San Diego Harbor toward the start of Leg One. Ashore, at the western tip of Shelter Island, print, TV and radio reporters captured the scene, while Mexican and American dignitaries cheered the departing sailors — many were decked out in costumes — from the deck of the sportfishing boat *Dolphin*.

Of the 183 registered boats, only 136



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

# A ROLLICKING RUN TO THE CAPE

made it to the starting line on time, but the fleet would swell to 150 eventually, with the addition of several Ensenada starters and other boats that had been delayed by bad weather while sailing down the California coast.

Although the Rally Committee aboard the 63-ft cat *Profligate* had lodged a formal request with Mother Nature for fair winds at the start of Leg One, the breeze was so light at 11 a.m. that the rally's Grand Poobah initiated a 'rolling start' whereby all boats could motor down the rhumbline at six knots without penalty.

Two hours later, however, when the fleet was just south of the Coronado Islands, the breeze filled in nicely from the northwest, inspiring smiles throughout the fleet as brightly colored spinnakers

began popping open all over the course.

As predicted by the meteorological gurus at Commanders' Weather, the breeze built into the 18-to-25-knot range, and many boats reported later that it remained that strong throughout the leg. As usual, though, the fleet soon stretched out over a 100-mile span, so some crews saw much stron-

ger winds than others.

On the morning radio net, Cary Spencer of the Marina del Rey-based Jeanneau 49 *No Ties* noted, "We were surprised by how consistent the 25-knot winds were on this trip. And also by the diversity of conditions experienced by the group. We were well offshore and had 28 to 32 knots for many hours, with the highest gust at 34."

*"We were well offshore and had 28 to 32 knots for many hours, with the highest gust at 34."*

Adding to the fun — or challenge, depending on your point of view — was the presence of tall, long-period swells that were evidently remnants of storm conditions 2,000 miles away in the Gulf of Alaska. Sailing aboard Rodrigo Cuellar Dipp's Mexico-based Varianta 44 *Nuevo Luna/Ullman Sails*, Ullman loft manager Chuck Skewes claimed he saw a couple of 16-foot rollers. "The conditions were fabulous!" Skewes reported later, and most experienced offshore sailors enthusiastically agreed — especially those on catamarans. Skewes shared this anecdote as an illustration of how much fun he was having: "We 'went down' three times. But because we were surfing down big waves, not due to the wind. The last time we were pinned, and I had to crawl out of my bunk with a knife and cut the vang to get the boat upright again." (He's now vowed to do the rally every year.)

Elsewhere, 10-time Ha-Ha veteran

*Viewing the departure parade from the deck of the 'Dolphin'; sailors salute; we don't get the connection between these mismatched costumes, but we love the spirit behind them.*



*This guy — dressed only in an empty barrel — was the hands-down prize-winner among a huge field of pirates.*

Patsy Verhoeven, skipper of the La Paz-based Gulfstar 50 *Talion*, reported a rather unpleasant 'first': getting 'pooped' by a breaking swell that drenched her center cockpit. Several smaller boats reported shipping green water belowdecks also.

"Tuesday night's weather on Leg One was the most exciting of my sailing life," said Leslie Olson of the Sausalito-based Brown Searunner 40 tri *Doggone*. "But that's an experience I don't need to repeat!"

But not all crews reveled in the raucous conditions. By the second day out, some crews aboard smaller boats were getting so weary of the jostling, which left them unable to sleep, that about a dozen boats elected to make an unscheduled rest stop at San Quentin, as suggested by the Rally Committee. The only other time in the event's history that conditions were extreme enough to warrant such a move was in 2009 — the rough-weather year when a J/120 collided with a whale and sank. (All crew were rescued safely.)

Needless to say, gear breakage was



# BAJA HA-HA XXIII RECAP —

a predictable consequence of such rowdy weather. In addition to failed autopilots and torn sails, the roller-reefing mechanism on *Talion's* main refused to cooperate; the boom broke on Matt Miller's Long Beach-based Ericson 29 *Vital Spark*, causing a tear in the main; aboard David Addleman's SC50 *X*, which he and his German crew Sarah Seeger recently sailed back from the Philippines, a diagonal shroud failed; a spinnaker aboard the BC-based Farr 39 *Anduril* twisted itself into such a colossal wrap that skipper Greg Harms had to be winched up the mast three times to

free it; and the liferaft on Chris Perkins' San Diego-based Hylas 56 *Manuela* was swept overboard by a swell and was lost somewhere north of Cedros Island. (Yes, the Coast Guard was notified.)

But two incidents were far more serious. On the dark night of November 2, the third night out, the San Diego-based Newport 41 *Summerwind* was approaching Bahia Tortugas in light

winds accompanied by small swells. While crewman James Algert rested belowdecks, the attention of skipper Steve Brodbeck, 58, and his son Andrew, 22, was split between trying to douse the main, which had become stuck hours earlier in the boom furler, and trying to get the autopilot to hold a steady course. Without warning, they felt the big sloop grounding onto a



LATITUDE / RICHARD

**'C' turned out to be great crew — almost as salty as 'Bluebird's' skipper, Tom Carr.**



LYNN RINGSEIS



LATITUDE / RICHARD



ALL PHOTOS FIN BEVEN EXCEPT AS NOTED



VANISHING GIRL

# A ROLLICKING RUN TO THE CAPE

rocky shore that turned out to be Punta Quebrada — roughly five miles north of the broad entrance to Bahia Tortugas.

"The boat immediately heeled hard to port, and waves rapidly flooded the cockpit and cabin," recalls Brodbeck. As detailed on page 20 of *Letters*, the three men were able to scramble ashore safely, and were picked up an hour and a half later by search-and-rescue volunteers from the town, who gave the shipwrecked

crew "dry clothes and a meal, and arranged for a room." The boat was a total loss, but was insured.

Meanwhile, a message had been relayed from Tom Measles, 70, owner of the Ventura-based *Kettenburg 50 Cut to Heal*. Her mainsail had torn and the crew was trying to repair it with 5200 (caulking), while lying on a sea anchor roughly 50 miles offshore, and 180 miles north of Bahia Tortugas. The fleet later learned

that Measles and crew faced other headache also: The vintage woodie's engine had fouled with dirty fuel. The crew had been in no danger, but given the short range of their VHF, they had no way to assure the fleet. (An SSB was on board, but had not been hooked up yet.)

In contrast to such problems, aboard the tiny Santa Cruz-based *Mirror 19 Bluebird*, 74-year-old Tom Carr and his crew, named 'C', were having big fun surfing the swells and dodging spray. (They'd been given special permission to enter despite *Bluebird's* measuring eight feet shorter than the rally's published

**Top row, left to right: Big fun on the ball field; beach buddies; the lovely IP 48 'Fidelis'; happy at the helm. Center: Ouch! Boat bite queen Debi of 'Windrose'; gear giveaway after the ballgame; Jimmy Drake and Boo; Rasta Scotty and his bud; a happy smile; Lisa and Chuck of Ullman Sails. Bottom: Post-beach party bonfire; helming 'Vanishing Girl'; supporting the locals; chillin' at the beach party.**



# BAJA HA-HA XXIII RECAP —



ALL PHOTOS LATITUDE / RICHARD EXCEPT AS NOTED

minimum).

Every year when the Ha-Ha fleet comes to 'Turtle Bay' it's a very big deal for residents of the remote town, as it's the only time of year when you'll find more than two or three foreign-flagged boats in the enormous natural anchorage. Folks here live a simple, no-frills lifestyle, with most incomes being linked to the local fishing industry in one way or another.

After a few days at sea aboard relatively small boats, it always feels great to go ashore and stretch your sealegs by exploring the town or walking the nearby hills.

This year, many veterans of previous Ha-Has were stunned to see the landmark fishing pier had been freshly painted — for the first time ever. Needless to say, improvements come slowly to such a remote, rustic village. But last year they actually paved the main street — we thought we were hallucinating! — then poured concrete sidewalks alongside it. Even more amazing was the previous year's community project: In 2014, funds were somehow secured to

**Clockwise from upper left: Despite the hard traveling, the band loves this annual gig; shakin' it loose on the dance floor; foggy morning at BSM; fish is on the lunch menu; Paul Martson decorates his rig; BSM sunrise; dinghy raft-up; playful dolphins; 'Epic' gliding south on a light breeze.**

cover the town's dirt-and-gravel baseball field with AstroTurf.

As regular readers know, the people of Bahia Tortugas are crazy about baseball, so it's not surprising to see them come out by the dozens to watch the hilariously uncoordinated antics of Ha-Ha sailors when we borrow the field for our annual Ha-Ha Rules Baseball Game. Basically, each batter is given as many pitches as it takes to get a hit, and on every hit there's generally at least a couple of fielding errors. As you might imagine, heroic inside-the-park home runs are commonplace. This year there seemed to be more willing participants than ever. And after the game, more than \$3,000 worth of new baseball gear was given to local players by fleet members (\$2,000 of which had come from an anonymous donor).

Some of the added enthusiasm for this year's game was undoubtedly due to the rabid baseball fever that was in the air after the Chicago Cubs won the final game of the World Series the night before — breaking their 108-year cham-

pionship drought with an 8-7 victory over the Cleveland Indians in extra innings.

Crews from several boats had been eager to take in the action at Maria's, one of the town's few real restaurants. "They brought in a small TV from home," recalls Lynn Ringseis fondly, "but it took four innings to hook it up and find the game. Because of the set's poorly balanced color, both teams appeared to be wearing green uniforms, but it was great fun anyway. By the eighth inning we were all on the edge of our seats when suddenly the power went out in all of Turtle Bay!" So much for staying connected to mainstream events.

The first Friday of the Ha-Ha is always reserved for a big beach party on a rarely used stretch of sand about a mile east of town.

Although water in the bay was a bit too cold this year for boogie-boarding, surfing or swimming, the mild weather was ideal for hiking, picnicking and beach games. While some played volleyball or tug-of-war, or tossed frisbees, several prolific fishermen grilled their

# A ROLLICKING RUN TO THE CAPE



catch on improvised barbecues and shared it with sailors eager for a sample.

Several enterprising groups from town sold ice-cold beer and snacks, while danceable tunes from a portable PA system livened up the venue. But the party's main agenda was simply to provide a laid-back forum where new and old friends could swap tales about the rowdy Leg One conditions, and compare future plans.

The next morning, Saturday, November 5, fleet members pulled their anchors early in preparation for the scheduled 9 a.m. start of Leg Two, a 240-mile run to Bahia Santa Maria. Unfortunately the wind gods had apparently slept in, so again, a rolling start was instituted.

Before long, however, the breeze built into the mid-teens, producing fabulous sailing conditions under sunny skies — and without the uncomfortable swells of Leg One. Meanwhile, *Cut to Heal* had checked in, and was on approach to Turtle Bay for rest and repairs.

With steady wind from the northwest in the 16- to 20-knot range and moderate swells, conditions on that first day

out could not have been sweeter. With an ear-to-ear grin, *Profligate* crewman Pat McCormick declared via VHF that these were "Champagne sailing" conditions. George Durden, aboard the Marina del Rey-based Jeanneau 45 *Epiphany* quickly upped the ante by announcing that his crew was enjoying "Champagne and sashimi sailing" thanks to a recent catch. Like the sea state, fishing improved dramatically during Leg Two.

Although the wind held steady throughout the night, it finally fizzled during the early hours of the second day, but returned again late that afternoon, allowing some diehards to sail the entire leg. Others had no choice but to keep sailing due to engine or transmission problems. Both engines on David Woboril and Eileen Dirner's Portland-based Solaris 36 cat *Striker* were kaput. So new friends Scott Doran and Laurie Ritchie aboard the Sidney, BC-based Lagoon 400 *Muskoka* offered to tow *Striker* in — and later towed them all the way to Cabo. When James and Denna Mitchell on the Long Beach-based Westsail 32 *Nellie Jo* requested a tow from seven miles out, Kenny Knoll of the Channel Islands-based Irwin 65 *Jersey Girl* responded.

The former Coast Guardsman was helpful throughout the event, as were others, including 'Dr. Electron' Katz of the San Diego-based Slocum 43 *Kemo Sabe*, marine diesel pro Jim Drake of S.F.-based Cavalier 39 *Boo's Blues*, and sail repair savior Chuck Skewes of Ullman Sails.

Because there's almost no sign of human influence at Bahia Santa Maria other than several small bungalows up on a bluff and a cluster of rugged fishermen's shacks upstream in the mangroves, this secluded natural harbor is typically the favorite stop of most ralliers.

There was no particular agenda for the first day at BSM, so crews could catch up on their sleep; make needed repairs; do a bit of kayaking or stand-up paddling; search for natural treasures along the unspoiled, white-sand beach; or hike the craggy hillsides adjacent to the broad anchorage and take in the spectacular 360° view from the top.

After such a relaxing day, it was no wonder that so many folks turned up at the mothership, *Profligate*, for the dinghy raft-up party. With several musicians and an impromptu troupe of dancers

# BAJA HA-HA XXIII RECAP

doing their best to entertain from the big cat's aft-deck 'go-go platform', it was great fun — and yet another opportunity to make some new friends. But some attendees later wished they'd left the fiesta before twilight faded.

Not long after the dinghies dispersed, anxious calls went out over the VHF that the Catalina 36 *Spirit of Constellation's* dinghy had flipped, and at least some of her crew were in the water in need of assistance. Several fleet members immediately jumped in their dinghies to search for the wayward tender, which was actually drifting through the anchorage with one man on



FIN BEVEN

## An A+ effort in the annual 'From Here to Eternity' Kissing Contest.

process. At least three medical professionals quickly came to the aid of the injured sailor. After a phone consultation with an orthopedic surgeon, the shoulder was eventually reset, alleviating the crewman's excruciating pain.

Thanks to a quick response from many savvy, big-hearted cruisers, the nerve-racking episode had a happy ending, with valuable lessons learned by all.

One of the most fun-filled — and surreal — activities of the rally takes place on the final day at Bahia Santa Maria. Why surreal? Because here at this totally unspoiled location, with virtually no amenities of modern living, a cliff-top party seems to spontaneously spring up out of the dust, complete with a smokin'-hot rock 'n' roll band, a zillion ice-cold beers and enough seafood dinners to feed several hundred sailors. Amazing!

As we explain every year, the band drives 120 miles up the highway from La Paz, across the desert, over a river inlet and down the beach for the pleasure of playing *for tips!* But they are awesome, and the fleet always treats them well. The cooks are fishermen's wives who live in a distant village. This year's fiesta was as memorable as ever.

**B**ecause the final leg is only about 180 miles, the start takes place at the seemingly uncivilized hour of 7 a.m. so the smaller boats won't have to spend a second night at sea.

Although the fleet arose to a brilliant sunrise, the wind gods were in full hibernation. Not only was there no wind at the appointed start time, but barely any breeze was seen until after the fleet arrived at Cabo. So yes, no need to sugar-coat it, Leg Three was a yawner. No two ways about

it. But then, there are worse ways to spend 24 hours than motoring south along the Baja coastline in swimsuit weather, and standing night watch under a canopy of brilliant, twinkling stars.

Due to the stress-free conditions, fleet members arrived unusually well-rested, with plenty of energy to face the excitement of this full-tilt tourist town. Following an unofficial Baja Ha-Ha tradition, several hundred fleet members dressed in official rally logowear literally took over the notorious Squid Roe dance bar for a couple of hours, working out any kinks and sore muscles through dance therapy.

The beach party the next day was a time to chill out with friends and plan future rendezvous in less-touristy corners of sunny Mexico.

As always, our longtime partners at Cabo Marina did their best to squeeze in as many boats as possible. The Marina-sponsored Awards Ceremony, November 12, concluded the rally in light-hearted fashion, with the rally's Grand Poobah



FIN BEVEN

## Beach party buddies take refuge in the shade from the baking Cabo sunshine.

top of it and another swimming alongside, hanging on to the painter. Due to somewhat contradictory directions about the location of both *Spirit* and the dink, it took rescuers about 15 minutes to find the two men.

Meanwhile, aboard the sloop, another crewman tumbled down the companionway, dislocating his shoulder in the

## Once fleet members slip into Cabo's 80° water, it's hard to get them out again.



LATITUDE / RICHARD



FIN BEVEN

## Shakin' it at Squid Roe. For a couple of hours the Ha-Ha fleet owned the place.

as emcee.

One unanticipated highlight of that final gathering was when Kenny Knoll of *Jersy Girl* got down on one knee and proposed to first mate Donna Tally — and she said "Yes!"

**D**ates for the 2017 Baja Ha-Ha have not yet been etched in stone, but more than likely they'll be October 29 to November 11. If you're looking for an exciting sailing adventure, as opposed to a pre-digested sailing vacation, you'll want to be there.

— latitude/andy

*Please note: Although most Ha-Ha participants could not care less about their division rankings, you can find complete results at [www.baja-haha.com](http://www.baja-haha.com).*



# BAJA HA-HA XXIII

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## BAJA HA-HA MELTING POT

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

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

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

On page 74 of this issue check out our complete Baja Ha-Ha Recap.

In the months ahead, look for updates about next year's rally at [www.latitude38.com](http://www.latitude38.com).

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### CREWING FOR CRUISERS

Every year dozens of watchstanders find crew positions on the Baja Ha-Ha rally. If you weren't lucky enough to be one of them this time, don't give up because cruisers use our online Crew List year-round, offering rides to all sorts of exotic places. The list is constantly updated, and you can access it via [www.latitude38.com](http://www.latitude38.com). If you hope to cruise on your own boat someday, catching a ride with someone else first is a great way to prepare.

### IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

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## IMPORTANT DATES

If you missed the chance to join Baja Ha-Ha XXIII, there's always next year. The 2017 event will follow a timeline relatively similar to the 2016 dates below.

- September 7, 4-6 p.m. – Free Mexico Cruising Seminar, 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 30, Skippers' meeting & Annual Ha-Ha Halloween Costume Party and BBQ.
- October 31, 10 a.m. – BHH Kick-Off Parade.
- October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 5 – Start of Leg Two to Bahia Santa Maria.
- November 9 – Start of Leg Three to Cabo.
- 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.

### Baja Ha-Ha, LLC

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#### PLEASE NOTE:

Correspondence relating to the event can be emailed to [events@latitude38.com](mailto:events@latitude38.com).  
Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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Lee Helm hardly seems to have time to crew for me on my boat these days. Between her windsurfer and her thesis she just doesn't seem to have any extra time. So for the last Midwinter race, I gave up finding my own crew and decided to accept a ride on a bigger and faster boat. And, as luck would have it, Lee showed up on the same boat for the same race.

"Lee!" I confronted her. "I thought you said..."

"Chill, Max. My midterm got moved, so it turns out, like, I was free this weekend after all."

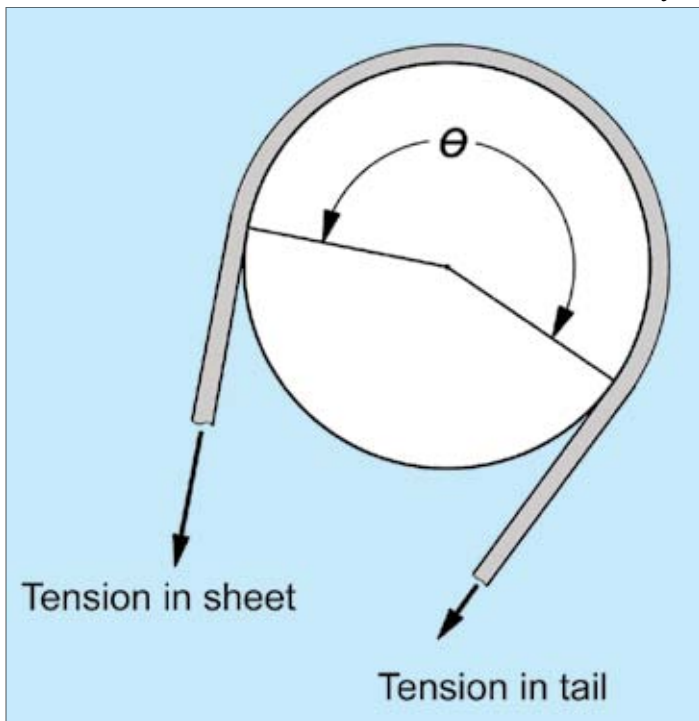
But the truth was that this boat is bigger and faster and newer than my boat, and probably serves better sandwiches too. After all, I had made essentially the same choice as Lee. She was given the trimmer's job, and I was assigned to forward 'pit.

The race was going well, but with a new sea breeze filling in from a new direction, our first downwind leg had turned into a hot reach. Lee was trimming, so she moved the sheet over to a windward halyard winch from which she could see the curl of the spinnaker luff. Another crew jumped in to grind for her as the wind continued to build.

"Another wrap, please," Lee asked the grinder.

"Use the big winch!" shouted the skipper. That little halyard winch won't hold nearly as well as the primary. The big winch has a much bigger drum.

*The illustration below shows sheet tension and tailing tension, as well as the wrap angle on a winch's drum.*



"Not true," she yelled back, without looking down from the sail. "Holding power is equal to  $E \cdot \mu \cdot \theta$ , where  $\mu$  is the friction coefficient and  $\theta$  is the angle of contact. The diameter, like, doesn't even... Grind! ...appear in the formula."

"I think the big winch does hold better," I said, agreeing with the skipper. "More bearing area."

"Do the math," Lee challenged.

"Area is pi times diameter times height of the drum," I replied. "More area equals more holding power. Right? Right?"

*I always have an uncomfortable feeling when Lee tells me I'm wrong about something.*

"Wrong," she stated flatly. "Derive the formula and see what you get."

I always have an uncomfortable feeling when Lee tells me I'm wrong about something I had always held to be true. But there was no time for more debate, the leeward mark was coming up fast.

Once we were cleaned up from the douse and mark rounding, I found myself sitting just aft of Lee on the rail for the long beat back to the top of the course.

"Time for our math lesson," Lee warned as she took out a small notebook and a pen.

"What, you're going to prove that winch diameter doesn't matter?" said one of the several foredeck crew who were sitting on the rail just forward of Lee on the opposite side of her from me.

"It's an easy proof," she said. Here's the setup."

She drew a top-down picture of a winch drum with a rope running most of the way around it.

"Clockwise, stupid!" joked the foredeck crew when he saw that she was drawing the sheet load force on the right and the tailing force on the left. Lee quickly corrected the faux pas. The reversed diagram was much more to our liking.

"Here's the tension from the sheet load, here's the tension on the sheet tail, and  $\theta$  is the angle of contact on the winch, in radians. I'm only showing three-quarters of a turn, but if it goes around a full turn that's two-pi, three turns would be six-pi, etc."

"Don't you want to use  $R$  for the radius of the winch?" I asked.

"Don't need it, and you'll see why. Let's look at a small but finite section of the sheet as a free-body diagram."

Next she drew figure two, showing only a small part of the sheet, in contact with the winch drum through only a small contact angle.

"The angle of contact is delta- $\theta$ . The force on the right side is  $T$ , acting downward on the diagram at an angle of  $\theta$  over two. The force on the left side — remembering that we have a clockwise winch, is  $T$  plus delta- $T$ , also acting down at an angle of  $\theta$  over two. There's a friction force  $F$ , acting tangentially away from the sheet load, and there's a normal force  $N$ , pushing up."

"Shouldn't the rope be pushing down in your diagram?" I asked.

"No, it's a free body diagram. We're only looking at forces acting on the sheet. The winch pushes up on the line. Let's add up forces in the  $X$  direction, and we get:

$$(T + \Delta T) \cos(\Delta\theta/2) = F + T \cos(\Delta\theta/2)$$

"The angle from horizontal is delta- $\theta$  over two, the horizontal component is the cosine of that angle. We have  $T$  plus delta- $T$  on one side, and the frictional force plus  $T$  on the other side."

"Fair enough. Now you do the vertical forces?"

"For sure. We have:"

$$(T + \Delta T) \sin(\Delta\theta/2) + T \cos(\Delta\theta/2) = N$$

"Where  $N$  is the normal force acting up on the line. It has to be equal to the downward components of  $T$  and  $T$  plus delta- $T$ , both times the sine of one-half  $\theta$ ."

"I'm still with you," I said.

"Now make the  $\theta$  angle small, but



# DO THE MATH



**A quick way to estimate friction coefficient between sheet and steel, without moving from the windward rail: Wrap a sheet a half turn around a stanchion, pull at right angles to the stanchion, then angle slightly up or down. The tangent of the angle at which the bight of rope starts to slip is the friction coefficient.**

still finite. Cosines go to approximately one and sines become approximately equal to the angles, that is, like, as long as angles are expressed in radians, which they are. So we get:"

$$(T + \Delta T) = F + T$$

"Subtract T from both sides, and we have:"

$$\Delta T = F$$

"I could have told you that," I said after studying Lee's diagram."

"For sure, it's intuitive so far," she agreed.

"In the Y direction," Lee continued, "we have:"

$$(T + \Delta T) (\Delta\theta/2) + T (\Delta\theta/2) = N$$

"Distribute and simplify, and it becomes:"

$$T \Delta\theta + (\Delta T) (\Delta\theta/2) = N$$

"And there's a tricky part here: We can ignore the  $(\Delta T) (\Delta\theta/2)$  term because it's the product of two small quantities, so

it's, like, of a smaller order than the other terms, and it's approximately zero. We're left with:"

$$T \Delta\theta = N$$

or

$$\Delta\theta = N/T$$

"I'm not so sure about that one, but I'll go along with it for now."

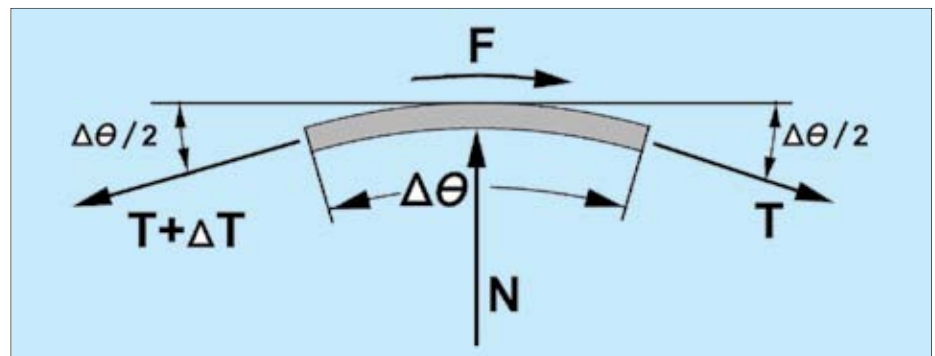
"Cool!" Now we need the relationship between N and F, or the normal force and the friction force. This is just the coefficient of friction, usually abbreviated by the Greek letter mu. We get  $F = \mu$  times N:"

$$F = \mu N$$

"Substitute this back into the equation for the force on the X-axis, and we get:"

$$\Delta T = \mu N$$

"Okay," I said after giving this some more thought. That's also kind of reasonable. It just says that the change in



tension is friction coefficient times the normal force."

"Now combine the two equations by dividing one by the other."

$$\Delta T/\Delta\theta = (\mu N)/(N/T) \quad \text{or}$$

$$\Delta T/\Delta\theta = \mu T$$

"Take the limit as the deltas approach zero, to change to the differential:"

$$dT/d\theta = \mu T$$

"and then solve this differential equation by separation of variables:"

$$dT/T = d\theta \mu$$

"Integrate both sides from the beginning of the contact angle to the end, so T is integrated from the tailing force to the sheet force, and angle is integrated from the first contact angle to the last contact angle."

$$\int_{T \text{ tail}}^{T \text{ sheet}} dT/T = \int_{\text{angle at beginning of contact}}^{\text{angle at end of contact}} d\theta \mu$$

"Wait a minute!" protested the foredeck crew. "Can you do that, integrating both sides of an equation between different limits? Seems a little hokey to me."

"No prob," said Lee. "Physically, I'm integrating over the same limits," Lee tried to explain. "The tailing load increases to the sheet load over the same range of angles that's in contact with the winch drum. So it's the same integration, but just in different variables."

The foredeck crew was skeptical, but Lee kept on going.

"Integrate one over T with respect to T, and you get natural log of T. Integrate d theta, and you get theta. Plug in the limits of the definite integrals, and now we have:"

$$\ln(T\text{-tail}) - \ln(T\text{-sheet}) = \mu \theta$$

**Consider a small piece of the sheet on the winch drum as a free body diagram. Forces in the X direction and the Y direction are in balance.**

"Subtracting two natural logs is the same as the log of the quotient. And we can also simplify the subtraction of the start and end angles over the definite integral to just be the angle of contact. Now we have:"

# MAX EBB

$$\ln(T\text{-tail}/T\text{-sheet}) = \mu \theta$$

"And finally, remembering the definition of the natural log, exponentiate both sides. That is, take e to the power of both sides. That wipes out the natural log on the right side and puts the exponential on the right side. And *voilà!*"

$$(T\text{ tail})/(T\text{ sheet}) = e^{\mu\theta}$$

"Except that the tail load is always less than the sheet load. If the exponent is positive, the ratio will always be greater than one."

"Okay, Max, good catch. I lost a minus sign somewhere. Sheesh. It's really:"

$$\underline{T\text{ sheet} / T\text{ tail} = e^{\mu\theta}}$$

Lee was right again. Winch drum diameter has nothing to do with holding power. It's just the number of wraps.

"Okay, what does this mean in real-world terms?" I asked. "What's a typical friction coefficient for line on a steel winch drum?"

"Not hard to get an approximate answer," Lee said as she took a bight of spinnaker spectra afterguy and wrapped it around a steel stanchion. "Apply some normal force, apply some tangential force, and estimate the angle that causes the rope to slip. The tangent of that angle is the friction coefficient."

We didn't have a protractor handy, but consensus from those of us on the windward rail was that the rope slipped up or down the untapered part of the steel stanchion when pulled at about a 20° angle.

"For the friction of jibsheet on aluminum you can do the same test around the spinnaker pole," Lee suggested.

"For 20° I get a friction coefficient of 0.364," said the foredeck crew, who knew how to use his waterproof phone as a scientific calculator. "That means that for one 360° wrap, or two pi radians, the ratio of sheet load to tail load is... let me see, there and e-to-the-X function in here somewhere... 9.85."

"That means that each wrap," I ven-

tured to predict, "reduces load by a factor of about ten. With a 4,000 pound sheet load, one wrap brings it down to 400, two wraps to 40, three wraps to four pounds. I can believe that, but I think our winch drums have more friction than the shiny steel lifeline stanchions."

"It's exponential, so it makes a big difference," Lee pointed out.

"If the coefficient of friction is more like 0.5," added the guy with the calculator, "then each wrap reduces the tailing load by a factor of 23. After three wraps that 4,000 pound sheet load is down to less than a third of a pound needed to hold the tail."

"Ready about!" came the call from the helm. "We'll want the reacher on the next leg. Bear-away set!"

That ended the physics lesson. But for the next leg, Lee had the spinnaker sheet back on the big winch.

"Don't want to overload the bearings," she said.

— max ebb



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# THE RACING

Winter is almost upon us, but before we turn the Racing Sheet spotlight on various Midwinter Series, we have a few fall classics to wrap up: the SSS Vallejo 1-2, StFYC's 6-Meter North Americans, SFYC's Leukemia Cup and RYC's Great Pumpkin Regatta. A couple of choice Race Notes follow, plus a smattering of Box Scores.

## A-One an' a-Two

We don't know of any other regattas quite like the Vallejo 1-2. The Single-handed Sailing Society presents racers with a series of challenges: 1) Sail the 20-mile course from the northern rim of the Berkeley Circle to the Vallejo Yacht Club solo — even if you're normally a doublehander. 2) Singlehandedly raft up with your fellows in the harbor. 3) figure out the logistics to get your crew to Vallejo on Saturday night or Sunday morning so that you can: 4) Race back to Richmond YC doublehanded.

Among the challenges on October 22 was the wind — or, rather, the lack thereof. A tasty little breeze tantalized the racers at the start, so it was easy to get going. Less ebb was evident than had been forecast, and some sailors even found a little lane of flood to follow north to the Richmond-San Rafael Bridge. Unfortunately, the fragile breeze soon disintegrated, making for slow progress downwind toward Vallejo. But the flood built and only one boat out of 47 dropped out on Saturday. A nice one-tack beat awaited the racers in Mare Island Strait,

their advantage for the beat to the finish off the RYC race platform.

The wind was not as light as on Saturday, and it was predicted to build to 15 knots in the middle of the afternoon. But the wind that came in around 2:30 p.m. was a lot more than 15, and it came up so suddenly that kids in Lasers and Optis were flipping right and left in the Richmond Harbor, directly in front of the big-boat finish line. The junior program crash-boat crews got the youngsters rounded up — and then scooted off to aid a Vallejo 1-2 racer who had run aground while trying to take his sails down in the gnarly conditions.

— latitude/chris

### SSS VALLEJO 1-2, 10/22-23 (2r, 0t)

PHRF <109 — 1) **Tijd**, Beneteau First 30JK, Dirk Husselman, 4 points; 2) **Ragtime!**, J/92, Bob Johnston, 4; 3) **Painkiller**, J/80, Eric Patterson, 6. (4 boats)

PHRF 111-159 — 1) **Uno**, Wyliecat 30, Bren Meyer/David Bacci, 3 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki, 3; 3) **Green Buffalo**, Cal 40, Jim Quanci/Rob Walker, 7. (12 boats)

PHRF >161 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 3 points; 2) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens, 4; 3) **Green Dragon**, Cal 20, Marcus Choy/Howard Wiese, 5. (4 boats)

SPORTBOAT — 1) **Legs**, Moore 24, Lester & Mary Robertson, 3 points; 2) **Max**, Ultimate 24, Bryan Wade & John Pytlak, 6; 3) **Jack**, Wylie Wabbit, Bill & Melinda Erkelen, 6. (10 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman & Kurt Rasmussen, 3 points; 2) **Verve**, Ron Snetsinger & Leo Pershall, 6; 3) **Take Five**, Don Carroll & Paul Healy, 7. (6 boats)

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr/Cam Campbell, 2 points; 2) **Sobrante**, Alerion Express 28, Paul Descalso, 5; 3) **Sweet Pea**, Islander 30-2, Jan Hirsch, 8. (8 boats)

MULTIHULL — 1) **Wingit**, F-27, Amy Wells/Synthia Petroka, 2 points; 2) **Cumbia**, F-27, Juan Tellez/Kostadin Ilov, 5; 3) **Raven**, F-27, Truls Myklebust/Steve Petersen, 6. (5 boats)

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

### 6-Meter North Americans

The 6-Meter North American Championship and Fall Invitational Regatta



SPREAD AND INSET CHRIS RAY / WWW.CRATVIF.COM

concluded on October 22 at St. Francis YC with Russ Silvestri taking first aboard *Sting* with a perfect scorecard. Craig Healy, Ethan Doyle, Chris Smith and John Bonds were the crew. Eliza Richartz finished second aboard *Scoundrel*, sailing with Brooks Price, Kermit Shickel, Gerard Sheridan and Keith Love. In the Classics division, Ben Mumford from Port Madison YC, Bainbridge Island, WA, finished first aboard *Llanoria* with 25 points, followed by Matt Brooks on *Lucie* with 28 points.

