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Express 37 *Golden Moon* won her one design class in September’s Rolex Big Boat Series. And that makes it three years in a row. The very fact her picture is on this page lets you know she was using Pineapple Sails. What did she have that the rest of the fleet didn’t have? *Golden Moon* had height and speed up the wind. Enough to win the class with seven points to spare.

In the interest of full disclosure, *Golden Moon* is a partnership between Kame Richards and Bill Bridge. They met as college roommates at Cal in the late ’60s. The crew used the very same sails this year that they won with last year. The very same sails that did every one of the Express 37 One Design races in YRA this year. The sails are made of GPL Carbon, the most durable high performance material available.

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*Powered by Pineapples*
Cover: Soren, Dana, Drake and Carter (front to back) go in search of pirate treasure in the South Bay aboard the good ship Hypothetical Destination.

Photo: Mike Reed

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


Nov. 1-6 — Lady Washington and Hawaiian Chieftain return to the Bay Area and will offer tours. For dates, times, and details on booking passage, see www.historicalseaport.org.

Nov. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about $20. All YCs’ members welcome. More info under the ‘Events’ tab at www.stfyc.com.

Nov. 5 — ‘Wanna Crew on a Sailboat?’ discussion on how to find a ride for the ‘12 racing season at San Jose West Marine, 1-2 p.m. Free. Owners welcome. RSVP, (408) 246-1147.


Nov. 5 — Jumbo Squid Soirée at Randall Museum in the City, 7-9 p.m. Presented by the Gulf of the Farallones National Marine Sanctuary and the Farallones Marine Association, this evening of inky fun features squid expert Dr. William Gilly and costs just $15. Info, (415) 561-6622 ext. 308.


Nov. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 10 — Howl at the full moon on a Thursday night.

Nov. 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Nov. 10-12 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Nov. 11 — Take a veteran sailing today!

Nov. 11-12 — Corsair Performance Sailing Clinic at Shelter
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Nov. 12-13 — America’s Boating Course by Carquinez Sail & Power Squadron at Vallejo YC. 9 a.m. - 4 p.m. $440. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Nov. 14, 1792 — Captain George Vancouver, during his four-year surveying expedition of the West Coast of America, sailed Discovery into San Francisco Bay before continuing on to the Sandwich (Hawaiian) Islands. His secondary mission — to discover the at-the-time fabled Northwest Passage — was a failure. He died in obscurity at the age of 40 six years later.

Nov. 17 — Welcome to La Paz Party at Stella’s Restaurant (ex-Papas n Beer) on the Malecon. 4 p.m. Live music, folk dancing, food and more. First 50 Baja Ha-Ha skippers & crew are free!

Nov. 18 — Reception at Jim DeWitt’s Pt. Richmond gallery featuring new works, including paintings of the AC45s on San Francisco Bay. 5-8 p.m. Info, (510) 236-1401.


Nov. 24 — Work off all that turkey and pumpkin pie on a hearty Thanksgiving daysail with the family.

Nov. 25 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan. 5-8 p.m. Tickets $20. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 29, 1520 — Ferdinand Magellan’s fleet sailed out of the Strait of Eleven Thousand Virgins — now known as the Strait of Magellan — and into the Pacific.

November, 1981 — It Was Thirty Years Ago from the Sightings piece ‘J.R. probably pushed him’:

Early in October, actor Steve Hudson — who is a frequent stand-in on the infrequently outstanding Dallas television show — was knocked off his sailboat by a ‘huge’ wave. J.R. didn’t push him; he wasn’t even on the boat.

It all happened at 3:30 in the afternoon while Hudson and a companion were sailing back from Catalina to the mainland in what was reported to be 35-knot winds and 6- to 8-ft seas. Hudson’s companion did not know how to sail the boat, and it rapidly sailed over the horizon, leaving him alone in the ocean. Almost an hour passed before the remaining crewmember was able to figure out the VHF and contact the Coast Guard, who eventually had two helicopters and seven other boats vainly search a 40-sq-mile area. Luck was with Hudson, however, as Rodeo Drive, a 40-ft racing machine, miraculously heard his cry for help at 9:30 that evening — some six hours after he’d gone in and long after dark. Hudson had swum and drifted 10 miles from the point at which he’d gone over.

As fortune would have it, we just happened to sail by that area earlier in the day, having a pleasant spinnaker and blooper ride downwind. We couldn’t help noticing how virtually every single boat heading back to Marina del Rey from Catalina was carrying no sail, and how each was getting rocked all to hell. It appeared that setting any sail, even a double-reefed main, would have stabilized the boats and made the ride more comfortable — and possibly even safer.

At any rate, the incident serves as yet another reminder that everyone on your boat should know the basics of sailing and how to operate the VHF.

Dec. 1 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Association, at Corinthian YC, 6-9 p.m. $125. Info, angelisland.org/angelights.

Dec. 3 — 35th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by
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Dec. 3 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.


Dec. 3 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 10 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.syconline.org.

RACING


Nov. 5 — Fall #3, SSC, www.stocktonsc.org.


Nov. 5-6 — Appleton Youth Regatta. SFYC, www.sfyc.org.

Nov. 5-6 — Perry Cup/Kelp Cup (Mercuries/Shields). MPYC, www.mpyc.org.


Nov. 15 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.


MIDWINTER REGATTAS


BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intrachub only, typically in Laser Bahias and JY15s. Info, racing_chair@cal-sailing.org.


GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/3. Gary, (916) 363-4566 or ggrsalvo@pacbell.net


ISLAND YC — Estuary Midwinters: 11/13, 12/11, 1/8, 2/12, 3/11. John, (510) 521-2980 or j_tuma@comcast.net

OAKLAND YC — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/4. John, (510) 366-1476 or j_tuma@comcast.net

REGATTAPRO — Midwinter: 11/12, 12/10, 1/14, 2/11. Jeff, (415) 595-8364 or jzarwell@regattapro.com.
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CALENDAR


SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/4. Dave Barton, (415) 302-7084 or race@sausalito yachtclub.org.


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

\textbf{IT'S HARD WORK, BUT IT'S GOOD FOR YOU}
Crikey! We just have to write about \textit{Latitude}'s comments on how difficult it is to clean a boat bottom when using a snorkel as opposed to scuba gear. How do you think any of us keep our bottoms clean? We do it with a snorkel.

I've personally kept the bottom of \textit{Toujours}, our Amel Mango 53 with a seven-foot draft, incredibly clean since we bought her in '93. Yes, it was hard work. But yes, it was good for me, too.

Alas, we sold our beautiful girl in June, and are now homeless — although living in a small RV. We're looking for something like a Cal 34 to keep in the Sea of Cortez.

Get in the water and get to work!

Tom & Bonnie Steinhoff
ex-\textit{Toujours}, Amel Mango 53
Incline Village, Nevada

\textbf{ONLY OFF BY ABOUT 10,000 NAUTICAL MILES}
I have a correction to last month's \textit{Changes in Latitude} about \textit{Tamara Lee Ann}'s summer voyage to Hawaii and back.

The first words are "Fifteen thousand miles in five weeks . . ." I've covered those tracks a bunch of times, and you are only going to get about 5,000 to 6,000 miles for the trip to Hawaii and back. It must have been a typo.

Sheri Crowe
School of Sailing and Seamanship
Orange Coast College

\textbf{FULLY ORCHESTRATED VERSIONS OF SONGS}
I'm a bit late in responding to your request about hearing voices at sea, but well . . . I was at sea. Crewmember Marianne Wheeler responded last month about her recent experiences — Gregorian monks chanting anytime past 8 knots on the open ocean aboard a Beneteau 51.5, there was another typo. It was supposed to read "anytime past 8 knots." Bless Marianne's ocean-loving heart, but for once it wasn't our mistake. Although we suppose we should have known better and contacted her for a correction.

As hardcore as Doug Thorne (right) is, he didn't sail 15,000 miles in five weeks.

\textbf{FULLY ORCHESTRATED VERSIONS OF SONGS}
I'm a bit late in responding to your request about hearing voices at sea, but well . . . I was at sea. Crewmember Marianne Wheeler responded last month about her recent experiences — Gregorian monks chanting aboard my Beneteau 51.5, and I can vouch for her Bavarian folk songs — with yodeling, if enough wine is involved.
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Plus: This Month at Svendsen’s Marine Chandlery, Clean Up on These Popular Products from 3M!

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<tr>
<td>3M-06005</td>
<td>3M™ 1-Step Marine Fiberglass Restorer &amp; Wax</td>
<td>16 oz.</td>
<td>$25.44</td>
<td>$17.81</td>
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<td>18 oz. (paste)</td>
<td>$22.14</td>
<td>$15.50</td>
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<td>3M-06007</td>
<td>3M™ 1-Step Marine Fiberglass Restorer &amp; Wax</td>
<td>32 oz.</td>
<td>$41.79</td>
<td>$29.25</td>
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<td>3M-06012</td>
<td>3M™ 1-Step Marine Fiberglass Restorer &amp; Wax</td>
<td>Gallon</td>
<td>$118.41</td>
<td>$82.89</td>
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<tr>
<td>3M-06030</td>
<td>3M™ Protective Paste Wax</td>
<td>9.5 oz.</td>
<td>$35.76</td>
<td>$25.03</td>
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<tr>
<td>3M-06033</td>
<td>3M™ Clean &amp; Shine Wax</td>
<td>15 oz.</td>
<td>$17.95</td>
<td>$12.70</td>
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<td>3M-06861</td>
<td>3M™ Scotchgard™ Marine Liquid Wax</td>
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<tr>
<td>3M-06863</td>
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<td>1 Liter</td>
<td>$41.21</td>
<td>$28.85</td>
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*Free Wax & Polish Offer and 30% Off Sale end 11/30/11. May not be combined with other offers.
But to clarify her comments, we did not sail at 18 knots with the Beneteau. I’m pretty sure she meant eight knots. Although I have enjoyed several 200+ mile days with this boat, my top speed to date has been 14.4 knots. I was broad reaching and surfing around Brazil’s Cabo Frio at the time. But that was only for a few hours, and I had 30 knots of wind chasing me.

After leaving the boat in Fortaleza for six weeks, and approaching the first days of the southern spring, I then singlehanded from Fortaleza to Buenos Aires, Argentina. It was a total of 2,900 miles, and took me 20 days. Although I never heard voices or saw phantom crew, on occasion I did hear music. And I’m not talking about the wind ‘singing’ in the rigging, but completely orchestrated radio versions of songs I had no idea I even remembered. It was truly like listening to a CD. I would then find myself humming the songs for hours after ‘hearing’ them for the first time. It was a thoroughly enjoyable trip.

For those who are curious, I was bringing my boat from the Caribbean to my home in Buenos Aires. I wanted to explore the local waters for a while during the southern spring and summer.

David Kory
Ambassador, Beneteau 51.5
San Francisco / Buenos Aires

↑↑LOOK AT THOSE WHALES!

In my 35 years of sailing on the big ships, I can recall two instances of t-boning whales. There was another instance of two whales ‘being otherwise engaged’ who swam into the side of our ship. Looking down from the bridge wing, I believe the comment at the time was, “Look at the f--king whales.”

Based on my experience, I seriously doubt that a ship’s speed would have any impact on the number of incidents with whales, as they are, by and large, chance encounters. I think the proposal for a 10-knot speed limit for ships off the coast is just another sop to offer folks who don’t want the ships off their coast — but who still want all the goods that the ships bring for their consumption.

Gary M. Schmidt
Syzygy, Beneteau First 345
Bainbridge Island, WA

↑↑DAD SET ME ON THE RIGHT COURSE

Start Sailing Right! is the title of the book my father set in front of me when I was 10 years old. I remember reading the title out loud. I spent that summer in sailing camp at the Inverness YC on Tomales Bay, where I learned to sail a ‘bathtub’ — an eight-foot El Toro dinghy — in a 20-knot breeze.

I spent the next five summers sailing on Tomales Bay. When I was in the 7th grade, my sister and I purchased a Flying Junior that we christened Sister Ship. While it was my first ‘project boat’, it was my father’s thousandth. My father had found her for us in Latitude, his Bible. He always kept a fresh copy in nearly every room of the house.

My father taught me how to work on the boat and how to race. The Hog Island Race — from the yacht club to Hog...
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619.709.0697

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Kenyon Martin
Kenyon@jk3yachts.com
858.775.5937

NEWPORT BEACH, CA
John Zagorski
John@jk3yachts.com
310.947.2092

HOUSTON, TX
Tom Binig
Tom@jk3yachts.com
713.725.2397

ALAMEDA, CA
Chris Corlett
Chris@jk3yachts.com
510.914.1073
Island and back — tested our restoration efforts. I still have the photograph of Sister Ship crossing the finish in front of IYC, the two of us sitting on her stern, soaked and stoked.

After spending my childhood on Tomales Bay, I graduated to high school sailing on San Francisco Bay. My father chaperoned regattas, trailed our FJs, and gave words of encouragement to my team.

At the end of my freshman year, my dad purchased an Olson 30, christening her Daddy O. My sailing team was his crew for the Friday night races out of Tiburon YC. We raced Daddy O through high school, lining our walls with plaques, filling our kitchen with TYC mugs, and earning my father his prized fleece for the H.O. Lind Series.

After college, sunny summers on the boat and the docks were replaced by days in an office illuminated by fluorescent lights. My father had sold Daddy O in hopes of getting a cruising boat more suitable for empty-nesters.

My father, Thomas Simms, unfortunately never got his cruising boat. In October of last year, he lost his brief and courageous battle with brain cancer.

Upon his death, I knew it was my time to keep our family name thriving in the sailing world. So I tailored my father’s XL foulies to fit my frame and networked through the St. Francis YC. I earned the spot for the season on the bow of the J/105 Walloping Swede.

In the July Latitude there was a two-page photo of me, in my father’s foulies, on the bow during the Sperry NOOD regatta. I took it as a tribute to him to appear in his Bible.

As I write this story of our sailing journey, I’m surrounded by dad’s trophies — first place in the ‘73 Long Beach to La Paz Race on Barry Berkus’ Ericson 46 Warlock; first place in the Cal 20 Nationals on his Buckaroo — and a few of my own.

The ‘11 racing season closed with the Rolex St. Francis Big Boat Series, my biggest event yet. It was an eye-opening and amazing experience. As long as I’m out on the water, my father’s memory will sail along with me.

Chelsea Simms
San Francisco

-Barbara taught me many lessons-

I was saddened by the passing of Barbara Campbell in September. I met Barbara in ’05 after a re-power to my Ingrid 38 at Nelson’s. I took out my anemic Volvo 25-hp and replaced it with a Yanmar 44-hp I had found on eBay. When I walked into Golden State Diesel and saw Barbara, I wondered where the owner was. Upon learning she was “chief cook and bottle washer” of the place, I thought to myself how useless this experience was going to be. Well, don’t you know that within 10 minutes, I was over my head with information and direction.

I have used Golden State Diesel many times since and never once was I about sales. Barbara always provided a genuine service and had many great suggestions on saving money. I last spoke with her in July about an engine I’m rebuilding on another of my boats. Again, she gave me information I’m sure most dealers wouldn’t.

She taught me a serious lesson about judging a business
Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we’ve ever offered to cruising sailors. That’s because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs — whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® — give us a call today.
by its gender. I hope Golden State continues in the same spirit Barbara left it.

Martin Wade
Joë Elle, Ingrid 38
Alameda

“IT’S A DIESEL!”

I was sad to learn that Barbara Campbell of Oakland’s Golden State Diesel had passed away. I’d like to share my favorite ‘Campbell’.

We were attempting to leave Noyo early one morning aboard our Pathfinder diesel-powered Sceptre 36 Solar Coaster. But all of our engine alarms went off — low oil pressure, high water temperature, low alternator output and so forth. I found a diesel mechanic right there in the boatyard, but he was of no help, so I called Barbara on my cellphone and explained the situation.

“Light it off and hold the phone next to it so I can listen,” she instructed.

“You’ve got to be kidding,” I replied. But she was serious. After listening to the Pathfinder rattle and purr as they are wont to do, she said, “You’re good to go! Furthermore, if I were you, I’d just pull the sensor wires and forgettaboutit. After all, it’s running, it’s got oil, you’ve got water pumping through the exhaust, and for God’s sake, it’s a diesel!”

Needless to say, we made it back to Santa Cruz — and on and on — from there. Nonetheless, I’ll never forget her not-too-soothing “You’re good to go!” Farewell Barbara; we’re going to miss you.

The AC45s featured in last month’s Latitude are fast. But I worked with the Hyannis YC race committee last month when they hosted the Formula 18 (F-18) North American Championships, I can tell you those little cats are also f-a-s-t! Each of the 53 boats in the regatta was equipped with a third-party GPS tracking device — very, very cool technology, allowing graphic boat-by-boat tracking of each leg of each race, speed logs, polars, etc. The winds for the first race were in the mid-20s with gusts to the low 30s. The fastest speed recorded was 22.01 knots.

The top speed, by the way, was posted by Brooks Reed, a former Latitude 38 ‘Junior Sailor of the Year’, who is now studying Ocean Engineering in a PhD program jointly sponsored by MIT and Woods Hole Oceanographic Institution. I can’t wait to see the AC45s and the big cats once they arrive in San Francisco!

Stephen Reed
Solar Coaster, Sceptre 36
Santa Cruz

Stephen — We love diesels and share Barbara’s inherent faith in them, but we don’t want to leave readers with the impression that warning alarms can be ignored with impunity. We’re pretty sure that if you’d told Barbara just the oil pressure alarm had gone off instead of all of the alarms, she would have insisted that you find the source of the problem before carrying on.

Most sailors assume that because diesel engines are heavier

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*Without Harness – Model 8503674  **269**99

*With Harness – Model 8503682  **299**99

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and more powerful and can last much longer than gas engines, they are more rugged. But that’s not really true. Diesels are much more susceptible to severe damage from even brief periods of overheating than are gas engines. It’s also more critical that diesels have maintenance performed according to schedule. So unless you know diesels as Barbara knew diesels, please don’t ignore any warning lights.

⇑⇓

MEXICO REALLY HASN’T CHANGED THAT MUCH

My wife and I have been coming to Mazatlan since ’73, and have been living here as full-time residents for the past six years. We love our life here. In our opinion, the people of Mazatlan are by far the friendliest, most helpful and caring people in Mexico. They go out of their way to help those in need. Mazatecos are hard-working, and most are honest and trustworthy.

We have seen many changes here over the years. Some good, some not so good. The recent narco gang violence in Mexico has impacted all who live here. But it is not the actual violence, but rather the exaggerated negative publicity that has caused the tourist industry to virtually dry up. Without the money coming in from tourism, it is very difficult for the locals to find work.

We live by the rules we made over the years when we ourselves were tourists: 1) Always be cognizant of activities around you. 2) Although the Plaza Machado and Golden Zone are relatively safe both day and night, be vigilant and travel in pairs, especially at night. 3) No walking on the beach at night.

For all of you in the United States and Canada, please don’t be wary of coming to Mexico. This country really hasn’t changed that much. The gangs only target one another — much as back in the States.

We feel as safe here in Mazatlan as we did living in the States, if not safer. The big difference between the two countries is the people. The Mexican people are gracious, kind and caring. ¡Bienvenidos! Welcome to Mazatlan and relax. We don’t live here because we have to, but because we love to.

George & Jackie Krakie
Aimee Sean, Tayana 37
Residents of Marina El Cid
Mazatlan

MAZATLAN IS OUR CRUISING BASE

Once again we are hearing that cruisers are being warned against coming to Mazatlan. We’ve been cruising in Mexico for five years, so we have a pretty good idea of what life is like in this beautiful Mexican city. Marina El Cid is our home base because we believe it is safe not only from bad weather, but also from crime. The people in Mazatlan are friendly and extremely helpful to cruisers.

Peter has spent a lot of time walking the streets in Old Town and the areas where cruisers can obtain boating supplies and equipment from small businesses that are not listed in the local marine guide. It does take some effort to find what you’re looking for, but most things are available, and the people you meet along the way are worth the walk. Peter has never had any issues with personal safety. Mazatlan is also an excellent place to have work done on your boat.

We obtained our FM3 visas, which allow us to stay in Mexico for a year at a time rather than the six months you get with a tourist visa. The Immigration office in Mazatlan is the most efficient one we’ve visited, too. In fact, we were able to get our FM3s ourselves, without having to pay an agent, which is what most people have to do in other cities.

Mazatlan restaurants are terrific, and the cost of living is

LETTERS
LET'S BE CLEAR ABOUT IT...

“Pumping sewage anywhere in our waterways pollutes the environment.”

Disease, contamination, low oxygen levels and unsightly water are just a few of the devastating effects of boat sewage illegally dumped anywhere in our waterways and shoreline.

It’s simple: You have to plan to properly dispose of human sewage from your boat. Boats with holding tanks must pull in and pump out at shore side pump out stations.

If you have a boat without holding tanks, plan your trip to use shore side restroom facilities.

Don’t waste away our waterways! Proper disposal of sewage allows the living things in our waterways to keep on living.

IF IT’S YOUR BOAT, IT’S YOUR RESPONSIBILITY.
California Department of Boating and Waterways

For more information visit our website www.BoatResponsibly.com
much less than back in Canada. The Old Market downtown, and the modern supermarkets such as Mega, Soriana, Sam’s Club, Walmart and Ley’s have everything a cruiser could require and more. We take the bus to the market, then catch a wonderful pulmonia taxi cab back to the marina for about $5 USD. You don’t need a car to get things done and enjoy Mazatlan.

If you want to see the Copper Canyon, Mazatlan is a great jumping-off point. The inter-city bus service from Mazatlan is excellent, and you’d be amazed at the comfortable, reclining seats, the free movies and, in some cases, snack service and his-and-hers restrooms.

Christmas in Mazatlan is not to be missed, as the historic Angela Peralta Theatre stages excellent musical and dance programs, making the season truly special for cruisers and their visiting guests. Mazatlan’s carnival in February is another don’t-miss, the highlight being the big parade, with an audience of thousands. We’ve never seen one problem at that event.

Our nights out often involve dinner with friends at one of the great restaurants where we can listen to live music. On New Year’s Eve we generally do go out to a place where we can dance and party, but most of our entertainment involves exploring the many shops and galleries in Old Town. The weekly Art Walk is great fun, too.