Over the course of three days and nine races, a fleet of 11 6-Meters plied the waters of San Francisco Bay, putting on a gorgeous show of classic yacht racing. Following a particularly breezy September in San Francisco, competitors were pleased to see breeze in the low teens coming in from the west around noon each day.

Competition was tight, especially because racing allowed for three throwouts. Going into Saturday, Day 3, with six races down, sailors were ready to fight to attain scores that would allow for a throwout of an earlier race. The day's first race was a long twice-around course that stretched to Blackaller Buoy off Fort Point. In Race 2, an aggressive start resulted in a multi-boat collision, a general



Mary and Les Robertson won the SSS Vallejo 1-2 on their Moore 24 'Legs'. (Les and 'Legs' won the first-ever Three Bridge Fiasco in 1983.)

and NYC members welcomed the visitors with their usual friendly hospitality and easy-going manner.

On Sunday morning, the sailors expected an ebb current at the appointed starting hour of 10 a.m., but found a light flood instead. The breeze was just barely adequate to keep them moving in the right direction. The racers found the ebb in San Pablo Bay and worked it to





Classic yachts strut their stuff on the San Francisco Cityfront in October. Spread and below: Scenes from the International 6-Meter Regatta and North Americans. Inset above: The Fallon Clippers 'Credit' (on port tack) and 'Hana' cross tacks in the Jessica Cup on October 22.

recall and, eventually, *Arunga* retiring. Race 3 was a nail-biter, and, in the end, two of the top three finishers were able to shake up the standings by discarding last-place finishes. Third-place *Arunga* threw out her final two retired races while second-place *Scoundrel* threw out her first two DNF scores.

One of the most interesting sub-plots of this regatta was the competition between Silvestri and Richartz, two StFYC

sailors who have been competing enthusiastically aboard 6-Meters all year. Silvestri finished second in the Europeans and first at the Queen Christina Nations Cup in Vancouver; Richartz finished sixth in the Europeans. "I first started racing 6-Meters this summer because Russ found me in the bar and asked if I would be interested," said Richartz. "Now, I'm obsessed. *Scoundrel* is such a beautiful boat. I think she is the prettiest boat out there, and I love racing her."

Though Silvestri finished with a decisive first place — six bullets after throwouts that were only 3-3-2 — Richartz was hot on his heels and getting hotter. The entire series was an upward battle for Richartz. Her team had a tough first day and finished with a DNF and a DNC due to a mechanical mistake. She went into Day 2 with a new bowman, Keith 'Panda' Love, and finished that

day with 2-2-3. Knowing she had three throwouts to go, she went into Day 3 on the hunt and finished with 2-1-3, leaving her with a total low-point score of 12.

"For a crew that had never sailed together, we did pretty well," said Richartz. "I love sailing against Russ because he constantly pushes me. I'm a girl; I'm half his age; I didn't grow up here, and I haven't mounted Olympic and America's Cup campaigns like him. Still, I like to think we give him a run for his money!"

Says Silvestri, "Eliza has a great spirit. She's spunky and always willing to fight."

In addition to placing second in the Pacific Coast Championships and North Americans, Richartz was awarded the Lucie Bedford Cunningham Warren North American Trophy for the top-performing boat with a woman helmsperson or crew. She also won the President's Trophy for the top-performing boat with a youth helmsperson or crew.

For more photos, take a look at [www.stfyc.pixieset.com/6metrenorthamericanchampionship](http://www.stfyc.pixieset.com/6metrenorthamericanchampionship).

— meredith laitos

#### INTERNATIONAL 6-METER REGATTA & NORTH AMERICANS, StFYC, 10/20-22 (9r, 3t)

1) **Sting**, Modern, Russ Silvestri, 6 points; 2) **Scoundrel**, Modern, Eliza Richartz, 12; 3) **Arunga**, Modern, Bob Cadranel, 15. (11 boats)

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

#### **Leukemia Cup**

How time flies! This October marked the 11th annual Greater Bay Area edition of the Leukemia Cup, hosted by San Francisco YC in Belvedere. As of mid-November, the Leukemia & Lymphoma Society had tallied more than \$690,000 raised by the regatta to help fund a cure for blood cancers and improve the quality of life for patients and their families.

Matt Cromar, the co-chair of the re-

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November's racing stories included:

- Vendée Globe
- America's Cup World Series
- Queen of the Women's Circuit
- November Midwinters hosted by Golden Gate Yacht Club, Sausalito YC, Berkeley YC, RegattaPRO and Vallejo YC ...and more!



# THE RACING

ALL PHOTOS THIS PAGE ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMUGMUG.COM



**This page: the Leukemia Cup, hosted by SFYC on October 23. Clockwise from top left: Steve Stroub's C&C 30 'Tiburon'; a competitive PHRF start; Robert Wilson's Santa Cruz 52 'City Lights', the scratch boat in a non-spinnaker division; the run to the finish in the afternoon's building breeze.**

gatta's planning committee, was the top individual fundraiser, both locally and nationally.

The event began on Saturday, October 22, with the second annual Perkins Corporate Challenge, a regatta hosted by St. Francis YC in seven of their matched J/22s. The Corporate Challenge was created last year to honor Leukemia Cup Honorary Chairman Tom Perkins of Belvedere, who passed away in June. The Perkins Cup trophy was presented at Saturday night's VIP dinner to Kilroy Realty.

Featured guest speaker Ethan Zohn entertained the crowd at the dinner. Zohn is a two-time lymphoma survivor and the winner of the 2001 CBS reality TV show *Survivor Africa*.

On Sunday the 23rd, a beautiful day that ended with big breeze into the mid-20s, 94 boats in eight PHRF divisions plus three one-design classes sailed Bay tour courses in the Knox and Central Bay racing areas.

To see more of Roxanne Fairbairn's photos from Sunday's race, go to [www.roxshots.smugmug.com](http://www.roxshots.smugmug.com).

— latitude/chris

PERKINS CHALLENGE, SFYC, 10/22 (3r, 0t)

J/22 — 1) **Kilroy Realty**, 5 points; 2) **Accel Partners**, 7; 3) **Capital Pacific**, 9. (7 boats)

LEUKEMIA CUP, SFYC, 10/23

PHRF 0-45 — 1) **Blue**, Swan 53, Ray Paul; 2) **Double Digit**, J/111, Gorkem Ozcelebi; 3) **Peregrine**, J/120, David Halliwill. (8 boats)

PHRF 48-78 — 1) **Centomiglia**, Flying Tiger 10, Mark Kennedy; 2) **Miramar**, Frers 41, Jeff Brucia; 3) **Black Shadow**, Martin 243, Zhenya Kiruashkin-Stepanoff. (6 boats)

PHRF 81-132 — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Abba-Zaba**, Tartan Ten, Greg Arkus. (1 boat)

PHRF >135 — 1) **Orca**, Moore 24, Will Baylis; 2) **Leda**, L-36, David James; 3) **Fjaer**, IOD, Richard & Mark Pearce. (9 boats)

J/105 — 1) **Russian Roulette**, Sergey Lubarsky; 2) **Fast Friends**, William Smith; 3) **Blue Ribbon**, Pete Campfield. (8 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki; 2) **1FA**, Scott Sellers; 3) **Flotek**, Justin Foox. (5 boats)

KNARR — 1) **Aquavit**, Jon Perkins; 2) **Flyer**, Chris Kelly; 3) **Niuih**, George Hecht. (10 boats)

NON-SPINNAKER -6-123 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Willow**, Wauquiez Centurion 40s, Robert Braid; 3) **Andale**, J/109, Bruce Reeves. (10 boats)

NON-SPINNAKER 126-153 — 1) **QE3**, Tartan

Ten, George Janson; 2) **Liquid Asset**, Ranger 33, John Rook; 3) **Music**, Catalina 34, Robert Engelhart. (6 boats)

NON-SPINNAKER >155 — 1) **Spirit**, Alerion 28, Rogers/Sellers; 2) **Raccoon**, Cal 20, Jim Snow; 3) **JustEm**, Cal 20, Sally Clapper. (8 boats)

CLASSIC — 1) **Copperhead**, Rhodes 47 yawl, Jim Rumer; 2) **Royono**, Alden 71 yawl, James Rumer; 3) **Yankee**, Stone 53 gaff schooner, John McNeill. (3 boats)

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

**The Lure of the Great Pumpkin**

"Do you have any sunscreen?" "I should have brought a T-shirt." "I forgot my sunglasses." "All I've got is fleece beanies; I didn't think I'd need a hat with a brim." These were some of the minor complaints among crewmembers on October 29 in Richmond YC's Great Pumpkin Regatta. Other than the above, there wasn't much to complain about. The forecast rain cleared out in time for racing, the sun came out (unexpectedly), the wind was just about perfect, and three races on three courses were checked off in an efficient manner.

Sunday's pursuit race was another matter entirely. Maybe it's just us, but doesn't it seem as if this October was a particularly stormy one, not living up to its reputation as the nicest month of the



year in the San Francisco Bay Area?

A strong storm was forecast to blow in overnight. It held off throughout Saturday night's Halloween party at the Richmond YC clubhouse, but at just about 8 o'clock sharp on Sunday morning, big wind shook sailors awake who were still asleep on their boats. Discussions ensued about whether to race. Phone calls were made to crews. At 9 a.m. a heavy, steady rain began to fall.

In the end, 82 of the 139 skippers registered made the decision to go for it. And, at 11 a.m. — wouldn't you know it — the rain stopped, the sun came out, and the wind settled into a range that would imply a fast and fun — but not scary — race around Alcatraz and Angel Island. Mother Nature must have been chuckling, "Suckers!" to herself.

"It lured us out there," said Tim Cordrey, who skippered the Melges 32 *Leenabarca*.

"We have a saying on *Dianne* — we make our decision to race or not on the pier," said Steve Katzman of the Express 27 'plug'. "As we enjoyed a dry and warm breakfast in the new clubhouse we watched the pouring rain and driving wind and agreed to meet at the boat tied up in front of the club at 11:15. At 11 I was convinced we wouldn't sail. At 11:15

***This page: RYC's Great Pumpkin Regatta. Clockwise from top left: the men's costume contest (the theme was 'Home on the Range' in honor of the club's settling back in to their remodeled digs); delightful sailing in the Express 27 fleet during Saturday's drop-mark racing; this Wabbit was among the victims on Sunday (to call the weather 'unsettled' that day would be charitable); the women line up for their turn at the Saturday night costume contest.***

we were all dressed and, seeing blue sky over the race course, we rigged up and headed out."

"By the time of the start it was sunny with good breeze," said Cordrey, "and then from the startline it just ramped right up. But everything was OK. We had good crew, so the boat was handled appropriately." *Leenabarca* chose a counterclockwise rounding of the islands. "We figured there'd be more planing from Alcatraz back to Richmond." With a crew of Dave Rasmussen, Kelsi Schenrock, Hilary Walecka, Scott Doyle, Matt Vecchione, John Pytlak, Chris Deaver and "Ian, a last minute addition at RYC," *Leenabarca* beat all the other monohulls around the course.

"We were at the starting line before the race committee and it was very still," reports Ron Kell of the Express 27 *Abigail Morgan*. "We changed to our #3 jib with six minutes to go before our start." The sail change put them 20 seconds behind their start time. Since the early morning, Kell had wanted to go counterclockwise. "We stayed as close as we could to Angel

Island for relief. Most everyone sagged off into the flood. It was very windy, made worse by the tremendous variability of the wind velocity and direction. The guys who went clockwise might have had a lot of difficulty dealing with the shifty nature of the wind in Raccoon Strait, and that might have accounted for the difference in the two courses," Kell speculated.

"It must have hailed a little going through the Strait, because the rain really hurt," he continued. "We had excellent boathandling and, other than being overpowered going to weather, did not have any issues." *Abigail Morgan* was the second monohull to finish.

"We headed to Raccoon figuring we'd have the longest spinnaker run going counterclockwise," said Katzman. "Raccoon had the strongest winds, snotty waves, killer gusts. We sheeted outboard and toughed it out. One of the most memorable parts was the pelting rain as we got around the west end of Angel. The chop was knocked down by rain, and the water was a glassy blue/green/gray as we close-reached to Alcatraz. We

## THE RACING



**RYC's Amazing Grace Cheney Cup on November 5. Left to right: The J/24 'Evil Octopus' was renamed for the all-female race; another girl is always welcome on Cinde Lou Delmas's Alerion Express 38 'Another Girl'; greetings from the crew of the Express 34 'Joy Ride'.**

bore away, set on starboard, went about a half mile east of Alcatraz, and made a jibe onto port. Our only real scare was a knockdown when the afterguy got uncleated a few minutes after that jibe. We were down for what felt like five minutes but probably was about 20 seconds. We got up and continued surfing and planning to the finish, seconds behind *Abigail Morgan* — the best finish for *Dianne* ever in RYC's classic pursuit race."

Finishing ahead of all the monohulls was Mark Zimmer's bright-orange F-25c trimaran *Khimaira*, which also sailed a counterclockwise course. "We changed our strategy due to the angle of the southerly wind and how Raccoon Strait was filled in, combined with the ebb," explained Zimmer.

*Khimaira* had no troubles with the high wind. "We had an epic day. The boat loves the higher wind." They did reef the main just before their start and were glad they did. "We started in about 20 knots of wind with the SC50 *Deception* and passed them before we hit Raccoon. We tacked our way through the strait in increasing wind and driving rain. We had an epic close reach all the way to Alcatraz where we ran into a bit of traffic going both directions. We tucked in behind the

Wyliecat 39 *Checked Past*, jibed so we wouldn't get pinned on the outside, and hoisted our spinnaker."

By Point Blunt, the southeast tip of Angel Island, they saw only one boat ahead of them, a Wylie Wabbit. "We reeled them in well before Southampton. We looked back later and could no longer see them. It turned out that these were the guys that got towed in partially submerged."

*Khimaira* approached the finish at a hot angle. "A gust hit us, our leeward bow dug in, and we had to blow the kite or hit the committee boat — they frown on that." *Khimaira's* time on the course was just a half minute shy of one hour. The trimaran's crew were Mark's wife Kim, Mark Lewis and Randy Smyth.

The swamped Wabbit was not the only casualty of the day. Three boats suffered broken rigs. Among the Ultimate 20s, "*Udecide* did race and when they raised their spinnaker at Raccoon Strait, the mast broke at the spreaders," reports U20 fleet captain Mike Josselyn. "They sailed back with the main only partway raised. All were safe and unhurt. It was the original aluminum mast but strengthened near the boom, which is the usual breaking point. Only carbon

masts are being made now for the class."

As for the traditional pumpkin hunt, we understand that it was too rough out for the club volunteers to drop the squash along the racecourse as usual, so the pumpkins were disseminated back at the club.

— latitude/chris

**GREAT PUMPKIN REGATTA, RYC, 10/29 (3r, 0t)**

PHRF A — 1) **Bright Hour**, Farr 40, James Bradford, 3 points; 2) **Bodacious+**, 1D48, John Clauser, 7; 3) **California Condor**, Antrim Class 40, Buzz Blackett, 10. (6 boats)

PHRF B — 1) **Leenabarca**, Melges 32, Bill Erkelens, 3 points; 2) **Ragtime**, J/90, Trig Liljestrand, 8; 3) **Gentoo**, Soto 30, Paul Dorsey, 9. (7 boats)

PHRF C — 1) **Swift Ness**, J/111, Nesrin Basso, 3 points; 2) **Alpha Puppy**, 1D35, Alex Farrell, 6. (2 boats)

PHRF D — 1) **Encore**, Sydney 36CR, Wayne Koide, 4 points; 2) **Jeannette**, Frers 40, Henry King, 5; 3) **Everlong**, Beneteau First 40.7, Ken Murney, 10. (5 boats)

PHRF E — 1) **Javelin**, J/105, Charlie Abraham, 8 points; 2) **Stewball**, Express 37, Bob Harford, 9; 3) **Russian Roulette**, J/105, Sergey Lubarsky, 10. (7 boats)

PHRF F — 1) **Personal Puff**, Melges 24, Dan Hauserman, 6 points; 2) **Posse**, Melges 24, Jan Crosbie-Taylor, 8; 3) **Courageous**, J/88, Gary Panariello, 8. (5 boats)

PHRF R — 1) **Rampage**, J/70, Robert Milli-

**JESSICA CUP, STFYC, 10/22 (2r, 0t)**

MARCONI I — 1) **Yucca**, 8-Meter, Hank Easom, 2 points; 2) **Elizabeth Muir**, 49-ft Eastward schooner, Peter Haywood, 5. (2 boats)

MARCONI II — 1) **Corsair**, 30-ft whaleboat, Dennis Lindemann/Sea Scouts, 4 points; 2) **Sunda**, Seaborn 25, Robert Rogers, 6; 3) **Lively Lady**, Mull 30, Ted Hoppe, 7. (4 boats)

GAFF — 1) **Brigadoon**, 65-ft Herreshoff schooner, Terry Klaus, 3 points; 2) **Makani Kai**, Angelman Sea Spirit, Ted Inouye, 3. (2 boats)

FARALLON CLIPPER — 1) **VIP**, Don Taylor, 3 points; 2) **Credit**, Bill Belmont, 4. (3 boats)

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

**SOUTH BAY CHAMPIONSHIP, SeqYC, 10/22**

1) **Friction Loss**, J/30, Jenny Thompson; 2) **L20**, J/29, Alex Huang; 3) **Metridium**, Catalina 42, John Graves. (9 boats)

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

## THE BOX SCORES

**CORKSCREW SLOUGH RACE, SeqYC, 10/22**

EL TORO — 1) John Pacholski; 2) Dennis Silva; 3) Art Lange. (8 boats)

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

**STFYC FALL DINGHY REGATTA, 10/29**

29ER (3r, 0t) — 1) Jack Sutter, 3 points; 2) Aitor & Eneko Iriso, 7; 3) Will Glasson/David Liebenberg, 14. (5 boats)

50s (4r, 0t) — 1) **Mike's Boat**, Mike Martin/Adam Lowry, 7 points; 2) **Stimulus Package**, JB Turney/Tommy Fink, 10; 3) **Urban Cowboy**, Bruce Edwards/David Shelton, 11. (12 boats)

C420 (4r, 0t) — 1) Matthew Wright/Sam Reynolds, 8 points; 2) Mats Keldsen/Michael Tellini, 21; 3) Justin Lim/Jacob Kowalski, 21; 4) Joseph Politi/

Tyler Davis, 25. (18 boats)

LASER (5r, 1t) — 1) Richard Didham, 6 points; 2) Michael Levy, 7; 3) Parker Klebahn, 9. (9 boats)

LASER RADIAL (4r, 0t) — 1) Caleb Yoslov, 6 points; 2) Nicholas Sessions, 9; 3) JB Duler, 11. (7 boats)

MOTH (1r, 0t) — 1) Brooks Reed, 1 point. (1 boat)

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

**RYC AMAZING GRACE CHENEY CUP, 11/5**

SPINNAKER — 1) **Checked Past**, Wyliecat 39, Anna Desenberg; 2) **The Bar-Ba Loot**, Wylie Wabbit, Sarah Deeds; 3) **Another Girl**, Alerion Express 38, Cinde Lou Delmas. (9 boats)

NON-SPINNAKER — 1) **Joy Ride**, Express 34, Diana Powell; 2) **Kitten**, Santana 22, Kristy Lugert; 3) **Zingaro**, Santana 22, Jennifer McKeenna. (3 boats)

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

LATITUDE / CHRIS



gan, 4 points; 2) **Prime Number**, J/70, Mark Thomas, 5; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 11. (9 boats)

PHRF T — 1) **Ahi**, Santana 35, Andy Newell, 4 points; 2) **Sea Star**, Cal 39, Bob Walden, 8; 3) **Seascape**, Ericson 32-3, Michael Bender, 9. (5 boats)

PHRF V — 1) **Ypso**, Cal 2-27, Tim Stapleton, 3 points; 2) **Strange Magic**, Islander Bahama 30, Mark Werder, 6; 3) **The Mighty Windsong**, Marieholm Folkboat, Paul Harris, 12. (4 boats)

PHRF Q — 1) **Uno**, Wyliecat 30, Steve Woner, 3 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 8; 3) **Shadowfax**, Olson 25, Mark Simpson, 12. (7 boats)

SF 30 — 1) **Tartanic**, Tarten Ten, Robert Lanzafame, 5 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 7; 3) **Wind Speed**, J/30, Tony Castruccio, 9. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Peaches**, John Rivlin, 13; 3) **Fired Up!**, John Morrison, 16. (15 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 3 points; 2) **Oxymoron**, Tom Southam, 6; 3) **Color Blind**, Terry True, 9. (3 boats)

J/24 — 1) **Shut Up and Drive**, Val Lulevich, 4 points; 2) **Downtown Uproar**, Darren Cumming, 6; 3) **Flight**, Randall Rasicot, 10. (5 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 4 points; 2) **Mr. McGregor**, Kim Desenberg, 5; 3) **Kwazy**, Colin Moore, 9. (4 boats)

SANTANA 22 — 1) **Kitten**, Kristy Lugert, 6 points; 2) **Zingaro**, Jennifer McKenna, 6; 3) **Albacore**, Mike Quinn, 9. (10 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 5 points; 2) **Uagain**, David Woodside, 6; 3) **Wasaabi92**, Daniel Irwin, 9. (4 boats)

CAL 20 — 1) **Raccoon**, Jim Snow, 4 points; 2) **JustEm**, Ted Goldbeck, 5; 3) **Green Dragon**, Marcus Choy, 9. (5 boats)

#### TYC RED ROCK REGATTA, 11/5

SPINNAKER — 1) **Joyride**, J/105, Bill Hoehler; 2) **Hurricane Gulch**, C&C 33, Richard Selmeier; 3) **Lion**, Olson 25, Lon Woodrum/Steve Nimz. (8 boats)

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

#### LWSC TURKEY SHOOT REGATTA, 11/5 (5r, 1t)

THISTLE — 1) **Boom**, Michael Gillum, 8 points; 2) **Sets on the Beach**, Samuel Ingham, 11; 3) **HeavyDirtySoul**, Hans Williams, 14. (6 boats)

LIDO — 1) **Windancer**, Patricia Sayer-Handley, 5 points; 2) **Frank & Cents**, Frank Chwalowski, 8; 3) **Ragu**, Greg Neal, 10. (3 boats)

CFJ — 1) Michelle Stitzer, 5 points; 2) Jayden Potter, 6; 3) Burak Kocal, 12. (5 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 4 points; 2) **2 Slick**, Steve Galeria, 8; 3) **Spitfire**, Kerry Johnson, 10. (5 boats)

**Jack and Jill + 1 Spinnaker Division winners Jeff and Brent Draney and Rebecca Hinden of the Express 27 'Bombora' at Island YC on a light-air Sunday, November 6.**

#### GREAT PUMPKIN PURSUIT RACE, RYC, 10/30

MONOHULL — 1) **Leenabarca**; 2) **Abigail Morgan**, Express 27, Ron Kell; 3) **Dianne**, Express 27, Steve Katzman; 4) **Encore**; 5) **Secret Squirrel**, Schock 40, Zach Anderson; 6) **El Raton**, Express 27, Ray Lotto; 7) **Fired Up!**; 8) **Russian Roulette**; 9) **California Condor**; 10) **Javelin**. (77 boats)

MULTIHULL — 1) **Khimaira**, F-25c, Mark Zimmer; 2) **Ma's Rover**, F-31R, Mark Eastham; 3) **Wingit**, F-27, Amy Wells. (5 boats)

TRIVIA CONTEST — 1) **Javelin**.

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

#### **Race Notes**

Just when you thought you had those confusing mark-rounding rules all figured out, it's time for the new — theoretically improved — **2017-2020 Racing Rules of Sailing** to come out. To help ease the strain on our little brains, World Sailing has developed an app for that. In addition to the rules, the app will include extra documents when they become available, such as the World Sailing Case

Book, World Sailing Q&As, Team Racing Call Book, Match Racing Call Book and Offshore Special Regulations. The app is available for free at <https://appsto.re/gb/3LVReb.i>

US Sailing members receive a free paper copy, and anyone can buy the book from [www.store.ussailing.org](http://www.store.ussailing.org). The rules page at [www.ussailing.org](http://www.ussailing.org) also offers explanations of the changes. Max Ebb and Lee Helm had their own *tête-a-tête* about the revised mark-rounding rules in the October issue of *Latitude* 38.

On October 31, the Cruising Yacht Club of Australia announced that registration for the 72nd **Rolex Sydney Hobart** closed with an even 100 entries. The race record holder *Wild Oats XI*, owned by the Oatley family and skippered by Mark Richards, will lead the charge. The Reichel Pugh 100 has never missed the race since launching in 2005.

"It's exciting to see a highly competitive fleet of 100 entries," CYCA's commodore, John Markos, commented. "While many are returning, the level of interest has increased, with 12 internationals campaigning boats from China, UK, Sweden, Korea, Germany, Hong Kong, Japan, New Zealand and the USA."

American entries are Colin Rath's Hanse 545 *Persevere* and Joseph Mele's Swan 44 *Triple Lindy*, both from NYCC.

The race sails from Sydney Harbour upwind to a finish in the Derwent River, Tasmania. The tricky 628-mile passage is often fraught with danger. The warning will be signaled at 12:50 p.m. local time on December 26 (5:50 p.m. on December 25 here in the Pacific time zone).

— *latitude/chris*

## THE BOX SCORES

LASER — 1) Richard Glovin, 8 points; 2) Dan Ouellet, 9; 3) Steven Fishman, 14. (6 boats)

OPEN — 1) Melges 14, Steve Cameron, 6 points; 2) **Vader**, RS Vareo, Mark Werder, 7; 3) RS Aero, Ryan Nelson, 9. (5 boats)

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

#### LBYC BUTLER CUP GRADE 4 MATCH RACE, 11/5-6 (7r, 0t)

CATALINA 37 — 1) Justin Law, NHYC; 2) Bill Durant, LBYC; 3) Dave Hood, LBYC. (8 boats)

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

#### IYC JACK & JILL + 1, 11/6

SPINNAKER — 1) **Bombora**, Express 27, Rebecca Hinden; 2) **Double Agent**, Merit 25,

Livia Hsiao; 3) **Stink Eye**, Laser 28, Christine Weaver. (7 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Paula Kaull; 2) **Dominatrix**, Santana 22, Heidi Schmidt; 3) **Loco 2**, Mercury, Karen Arcuri. (5 boats)

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

#### RYC LASER-BYTE SHORT COURSE, 11/6

LASER (5r, 1t) — 1) Marcel Sloane, 6 points; 2) Roger Herbst, 10; 3) Hendrik Reidel, 14. (9 boats)

LASER RADIAL (4r, 0t) — 1) Laird Henkel, 6 points; 2) Toshi Takayanagi, 7; 3) Owen Lahr, 15; 4) Jean Duler, 18. (18 boats)

BYTE (4r, 0t) — 1) Michele Logan, 8 points; 2) Jennifer Virskus, 10. (2 boats)

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

# WORLD

With a special report on **Hands-On Sailing Opportunities** that promise **Fun, Adventure and Personal Growth**.

## Ready for a Different Sort of Vacay? Why Not Try Adventure Sailing

Because most *Latitude* readers are active, hands-on sailors, more often than not the focus of *World of Chartering* is on bareboat vacation opportunities around the world — a segment of the international sailing industry that is constantly expanding. This month, though, we'll touch on a related yet different entrée on the menu of international sailing vacation getaways: so-called "adventure charters."

A wide range of programs fall within this category of travel, but as the title implies, the common thread among them is that participants are seeking active involvement in an out-of-the-ordinary sailing situation, rather than simply a slow float from one anchorage to the next, trying to achieve the perfect tan.

Not only can adventure charters take you to out-of-the-way places, but many are focused on building new skills or refining the talents you already possess.

As an example, the first so-called adventure charter that this author was lucky enough to join, was a tall ship race across the Atlantic aboard the 140-ft brigantine *Søren Larson*. Although I considered myself to be a competent sailor when I stepped aboard, as soon as I walked the decks of this square-rigged tall ship and surveyed the unlabeled spaghetti of lines descending from her yardarms, I realized I was completely out of my element, and would be starting my

**Cold? In Alaska? Nah, as Amanda Swan-Neal demonstrates in this classic photo, adventurers like her and John don't mind chilly latitudes.**

tall ship education at square one, with the rest of the crew — who, by the way, ranged in age from 18 to 80. To this day, that 29-day Atlantic crossing — where we navigated primarily by sextant — remains one of the highlights of my sailing career.

Many adventure-sailing programs have educational components to them; typically either so participants can develop competent skills for future cruising on their own, or to enhance their academic knowledge of subjects such as marine biology or cultural history.

Some focus on selected demographics, such as female-only offshore training sessions where accomplished female instructors demonstrate in a 'nurturing manner' how even petite women can accomplish common sailing chores such as linehandling by using finesse and teamwork, rather than the brute-strength approach often taken by their male counterparts.

Adventure-sailing trips can last less than a week, or extend for many months. Perhaps the best example of the latter is participation in the semi-annual Clipper Round the World Race, where non-professional sailors — some completely inexperienced, in fact — go through a rigorous training program to prepare them for participation in one or more legs of actual, hardcore offshore racing, often in very rough conditions. For details see: <http://clipperroundtheworld.com/>

Another long-term example is sailing to far-flung destinations such as Antarctica, South Georgia and Tristan da Cunha Islands aboard the steel bark

*Europa*, which accepts passengers of all ages. Most are eager to participate in the sailing chores, but doing so is not nearly as rigorous as crewing on the Clipper Race. This April, she'll leave Cape Town, South Africa, sailing up the Atlantic to Boston — a bucket-list route if ever there was one — arriving in mid-June, just in time for the sum-



COURTESY HAJO OLG

mer's calendar of tall ship races. See: [www.barkeuropa.com](http://www.barkeuropa.com).

Although the majority of the world's largest (Class A) tall ships are dedicated to naval or merchant-marine cadet training, many smaller traditionally rigged vessels offer hands-on training for would-be salts of all ages. A good place to start your research is at the Tall Ships America site: [www.sailtraining.org](http://www.sailtraining.org).

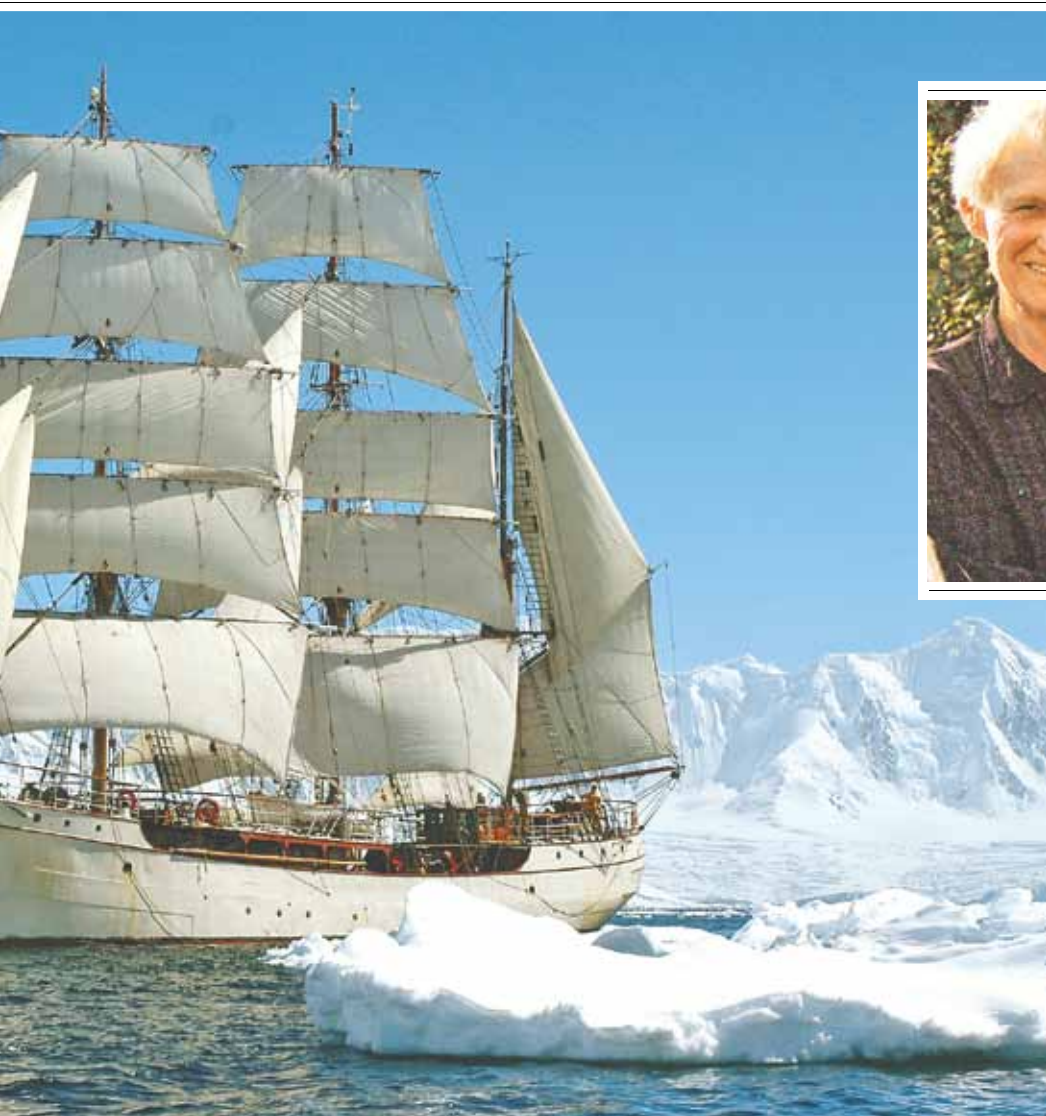
Before she recently returned to her European routes, the Swan 65 *Alaska Eagle* was the most famous adult sail-training boat on the West Coast, aboard which countless sailors upgraded their offshore skills in preparation for cruising. Nevertheless, there are a variety of other highly acclaimed adventure programs that invite you to hone your skills on the open ocean, and at exotic landfalls.