Naturally, we use common sense. We don’t invite trouble by flashing expensive jewelry or lots of cash. Hopefully, our thoughts will encourage others to enjoy some time in our favorite city in Mexico, cruiser-friendly Mazatlan.

Marni & Peter Siddons
2 Pieces of Eight, Beneteau First 42
Vancouver, B.C.

Ray — Congratulations to Capt. Campbell on hitting the century mark and hello to old friends Bob and Bonnie. But a girl pops out of a cake and you don’t even get a photo. And you call yourself a sailor?!

Ray Callette
Bainbridge Island, WA

We wonder if the girl who popped out of Capt. Campbell’s cake looked anything like this.

MORE BOATS DIE OF NEGLECT THAN OVERUSE

Talking about boat partnerships, I’ve been in a great one — thanks to the Classy Classifieds — for seven years now. But based on his short letter in the August 22 edition of ‘Lectronic Latitude, I would have some reservations about going into a partnership with Peter O’Connor. I strongly suggest that he do many sails with his prospective partner(s) so
### Yacht Brokerage - Sales & Service

**SOLD, SOLD, SOLD - WE ARE LOOKING FOR QUALITY LISTING, CALL US TO SELL YOUR BOAT!**

#### Sailboats

<table>
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#### Powerboats

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<td>True North</td>
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<td>Albin TE</td>
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<td>Raider 9m RIB</td>
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<tr>
<td>2006</td>
<td>Back Cove 29</td>
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### Dealers for the Following Brands:

- **Sabre Motor Yachts**
- **Back Cove Yachts**
- **Hanse Yachts**
- **Sabre Sailing Yachts**

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<thead>
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<th>Location</th>
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<tr>
<td>San Diego, CA</td>
<td>Jeff Brown</td>
<td><a href="mailto:Jeff@jk3yachts.com">Jeff@jk3yachts.com</a></td>
</tr>
<tr>
<td>San Diego, CA</td>
<td>Kenyon Martin</td>
<td><a href="mailto:Kenyon@jk3yachts.com">Kenyon@jk3yachts.com</a></td>
</tr>
<tr>
<td>Newport Beach, CA</td>
<td>John Zagorski</td>
<td><a href="mailto:John@jk3yachts.com">John@jk3yachts.com</a></td>
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<tr>
<td>Houston, TX</td>
<td>Tom Binig</td>
<td><a href="mailto:Tom@jk3yachts.com">Tom@jk3yachts.com</a></td>
</tr>
<tr>
<td>Sausalito, CA</td>
<td>Chris Corlett</td>
<td><a href="mailto:Chris@jk3yachts.com">Chris@jk3yachts.com</a></td>
</tr>
</tbody>
</table>

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- **55’ World Cruiser**
- **50’ World Cruiser**
- **45’ World Cruiser**
- **40’ World Cruiser**
- **35’ World Cruiser**
- **30’ World Cruiser**
- **25’ World Cruiser**

**Powerboats**

- **385 On Order**
- **375 On Order**
- **355 On Order**
- **345 On Order**
- **335 On Order**
- **325 On Order**
- **315 On Order**
- **305 On Order**
- **295 On Order**
- **285 On Order**
- **275 On Order**
- **265 On Order**
- **255 On Order**
- **245 On Order**
- **235 On Order**
- **225 On Order**
- **215 On Order**
- **205 On Order**
- **195 On Order**
- **185 On Order**
- **175 On Order**
- **165 On Order**
- **155 On Order**
- **145 On Order**
- **135 On Order**
- **125 On Order**
- **115 On Order**
- **105 On Order**
- **95 On Order**
- **85 On Order**
- **75 On Order**
- **65 On Order**
- **55 On Order**
- **45 On Order**
- **35 On Order**
- **25 On Order**
- **15 On Order**
- **5 On Order**
- **3 On Order**
- **1 On Order**
- **0 On Order**
each person can see how the other sails and treats the boat. Each can learn from the other. Peter wants the boat cleaned up and put away. Most of all, they can build trust. I sail with my partners a lot.

Once Peter trusts his new partner, he needs to quit blaming. It doesn’t matter how the gooseneck broke, it simply broke. The sail simply ripped. Shit happens on a boat. The new partner won’t last long if he/she is being questioned or blamed for everything that breaks. Treat new partners as co-owners, have them build emotional equity in the boat, and they’ll stay around a long time. But if you treat them like renters, they’ll feel free to leave at any time.

Absolutely build a balance in the boat account based on set monthly payments from each partner. Be clear what that covers. The haulout and scheduled expenses should be covered by the monthly payment. But will the non-equity partner have to pull money out of pocket for unusual expenses such as new rigging, engine problems or other items that go beyond what’s in the boat account?

Then come the related issues of boat usage and time spent working on the boat. I feel that a partner who sails a lot should also do a proportional amount of work on the boat. A partner who rarely sails but always pays the bills shouldn’t have to spend too much time working on the boat. In our partnership we have scheduled ‘partner work days’, where we all show up and work on the boat together. We get a lot done and drink some beer — it’s much better than working on the boat alone.

Here’s an interesting question: Which type of partner is more desirable, one who sails a lot and maintains the boat, or one who never sails but pays the bills? Personally, I think more boats die of neglect than overuse, so I would prefer the active partner. Someone like Peter would probably want the opposite.

P.S. Thank you, Latitude, for a great, great magazine.

Paul Miller
Addiction, Newport 30
Emery Cove Marina

ESTABLISHING VISITATION RIGHTS

Another way to divide up partnership time on a boat is to choose the beginning of a week, then alternate each weekend. The next year the other owner starts with one week, then alternates again. That way each owner gets the boat for the Fourth of July every other year. I do like the idea of the checking account/slush fund. Very ingenious.

Tom Anderson
Nonpareil, C&C 32
Marblehead, MA

SPELL OUT EVERYTHING TO THE LETTER

I had a quarter share of a partnership in a boat for three years. Our group researched and purchased the boat together, and we had a detailed contract that we pulled off the web. We split costs fairly, and drafted a use calendar 12 months in advance, making sure the weekends and long weekends were evenly split. Once a month, all four owners met at the marina, took everything out of the boat, wiped her down, and conducted inspection and maintenance. Then once a year, we’d haul the boat in a do-it-yourself yard to pressure wash the hull and paint the bottom.

The joy was that all partners became very good friends, and even tended to sail together most of the time. You always needed an extra hand. There was a dedicated amount of dues money that went into an account, so that repairs could be
28' CATALINA Mk II, '98 $39,900

Drifter is an excellent example of a Westsail 32 that has stood the test of time. She is well equipped and ready for a new adventure.

47' TAYANA CENTER COCKPIT, '91 $249,500

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The owner had planned on cruising her in the shallow Caribbean – well suited as she draws 4’6” of water with the centerboard up.

40' CAL, '66 $50,000

The owner had planned on cruising her in the shallow Caribbean – well suited as she draws 4’6” of water with the centerboard up.

35' C&C Mk III, '83 $49,500

She enjoys a great reputation as a family boat for weekends away and racing if desired. Fresh hull paint and Raymarine instruments.
LETTERS

paid for if something broke on your weekend. Non-emergency repairs over $100 had to be approved by the ownership and were split evenly. If anybody damaged something because of carelessness, they had to pay for it.

We had a simple checklist for returning the boat after use. She was always returned to her mooring with full tanks of fuel and water. The galley and head had to be cleaned. Failure to meet the simple standards resulted in fines for twice the cost of the fuel if the tank hadn’t been refilled, and a ‘wine penalty’ for failure to clean. The wine penalty was a bottle for each of the other owners, the type and brand having been specified in the contract. Marina fees were paid in advance in full at the beginning of every quarter.

Sale of a share had to be approved by all the other owners. If an honest effort to sell the share was made by an owner and the remaining owners did not approve of the sale, the remaining owners would agree to buy the share, therefore not leaving someone in an untenable position.

Finally, there was a ‘spirit’ clause, which outlined the intent of the group, and stressed the importance of personal communications, adult attitudes, and the safe conduct and security of each other’s investment. The spirit was in the enjoyment of sailing plus the camaraderie of boat ownership. It was the spirit that framed the conduct of the group, and it really worked out well.

I was an American in a foreign country when we purchased the boat. The memories of those three years are some of the fondest of my life. After many adventures, we are all still the closest of friends, even though we have all drifted around the world. The boat partnership was the only way any of us could have afforded to own a boat.

If you can find a group of like-minded people, a partnership should be enjoyable for all.

Kelley Fulton
ex-One Life, Triton 24
Formerly Sydney, Australia
Currently Folsom

I once read in Latitude that in order to work, a boat partnership should be between old friends, and that each partner must be somewhat affluent. I tried to put a partnership together on my Beneteau 40, but I couldn’t find anyone willing to put up the required amount of cash. I finally sold her in December, after three years on the market. Cheers.

Larry Watkins
ex-Moondance, Beneteau OC 400
Long Beach

Larry — The letters we’ve gotten on the subject would seem to dispel the notion that members of a successful partnership must be old friends. But we take it as a given that you want to avoid partnerships in which members would have a hard time paying their share of the bills.

Larry — I was fortunate to go out on the Bay on Saturday, October 8, for Fleet Week and to watch the Blue Angels perform their magic. We found our spot at the end of the security zone next to the Jeremiah O’Brien, one of only two remaining fully functional Liberty ships out of the 2,710 built during World War II. We were drifting with the engine on near many other boats and correcting our position once in a while as needed.

Everything was great except for a few idiots who were actually trying to sail through all those stationary boats, creating...
Henry and Stewart’s excellent regatta

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LETTERS

Marc — It’s impossible to guess at their motivation but there could be any number of explanations, valid and otherwise. For example, if they lost the use of their engine, they may have been forced to sail. Of course they also could have simply been trying to show off a little. But it’s also possible that their comfort zone is much smaller than yours. Sailors with lots of racing experience think nothing of passing within 10 feet of other boats while at speed, and continuously monitoring the courses and possible abrupt course changes of a dozen or more other boats in close proximity. Non-racers think this is complete insanity, of course, and prefer much larger comfort zones. Then again, maybe those folks just wanted to go sailing.

Marc Johnstone
Ragnar, Catalina 36
Alameda

FISHING IN THE FLEET

On the Saturday of Fleet Week, I took my Potter 14 out with a friend to indulge in the event. What a perfect day! Even with the forecast calling for 5-10 knots, we reefed, so were not surprised by the nice 10- to 20-knot breeze we saw. After we motorsailed through a washing machine flood off Angel Island, we entered the spin cycle of boat wakes approaching Alcatraz. It was my friend’s first Blue Angel show and Pottering experience — he wasn’t disappointed.

He noticed we were the smallest boat out there . . . until I looked at my photos later saw this guy and his ‘old lady’ trolling in the lee of Alcatraz in his aluminum boat in the midst of everything. Oblivious! Then when the huge fleet of spectators scattered after the finale, a container ship just had to get in on the action. We had a great time weaving through the crowd under main only (with motor running in neutral just in case). The sail back to Richmond was blissful.