A prime example would be the ambitious offerings of Mahina Expeditions,



MAHINA TIARE EXPEDITIONS

# OF CHARTERING



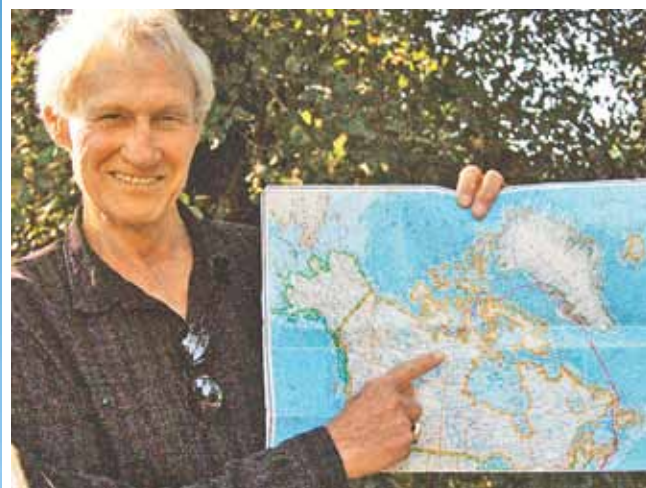
**The vintage bark 'Europa' may not have all the amenities of a cruise ship, but she travels to many remote landfalls in classic style.**

run by Washington-based offshore experts John and Amanda Neal, who have about a zillion ocean miles under their belts, and never seem to tire of sharing their knowledge — and their sturdy Hallberg-Rassy 46 *Mahina Tiare III* — with 'student' sailors of all stripes. Beginning in May, their 2017 schedule of two-week-or-longer voyage legs begins in the Shetland Islands, with the big sloop arriving at Panama by year's end.

That's a relatively tame schedule for this pair of intrepid voyagers, though. They are also intimately familiar with rugged high-latitude sailing, as well as island-hopping through the South Pacific. See their comprehensive site for details: [www.mahina.com](http://www.mahina.com).

Speaking of high latitudes, one rugged sailor who can't seem to get enough

of glaciers, penguins and truly remote sailing is world-renowned adventurer and four-time Whitbread Round the World veteran Skip Novak. But he graciously welcomes mere mortals to join him aboard either of his purpose-built, high-latitude expedition vessels, *Pelagic* and her larger cousin *Pelagic Australis*. This year's calendar finds them in the familiar waters of Antarctica, the Falklands and South Georgia. Other recent expedi-



LATITUDE / ANDY

**The intrepid Mike Johnson is undoubtedly the only 'Latitude' advertiser who's sailed around Cape Horn and through the Northwest Passage.**

tions have taken Skip's clients to the South Sandwich Islands, Norway, Spitsbergen, Iceland, Greenland, Labrador and Arctic Canada. Learn more at Skip's website: [www.pelagic.co.uk](http://www.pelagic.co.uk).

Another purveyor of adventure-sailing opportunities whom you may recall reading about in *Latitude* is tireless globetrotter Mike Johnson, who most recently sailed his schooner *Gitana* east to west through the Northwest Passage, then south through the Bering Sea. He only takes two paying crew at a time, though, so contact him well in advance. Email him at [cfays@earthlink.net](mailto:cfays@earthlink.net).

Lest you assume that all adventure travel occurs in high latitudes, let us assure you that many such programs are scheduled in temperate and tropical

**Not all adventure charters take place in high latitudes. The big sloop 'Isbjorn' can often be found racing in the tropics.**



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# WORLD OF CHARTERING

climes. This winter, for example, the San Francisco Bay-based schooner *Seaward* will make one of her annual sail-training cruises to Mexico and back. These trips offer a balance of fun in the sun and traditional marlinspike seamanship instruction. Some legs are already booked, but the offshore romp from Cabo back to the Bay still has berths for able-bodied crew of all ages.

A quick Google search will put you in touch with a variety of other well-established adventure-sailing outfits. One intriguing example is [www.59-north.com](http://www.59-north.com) where you'll learn about expedition-style trips of American skipper Andy Schell and his Swedish partner Mia Karlsson, who sail their 48-ft sloop *Ishjorn* (with paying crew aboard) in a wide range of latitudes — including racing in the Caribbean 1500 and the RORC 600. This summer, they'll make yet another Atlantic crossing



MAHINA TIARE EXPEDITIONS

***Few seawalls are more colorful that this one at Horta, in the Azores — a favorite stopping place for yacht crews during Atlantic crossings.***

from Bermuda to the Azores, then head north to the Baltic Sea.

We've only scratched the tip of the iceberg here, in terms of the worldwide adventure-sailing opportunities that exist. The options mentioned here come highly recommended, but we urge you to do your own research — including

asking for references from past clients — so you'll be sure you understand what you're getting into. After all, most trips that involve high adventure carry a substantial price tag and require you to fly far from home.

Of course, it's important to have some assurance that the vessel you'll be sailing on is safe and sound, and that the operators are competent and personable. But it's probably even more important that you have realistic expectations about what the 'expedition' or adventure will entail — including the possibility that weather may not permit making certain landfalls — as well as what duties you'll be expected to perform, and what out-of-pocket expenses you might incur.

That said, if you do sign on to an adventure-sailing trip, we'd love to hear all about it and see a few pix.

— andy

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# CHANGES

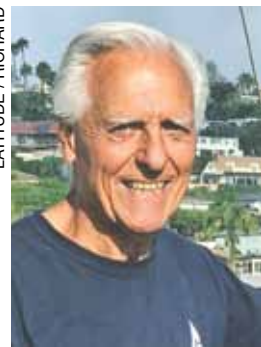
With reports this month from **Fleetwood** on sailing to complete a circumnavigation; from **Pelagic** on Morocco and French Guiana; from **Points Beyond** on meeting the 'Outboard Whisperer'; from **Morpheus** on hilarious medical care while in Greece; and an extra-large helping of **Cruise Notes**.

## **Fleetwood — Naja 30 Jack van Ommen ATW in Less Than 80 Years (Gig Harbor, Washington) Romania?**

It had been more than 6½ years since the Wanderer had last seen Jack van Ommen, one of *Latitude's* sailing heroes. Why a hero? Because after being a reasonably affluent guy, van Ommen and his timber business went bankrupt when he was in his early 60s. When it was over, all he had to his name was a 30-ft kit boat on a trailer that he'd sailed in the Singlehanded TransPac many years before, an apartment he couldn't always make the rent on, and the promise of \$1,450 a month in Social Security.

We're not sure what you've done in the last 11 years, but despite having fallen to dire financial circumstances, van Ommen has lived one of the richest lives of anyone we know. He's sailed over 50,000 miles, including doing a circumnavigation of Western Europe via the Danube River and spending a winter aboard in Vietnam, and in the process visited 53 countries. He's made deep friendships almost everywhere he's gone, and he's written a book, *Soloman*, about his adventures.

**Jack in the cabin of his second Naja 30 'Fleetwood'. He lost the first, and nearly his life, during a wicked winter storm in the Med.**



LATITUDE / RICHARD



LATITUDE / RICHARD

Jack's also been shipwrecked, having lost his original *Fleetwood* during a winter storm in the Balearic Islands of Spain. Although his boat would be smashed into thousands of pieces in a nautical cul de sac, van Ommen was able to step off the transom onto dry land with his computer and passport. No wonder he's a deeply religious man.

We caught up with always-cheerful Jack in San Diego just before the start of the Baja Ha-Ha, an event he would be sailing in the wake of because he is singlehanded. For a guy who will turn 80 in February, Jack appeared to be in excellent health, with unusual strength and flexibility for a man his age. Based on the fact that his twin brother looks much older and isn't in very good health, Jack believes that cruising is good for you.

For the last 16 years, Jack's goal has been to sail 'Around the World In Less than 80 Years'. He has until February 28 to cross an imaginary line between Trinidad and Miami to accomplish that goal. With time of the essence, we hope he chooses to head to Miami, as opposed to Trinidad, after passing through the Panama Canal. We don't wish a December-January passage across the boisterous Caribbean Sea on anyone.

Once Jack completes his 'Around the World In 80 Years', he plans to sail to Cartagena, which will be his base for land travels in South America.

Having cruised 50,000+ miles on a 30-ft boat that's been his only home for 11 years, we wondered if he'd ever dreamed about having a larger boat. We could tell he hadn't given it much thought, but eventually he allowed that having a trimaran might be nice.

"A trimaran would be faster, which would make it more fun to sail, and it would allow me to see more territory," Jack said. He also wouldn't object to having a boat with refrigeration "and a few more comforts" — although he no longer sees the need for them as he won't be crossing any more oceans.

"It's true that Romania is my second most favorite of all the places I've visited," says van Ommen. "I can't really describe it, but as I wrote in my book *Soloman*, Romania has a very



unusual beauty. I loved it. Like everyone, I was warned about the gypsies, and there are gypsies there. Oddly enough, I found Romanians to be the most honest people I met."

With Romania a surprising number two, what country/place has been Jack's favorite?

"The Marquesas have been my absolute number one favorite," he says. "For a long time I thought it might have been my favorite place because it was my first landfall and I was a new and impressionable cruiser. But nothing in all my travels has challenged the Marquesas. It's so beautiful and peaceful there, and there are no high-rise hotels, no big cruise ships, and no powerboats. It's wonderful."

— latitude/rs 11/05/2016

## **Pelagic — Hallberg-Rassy 42 Michael and Amy Bradford Family Heading Home After Europe (Portland, Oregon)**

The current plan for our family —

# IN LATITUDES



ALL PHOTOS COURTESY PELAGIC



**Spread**, then clockwise: The 'medinas' of Morocco aren't like the shopping malls of Portland. The smells and colors of a tannery infuse the city. 'Whole Foods' at Fez. Kids on boats, what are you going to do? Porter, posing at a communal drinking fountain. Tossing the message in the bottle.

which includes our children Zander, 13; Porter, 11; and Anakena, 6 — veterans of the 2014 Baja Ha-Ha, is to head back home to Portland. We have yet to decide if we will get home via the Marquesas and Tahiti, or by sailing/motoring up the Pacific Coast from Panama.

What we do know is that it's been an eventful two years, what with our passage down the coast of Central America, across the Atlantic to Ireland, down parts of Western Europe to North Africa, across the Atlantic to South America, and up to the Caribbean.

But I'm getting ahead of myself. When we last reported in to *Latitude*, it was last year and we were in Sanlúcar de Guadiana, Spain, where we had enrolled our kids in the local Spanish school. That was so many miles ago!

If you are an American and take your boat to a Schengen Area country — which is most of the European

Union — you have to deal with the fact that you can't legally stay for more than 90 days in any 180-day period. We did what a lot of cruisers do, which is take the less law-abiding route by ignoring the 90-days-out-of-180 days limit.

We have heard of cruisers who were handed a fine on the 91st day of their stay in Schengen Area waters, but that's the exception. We spent most of our time in countries that are not noted for their strict adherence to laws, namely Portugal and Spain. So we felt fairly confident that we were safe.

There are other countries where we would not have been so cavalier in ignoring the law — such as Germany and France.

That said, we weren't so reckless that we stayed in any one place for the full 90 days.

We also checked into and out of Gibraltar and Morocco, which are not Schengen Area countries, several times. But we never stayed out the full 90 days as required. Immigration officials could have calculated that we hadn't been compliant, but with so many in-and-out stamps, it would have been very time-consuming and difficult to do.

Anyway, after almost three months in Sanlúcar on the Guadiana River, we took our tearful kids out of the local school and away from what could have been their lifelong friends. We needed to make some progress across the Atlantic before the hurricane season kept us in Europe for another six months.

Exiting the Guadiana River, we crossed to Morocco, where we did some inland travel. The *medinas* — meaning the old city centers — of Tangier, Marrakesh, Fez and Rabat were impressive. The *medinas* are a medieval labyrinth of passageways, some just large enough to walk through by turning sideways. Merchants lay out their wares in the passageways for shoppers to peruse.

Donkeys, bikers and moped riders seemed to move seamlessly in some pre-orchestrated flow. Why there aren't more accidents amazes me. We wandered and often got lost. We sampled fantastic street food and experienced Morocco in the best way possible — by watching people go about their business in much the same way they have for a thousand years. The aromatic odor of spices and different herbs permeated the air, as did the smell of meat grilling and leather being tanned.

Traveling with our children opened

**Zander, Anakena and Amy — the family that hangs off the back of the boat mid-Atlantic while underway together, stays together.**



PELAGIC

# CHANGES

many doors for us. The Moroccans love children, so we always felt safe. As soccer lovers, our children were always clad in different soccer jerseys, and we found that soccer is a natural ice-breaker. It is amazing how a soccer jersey can

bridge gaps in language and culture. (Word of warning to the Barcelona diehards: most of Morocco prefers the Madrid team.)

All in all, we found Muslim Morocco to be safe for Americans to visit. The only threat we perceived to our lives was dodging the speeding mopeds driven by old ladies whose burkas left them with limited peripheral vision.

From Rabat, Morocco, we continued on to the Canary Islands and Cape Verdes before heading across the Atlantic in early May. During the Atlantic crossing we fished, were fascinated by the bioluminescence, gazed at the stars, and read and watched movies to pass the time. We had a successful 13-day crossing in which nothing broke, nobody got sick, and we even managed a little homeschooling.

We made landfall at Devil's Island in French Guiana. If you have seen the movie *Papillon* you know that French Guiana was a notorious colonial prison colony.

After anchoring, we went ashore to explore Les Îles du Salut, a group of three islands. We had a somber walk through the past, as we wandered around the

**Prisoners didn't live long on Devil's Island, French Guiana. The lucky ones got graves. Those who revolted were thrown to the sharks.**

crumbling remnants of prison buildings that in a previous century housed the worst of French society. The prison closed in the 1950s and the jungle has reclaimed the site. Vines, large trees and spiders the size of my fist have now taken residence in the ruins. It's an interesting place now, but the horrors that occurred on the island were not lost on us.

'Green Hell' is the name that was given to the colony by the inmates and guards because it rains hard each day and nothing ever dries. Mosquito-borne illnesses were rampant while it was operating as a penal colony, and 40% of the prisoners didn't survive the first two years of their sentences. Despite the dark history of these islands, we enjoyed a pristine palm-fringed white-sand beach and seeing numerous jungle animals — monkeys, macaws, agoutis, iguanas and colorful birds — that inhabit the island.

More next month.

— amy 10/15/2016

*Editor's Note: It's interesting that the Bradford's say their "roughest leg" to date was "running in a northerly blow in the Sea of Cortez." They also mention that the steep, short-period waves they saw in the Sea of Cortez were "more terrifying" than anything they saw in the North Atlantic.*

## Points Beyond — Shannon 38 The Mullins Family The Outboard Whisperer (Newport Beach/Key West)

We were sailing from Bocas del Toro, Panama, east toward the San Blas Islands/Kuna Yala in order to meet up with some friends for a few weeks of buddyboating. On the way we stopped at the Rio Chagres, a magical place surrounded by jungle and terminating at the Gatun Dam, where the Panama Canal is located. You can actually walk to the canal and then over the bridge to the other side.

While in the Chagres, we pulled our sons around on an old boogie board with a nine-ft Boston Whaler. The dinghy was powered by our trusty 15-year-old Yamaha 15 two-stroke outboard. At some point the outboard lost power and basically quit. We suspected a blown head gasket, but didn't have the time to work on it before leaving for the San Blas Islands the next day.



On arriving in the picturesque island group that is home to the Kuna Indians, we pulled the motor off the dinghy. We then took it to shore, hung it from a palm tree, and delved deep into its innards. Despite reading and re-reading the outboard manuals and tea leaves, and replacing the head gasket, we were unable to fix it.

A few days later we were discussing our outboard woes with other sailors when we learned that the 'Outboard Whisperer' was anchored only a few hundred yards away. We called him on the VHF and set up an appointment for the next day. It turns out that the Outboard Whisperer is a retired nuclear engineer from South Africa who is cruising on the sailboat *Gilana*.

The next morning we took the dinghy and chugged over to check out the mysterious Outboard Whisperer. We watched this new shaman with curiosity as he unscrewed the spark plugs, put his finger over the holes, and pulled the flywheel

PELAGIC



**The squat toilets of Morocco proved to be an acquired taste.**

FRENCH GUIANA TOURISM



# IN LATITUDES



PHOTOS POINTS BEYOND



POINTS BEYOND



**Above, then clockwise: Devan, looking as though he's about to lynch his once-faithful Yamaha. 'Points Beyond' in the Chagres River. As long as Brady, 15, towed Jaime, 11, fast enough, the crocs couldn't get to him. A San Blas Island. Say hello to 'Endura'. Jaime at the throttle.**

cord. He then took out a screwdriver and placed it on the motor. He turned his head and placed his ear on the handle end of the screwdriver, and listened as he pulled the starting cord a few more times. He was sort of like a nautical version of a doctor with a stethoscope.

When the outboard oracle finally spoke, he informed us that the rings and wrist bearing on the top cylinder were worn out, that the top bearing on the crankshaft was shot, and possibly the lower bearing, too.

It quickly became clear to us that on the competence scale of fixing boat stuff, the Outboard Whisperer was several rungs above and up in the clouds with the other boat deities. Despite a thorough review of the Yamaha manuals, we found nothing pertaining to listening to the motor with a screwdriver! Yet a later disassembly of the motor proved the

Outboard Whisperer had been correct.

On the advice of the Outboard Whisperer, we parted out the motor instead of fixing it, then bought a new Yamaha 15 with the name 'Enduro' written on the cover. Our new outboard is thus named Endura.

*[Editor's note: The Enduro is the 'commercial' as opposed to 'leisure' version of the Yamaha 15. The former costs about 10% more. Some think the 'leisure' is actually the better engine.]*

We are now in search of the elusive Perkins Whisperer, no doubt to be found playing cards somewhere

with the Yanmar Whisperer.

We have since returned to our boat's Key West home base, where we discovered a less expensive 'outboard' at ACE Hardware. They have a variety of models, both gas and electric, although the electric models require that you be plugged into an electrical outlet, something not practical unless you have an unusually long extension cord.

**A Weed Whacker 'outboard' in, where else, Key West.**

Yes, some cruisers/anchor-outs actually use Weed Whackers as outboards. They don't have much thrust and they're not very fast, but cruisers in the Conch Republic go their own way.

— devon 10/15/2016

## **Morpheus — Schumacher 50 Deborah and Jim Gregory Medical Adventure in Greece (Point Richmond)**

Our friends the Tyes arrived here in Lefkas, Greece, at about 3 p.m., so we went for a walk in town to get lunch and so I could find a medical clinic or pharmacy for help with what I thought was an allergic reaction to a scratch on my knee. My leg wasn't looking too good and I wanted to be safe rather than sorry.

The day before was a religious holiday in Greece, which for some reason is why all the businesses — including pharmacies and medical clinics — were closed today. The guy at the taverna said we should go to the police station to find out what was open. The policeman, who spoke good English, said only one

**The Gregorlys' Carl Schumacher-designed 50-ft 'Morpheus'. When it comes to racer/cruisers, she's clearly on the performance end.**



MORPHEUS

# CHANGES

pharmacy was open, but that even those that were closed would have a sign indicating which alternative pharmacy was open.

We soon discovered which pharmacy was open, but the policeman who accompanied us to the closed pharmacy with the sign didn't know how to get to the open one. He asked directions at a coffee shop next door, and suddenly there were lots of Greek men talking and waving hands. That's when we were adopted by Gustov. He claimed to be 5'1", but looked like a 60-year-old bowling ball.

"Me dentist," he said. Then he looked at my knee and said, "Hospital, I drive."

We piled into his tiny car, at which point he told us he has two akitas. Based on the amount of dog hair in the car, they must be bald by now. The policeman waved goodbye as we drove away in a cloud of dog hair.

Five blocks later, Gustov waved at the guards while driving into the ambulance entrance for the hospital. He left his car right in front. "Follow me," he said. We were busting up laughing, but we followed.

Gustov sat us down in the waiting room of this sketchy hospital, and started to charm all the nurses and lady doctors in the room. Every time I looked confused, he waved his hands in a conciliatory fashion, tapped his teeth, and said, "Me dentist, shhhhh."

In about five minutes Gustov and I got seen by a very nice young female doctor. "Nope," she said, "it isn't an allergic reaction, it's an infection."

Two minutes later blood was being drawn. When I looked down at my arm after — because I close my eyes when I get blood drawn — I saw that the doctor had installed an IV port in my arm! WTF!?

"Me dentist, shhhh," said Gustov.

Another doctor, an orthopedist (bone

**Hospitals in Greece often have orthopedists in the emergency room because of all the moped accidents. Passengers get it the worst.**

doctor), came in. He was in the ER because every other patient in the ER had wiped out on his or her moped. By the way, I learned that it's always the girl on the back who eats it the worst. The doctor was worried about the infections in my knee, but was eventually convinced it wasn't too big a problem.

Gustov looked at me, and between his 20 words of English, his Italian (he went to dental school in Italy), and my brain finally starting to be able to understand some of the Greek (it's most like Latin and therefore Spanish), he told me to watch his keys. Gustov had a lot of keys because he owns 10 apartments by the sea. He wanted me to hold his keys because he had to drive my blood to the lab to get the tests done. Wave, wave. "Me dentist, shhhh," he said.

Since I didn't know my future, I told friends Mike and Paula to go get lunch. After they left, Gustov came back and let me know that the blood tests would be done in an hour. He figured out that Mike and Paula were at a *taverna*, so we left the hospital. "Come!" he said. I still had the IV port in my arm.

He and I piled into his Mario Brothers car and drove around looking for the *taverna* Mike and Paula were at. We Mario Car drove past his office. We Mario Car drove past his friend at the car rental place, who checked the Internet for directions to the cafe. We Mario Car drove past another friend who knew where this cafe was. We finally ended up at the cafe.

Gustov did all this while yelling past me and through the open passenger-side car window and into the streetfront shops of friends. Gustov dropped me at the plaza with Mike and Paula, and told me to meet him at 6 p.m. at the end of the road at the "poste". He'd then drive me three blocks back to the hospital. I had no clue what a *poste* is, but I agreed.

Mike, Paula and I had a beer and couldn't stop laughing about it all. Half an hour later I went to meet Gustov at what I guessed was either a pastry shop or a post office. Turns out it was the port. But I couldn't find Gustov. So I turned around, met Mike and Paula, and we all walked three blocks back to the hospital.

Once inside, I tried to tell the nurse I was back, but she copped a total attitude and told me to wait. Suddenly Gustov appeared behind me,



scolded me for not being at the *poste*, and ran off to collect my lab results. Five minutes later I was back in a room with Gustov, the lab results, the nice lady doctor, and the Chief of Staff.

Yes, I had an infection. I could either spend the night at the hospital on IV antibiotics or I could take oral antibiotics and come back in two days if my knee didn't look better. I took the pill option, got the IV port pulled out, and gave them my name and phone number for billing.

Gustov piled all of us back into his tiny car and drove us to the one-and-only open pharmacy — where the pharmacist was the daughter of a girl he used to go to school with — to get my antibiotics. Then we went to the butcher where they make really good salami, because by this time Gustov had figured out that Mike makes sausages for a living. (Try having that conversation in Greekitalianenglishlatinspanish. Thank God for Google Translate.)

Gustov drove us back to the boat,



ATHENS POLICE AND SECURITY

# IN LATITUDES



LATITUDE / RICHARD

mile away from the shipping channel. Jim got up and went kiting for about five minutes, at which time the Coast Guard boat swooped down on him with sirens wailing and two very pissed-off Coasties telling Jim to let go of the kite and get into their boat.

Jim was right behind *Morpheus* when this all took place. Jim talked them into letting him hook the kite to the boat, and grab his papers and shoes before getting into the Coast Guard boat. But suddenly he was gone!

Now what? I'm alone, anchored off on the boat, and they have taken Jim to God-knows-where. I watched the Coastie boat to make sure I knew which marina they were taking my husband to. Then I cleaned up all the lines and kite gear, grabbed the phones, wallets, and a book, and took off in the dinghy to try to find Jim. I figured it could take all night.

As I was tying up the dinghy to the docks, I looked down the pier and saw Jim headed toward me. He'd already gotten himself out of jail. The Coast Guard said they had received at least 10 calls from boats in the anchorage about Jim kiting. Apparently you are not allowed to kiteboard in the anchorage or in the shipping lane. Jim explained that he wasn't in the anchorage, and he didn't cross into the shipping lane. It made no difference.

As it turned out, the Coasties were very nice. When Jim walked into the office all wet, the guys in the office just laughed. They explained that there was no kiting allowed anywhere in the area, and let him go.

The anchorage will be a lot emptier once we figure out who made those calls.

We've recently been sailing among several of the Ionian Islands. They are

***Why would Jim and Debbie head to the Ionian Sea before continuing on to Barcelona and across the Atlantic? This photo says it all.***

***It's to Deborah and Jim's credit that they are so 'in the moment' when cruising that they hardly have any photos of their years in the Med or even of Jim kiteboarding. So we had to dig into the 'Latitude 38' wayback machine to come up with this photo of them in St. Barth in March 2013.***

where I gave him a boat tour and we had cocktails, Fanta, and the salami. We talked in Greekitalianenglishlatin-spanish for about an hour, then he left us — after making me promise to come to his office when it was time to take the bandage off.

So with Gustov's help, we managed to negotiate the Greek health-care system in maybe three hours total, including an hour at the *taverna* and finding the open pharmacy. Without his help I'm sure it would have taken all day. It was 22 euros — about \$25 — for the antibiotics, which I figure would have been \$100 in the U.S. I'll go back later and settle up my bill at the hospital.

Did I mention that Gustov drives like one of the Mario brothers? I just can't make all this up.

Bottom line: I'm fine, the boat is great, and always have good friends with you

when you're on an adventure.

Oh yeah, not long after that Jim ended up in jail.

We were hunkered down in northernmost Greece, waiting for some

weather to blow through. What does Jim do when there's 20 knots of wind in the bay? Jim goes kiting off the back of the boat.

The next thing we knew, Jim was in jail. *Morpheus* had been anchored way in the back of the mooring field. No boat behind us. Yet we were still a



GREEK TOURISM

# CHANGES

beautiful, and seem to have too many anchorages to count. It's really difficult to believe that we will be leaving them in just about a week. We've loved Greece.

We have been enjoying our reunion with Paul and Amanda Mitchell, whom we first met in Fiji in 2002. They live in New Zealand, and we've spent time with them there as well as here in Greece last year. We always have a great time together. This cruising world is a small one!

This piece is a little dated, and we've been to Barcelona and are now headed to the Canary Islands. Jim helped sail a Swan 66 from the East Coast to the Caribbean. We'll cross the Atlantic this winter and expect to spend several more winters in the Caribbean.

— *deborah 9/15/2016*

## Cruise Notes:

It doesn't matter if California sailors are on the West Coast or the East Coast, when November rolls around many of them want to be getting their bottoms down to the warmth of the tropics. We know of three California-based crews who sailed from the Virginia area to the British Virgins in early November as part of the Salty Dawg Rally.

"We made the passage from Norfolk to Virgin Gorda in the British Virgins in nine days, which is what we expected," report Jim Fair and Linda Powers of the Berkeley-based Outbound 46 **Chesapeake**. "We didn't have any really bad weather, but boy, does the East Coast and the Atlantic have weather! Those of us from California and/or who are familiar with tradewind sailing are sure spoiled because we pretty much know what we're going to get. Along the East Coast and in the Atlantic, you get everything. But we're now sitting at the Bitter End YC at Virgin Gorda in the British Virgins, where the water and scenery are

*Annie Gardner and husband Eric Witte, on the right, and Virginia-to-Caribbean crew, Simon Garland and Gloria Borrego.*

beautiful."

Mind you, Jim and Linda are not whiny cruisers, as they've sailed most of the way around the world in the last eight or so years.

Another West Coast couple who sailed from Virginia to the BVIs are Eric Witte and Annie Gardner of the San Diego-based Catana 47 **El Gato**.

"We and our two crew had to use the iron genny for the first three days, but we then sailed for five more days before landing in the British Virgins," reports Annie. In the weeks prior to taking off, Annie and Eric had a number of improvements made to their cat — new freezer, oven, props, awnings, outside cushions and more — in anticipation of welcoming charter guests in the Caribbean this winter. Anyone who wants to sail with the navigator of a winning America's Cup boat — that would be Annie — should make a charter reservation with the fun-loving couple.

Last but not least, there is Bill Lilly of the Newport Beach-based Lagoon 47 **Moontide**, who sailed with an all-women crew.

"I take women crew to try to make up for all the years that women were unjustly denied crew opportunities because of their gender," explains Bill. Light wind meant Bill and his female crew had to motor a lot in the beginning of what would be an eight-day, one-hour trip to the tropics, after which time they had three great days of sailing. Meredith Sullivan set a *Moontide* record by sending the cat down a steep wave at 18 knots.

Can you name the three things that make a **passage from the East Coast of the United States to the tropics** so much more difficult than from California to tropical Mexico? 1) It's twice as long, 1,500 miles versus 750 miles. 2) As Jim Fair notes, you can get any kind of weather on the way to the Caribbean, including winter storms and hurricanes. From San Diego to Cabo, you know the wind is going to be from the northwest. 3) There are lots of places to hide out from the weather on the Pacific Coast of Baja, while there are none — other than Bermuda — between the East Coast and the Caribbean. Yes, we cruisers on the West Coast have it easy when it comes to getting to the tropics.

For most sailors a 17- to 20-day passage is a long one. But not if you're Jeff Hartjoy of the Longbranch,



Washington-based Baba 40 **Sailors Run**. You'll remember that last year the 70-year-old Jeff and his boat, both veterans of several Ha-Ha's, completed a spectacular 167-day nonstop solo circumnavigation. Jim's current adventure is somewhat less ambitious. It's to sail from Bahia, Ecuador — where he started his solo circumnavigation — to Barra de Navidad, Mexico. To spice things up, Jeff will be racing against **David**, last name unknown, aboard his Bristol 40 *Eva Marie*.

Don't let the seasons fool you. A lot of participants in the Ha-Ha were struck by the unique beauty of **Bahia Santa Maria**, the second stop on the way to Cabo. The combination of the mountains, the mangroves, the endless beach, the sand dunes, and Mag Bay in the distance are a terrific combination. Particularly since

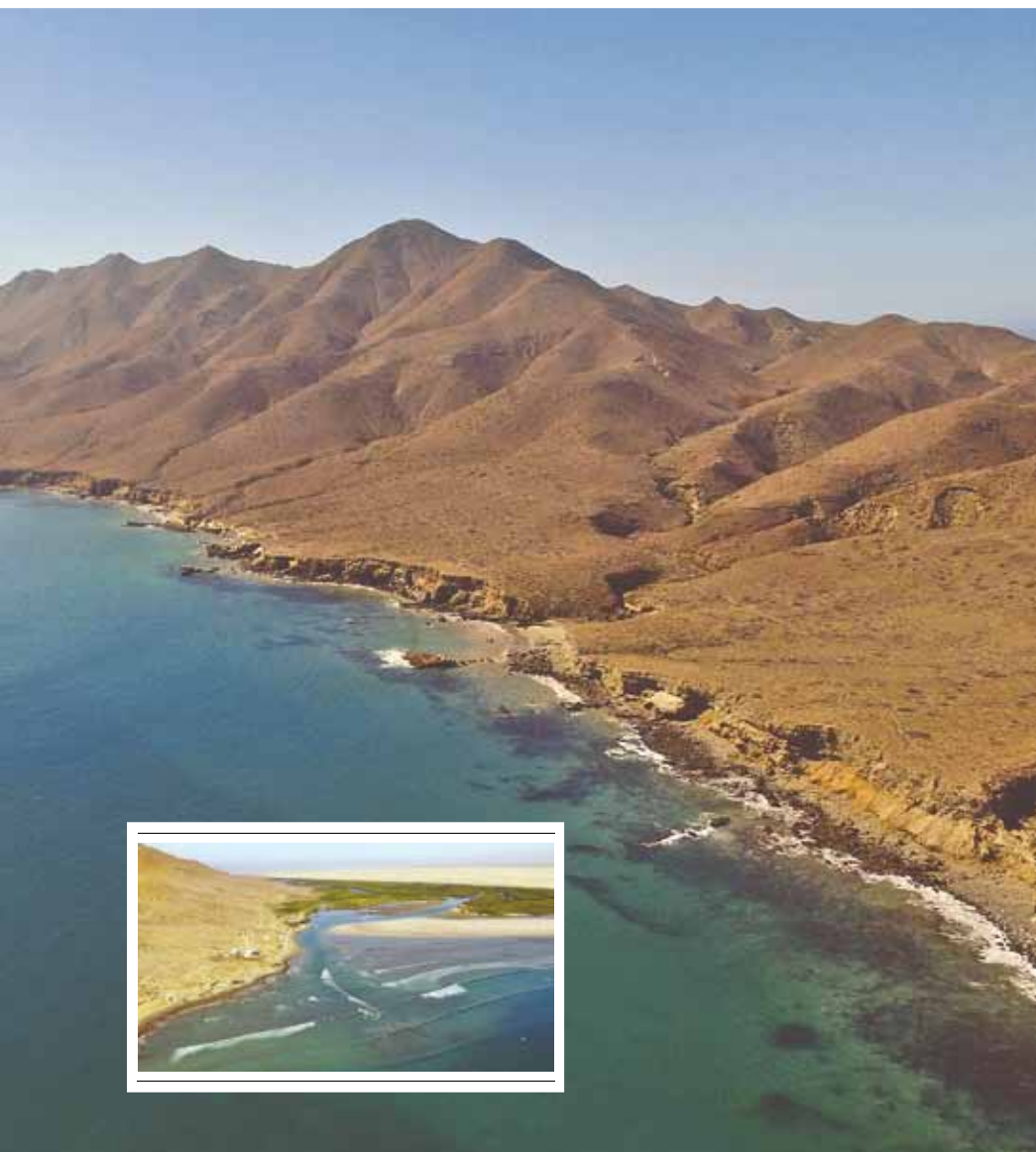


PHOTO COURTESY EL GATO



# IN LATITUDES

AERIAL PHOTOS LATITUDE / RICHARD



*It's a common mistake for mariners to visit a place at one time of year and expect that it will be the same at another time of year. That doesn't work in San Francisco Bay, Southern California, the Med, Croatia or the South Pacific. And no, it doesn't work at Bahia Santa Maria either.*

there are no businesses and only a few fishermen who live there.

Alas, it's not always like that. As beautiful as BSM is right after the end of hurricane season in early November, the beautiful weather just doesn't last. By mid-December the water temperature drops significantly, and stays cooler until the following summer. Even worse, come February through May, when most cruisers are Bashing back to California, the very light winds of November are frequently replaced by cold, howling winds. Yes, BSM still a great place to duck in when the weather is nasty in the spring, but it's not the same gentle venue it is in November. You've been warned.

"It's really tough." That's how Barry

Stompe describes what it's like to be home after cruising Mexico, French Polynesia and the Pacific Northwest for two years with his wife Sylvia aboard their Sausalito-based Hughes 48 ketch **Iolani**.

"Seeing family and friends is great, of course, but everything else is difficult. Getting various licenses and kinds of insurance — health, workman's comp, and all the other stuff — is particularly hard. For example, we couldn't find any doctors to take the kind of insurance that we're eligible for. And our old doctor now charges a base fee of \$1,800/year just to be one of his patients. That means it would be cheaper for me to fly to Puerto Vallarta, see a dermatologist, and fly home, than to see a dermatologist here in the Bay Area."