Goose Gossman
Gale, West Wight Potter 14
Benicia

FOUND: ONE RUDDER

My wife and I were drifting with the throngs of Fleet Week partiers on the windward side of Alcatraz last month, and happened to notice a rudder making two knots toward the Gate. We maneuvered into position for our first man overboard drill aboard Firefly, our newly purchased 46-ft Fountain Pajot Bahia. With deft precision, my lovely wife pulled the pickle from the brine and secured it aboard. The rudder was most definitely broken free to starboard due to overstress. Whoever lost it was most likely heading north on a reach aboard a 42-or-so-ft boat. If this sounds at all familiar, please drop chaos and making everyone nervous. There was one guy on a big old Columbia sailing with only the main up who totally lost control of the boat and missed us by just a couple of feet. What is it that makes these jerks feel compelled to create potential crashes?

Marc Johnstone
Ragnar, Catalina 36
Alameda

Goose Gossman
Gale, West Wight Potter 14
Benicia

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Stem To Stern
LETTERS

me an email at cschmieding@gmail.com.
We would love to reunite the wayward rudder and its cap-
tain.

Chris Hatch
Firefly, Fountaine Pajot 46
Folsom

ATTACK OF THE BOATS
On Sunday, October 9, the Blue Angels had tried to do a
show but it was cancelled early because, well, you can see

why. All the spectator boats scattered for their home ports.
We were heading south on the east side of Angel Island, and
directly into them. Everyone survived but it was like a scene
from a bad movie!

Spencer Nassar
Ultimate Cypher, Hunter 410
San Francisco

THE TRUE EFFECTS OF JOVA
I know that Puerto Vallarta is the center of the universe for
mainland Mexico in the minds of Latitude, but I have no idea
where you got your information for 'Lectronic about the effects
of Hurricane Jova on other areas of the mainland. Rest
assured Barra de Navidad and Melaque were not spared by
Jova.

I live in Santiago just to the north of Manzanillo, and we had
tremendous flooding — as did Melaque and Barra. In fact, there were
a number of oceanfront restaurants that were destroyed in
Barra. And down here in Mazanillo, there were more than 11
inches of rain in 24 hours.

So while Puerto Vallarta was spared, it was never threat-
ened either.

For the record, I sailed down here from Long Beach aboard
my Valiant 40 SolMate in '03. I sold her in '07 and, two own-
ers later, I believe she’s on the East Coast. As for myself, I
live in Santiago, and I can’t imagine living anywhere else. I
did my annual three-week visit to the States in August, and
while there all I could think of was how much excess there is. I couldn’t wait to return to my simple life in Mexico.

If you get this far south this season with Profligate, give
me a shout, as I monitor 22. I normally have a couple of par-
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ties a season at my house, where I invite everyone from the anchoring.

Stan Burnett
ex-SolMate, Valiant 40
Santiago, Mexico

Stan — We’re sorry if our ‘Lectronic report disappointed you or came across as insensitive, but the truth is that Puerto Vallarta and the Banderas Bay area are the center of the mainland Mexico sailing universe, particularly in the late summer when there are no cruisers on the Gold Coast. And according to the National Hurricane Center, at different times both P.V. and Banderas Bay were seriously threatened by tropical storm- and even hurricane-force winds.

Perhaps we’ve covered so many hurricanes and storms over the years that we’ve become a little callous, but the extensive flooding at Barra and Manzanillo was both what was forecast and what we expected. Yes, photos show several of the waterfront restaurants — not the sturdiest structures to begin with — undermined. Trust us, if there had been a serious storm surge and the hurricane surf had been directed at Barra, not one of those beachfront restaurants would have survived. And had there been really strong hurricane-force winds, the full palms you see in the post-hurricane photos would have been denuded.

Eleven inches of rain in 24 hours is admittedly a lot, and there was tremendous flooding. Two years ago Puerto Vallarta got 24 inches of rain in 24 hours, which brought down entire hillsides, knocked out the main highway bridge, and created tremendous flooding. But in just weeks, the resourceful and hard-working Mexicans had cleared most of the debris, re-worked the traffic on the remaining highway bridge, and with the sun out, visitors could hardly tell anything had ever happened.

It was our point — and is our firm belief — that when the mainland cruising season really gets going in mid-December, cruisers are going to be hard-pressed to find that much difference in Barra from last year. As for the marina in Barra, we’ve yet to be able to reach the harbormaster as we write this, but we’ll bet you a nickel there was little damage and they were ready to welcome guests soon after, and will be completely ready for the season. As a result, we certainly haven’t changed our plans about visiting the Gold Coast in January. In fact, the best thing cruisers can do to help the Barra area recover is visit and patronize the businesses of the wonderful folks there.

TAYANA 55 OWNER SEEKING HELP

We own a Tayana 55 sailboat with a centerboard. After refitting her, we decided to head north to Alaska. During that trip, we found that, in swells or heavy chop, water would come up the tube that houses the centerboard cable, not only leaving water in the bilge, but spraying it on the engine. We were able to stop it with towels and plastic bags. After a more careful inspections, it appears that there used to be a protective housing around the winch and motor. We’re trying to locate someone who owns a sistership who might be willing to send us photos of their housing around the winch and motor so we can fabricate a new one. Any help would be appreciated.

We will be wintering in Bellingham, WA. People can email me at mcronin@sailawayadventures.com.

Michael Cronin
The Jessica E, Tayana 55
San Francisco / Wintering in Bellingham, WA

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LETTERS

† † THEY WOULDN'T SELL IT, BUT THEY MADE A COPY
I'm not sure if you've seen the accompanying art work, or would even like it, but it's one of my favorites. I saw the original hanging in the Hopkins-Carter Marine store in Miami, Florida, and told my girlfriend about it just before we started on our circumnavigation in '88. When we returned four years later, she remembered it for my 50th birthday, and tried to buy it. But they wouldn't sell it! However, they did allow her to have a copy made, and it now hangs in our home in the Sierra Foothills, a long way from the sea.

I believe the artist's name is Farrell McClure. I hope your readers appreciate it as much as I do.

For the record, Barbara and I started our trip from Miami in '85 on the Amel 36 Kirk Saravah, and sailed to Mexico, Belize and Guatemala. We then sailed back to Texas and had the boat trucked to Sausalito, as Barbara's dad needed help with his business. We left again in '88, sailing first to Hawaii and then doing the Milk Run around the world via Australia and South Africa (where I was born and have family) and arrived back in San Francisco in '92.

David Morgan & Barbara Dresslar Saravah, Amel Kirk 36 Sonora

David and Barbara — We've seen the cartoon before and loved it for the humor and the over-the-top cartoonish art. According to Wikipedia, the artist was Darrell McClure, who was born in Ukiah in 1903. He later moved to San Francisco with his family, where he went to art school at night and got his first professional gigs at age 14. He studied at the California School of Fine Arts, but also worked in logging camps and as a sailor on commercial vessels, eventually landing in New York City.

He took a job at King Features Syndicate in New York in '23, and became a contributor to Yachting in '24. From '30 to '66, he worked on the nationally syndicated comic strip Little Annie Rooney. McClure served in the Coast Guard during World War II. In the '50s, the widower remarried, and with his new family sailed their yacht from Fort Lauderdale to Connecticut. The family later relocated to San Francisco, where he spent time sailing and painting, before retiring to Talmadge.

McClure's paintings and drawings are in galleries, private collections and museums, including the Maritime Museum in the San Francisco Maritime National Historical Park. McClure never lost his love of the sea, living at times on his 45-foot yacht Small Wonder while illustrating for Yachting.

We never had the pleasure of meeting McClure, but we're sure there are some old hands around who did.

† † EXPATS GETTING A "FREE RIDE" IN PANAMA
The September 26 'Lectronic story about extremely low medical costs for expats in Panama reminded me of the complaints we heard from native-born Panamanians when...
IT’S TIME FOR ALL OF US TO TURN OVER A NEW ONE.

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we visited there for two weeks in April. The locals we heard from complained that their government is subsidizing foreign investment on the backs of the ordinary people, who must provide goods and services at a discount to the expats. The subject first arose when we asked about gated communities we saw in the mountains.

A cab driver in Boquete and a water taxi operator in Bocas del Toro told us the same thing: Panama is trying to become the next Costa Rica, so it has offered these incentives to lure primarily U.S. and Canadian citizens. While I cannot speak to the accuracy of their beliefs on the subject, the handful of people who raised the subject with us were consistent in their concern that the out-of-towners are getting a free ride.

Brian Johnson
Sazon, CT 38 Fast Berkeley

Brian — Just so everybody can know what we’re talking about, we’ve reprinted that ‘Lectronic in this month’s Changes.

But a “free ride?” Correct us if we’re wrong, but we think the Panamanian government is telling Americans and Canadians, “Come get your hip replaced here because we can do it as well as in the States or Canada, and at a fraction of the cost.” To the best of our knowledge, they aren’t making Panamanian doctors perform surgeries at below cost or at lower prices than they would charge the locals. Nor do we think they are making cab drivers or water taxi drivers charge tourists less. In fact, just the opposite is almost always true.

Medical tourism tends to bring huge bucks as well as better medical skills and equipment to areas that otherwise wouldn’t get them. We think that’s a good thing. The devil can be in the details, of course. If medical tourism interfered with normal medical care in Panama — such as it is — we’d be against it. But we don’t think that’s going to be the case.

When it comes to attracting new residents, which country do you think is smarter: Panama, which is going out of its way to attract legal, educated and affluent new residents, or the United States, which has thrown its doors open to an unlimited number of uneducated poor who are in desperate need of money, food, jobs, housing and education?

As for Panama trying to become more like Costa Rica, what would be wrong with that? As you’ll read in this month’s Changes from Zeppelin, Costa Rica has a lot of things going for it.

WADING THROUGH THE PHOTO ARCHIVES

I was wondering if you have an archive of photos from the Master Mariners Races in the early ’80s. I’m looking for a photo — any photo — of the 62-ft staysail schooner Sleeping Dragon. She wasn’t an official entry, but I remember seeing a two-page spread of her in Latitude showing her in all her glory.

I grew up aboard Sleeping Dragon many years ago. Her owner, Capt. Bud Setnik, my father, has long since passed away, and so, it is my understanding, has the schooner. It seems that I’m the only one left with fond memories of Sleeping Dragon literally sailing circles around the Rendezvous, mooning Senator Gary Hart, who was lunching at the Spinnaker Restaurant, and having other such fun.

I realize that it may be a pain to try to find a photograph,
One of the deepest marinas on San Francisco Bay: 12-ft depth minimum!

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but I would be eternally grateful for any photos you might have of the old girl. In fact, I would be more than happy to sort through any old prints that you might have.

P.S. Thanks for all the years of great reading.

Micah Sean Setnik
Norpac Yacht and Ship Brokerage
Pt. Richmond

Micah — While we don't have a bunch of prints lying around, we do have an archive with more than half a million negatives. We covered every Master Mariner's Regatta that we can remember — back in the day some of them were wild! — so there's a good chance we have a negative of Sleeping Dragon. The negatives are all in binders, and in somewhat reasonable order. Call in advance to arrange a time, and you can look through them.

↑⇑TRYING NOT TO BE EMBARRASSED FOR FRIENDS

Goodbye. Just a note to point out that when the Ha-Ha (or any other) boats arrive in Mexico, they will be "entering," not "clearing in," as you often write. When they depart Mexico, they will be "clearing."

I know it's a small point, and I also know that languages change. Some of my American friends insist on calling the saloon the salon. Because they are good people, I try desperately not to be embarrassed for them. What's next, larboard and starboard?

Hello.

Peter M. Heiberg
Scaramouche, Palmer Johnson 49
Victoria, B.C.