Speaking of dermatologists in Puerto

Vallarta, there's one who is a huge favorite with cruisers. At least, male cruisers.

"She's absolutely gorgeous," said one cruiser who can't be named without possible damage to his marital status. "When she says 'strip', I can't get my pants off fast enough," he jokes. "And as I get older, I'm finding more things than ever for her to examine."

"Tomorrow, we set sail for New Caledonia after 48 hours of rain and descending volcanic ash," report Mark and Deanna Roozendaal of the Vancouver, B.C.-based Manta 42 catamaran **Speakeasy**. "But our frustrations are insignificant. For ashore, more than 100 villagers live in homes made entirely of woven palm fronds. Almost none of them have electricity or running water. Ash and insects cover almost every surface. Oddly enough, there is beauty and happiness here. Dirt yards are raked, papayas and mangos drip from trees, vivid flowers bloom, smiling children play, and large families spend time together. They welcomed us and served us a meal. I reciprocated with food, clothes and toiletries. And now I'm wondering, am I the one who has ... or has not?"

Fishing tips for cruisers.

"Check out the accompanying photo of one of the fish we got while sailing down the coast of Baja last fall," suggest Dan Chua and Kristy Finstad of the Ventura-based Maxim 38-ft cat **Te Poerava**. "It's a 50-lb yellowtail jack we speared while free-diving at the San Benitos Islands near Cedros. We also got a big wahoo near Asuncion and a nice wahoo outside Mag Bay.

"Our fishing tips for cruisers? 1) Use Skabenga lures.

The minions and blackbeard lures catch lots of fish. 2) Use cable for leaders if there are lots of wahoo around. Wahoo have sharp teeth that cut line. 3) Add teasers to attract fish. 4) Use trolling reels to make sure you land the fish. 5) The more lures you put out, the more fish you'll catch. 6) Sail over the top of seamounts, high spots and dropoffs. 7)

**A 50-lb yellowtail jack speared at the Benitos Islands last fall.**



TE POERAVA

# CHANGES

Free-diving is a great way to catch more fish. We're headed down Baja right now, surfing our brains out in the great swell. When the swell drops, we fish and dive!"

Kristy Finstad is the daughter of Bill Finstad, who was one of the first scuba instructors back in 1972, and who had a dive shop and an adventure-travel dive business right next to O'Neill's in the harbor in Santa Cruz. While Bill has retired, members of the Finstad and Chua families continue to run the local and worldwide dive charter business.

If the **Skabenga** name sounds familiar, it's the name of the St. Francis 44 that Bruce Harbour of Montana sailed in the 2013 Baja Ha-Ha. He makes the Skabenga lures, and has been in the South Pacific killing fish for the last several years.

"We departed Savusavu, Fiji at 5:20 a.m. in rain and SSE winds of 20 to 25 knots," report Scott Stolnitz and Nikki Woodrow of the Marina del Rey-based Switch 51 **Beach House**. "The first few hours weren't much fun, but after that we re-entered the large reef system at Nasonisoni Pass on the south side of Vanua Levu, where we had nice winds



BEACH HOUSE

*A file photo of Scott shows him in the Marquesas contemplating his second crossing of the South Pacific with 'Beach House'.*

in lovely flat water. We later exited the system and crossed the channel to the reef entrance at Viti Levu, the largest and main island of Fiji, and where five years ago *Beach House's* port daggerboard hit

an uncharted part of the reef. The chart said it was 120 feet deep. I think they meant 120 centimeters!

"Speaking of hitting reefs," continues Stolnitz, "we met a young Canadian couple yesterday who hit the corner of the reef at Laucala Island with their **Leopard 45** catamaran, separating both 'keels' from the hull. This cracked the fiberglass and created leaks in both hulls. They have two small children aboard, so it was lucky that they hit the reef at low tide and were able to float off at high tide. For some reason the insurance company decided to declare their cat a total loss. Someone is going to get a *very* good deal, as in my view the boat can be repaired pretty inexpensively. There is no panic about hauling the boat out either."

*(Editor's note: Leopard catamarans are primarily built for the charter trade in the British Virgin Islands, where incompetent charterers frequently drive them over reefs. As such, the Leopards are designed to have breakaway keels. During a haulout of the Wanderer's Leopard 45 'ti Profligate at Soper's Hole in the British Virgins two years ago, the yard*



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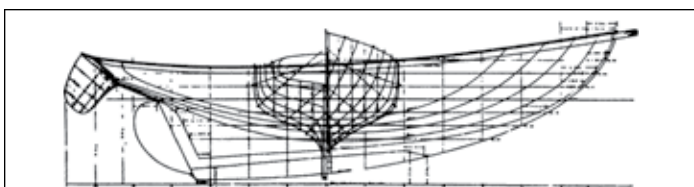
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owner told him that they replace *Leopard* catamaran keels without even taking the boat out of the water!)

"Today's voyage was through a great deal of reef systems," Stolnitz said wrapping up his report, "and we crossed the infamous 'Bligh Water', where Captain Bligh kept going, not allowing his men ashore after the famous *Bounty* Mutiny. Bligh was terrified of cannibalism — the consumption of 'long pig' — which was common at the time. The last Fijian cannibal died after World War II."

Not all Americans are thrilled that **Donald J. Trump** is the President Elect, but their American dollars have been buoyant. The **Mexican peso** tumbled to as low as 20.7 to the dollar, which is great for cruisers. But it brings us no joy to see how the drop is making it ever more difficult for the average Mexican to afford even the basics of life. If you've ever spent time in Mexico, you know how very much harder the average Mexican has to work to get by than does the average American. No wonder so many Mexicans want to come to the States.

Trump's victory has also hit the **euro**

hard, as it dropped nearly 3% in the days following his surprising triumph.

It didn't even take a week.

"The report from the November 7 Chubasco Net is that the waves and rocks have destroyed the remains of the San Diego-based Newport 41 **Summerwind** that went aground a few miles north of Turtle Bay during the recently completed Ha-Ha," report Don and Anne Taber of the Santa Cruz-based Marbles 44 trimaran **Redwood Coast II**. "According to the report, you can no longer even find any remains of the boat."

(The owner of *Summerwind* has a letter in this month's *Latitude* describing what happened to the Ha-Ha entry, only the second boat out of more than 2,500 entries that has been lost in a Ha-Ha.



**The Mexican peso — and the middle class and poor of Mexico — have been taking a beating since Trump's election. The dollar is king.**

The other was a J/120 that sank after being hit by a whale. No sailors were hurt in either loss.)

In the last couple of issues, **Latitude** has had complimentary things to say about cruising trimarans, and the Tabers' boat is one of the reasons.

"We are the longtime owners/builders of *Redwood Coast II*, and some *Latitude* readers may remember us from an ar-

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# CHANGES

ticle in October 2010 following our circumnavigation," writes Don. "We're out for another cruise, but not for another loop. We'll see how it goes, but will start by heading farther south from Turtle Bay, which is where we are now. By the way, the Kettenburg 50 **Cut to Heal** from Ventura, a Ha-Ha entry that had trouble with her mainsail and engine, is still here waiting for crew to take her back to Ventura. The problem with her engine was gunk in the fuel tank."

An inoperable engine caused by sludge in the fuel tank is one of the more-common problems that afflict cruising boats that haven't been in rough water for a couple of years. Bacteria grow in the fuel, lining the tank and lines with sludge. Some of it is microbes, which cause and accelerate fuel degradation, but most of the sludge comes from fuel components that have formed solids. It's lack of use, not overuse, that disables and destroys sailboat diesels.

We'd like to give a shout-out to Brian Timpe of Seattle for completing his Schionning 36 catamaran **Epic**, sailing her from Newport, Oregon, to San Diego by himself, and with his wife Sheri and



LATITUDE / RICHARD

**Building your own boat from scratch is a grind, but Brian, with the moral support of his wife Sheri, was up to the task. Well done!**

crew Tanner, sailing both legs of this year's Baja Ha-Ha. Building any boat over 20 feet is a monumental task for one person, and it took Brian more than six years. But *Epic* is a good-looking and good-sailing boat, which increases the odds that his and Sheri's deciding to sell

their house, cars — everything! — was a good idea.

It's a royal flush! A year ago the Wanderer bought two Raritan electric heads for **Profligate**. As things happen, the second one was only installed the morning of the start of last year's Ha-Ha. And ever since, it's only been able to flush No. 1, not No. 2. The other head has been fine.

Because there are three other heads on *Profligate*, no serious attempt was made to repair the faulty one until just before this year's Ha-Ha. A Raritan tech decided the problem had to be one of three things: 1) A 24-volt pump had been mistakenly put into the head instead of a 12-volt pump. 2) A full 12 volts wasn't getting to the pump. Or 3) Something was clogging the toilet.

It turned out to be none of them. It was discovered that the exhaust hose was crushed, looking as if somebody had sucked on it like a straw. This made no sense, because stuff gets pumped out, not sucked out. But it was crushed. The Wanderer squeezed the hose back into the authorized shape, and *voilà!*

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it's worked perfectly ever since. We have become big fans of electric heads.

Of the 148 skippers in this year's Baja Ha-Ha, Dennis Thompson of the Seattle-based Pearson 40 **Dream Catcher** was one of the few who sailed all three legs — even though the third leg sailing was canceled because of a lack of wind. Thompson was also unusual in that he has one of the more distant ultimate destinations — Norway. We thought only John Neal and Amanda Swan Neal of the Friday Harbor-based Hallberg-Rassy 46 **Mahina Tiare III** wanted to sail to 'the land of the midnight sun'. But Thompson, a delivery skipper, wants to sail to Norway because he has family there.

Thompson actually didn't want to sail all three legs, but he had to because of problems with his fuel system. Indeed, his boat had been bedeviled by fuel problems ever since he left Seattle. Didn't we just mention something about fuel problems?

"Can you publish Cabo ship agent **Victor Barreda's** contact information again?" asks Michael Balfany. "The boat I recently purchased had a **TIP**

(**Temporary Import Permit**) obtained by Victor, and I need to get it canceled. I know, I know, please don't lecture me as I should have known better, thanks to the advice in fantastic *Latitude*, than to have bought a boat that already has a TIP. But my new-to-me boat is hobbled until I can get the TIP cancelled."

Michael and everyone else who needs TIP help can look up Victor Barreda, ship's agent, Cabo San Lucas, on Google. He can be reached by email at: [agebarr@prodigy.net.mex](mailto:agebarr@prodigy.net.mex). The Wanderer saw Victor not an hour before he wrote this item, and Barreda said that he'd checked about 90 of the 148 Ha-Ha boats into Mexico this year.

Just to keep things confusing, **Neil Shroyer** of Marina de La Paz wrote *Latitude* to say there is actually nothing in Mexican law that says a boat *can't* have two TIPs. Shroyer is one of the few people



**Ship's agent Victor Barreda, lower left, checked about 90 Ha-Ha boats into Mexico last month. But as he'll tell you, you can do it yourself.**

in Mexico who has the patience to actually read Mexican law. We haven't asked him, but we're pretty sure Neil would tell you that no matter what the law says, it's best to do what officials and most marinas demand — which is that there only be one TIP per boat, and that it be in the name of the current owner.

While a lot of Ha-Ha entrants had no trouble getting a new TIP online, others had difficulty. Which makes it so exas-



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# CHANGES

perating that there was no mention in the Mexican government's *Boater's Welcome to Mexico Guide* that all anyone had to do to get a TIP was go to the *Banjercito* just across the border from Otay Mesa, a half hour from San Diego. One Ha-Ha entrant did this the Friday before the start of the Ha-Ha and said he was in and out in 15 minutes.

Saving perhaps the best for last, we can announce that 'Home is the Sailor'. Warwick 'Commodore' Tompkins of Mill Valley made an October doublehanded passage, with his old friend and protégé Robert Flowerman, from Hawaii to San Francisco with his Wylie 39+ **Flashgirl**. Two other expected crew for the lateseason trip weren't able to make it. Readers may remember that *Flashgirl* was struck by lightning while on a mooring off Kaneohe this summer, and still suffers greatly from electrical and mechanical problems.

Did we mention that Commodore will turn 85 on February 26?

The passage took 21.5 days, the second slowest of Commodore's 20+ trips from Hawaii to California. The big prob-

lem was the unusual wind direction and fluctuations in the wind. It was part of the same chaotic North Pacific weather situation that turned back Jeanne Socrates when she attempted to start her most recent solo around-the-world trip with *Nereida*, and the same weather that brought endless southerly winds to Ha-Ha boats trying to make it down the coast to San Diego from the Pacific Northwest. Normally Commodore goes up to 40 or even 42N to get over the top of the Pacific High, but this time he never got farther north than 38. And in so doing, he and Robert had lots of 'strange winds'.

"We had lots of sailing in 25 to 30 knots, which meant a triple-reefed main or even a staysail, and at times just the staysail," says Commodore. "Pretty dull sailing with so little sail up. We did have to heave to one night when it was blowing 30 knots and waves were crashing on the deck. I was surprised at how well such a light and narrow boat as *Flashgirl* move to. Robert and I slept like babies."

Commodore says it wasn't the worst weather he's had coming back from Hawaii, but it was unusual weather for the passage. For example, they had 36 hours of complete calm in 'gale alley' just off the coast of California. And when they finally made landfall at Pt. Reyes, they had to beat upwind to get south to San Francisco.

The one aspect of the trip that made Commodore particularly happy is his new set of sails. They were made in New Zealand, but using US-made Contender hybrid cloth. "They were excellent, which was important as we had no engine.

"The sailing part of the trip was easy," contends Commodore. "All the sailing parts of the boat worked just fine. It was the other stuff — the engine, the autopilot, the refrigeration, the electrical — that caused us such grief."

So what's next on the plate for the soon-to-be 85-year-old Commodore? "I need work," he says. "You know of anybody who needs professional sailing services?"

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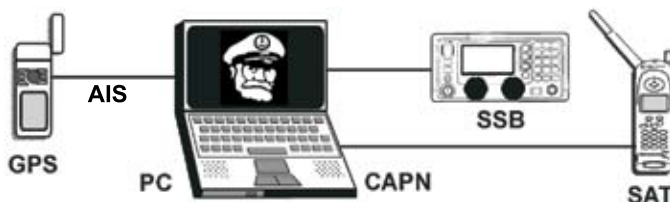


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**26-FT NIMBLE KODIAK, 1993.** Alameda. \$12,000/obo. Pilothouse motorsailer. Low hrs, 9hp Yamaha, Hi-thrust outboard w/ generator, hydraulic steering, autopilot, radio/AIS, EPIRB, many mods for ocean sailing. Reduced, priced to sell, double bogey trailer included. (831) 359-9551 or [crandroid70@gmail.com](mailto:crandroid70@gmail.com).

**26-FT COLGATE, 2001.** Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. [www.myitus.com](http://www.myitus.com). Email [jivrki@gmail.com](mailto:jivrki@gmail.com).



**27-FT PEARSON RENEGADE, 1968.** Marina Bay Yacht Harbor. \$9,800/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or [Techdiverx@yahoo.com](mailto:Techdiverx@yahoo.com).



**27-FT SANTANA 525, 1979.** South Lake Tahoe, CA. \$3,900. Race-rigged and clean, refurbished interior, trailer, newer Pineapple sails, 3 spinnakers, Honda o/b, Porta-Potti, solar charger, speedo. (530) 318-3939.



**25-FT MANCEBO DESIGN, 1988.** Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. (415) 577-1148 or [fred@fredandersen.com](mailto:fred@fredandersen.com).

**27-FT BRISTOL.** Spud Point Marina. \$4,000. Bristol Weekender sailboat. Good shape, very seaworthy. Extra sails. With outboard motor. Text for info. (707) 360-5635.

**25-FT MERIT, 1984.** Alameda. \$6,000. Honda 2hp, 2 sets of sails. Contact Lee. (510) 219-1092.

**26-FT MACGREGOR 26X, 2000.** Newark, CA. \$11,000. Trailerable. 60hp Mercury Bigfoot OB motor. Roller furling jib, new sail in box. Garmin GPS/color chartplotter, fishfinder. Good, fun, safe family boat. (510) 396-6697 or [ilgaryjean@yahoo.com](mailto:ilgaryjean@yahoo.com).

**28-FT ISLANDER, 1976.** Emeryville, CA. \$15,000. Classic beauty, Bob Perry-designed racer/coastal cruiser. A joy to sail, Tiller, roller furling, Pineapple jib, Volvo diesel, Harken traveler, Garmin GPS, Icom VHF, alcohol stove, marine toilet, sleeps 6, fold-out double bed in spacious cabin, new bottom paint. (510) 435-6073.

**25-FT CATALINA, 2005.** Benicia. \$17,500. Catalina 250 Water Ballast. Tiller, 9hp engine, excellent interior, outside needs a bath, trailer in great shape, pics upon request, Autohelm, 120v AC inverter, AM/FM/CD, VHF. For more email [gjdebois@comcast.net](mailto:gjdebois@comcast.net).



**28-FT ISLANDER BAHAMA, 1984.** Obexer's Marina, Homewood, CA. \$16,000/firm. Cruiser/racer. 370 of 423. Robert Perry's favorite design. Fresh water only, Tahoe boat. Yanmar 2GM. \$30K in upgrades and enhancements since '07. Two mains, genoa, spinnaker. Autohelm. New salon cushions and upholstery. Safety netting. Many extras. Two recent surveys available for serious buyers. Winterized and shrink-wrapped at Obexer's. Email [red1947@gmail.com](mailto:red1947@gmail.com).