Peter — You couldn't be more correct, and you couldn't have made your point in a more humorous fashion. We’re still rolling around on the floor laughing at the "Goodbye" start to your letter.

But we have an excuse. When attending the great university over in Berkeley so many years ago, we briefly and inexplicably became enthralled with Ordinary Language philosophy, the idea of which is that many traditional metaphysical and epistemological problems are only illusions brought on by misunderstandings about language.

Ludwig Wittgenstein, a giant in the theory of language, described his work as bringing “words back from their metaphysical to their everyday use.” His idea — unlike that of the Analytic philosophers who preceded him — was that there is nothing wrong with ordinary language as it stands, and if we pay close attention to language in its normal use, many philosophical problems “dissolve” and therefore need not be solved at all. It was Wittgenstein who gave us the famous dictum “the meaning is the use,” which is why he’s such a revered household name.

Given the fact that it’s long been normal for sailors to use the word ‘clearing’ when entering a country, and we all understand what they mean by it, we’re not going to be any more embarrassed by our non-Analytic usage than any other person who
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LETTERS

††THE POLITICS OF SAILING

The sociopolitical references that so frequently find their way into Latitude's responses to letters from readers reminds me of how Bay Area-universal are both the aging '60s Berkeley dogmas and the assumption of their universality. Mercifully, sailing is typically pleasantly apolitical — even if somewhat elitist after all.

Don van Siclen
San Francisco

Don — If you briefly summarized our sociopolitical references or dogmas from the '60s, as you perceive them, perhaps we and our readers could better understand the point you’re trying to make.

“Pleasantly apolitical — even if somewhat elitist”? What next, a pregnant woman who is still somewhat a virgin?

††GOING FOR THE GOLD

For a long time I had intermittent trouble with my Raytheon autopilot. There were gold tabs on the unit itself, but the cables had ordinary tinned lugs. Rewiring the cables with gold-plated lugs solved my autopilot problems.

If anyone is interested, Orchard Supply Hardware stocks a line of gold-plated crimp lugs made by CalTerm of El Cajon. The 0.110-inch female spade lugs are stock #65623. The 0.187-inch female spade lugs are stock #65624.

Bob Wilson
Bobcat, Crowther 38
Pittsburg

Robert — Thanks for the heads-up. About 18 months ago, we reported that the Autohelm 6000 autopilot on Profligate goes berserk for the first hour or so of operation. Then, it inexplicably settles down to work perfectly — until the next time we turn it on. We’re working on a couple of potential fixes this month. If they don’t pan out, we’re taking your information down to Orchard Supply and buying some gold-plated lugs.

††WHAT’S THE OPPOSITE OF RADAR LOVE?

In ’08, I purchased a new Raymarine C70 radar unit. The cable from the radar dome to the display has not been removed since it was first installed, and the unit has been kept in the cockpit under a canvas cover.

I recently had to remove the cable connection from the display to refeed the radar cable to the dome, which I now have mounted on a radar arch. When I went to reconnect the display cable, I noticed that the 1/16-inch thick, raised gray-plastic connection guide at the back of the display unit was broken/missing, and would not align the 13-pin connection properly. To make matters worse, the pin connection hole is set deep within a plastic housing, making it impossible to view the proper alignment. The only option for me was to blindly try to align the 13 pins onto the 13-pin receptor by feeling for the proper alignment. After several dozen frustrating attempts to align the pin-to-cable connection, two pins broke off.

I took my display unit to my local marine repair shop. I was told they were familiar with the problem, but that it’s impossible to repair since the display pin connector is directly wired onto a motherboard, and would thus be very expensive. I called another marine electronic repair outfit and the service guy just laughed when he heard what happened. “There is no repair when pins are broken,” he said, “but you might send
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LETTERS

the unit directly to Raymarine in Merrimack, New Hampshire, where their repair services are located.” He also warned me that I would be better off just buying another display unit.

I phoned Raymarine, and to my surprise, Linda in tech support said she was familiar with the problem. She didn’t have any suggestions about how to replace the broken gray alignment guide, so alignment would still remain a problem. And replacing the two missing pins was going to cost over $320.

I sent my display unit to Raymarine so they could look at it themselves. It’s been almost a month, and I’ve gotten no response. So I currently don’t have radar, and can see no solutions other than to pay for the cost of the repair or purchase another unit. I’m not very happy about it. I think they need to design this part of their radars better, and I think they need better customer service.

If anyone else has had a similar problem, or an alternative solution, please contact me at jimannmarie@yahoo.com.

Jim Barden
Martes, Iroquois 32 Cat
Marina del Rey

Jim — Have you tried gold-plated lugs? Just kidding.

>>REMEMBERING THE USS LIBERTY

I want to personally thank Latitude for publishing the letter from my wife, Jean Garst, in the September issue, as well as your own comments about the USS Liberty incident and about my voyage to pay tribute to those who died in the attack on their vessel.

I am back home in Texas now, with my Freya 39 Liberty tucked away on the hard in Turkey. I expect to return next May if nothing pressing intervenes. At that time I will decide whether to go to the site of the attack on the Liberty once more, before sailing home.

Like the publisher of Latitude, I vividly remember being at the Berkeley campus in ’64. I was not an active participant in the demonstrations then, but I always admired what those young people were trying to do and, to a large degree, succeeded in doing.

By the way, I am very happy with my Freya 39, a sistership to what the publisher once owned. As far as the boat went, we had no serious problems of any kind.

Larry Toenjes
Liberty, Freja 39
Galveston, TX

Larry — You’ll no doubt be interested in the following responses we received to the account of your adventure.

>>SETTING THE RECORD STRAIGHT

While I like what Larry Toenjes is trying to do with regard to the USS Liberty incident in 1967 by sailing his Freya 39 Liberty across the Atlantic and across the Med, I can set a few facts straight for him.

I was a Damage Control Petty Officer aboard the carrier USS Saratoga CVA-60 at the time. We had just left a bay near Spain for the Eastern Med after relieving the carrier USS
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Roosevelt CVA-42 for our six-month Med Cruise. Those of us in R Division slept in the fantail area over the prop shafts, and one night we heard the four 20-ft diameter props wind up faster than we’d ever heard them run. It was followed by the captain on the 1MC announcing, as best as I can recall, “The USS Liberty has been attacked in the Eastern Med [we were in the Western Med]. Our jets can’t get there and return. I have launched a squadron of propeller planes to counter-attack for this reason. We are proceeding at flank speed in convoy to the area with all liberty ports cancelled until further notice.”

When dawn broke, I went up to the hanger deck and looked out to see what looked like a shot out of the television show Victory at Sea. All around us were navy ships hauling butt in the same direction as we were. Shortly thereafter Israel apologized for the incident — there are news articles to confirm this.

At the time of the incident, the Roosevelt was on her way back to Mayport, FL, which was our homeport also. So, 1) The two carriers I mention were not “nearby”; and 2) the Saratoga did not launch a rescue flight, but initially an attack flight. When viewed in this light, I hardly think the men on the USS Liberty were abandoned by the U.S.

In my opinion, in the ‘old days’ society didn’t make such a big deal out of such incidents, at least compared to today, though ‘government bashing’ is always fashionable to some. And while I’ll admit our system is not perfect, you can try to fix it or leave for greener pastures. Personally, I think we all should concentrate our efforts on reducing the nation’s unemployment problem, for all the obvious reasons.

Mike Sands
Planet Earth

GONE BUT NOT FORGOTTEN

My summer was ruined after I spent it reading Body of Secrets by James Bamford. In the chapter called ‘Blood’, the whole USS Liberty story is finally told in detail, thanks to documents released as a result of the Freedom of Information Act.

The National Security Agency was spying during the Six-Day War in ’67 to see if the Soviets were helping the Egyptians. Indeed, I saw the USS Liberty in Rota, Spain, prior to the attack on her, and noticed all the antennas and dishes on the superstructure.

What was missing in the article was why the USS Liberty was attacked. The NSA intercepted and relayed Hebrew to translators on U-2 spy planes overhead to the headquarters in Langley, Virginia. The orders to kill all prisoners of war at the El Arish prison camp in the desert, and to bury them and leave no traces, was no longer a secret and the Liberty paid dearly when Israel learned of this. An ally meant to help us monitor transmissions out of the Soviet Union now became our attacker. While deadly accurate in their attack, the Israelis were unable to sink the ship as they intended, which would have removed all evidence of the transmissions.

It was an election year, so President Johnson didn’t want to rile the powerful Israel lobby. He had the crew sequestered, and threatened to court martial any of the crewmembers who...
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dared to speak the truth about the incident. Medals of Honor were later awarded to the captain and crew, but it was kept out of the press and public notice. According to Bamford, that was a first.

As a Navy vet who saw this ship weeks before the incident, and wondered “what the hell kind of ship this was,” I now know the answer 44 years later, thanks to the release of formerly classified information.

I want to thank Larry Toenjes for his compassion, and for his bravery in standing up to the powerful Israeli government. Hopefully the truth will set us free, and Toenjes will not share the fate of the Liberty crew, who are now gone, but not forgotten.

Steve Rudzinski
Santa Cruz

ameRICANS CAN BE SO UGLY

When it comes to disputes between American service providers in foreign countries such as Mexico, I think I know the reason that they come about. I say this based on having lived and traveled abroad for most of my life, and cruised aboard my self-completed 20-ton Westsail 41 ketch Sirius for nearly 20 years and 80,000 miles. I found that the basic problem was the fact that too many Americans — particularly those from the United States — found it difficult to be anything but ‘Ugly Americans’ when in foreign lands. And when they go into business, they become abrasive, self-assured and fallaciously superior even — or particularly — when dealing or competing with each other. It tends to spoil what otherwise might have been nice places, or a nice day in the life of a traveler. By the way, I say this having not cruised in Mexico since the late ‘80s.

Earl Gale
ex-Sirius, Westsail 41
Now living ashore in Malaysia

Wow. just . . . wow.

I just finished reading the Wanderer’s Baja Bash story in the September issue and would like to comment. I’ve been traveling Baja for about as long as the Wanderer, meaning since the ‘70s. A lot of things have changed on the peninsula since then. I’ve spent the majority of my time in La Paz and points farther north, as I prefer the isolation of the islands north of that city. When I finally visited Cabo again after 30 years, I was blown away!

The accompanying photo is one that I took in December of ’77 as we were flying out of the area after a fishing trip. The streets were dirt and the Hacienda Hotel — now gone — was the only big hotel. When I returned this year for more fishing, I actually got a chance to walk around Cabo a bit. “Wow!” is all that I can say. After the insanity of the cruise ships, Jet Skis and basic tourism at Cabo, I’ll be keeping my butt in La Paz and points north.

F.S. Please keep up the great work — my sanity depends on it.

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Curt — Thanks for the kind words. But how is this for irony? While Los Cabos has changed more than any place we’ve been in the last 30 years, the rest of Baja — with one or two exceptions — has probably changed as little as any place we’ve been. No matter if you’re on the Pacific Coast or heading north of La Paz, so much of Baja is just as it’s been for thousands of years. We West Coast sailors are lucky to have something that special so close.

⇑⇓

ALMOST THE MOST FUN YOU CAN HAVE

We sat in the marina in Port Angeles, Washington, from mid-August until the second week of September watching boats heading south. Some of them were flying burgees for this year’s Ha-Ha, and others we knew from the list of Ha-Ha entries.

We departed Washington on September 11, and five days later arrived at Catalina — where we saw Profligate anchored at her familiar spot on Harbor Reef. We only had a couple of hours at Catalina before having to leave for San Diego.

On September 18, we headed down the coast of Baja. The sailing conditions were ideal, with 10 to 20 knots of wind from aft, and 2- to 4-ft seas. However, we were on the 112-ft motoryacht that we run the five months a year that we’re not cruising.

By the time we got as far south as Banderas Bay, Hurricane Hilary was building to a Category 4 blow. So we stopped at the Nayarit Riviera Marina in La Cruz.

The folks here at the Marina Riviera Nayarit couldn’t have been nicer — and the off-season rates were low. Having taken care of all the maintenance projects, we were approached by the lovely Katarina, who does public relations for the marina. She told us that the marina manager wanted to express his appreciation for our business with an ice cold bottle of Champagne. Does it get any better than that?

September is actually a great time to be here in La Cruz, as things are slow, so there’s no waiting for street tacos or a table at Philo’s.

P.S. It’s amazing how much fun you can have after you retire the first time.

Rob & Linda Jones
Cat ‘n About, Gemini 3000
Ha-Ha Class of ‘04
Whidbey Island, WA

Readers — In mid-October we got the following update from Rob and Linda:
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“After leaving La Cruz, we had to wait in Huatulco for a T-pecker to die down. Then it was five days to Panama and our Canal transit. We did a night transit and pulled into the Shelter Bay Marina this morning. Given a good forecast, we should be in Florida soon, after which we'll fly to Cat 'n About in La Paz. We hope everyone has a great Ha-Ha, as it's still the most fun thing you can do while not using intimate body parts.”

**HAVE WHARRAM, WILL TRAVEL**

My dilemma is that I want to purchase a Wharram 30 catamaran, but she's located on the coast of Mexico's state of Oaxaca. Given her location, and the fact that I live in Dallas, my options are to either have her shipped to Dallas or sail her back. Given the level of violence in Mexico, what would you consider to be the best option? If it's sailing, what time of year would be best to transit the Canal and come up the Gulf of Mexico? If shipping, can you recommend any companies?

Bob Thornberry
Dallas, TX

Bob — Hiring a company to truck the cat would almost surely cost far more than the boat is worth, as would bringing her through the Canal and up the Gulf of Mexico. It seems to us the only halfway economical option would be to find a truck and trailer and drive the cat back to Texas yourself. That's assuming, of course, she's one of the Wharram 30s where the hulls can be detached for trailering. As long as you don't fill the hulls with drugs, we don't think you need to worry about violence in Mexico.

**THOUGHTS ON THE BAJA BASH**

With a lot of folks just heading to Mexico — and a few about to head back home — now might be a good time to share my thoughts on a Baja Bash. There is a lot of advice out there, and there are several different approaches to a Bash depending on your time limitations, experience and cruising style. But I agree with Harry Hazzard of the San Diego-based Beneteau Idylle 51 Distant Drum, who has done a lot of them, and who wrote in the August issue that you'll only have a bad Bash if you make it one.

After five months of leisurely singlehanding in the Sea of Cortez, I knew I was going to be in a different world once I rounded Cabo Falso and started my Bash. My only prior longer-range upwind sail had been a shakedown cruise from Redondo Beach to the Bay Area last summer. My plan for the Baja coast was to put safety and relative comfort first by sailing within my level of experience and endurance. That meant pulling into anchorages along the way, resting when I needed to, and carefully picking my weather windows. I had the luxury of time, only needing to get north before the start of the hurricane season. I quickly learned that bashing into big waves and seas slowed my boat considerably, and resulted in longer passages and greater fuel consumption. During my Bash I was fortunate to travel with two different groups of cruisers who were also doing the Bash. One was the
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group that Hazzard encountered in Turtle Bay. Their collective experience was remarkable, yet they were all modest about their sailing accomplishments. Despite the many adverse conditions they must have encountered circumnavigating and singlehanding to Hawaii, they all took Baja seriously. It gave me great confidence to share weather info with them, plan strategy, and keep in touch on the radio after we left.

While in the Sea of Cortez, I expected to meet cruisers and gather for sundowners and potlucks. And, of course, that happened a lot. But I hadn’t expected to meet and bond with so many people on the Bash, all of whom were focused on the same goal, and all of whom were willing to help in any way they could. Cruising sailors are truly a remarkable community.

The result of my ‘slow with lots of stops’ approach to the Bash was the opportunity to visit a number of interesting and remote towns that I had blown past on the way south last fall. For example, the crew of six other boats and I waited in San Juanico, behind Punta Pequena (Scorpion Bay), for four days waiting for a weather window. It’s not only a good anchorage in northwesterly winds, but it’s also a world-class surf spot. There was no Pemex station or bank, but we all enjoyed 10-peso tacos and beers at a restaurant/bar where we all met in the afternoon for drinks and to connect to the internet. Those days were among the highlights of my entire cruise!

Most of the legs of my Bash were uneventful, but there were some exciting moments. There was a big swell running, which resulted in surf as high as 15 feet crashing into the air off the many reefs surrounding Abreojos — a truly elemental kind of place. My plans to beach my dinghy and go ashore were quickly altered when I got close enough to realize that the waves breaking on shore were six feet!

My toughest leg was when I left Cedros Island and headed across Bahia de Vizcaino to Baja. I had a beautiful sail most of the way across, but the wind rapidly picked up to gale force as I approached the mainland about 10 miles south of San Carlos. The current was two to three knots on the nose, and my VMG was minimal. When my bilge pump light came on — and stayed on — things got exciting in a hurry. With darkness coming on and the seas building, I was a little frantic, tearing out gear to check all the thru hulls and other potential sources of leaks. None were found, and I eventually realized the switch was stuck in the ‘on’ position.

It was comforting to be traveling in company with circumnavigators Bob and Glenda Taylor of the 45-ft cold-molded sloop Nero, who were a few miles ahead when I thought my boat was taking on water. Bob acknowledged that we were in the slop, but he calmly talked me through some things, and reported that the winds were down to about 30 knots where they were. Ultimately, we are all responsible for our own boats and our own safety, of course, but since there is no rapid Coast Guard response down there, it was nice to have some fellow cruisers that I could count on. After a long, bumpy night, I made San Carlos the next morning and dropped the hook.

Looking back, I would say I did the Bash exactly the way I’d planned to. Unlike Doña de Mallorca, who has delivered Profligate north about a dozen times, I’m not embarrassed that it took me 27 days to get from Cabo to San Diego. There were a lot of very windy days last June when I did my Bash.

I traveled part of the way up the coast of Baja with the Mather family of the Redondo Beach-based DownEast 45 Blue Sky, who had just completed their circumnavigation. Despite their obvious experience, they reported taking 25 days to do the Bash. Maybe if you have done the Bash a few times, have
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already checked out the towns and anchorages, have plenty of crew, or just have to get back to work or reality fast, it makes sense to plow ahead no matter the weather. I knew of several boats with crew that had to get back to work that set out in weather they would rather not have. For me, the Bash was exhilarating and challenging enough, even waiting for moderate weather. I saw some fascinating places and made many friends, both Mexicans and fellow cruisers. It only made me hungry for more.

Finally, did you hear anything about a 50-ft ketch that went on the rocks just north of Cabo San Lazaro around June 1? I was north of there by then, but heard the report from a boat on the scene on the morning SSB net. Don Anderson was going to put in a call to the Coast Guard, which would probably have coordinated with the Mexican Navy. The next day we learned that the crew had safely made it to shore. Do you know the story of how they came to be on the rocks and how they were rescued?

Kelly Mantis
Simpatico, Cabo Rico 38
Redondo Beach

Kelly — In Doña de Mallorca’s defense, she Bashes really hard because time is always of the essence with Profligate, and because she always has crew. Given the choice, she’d much rather take a month to do the Bash, too.

We don’t know that anybody has any factual evidence to back it up, but lots of people seemed to think that this year was one of the nastiest Bashing seasons in years.

If it were up to us, we wouldn’t Bash until June or July, because we believe that you have a greater chance of more and bigger windows at that time, and the Baja weather isn’t so cold. But most people want to be back in California by then. As for the 50-ft ketch, sorry, but we didn’t hear about it.

―"THANKS FOR THE FREE MOORAGE, SAN FRAN!"

We’re cruisers from Canada transiting through California on our way to Mexico and parts beyond. When we were preparing to leave Canada, the common refrain from British Columbia and Washington cruisers was that they wanted to leave as late as possible in the summer to minimize their time in California because of how expensive it is.

There is some truth to those thoughts. Free anchorages exist but they are less plentiful and farther apart than they are in the Northwest. Plus, many boaters in B.C. have spent a lot of time in remote, wild, beautiful anchorages, so what some of us — ourselves included — want a taste of is California city life.

The question becomes where in California you can spend a substantial amount of time anchored out with access to a fun city.

We found San Francisco to be delightfully easy to visit dirtbagger style. We spent five weeks anchored out for free with easily obtainable permits — we anchored for two separate week-long visits at Aquatic

COURTESY ESTRELLITA 5.10b

Free anchorages are plentiful in the Pacific Northwest so cruisers from B.C. skip many wonderful places on the California coast, believing they’ll have to pay too much for moorage.
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We look forward to seeing you ~ Devery, Captain Jack Sparrow, Javier, Kurtis, Luis

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LETTERS

Park and spent three weeks at anchor at Clipper Cove. We bought Muni passes for the month of August after realizing that Clipper Cove is on the Muni, and zipped all over your fair city while at anchor.

In fact, with the welcome we received from various yacht clubs as an offshore, foreign-flagged vessel, we stayed a full seven weeks in San Francisco for $130 USD moorage.

Thank you, San Francisco, for keeping anchorages accessible to cruisers in transit!

Carol Dupuis & Livia Gilstrap  
Estrellita 5.10b, Wauquiez Pretorien  
Victoria, B.C.

Carol and Livia had no trouble anchoring for free in the Bay for weeks.

CALIFORNIA ISN'T THAT TAX-HAPPY . . . YET

While passing through California waters on our way south, we wonder if our Canadian-registered boat would be subject to California usage tax if she were in a California marina on January 1.

Lee-Ann McKintuck  
First Press, Beneteau First 42  
Victoria, B.C.

Lee-Ann — Here in California we call it personal property tax. If you're truly passing through as opposed to having your boat take up permanent residence in the state, you have nothing to worry about. Eh?

"YES, I'M HARDCORE, BABY!"

I saw your call for expressions of interest in participating in a 'So-Cal Ha-Ha' next summer — and think it's a splendid idea. Southern California is such a rich cruising area, and we love to participate in rallies.

A couple of things to think about. One is that the annual St. Francis YC Stag Cruise — which I would never miss — is usually the third weekend of September. You mentioned possibly starting on Labor Day, but it may not be the best time to get into Santa Barbara Harbor. I think it would be great if you could hold it starting just after Labor Day. That means I could probably make it and get the boat back to San Francisco in time for the Stag Cruise, then back down to San Diego in late October because we plan on doing the Ha-Ha again next year.

In any event, count us as 'very interested'.

Doug & Tamara Thorne  
Tamara Lee Ann, Celestial 48  
San Francisco

Doug and Tamara — We never realized how hardcore you are!