**27-FT CAL 2-27, 1975.** Berkeley Marina. \$7,000/obo. Main 2 spinnakers, 95, 120, and 135. All in good condition. 24/1 backstay. No cockpit. Yanmar 2GM (low hrs) w/fresh water. House and starter batteries w/charger. Head w/ holding tank. Alcohol stove (condition unknown), pump sink.

**25-FT CATALINA, 1980.** Redwood City. \$4,250/obo. Great Bay boat! Ready to sail for tons of fast, safe fun. Reliable 9.8hp Nissan outboard. Many sails. Good condition. Email for more photos. (650) 380-2478 or [foredeck123@gmail.com](mailto:foredeck123@gmail.com).

## 29 TO 31 FEET

**30-FT YANKEE, 1971.** Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info: <http://doubleplay.website>.

**31-FT ETCHELLES USA 1315.** Richmond YC. \$35,000/obo. Built by Pacesetter in Australia for 2015 RYC Worlds. Dual-axle trailer. Three years racing on the Bay, 3 years in Stockton, idle the last 5 years. (510) 236-8098 or [VickieSails@aol.com](mailto:VickieSails@aol.com).



**30-FT FREEDOM, 1987.** La Cruz, MX. \$35,000. Gary Mull design. Perfect shorthanded boat. Yanmar, new bottom, carbon fiber mast, main, self-tending jib with camber boom, asymmetrical spinnaker, swim step, liferaft, EPIRB, radar, GPS, AP, LPG, galley fridge, 50 gal water. Turnkey. Email [seattor77@aol.com](mailto:seattor77@aol.com).

**30-FT CATALINA, 1978.** Marina Bay. \$12,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact [lbrock@sonic.net](mailto:lbrock@sonic.net) or (415) 663-9506.



**30-FT YANKEE, 1972.** Moss Landing, CA. \$13,500/obo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or [barbandbruce@att.net](mailto:barbandbruce@att.net).



**30-FT RAWSON SLOOP, 1961.** Bercovich Dry Storage, La Paz, BCS. \$15,000/obo. *Sabrina*, Rawson 30, Hull 28. Bow-sprit, dual headstays; dual backstays, stbd is insulated antenna. Universal 25MXB diesel, new Z10 xmission. Dual bow anchors, stern anchor. Overall good condition. Large sail inventory. VHF, radar, set up for Ham radio. See <http://bercovich.bajainsider.com>. Contact (510) 469-6611 or [yelrcb@aol.com](mailto:yelrcb@aol.com).



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**30-FT YANKEE, 1972.** Santa Cruz. \$500/obo. Bare hull and deck was junkrig project. Floating on a slip, deck good. Outboard, 15hp, 5ft unstayed mast, vario... your ideal layout - great for DIYers.



**29-FT GULF PILOTHOUSE, 1984.** Alameda. \$14,450. Beautiful wood interior, 14hp Universal diesel, 675 hrs, Raymarine radar/chartplotter/sonar, dual steering, wheel-mounted autopilot, VHF, stereo, two new batteries, dual charger, all lines led aft. Swim platform with ladder, Kenyon alcohol stove, 40 gallon fresh water, electric and manual bilge pumps, two coats bottom paint 12/15, large winter canvas, full cockpit cushions and much more. More pictures available on request. Alameda berthed. (510) 522-4020 or relarsen@comcast.net.

**29-FT NEWPORT 30, 1980.** Sierra Point Marina, Brisbane, CA. \$2,000. Sloop. Bought it used. Zinc kept up. Needs cleaning, paint. Running rigging useable, tiller, Atomic Four engine, tools, lines, radio OK goo.gl/photos/tML4Bt-DcUd2cHDQ96, two anchors, lots of life jackets. Email jim@well.com.

### 32 TO 35 FEET



**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. www.danger-zone.net. Call Steve. (617) 838-4648 or info@americanglobal.org.

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

**35-FT HUNTER 356, 2002.** Tradewinds Sailing Club, Marina Bay, Richmond. \$59,000. 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. (325) 347-2349 or cordero@wcc.net.



**32-FT WEATHERLY SLOOP, 1983.** Vallejo Marina. \$58,500. Reduced price! This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. Health forces sale. (360) 316-1421.

**34-FT SAN JUAN, 1980.** Marina Bay, Richmond. \$17,999/obo. Three sails. Rod rigging. Lines led to cockpit for single-hand sailing. 70gal fresh, 40gal black, 6gal hot water tanks. Dinghy with outboard. New head CB/marine radio and battery. (530) 632-5109 or sf885@sbcglobal.net.

### 36 TO 39 FEET



**37-FT EXPRESS, 1985.** San Francisco. \$80,000. *Eclipse* is for sale! Own one of the most decorated E37's on the Bay, winner of Big Boat Series (6), Express 37 Season Championships (5), Long Beach Race Week, many short and medium-length ocean races. Fully equipped for class or offshore racing, with over 30 bags of North and Ullman sails. Beautiful boat with recently redone Awlgrip topsides and decks. This is a fantastic racer/cruiser that sails well to its PHRF rating. Email e37eclipse@gmail.com.



**36-FT ISLANDER, 1977.** Brickyard Cove. \$30,000. *Mi Amor*. Fully equipped cruiser. Radio, DS, plotter, autopilot, Perkins 50hp diesel, new interior, propane stove and BBQ, RF jib, dodger, Jiffy Jax. Health forces sale. Contact (415) 999-6751 or arnoldgallegos@comcast.net.



**CATALINA 36 MK II, 1996.** Santa Barbara. \$150,000. Boat and slip. In Santa Barbara. In great slip. Self furling main and foresails, walk-off stern, dodger, radar, autopilot, extra sails, ready for fun. (805) 698-1931 or tandcmason@cox.net.



**SABRE 38 MK II, 1990.** Sausalito. \$125,000. *Aegea* combines serious cruising with excellent sailing performance. Virtually all systems replaced since 2012. Extensively upgraded and fully maintained. New canvas, new sails, new running rigging, new canvas, new batteries, new ground tackle... the list goes on and on.



**36-FT CATALINA, 1989.** Alameda. \$49,500. Very clean, well maintained, sloop rig, two sails, autopilot, radar, chartplotter, GPS, full dodger w/weather enclosure, new water heater, lots of extras and upgrades. For more info, email rkonkle@spectrumreps.com.



**36-FT HUNTER VISION, 1993.** San Diego. \$61,000. Excellent condition. Includes GPS, generator, and dinghy. Updates are new bottom paint, prop, pumps, halyard, mainsheet, fridge, all service current. Roomy interior. Contact (602) 292-0461 or (858) 775-4821 or kimmariesmith@gmail.com.



**38-FT INGRID, 1976.** Puerto Vallarta, Mexico. \$39,500. Cruiser-ready Atkin ketch. Well-maintained and equipped. 40hp Volvo. Teak interior, cedar sole. 6'5" headroom. Monitor, SSB, AIS, liferaft, 260W solar, LED lights. New staysail, reefers, bowsprit, rigging. See more at www.vivavella.wordpress.com or email sandersonr@yahoo.com.

### 40 TO 50 FEET



**47-FT VAGABOND KETCH, 1984.** San Diego. \$149,000/obo. This Vagabond's latest upgrades: all new tankage, fuel, water, holding, repainted cabintop. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. (415) 606-4716 or pibbs1@aol.com.

**43-FT SWAN, 1969.** San Francisco. \$59,000. S&S design - Palmer Johnson import. Great boat. AP, radar, chartplotter, dodger, awning, repainted cabintop. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. (415) 606-4716 or pibbs1@aol.com.

**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. (916) 217-6908 or chardonmaymoon@att.net.



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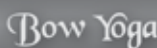
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**40-FT CALIBER, 1993.** Seattle, WA. \$148,000. *Hello World* is cut-the-dock-lines ready and itching to go cruising. Enclosure, solar, chartplotter, radar and much more. See the website for photos and equipment: [www.svhelloworld.com](http://www.svhelloworld.com). Contact [andersen.jason@gmail.com](mailto:andersen.jason@gmail.com) or (206) 595-9531.



**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. \$95,000. Aft cockpit, 2 strms, 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. Not a charter boat! More information at [www.sanctuarycharters.com/sabbatical.php](http://www.sanctuarycharters.com/sabbatical.php). Email [office@sanctuarycharters.com](mailto:office@sanctuarycharters.com).



**44-FT F&C, 1979.** Morro Bay, CA. \$85,000/obo. Price slashed, must sell! Will consider payments with a note secured with real estate or trade all or part for real estate or note. 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, bluewater cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Interior finished in South American hardwoods, 2 strms, 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. (805) 235-4046 or [tackorjibe@gmail.com](mailto:tackorjibe@gmail.com).



**45-FT CUSTOM KETCH, 2013.** Long Beach. \$54,000. New (almost) 45-ft full keel fiberglass ketch. Built on a bare CT-41 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. (760) 482-8172 or [bobobrien09@yahoo.com](mailto:bobobrien09@yahoo.com).



**41-FT CATALINA 400, 1995.** Saint Helens, Columbia River. \$124,900. New sails, bimini, running rigging, hard dodger, radar, PSS, salon and cockpit upholstery. Very nice boat. Please continue to website to see complete details. More at <http://sailingswift.wordpress.com>. Contact (503) 720-1184 or [tom@americanlf.com](mailto:tom@americanlf.com).



**48-FT MAYFLOWER KETCH, 1985.** Puerto Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. [www.theoriana.com](http://www.theoriana.com). Contact (480) 447-7316 or [info@theoriana.com](mailto:info@theoriana.com).



**41-FT CHEOY LEE, 1981.** La Paz, Baja California Sur, Mexico. \$52,250/obo. Family-friendly bluewater, cruise-ready ketch. Sleeps six in two private strms. 2010 Westerbeke engine, 90 gallons fuel and water, Monitor windvane, autopilot, nonskid decks, anchor and 400-ft chain. Radar chartplotter at navigation station and helm, VHF GPS/AIS, watermaker, Technautics refrigerator/freezer, solar, dinghy with outboard. Check our blog for full equipment list, pictures and videos: <http://AboardAstraea.com/for-sale>. Contact [KetchAstraea@gmail.com](mailto:KetchAstraea@gmail.com) or (757) 620-4657.

## 51 FEET & OVER



**56-FT JOHN ALDEN.** Pilothouse cutter, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968 or (604) 354-5090 or [westbynorth@gmail.com](mailto:westbynorth@gmail.com).



**44-FT CATALINA MORGAN, 2007.** Anacortes, WA. \$249,000/obo. A real deck salon, light and airy. Tons of storage for liveaboard or cruising. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 900 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. (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).



**43-FT OFFSHORE RACER/CRUISER.** 1981. Delta. \$84,000. Semi-custom, Kevlar epoxy f/g, spacious, warm teak interior with aft cabin. Recent refit, being cruised and improved. Safe, comfortable, tough yet fast. Yanmar. Improved hard dodger. Hauling out next month. New videos: [www.youtube.com/watch?v=OKeCgR4d5H8&feature=youtu.be](http://www.youtube.com/watch?v=OKeCgR4d5H8&feature=youtu.be). Email [hookedsailing@gmail.com](mailto:hookedsailing@gmail.com).



**47-FT CUSTOM.** Performance cruiser, 1983. Pittsburg, CA. \$187,500. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More at [www.sailboatlistings.com/view/51161](http://www.sailboatlistings.com/view/51161). Contact (925) 948-5613 or [ed.witts@gmail.com](mailto:ed.witts@gmail.com).

## CLASSIC BOATS



**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](mailto:cudaprod@earthlink.net).



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**32-FT TRAVELLER, 1977.** Oakland. \$27,500. One of 26 Phil Rhodes-designed Traveller 32s, Ta Ching-built, cutter rigged, cruising sailboat, US documented, 37.5' LOA, 19,000 lb disp. Tiller, 26hp diesel. Massively built fiberglass hull, teak decks, teak interior, singlehandable, dodger/bimini, power windlass. Asymmetrical spin, storm jib, radar and detector, GPS, VHF, Autopilot, depth finder, EPIRB. Monitor steering vane. Safety equipped, many extras. For photos and specs contact me (need to go to the dark side). (530) 913-9198 or robertwalker903@gmail.com.



**38-FT SEAWIND 1160 DELUXE.** 2007. Brickyard Cove, Richmond. \$400,000+Business Option. Deluxe owner's version. Top condition USCG-inspected vessel. Ready for world cruising, a lucrative charter business, or do you hear Mexico calling for you and your consortium members? Endless possibilities! For a complete list of added options, contact Dan. (510) 232-5820 or captainand@sailingcaprice.com.



**40-FT PROSAIL RACING CATAMARAN.** 1987. Tiburon. \$120,000. *Shadow* is a fast, fun Formula 40 racing catamaran. You've seen her set many records and win many races, including Rolex Big Boat Series (2012) and Delta Ditch Run. She is professionally maintained to the highest standard. Built from all carbon in the USA, she would also be perfect to set up an adventure charter program, or just have the most exciting daysailer on the water. Contact pstoneberg@gmail.com or (415) 640-3363.



**26-FT PACEMAKER WAHOO, 1978.** \$5,000. Center console, 10' beam. Chevy twin screws - 292s. velvet drives. Very unique, solid hull. Was ex-tow boat. Call (415) 497-6445.

## MULTIHULLS



**45-FT CAPRICORN CAT, 1995.** Brisbane Marina, in SF Bay. \$299,000. One-off Kurt Hughes design. She is a fast, agile, lightweight, customized cruising catamaran. High bridgedeck and daggerboards = great windward work, beautiful galley-up, big fridge, big freezer, with new compressors. B&G, Ham/SSB w/upgraded Pactor modem, 2x44hp turbo Volvos, with Flexofolds. Faired bottom, genset, 24gph watermaker, 4 solar panels, 10'6" dinghy w/15hp Yamaha. We have enthusiastically sailed and upgraded so she runs like a top. 3x So. Pac, 6x+ Ha-Ha vet. This boat is ready to go right now. Food, fuel, clothes are all you need. Can you hear Mexico, the whole world calling? Ha-Ha 2017 anyone? (831) 332-8448 or wfhendryx@yahoo.com.



**31-FT SEARUNNER, 1977.** Marathon, Florida. \$38,000. Perfect Bahamas/Keys/Cuba cruising machine, perfect place, perfect time. Completely refurbished, cruise ready, sleeps four. Solid wing, diesel, 250 watt solar, dinghy, outboard, 12 volt fridge, tiller/pilot, more. Beautiful boat. More at <http://fidgityfeet.blogspot.com>. Email sawcalderp@gmail.com.

## POWER & HOUSEBOATS



**42-FT NORDIC TUG, 2002.** Napa. \$433,999. Cruising boat, under 900 hrs on engine, Cummins diesel. Teak/holly flooring, pilothouse, galley, salon. 2 cabins, 2 heads. Full-size refrigerator, free-standing freezer. 3-burner stove/oven. Raymarine electronics, bow thruster, stabilizers. Email codanordictug42@gmail.com.



**50-FT PIVER TRIDENT, 1976.** Half Moon Bay. \$70,000. *Starship* is a proven bluewater cruiser, sturdy and spacious with a rich and joyous history. 4 separate stms with 5 full-sized beds, enclosed pilothouse, mainsail and 3 headsails. 50 hp marinized Volkswagen Rabbit diesel, refrigeration, solar, wind generator, navigation equipment, 4-burner propane stove, fresh- and salt-water pump systems, manual toilet + clean holding tank. 3 anchors and much, much more. See <http://tinyurl.com/z2qbs>. Contact for more info. (831) 419-7145 or (831) 458-1932 or darcishea@gmail.com.



**36-FT SEAHORSE MARINE COOT.** 2011. Anacortes. \$240,000. Strength, economy, comfort. *Cormorant* was specifically designed for Northwest cruising. Her steel hull and protected running gear provide an elevated level of safety. 200+ gallons of water, 400+ gallons of fuel and an efficient John Deere 4045DFM70 give her autonomy not seen on vessels of her size (1500+nm range). All of this combined with a queen berth, washer/dryer, separate shower stall, walk-around decks, autopilot, satellite compass, and bow thruster. Will consider trade for select bluewater sailboats. More at [www.weblab.com/cormorant](http://www.weblab.com/cormorant). Contact (206) 696-0234 or Ian.M.Griffith@gmail.com.



**34-FT MANSHIP TRAWLER, 1979.** \$20,000. Boat is in excellent condition. Perkins 200hp diesel, 36' LOA, sleeps 6. Has a shower, fully liveable, very solid hull. Has huge flybridge with new bimini top, fishfinder. Will do part trade. Call (925) 497-6445.



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**33-FT FARRIER, 2003.** Hawaii. \$135,000. Carbon, epoxy, glass tri. Composite main, jib, asym, carbon pole, rudder. Dyneema rig. Honda 15. Removable Pur 40 watermaker, H2O tanks. Porta-Potti head, VHF, Engel fridge. SMEV 2-burner, boat cover. Email f33trimaran@gmail.com.



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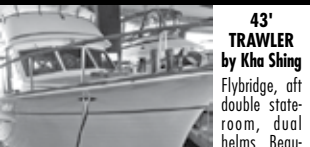
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**43' TRAWLER by Kha Shing** Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. Asking **\$89,950/offer**



**37' STEEL Sloop: Frans Mass "SABINA" design** Built by Holland's Standfast Shipyard. World-class blue-water cruiser. Complete overhaul/refit & just back from tropics reported: ready to go again. Yanmar dsl, furling, Lazy Jacks, Stackpack, MORE. Asking **\$44,000**



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