"WE'RE IN!"

My wife and I would be very interested in participating in your proposed So-Cal Ha-Ha, as you described in the October Latitude. We would also be willing to participate in sharing some of the costs of promoting and organizing such
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LETTERS

Charles Moyer
Big Sweetie, Hunter 450 Passage
Oxnard

STAY TUNED

Although I’ve never done a Ha-Ha — I hope to some day — I’d be up for a So-Cal Ha-Ha to the Channel Islands, Catalina and Newport Beach as vaguely proposed in the last issue.

Stephen Skogerson
Veritas, Cal 27
Coyote Point

Stephen, Charles, and Doug — Thanks for your interest and that of others. We’re going to mull over the idea some more in the winter, then make a decision in the spring.

THE DEREK M. BAYLIS DEPENDS ON YOU

Wylie Design Group’s energies in helping sailors race or cruise over the past four decades has, we hope, added to the community’s enjoyment of the wind and water. Many of you are not aware of a unique project of ours — the 65-ft cat ketch workboat Derek M. Baylis.

Launched in April ’03, it has been fulfilling its mission of education and research with the cleanest possible wake. Our website, www.wyliedesigngroup.com, details some of her many accomplishments under our ‘Sustainability’ section.

Funding and development of this mission is the biggest challenge of our career. Your support and thoughts are welcome. Please email tom@wyliedesigngroup.com.

Dave Wahle & Tom Wylie
Wylie Design Group

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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‘Derek M. Baylis’ may be big, but she leaves a small footprint during her marine conservation research trips.

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leading lady’s last dance

Back in mid-August, Leading Lady, the old Peterson 40 that Bob ‘Big Daddy’ Klein owned in the early ’80s, gave her last performance. Neil Weinberg from the Boat Yard at Grand Marina reported that the current owner had passed away and, since he had no family, the county was “disposing of the assets.” A salvage company took possession of the aluminum boat and, just after the photo on the following pages was taken, hauled her away to be dismantled for scrap.

“It’s sad to see her go,” noted Paul Kamen, who sailed aboard the Lady many times under Klein’s ownership, “but it was a design from the dark years of the IOR. In this market I can understand why she’s not worth trying to save as a cruising boat.” Nevertheless, Kamen recalled two vivid memories of his time aboard.

“Leading Lady” had an all-aluminum hull and deck, which made it very noisy downstairs when things were happening above your bunk.

On our first Vallejo Race to Coyote Point — back when the fleet was so big they had to split it up into two different destinations — we were racing in the same IOR division as Chris Corlett, who I think was sailing the Serendipity 43 Scarlett O’Hara that year. We were all in our pipe berths at around midnight when, not two minutes after the last cabin light was turned off, we heard a group of sailors marching down the dock to where we were berthed. Corlett’s voice was chanting ‘Hup-two-three-four . . . ’ Corlett’s crew climbed on board and did a full military close order drill, stomping on the aluminum deck for five minutes, then marched back up the dock!

“Another time, during the Big Boat Series, we still had some of the crew from the previous campaigns. There was some friction between Bob, who always ran a very competitive but very friendly family program, and the self-styled pros. On the way back from one race that went badly, Bob confided in me: ‘Paul, never go racing with people you wouldn’t also go cruising with.’ Words to live by!”

Though he never sailed aboard Lady, Rhett Smith recalled a memorable encounter with her. “I was sailing my first ever ‘big time’ sailboat race aboard a Cal 2-27. We were racing up the Cityfront where a number of regattas were converging. For some reason we were rounding X to starboard while Leading Lady was going to take it to port. Both boats were heading across to the shore on starboard with us below the mark and them above, so we were hidden behind their massive overlapping jib. When they gybed around the mark, I was looking directly at 10 pairs of the roundest eyes I can ever remember seeing. Within five seconds, their beautiful pointy aluminum bow was halfway though our foredeck just in front of the house. End of my first YRA event, DNF.

“Bob was as gracious as anyone could be and didn’t put the blame on anyone else. In hindsight, I’m sure someone in the afterguard should have been looking, as it was a very crowded mark rounding, but he never made any excuse other than ‘I didn’t see you and I’m really sorry.’ Despite my witnessing less-than-honorable actions over the past 20 years of racing, Bob’s reaction has always led me to believe that sailboat racing is a gentleman’s sport.”

Jim Robbins also remembers Klein’s grace under pressure. “I recall a breezy Farallones race aboard Leading Lady. We’d been struggling with the guy working out of the pole end fitting, but it seemed to be under control. As we approached the Gate, the kite blew out the head...
on the bay

not geared toward public relations.

The team’s first AC 72 is already under build in New Zealand at CORE Builders, with work on the tooling progressing. When the tooling is finished, it will ostensibly be shipped here for the building of the hulls and beams, pursuant to the built-in-country requirements of the AC 34 protocol.

Next up is the America’s Cup World Series, which runs from November 12-20 in San Diego. You can find a guide to that starting on page 78, plus more info at www.americascup.com.

— rob

lady — cont’d

panel and down both sides along the luff tapes. The crew jumped up; some of the guys recovered the carnage, others prepared to re-hoist, and someone grabbed another kite and got it on the foredeck. The new kite was up and full very quickly and we went on to win the race. Bob didn’t yell, he just encouraged us to get it done.”

In fact, there was a common theme in the remembrances we received about Leading Lady — Bob Klein was a great guy. None illustrated this more clearly than world-class sailor Matt McQueen: “I was probably 10 and spending just about every weekend at Richmond YC when I got the invitation of a lifetime. Bob Klein asked if I wanted to join him for the Great Pumpkin race. I’d spent hours marveling at Leading Lady as she sat in the harbor, so there was no way was I going to pass this up!

“Come race day, I walked down and stood awkwardly at the end of

continued on outside column of next sightings page
the slip. Mr. Klein called, ‘Matt, can you help me out and attach this halyard to the top of the main?’ Sure thing! I unscrewed the shackle that must have been as big as my hand and, as I reached up to put the giant pin in place, it fell, bounced on the deck and, to my horror, rolled into the abyss. I freaked out. I quickly looked around and realized nobody had seen my epic failure. I just jammed the remaining horseshoe of a shackle over the headboard and retook my spot on the dock.

“What felt like an hour passed as I feverishly tried to think of what I could do when I felt Mr. Klein’s hand on my shoulder. ‘What’s wrong Matt? You looked a little worried.’ I told him that I’d ruined the race for us. ‘But Matt, we haven’t even left yet. What happened?’

Continued on outside column of next sightings page

Since the dawn of sail, bold adventurers have set course to mysterious faraway shores. Why they do this is as mysterious as the lands they hope to explore, but it seems the need for adventure is imprinted in their genes. Two such modern-day sailors are quietly making their way around the world with little fanfare, but their voyages are definitely worth following.

The first is Maryland’s Matt Rutherford. The 32-year-old set sail from Annapolis on June 11 on a planned nonstop
sailing heroes

solo circumnavigation of North and South America — a 23,000-mile voyage — aboard the Albin Vega 27 St. Brendan. If he succeeds, he'll set a world record for his efforts.

Having crossed the Atlantic twice by himself — along with many other single-handed and crewed passages — Rutherford was looking for a new challenge. He settled on an east-to-west transit of the Northwest Passage, but then the vision continued in middle column of next sightings page

lady — cont’d

“Mr Klein, I lost the shackle pin for the main halyard.’

‘As I covered from the wrath I expected, I was overcome by a roar of a laugh. ’Matt, we all make mistakes. They key is to learn from them. Why don’t you go down below and look in the port cupboard marked ‘spares’ for a bright red box.’ There I found a box with five of the exact pins I’d lost. It was probably the greatest lesson I have ever learned about sailing: preparedness!

‘Later, I sat on the rail in a long line of men. I’d kept my head down for most of the sail when I was told that Bob wanted to see me. As I made my way to the cockpit, my mind raced, wondering what I could have possibly done wrong now. I sat down being careful to avoid his eyes.

‘Matt, are you having fun? That’s what its all about, you know.’ It being the ’80s, I answered, ‘Yes, Mr. Klein, this is rad.’ Then he asked me to help him again. ‘I’m getting a bit tired and wondered if you could help take some of the pressure off this tiller.’ Sure thing!

‘As I put my hand next to his on the giant tiller, I felt the boat pull in the puffs rolling down off Angel Island. I felt the bow jump over each wave. I felt the trimmer ease a pinch of sheet and, with a groan, the giant red hull surge forward. I felt everything in those few moments. It wasn’t until somebody said we needed to tack that I looked over at Bob. He’d given up his share of the tiller and was just watching me with a giant grin. Thanks for the help, Matt. I needed that. Why don’t you get back in position and get ready for a tack.

‘After 25 years of racing all over the world in amazing boats against some of the best, I have never felt the rush I did that day. Thanks, Mr. Klein!”

— ladonna

water is a fire hazard?

If onboard fires aren’t every boater’s biggest fear, they probably should be. Fiberglass boats are made up primarily of accelerant so once a fire starts, it’s frighteningly tough to put out. Boaters go to great lengths to prevent conflagrations, from installing smoke detectors to automatic flame suppression systems. But not all fires start in the belly of the boat — some can start topsides, where you’d least expect it.

In the October 12 Lectronic Latitude, we asked readers what unusual source had burned a hole in a vinyl cockpit cushion. Dozens of people came so close we would have given it to them had Matt Satterlee of National City not guessed the exact answer: “I’m going to guess the burn mark came from a light source passing through a bottle of water and then onto the surface. This also happened in my mom’s car. She had a bottle of water in the console between the seats and it burned a hole in a couple of places in the passenger seat.” For his insight, Matt won a Latitude 38 hat.

You could have knocked us over with an empty Evian bottle when we read the email from Aussie cruiser Joe Roggeveen that explained the series of photos. He sails aboard the Westerly Conway 35 Dream Catcher. “As friends and marina neighbors Pam Lau and Ted Berry of the San Diego-based Catalina 400 Shuang Yu were loading their newly purchased provisions in Apia, Samoa, they placed two six-liter plastic bottles of drinking water on their vinyl-covered cockpit cushions,’ Joe wrote. ’The bottles sat there for most of the beautiful sunny afternoon. When Pam moved the bottles to the galley late in the day, she noticed
two charred burn holes, through the vinyl and well into the foam rubber inside. The holes were a mystery as neither Ted nor Pam smokes.

“Later in the evening, while Pam, Ted and I were enjoying a coffee in the saloon, our attention was drawn to an intense pool of light adjacent to a water bottle on the galley floor. The source of the light was quickly identified as an LED light over the galley stove shining through the water bottle. Discussion soon turned to ‘What if it were the sun?’ No, surely not!

“Early the following morning, with the sun still quite low in the sky, we set one of the full water bottles on a piece of newsprint on the dock. The pool of intense light on the side away from the sun was obvious. By lifting the paper’s edge and adjusting for a pool of maximum light intensity (around 1 cm diameter), it took just a few minutes to burn a hole through the newsprint. As it was still quite cool and there was a small breeze, we did not get a flame, only smoke, but in the right conditions, a full-fledged fire would have resulted. The possible consequences are frightening, especially on a boat.”

As many of the answers we received to the quiz demonstrated, there’s more than one way to burn a boat. Sabine Faulhaber echoed the most popular guess: “Someone’s reading glasses forgotten on the seat.” Susan Leaf of the Endeavour 32 Soteria wasn’t the only one to suggest “sun magnified through the isinglass in a dodger.” A couple of people even guessed a more nefarious source: “I’ve seen plenty of melted cushions via those darned burning seeds that seem to leap from joints at the least opportune moments,” said one anonymous sailor.

But Tom Patterson of the Wylecat 30 Dazzler shared a story that perfectly illustrates how sailors need to always be vigilant about fire safety aboard: “For eight years I owned Seraffyn (yes, that Seraffyn) and, as most know, she’s a pretty simple boat. To brush my hair in the morning, I had one of those portable mirrors that has a flat side and a magnifying side. So as not to look too much like a liveaboard, I would drape my towel inside under the deck for drying. One sunny weekend morning, I was sitting below with the hatches open and was startled to smell smoke. My quick investigation revealed that a hole was being burnt in my towel as a result of the sun reflecting off the magnifying mirror lying on the quarter berth. It was a coincidence that the mirror had perfectly focused the sun’s energy on the towel. It was a lesson learned on where not to leave that mirror!”

— ladonna

puddle jump bond exemption

Although this year’s fleet of westbound cruisers won’t be departing for French Polynesia for several months, we’ve already been peppered with questions about the 2012 Pacific Puddle Jump rally. And the most common query is about whether we’ll be able to offer rally members “repatriation bond” exemptions again.

We’re happy to report that we will, thanks to our association with the Tahiti yacht agency CMA-CGM. That agency’s staff did an absolutely fabulous job for last year’s fleet. The ‘12 deal will include clearance in and out, exemption from having to post a cash bond of roughly $1,500 for each crewmember, and a duty-free certificate that gets cruisers fuel in the Marquesas and Tahiti — several former Puddle Jumpers report it can also get you duty-free expanded. If he made it to Alaska, why not head to Cape Horn? If he survived that, it only made sense to take the boat back to Annapolis on her own bottom, right? A dream was born.

But Rutherford’s expedition isn’t just about fame and glory. Chesapeake Region Accessible Boating (CRAB), a nonprofit group that teaches sailing to those with disabilities, offered the use of St. Brendan and, in turn, Rutherford has been promoting his attempt in an effort to raise money...
beer and booze from a Papeete wholesaler.

The cost this year has increased due to the headache factor, but we feel it is still an excellent value: $244 USD for two people or $290 for four people. You must be a registered Pacific Puddle Jump entry to be eligible. Online registration will begin on December 1 at www.pacificpuddlejump.com.

We should add that our excellent relationship with this agency was almost lost due to one bad apple last year. A young crewman from a Canadian boat got in a hassle with his father and jumped ship in the Marquesas. When the parents aboard this vessel — which had been bonded by CMA-CGM — reached Tahiti, they reported that their...
ppj — cont’d

son had flown home. They’d sailed out of the country by the time the son turned up at the agency’s door in Papeete with no money and no way to get home. Because the agency had bonded the boat, they were forced by local immigration authorities to fly the young man home. To make matters worse, because the young sailor was indigent, he was not allowed to even enter the U.S. in transit — all flights pass through LAX — so the agency had to fly the stranded crew all the way around the world at a cost of more than $4,000.

This maddening affair illustrates the need for all captains to take full responsibility for their crews, as is dictated by international law. If you take on pick-up crew, we suggest you demand that they have a (refundable) ticket home, in case the relationship sours.

— andy

heroes

handed off the needed gear, along with some very welcome goodies. "BOOZE!" he noted in a subsequent blog post.

Since then, Rutherford has been battling storms and calms, mold and bad peanuts, all of which he details in his blog. As of this writing, St. Brendan was about 250 miles off Cabo San Lucas, and has passed the halfway mark. Follow his progress at www.solotheamericas.org.

Linda Pasquariello is another adventurer we think deserves some attention. The 30-year-old Australian started sail-
Martha Blanchfield has been an avid amateur photographer for more than a decade, so after getting hooked on sailing last summer, combining two of her interests seemed natural. “Awhile back, I started a group on Meetup.com called Renegade Photo Shoots,” Martha said. “I coordinate learning workshops for photographers — some are professionals, but most are serious hobbyists. I just love waking up in the morning and wondering what I’m going to shoot next!”

One workshop Martha set up last summer was aboard a sailboat. The experience whetted her appetite to learn more about the sport, so she began sailing on Aaron Kennedy’s Beneteau First 36.7 Ay Caliente. “It’s something you either love or hate,” she said. Clearly Martha loved it as she networked her way onto other boats and now has a regular position aboard Mark Tishler’s Presidio YC-based Catalina 30 Wil-lin’. She also volunteers for Summer Sailstice and is even in the process of joining the Vallejo YC.

In fact, Martha’s so enamored with the club that, when the time came to choose the location for her upcoming film noir shoot, it was her first choice. “I wanted a venue that offered loads of texture for backdrops and authentic talent in the form of some VYC members,” she explained. She definitely got that, and then some.

More than a dozen photographers showed up on October 8 to test their skills and learn from each other, as well as from lighting expert Jörg Lehmann. VYC’s normally mundane south dock was transformed into a moody ’50s wharf with the simple addition of a fog machine and a few well-placed coils of rope. As sultry models sidled up to a trench-coated thug who could have put Bogie to shame, a flock of photogs cheerily clicked away. The final product was a portfolio of stylized photos that tells a dark tale of lust and betrayal (see the full album, and find out more about the Renegades, at www.meetup.com/Renegade-Photo-Shoots-Bay-Area.)

With so many skilled shutterbugs at hand, we asked for a few pointers for average sailors who want to take nice shots of their boats. “Any camera will do,” said Jörg. “Picking the right time of day is the key. Depending on if you have a hangover — ha ha! — either early in the morning or later in the afternoon is best.” Jörg also suggested framing the photo so the boat is on its own. “Anything that doesn’t add to the picture detracts.”

Martha agreed that the time of day really makes a difference. “Wait till right before sunset to get truly amazing shots,” she said. “Tones are so much more pleasing to skin, light is softer, and harsh reflections off the water and decks are subdued.”

Speaking of skin, Martha noted that proper exposure on faces always seems to be a problem for sailors. “The easiest solution is for the photographer to put the sun to her back and have everyone look at her,” she said. The trick there is to watch for shadows that form below caps — they’ll obscure the face. If your subject’s face is shaded, just turn on the flash. It’s easy to forget in sunny conditions, but it will make all the difference.

Martha pointed out that most cameras now have scene modes that will automatically change the camera’s settings to fit the environment.
The Bay’s Leukemia Cup has been the most successful event of its kind in the country, outpacing all the other Leukemia Cup events combined in just about every year since its inception in ’07. Although it’s one of the newest kids on the block, the event has always outstripped its fundraising totals from the prior year. But it’s safe to say that this year’s jump was off the charts. Thanks to the efforts of fundraising director Robin Reynolds and the donors, this year’s total reached $1,020,000, nearly half again as much as last year’s total of about $700,000.

With many different ways to contribute — a VIP dinner with a live auction, individual donations, corporate and non-profit support, and boat-wide group giving — the event provides numerous opportunities for people and organizations to help. Raising $35,055, event co-chair Anne Feinberg was this year’s top individual fundraiser. Charles Froeb, at $29,813, and Bill Nolan, at $25,900 followed close behind. Remarkably, 13 other people also crossed the $8,500 threshold and received an invitation to a special weekend sailing event in New York with Leukemia Cup National Chairman Gary Jobson.

Of course a big part of the fundraising is Saturday night’s silent auction and dinner. Venture capitalist and San Francisco YC member John Doerr was the keynote speaker for a large crowd that included honorary skippers, among others.

The honorary skippers are survivors of the many types of blood cancers the Leukemia and Lymphoma Society works to combat, and many were on board boats in the fleet for Sunday’s race. They included: Ian Charles, Russ Coggeshall, Douglas Holmes, Drake Jensen, Christopher Laub, Steve Johnson, Chris Kostancecki, Lois Limbauch, Sara Grace Moreno, Campbell Nolan, Bernard O’Driscoll, James “Hoody” Quill, Jameson Radu, George Rodericks, Lynn Spiller and Dave Wilhite, many of whom should be known to the Bay’s sailing community.

The regatta gets sponsorship on both a national and local level. Nationally it’s supported by Mount Gay Rum, Sailing World, John Mecray Limited Editions, North Sails, model maker Ken Gardiner, West Marine, Jobson Sailing, Offshore Sailing School and Vineyard Vines. For San Francisco’s event, support at the highest ‘spinnaker’ level came from the Belvedere Cove Foundation and Cromar Foundation, Blue Shield of California, Credit Suisse, Danford Foundation, Genentech/Biogen Idec, Merrill Lynch, Takeda Millenium and Passport Capital.

At the ‘local’ level, there were the Enersen Foundation, Forward Management, Hot Ticket Racing, Pacific Union Real Estate, PWC, and Sutter Health. At the ‘local partner’ level, there were Capital Pacific, Chartis, DLA Piper, Frank Howard Allen Realtors, San Francisco Oral Surgery and Implantology, Stroub Construction and Western Investments.

continued on outside column of next sightings page

"A better photo could be as easy as switching to a different mode," she said.

If you feel a little intimidated by your camera — "All those buttons and knobs!" — your best bet is to actually give the user manual a good read. Just think of it as the beginning of a beautiful friendship.

— ladonna

The Cal Maritime Sailing Team enjoys a great day on the water aboard ‘Recidivist’ during the Leukemia Cup.

Bow up is the call from these J/105 bowmen to their skippers at the start of the San Francisco Leukemia Cup.

Linda plans to finish her circuit in leukemia cup blows up

heroes
— cont’d

Hawaii, so her trip didn’t officially start until late August, when she sailed out of Hanalei Bay bound for Tonga. On October 1, after 30 days and 2,500 miles, *Yemaya* dropped anchor in Vava’u, Tonga. “It really is a slice of paradise here,” she wrote on her blog. Look for a more in-depth report on Linda in a future edition of *Latitude* but in the meantime, follow her progress at lindapasquariello.com.

— ladonna

leukemia cup — cont’d

Numerous local and national businesses contributed in-kind sponsorship as well, including Club Nautique, Corum, Ella Vickers, FLIR, Gyro: Hsr, KINeSYS Sunscreen, The Moorings, Realm Cellars, Simon Pearce, Shreve and Co., and Spinnaker Sailing.

As far as the racing goes, Dee Smith’s Farr 400 *Team Premier* was the elapsed time winner (and one of the group to cross the $8,500 mark); while Skip and Jody McCormack’s Farr 30 *Trunk Monkey* was the overall corrected time winner on a picture-perfect day on the Bay. The results are in this month’s *Racing Sheet* starting on page 112, and more info can be found at www.leukemiacup.org/sf.

— rob
last sail / first sail

On October 15, we took the Olson 30 La Gamelle out for what was possibly her last sail in the United States, as the other syndicate members are demanding she be brought to the Caribbean this winter for warm-weather sailing. If it turns out to be her last Zen sail on the Bay, it was the best one in terms of weather. The wind was blowing at an easy five to 12 knots, perfect for singlehanding a little ultralight, and it was shorts-and-T-shirt warm. One of the satisfying things about the sail is that it meant we'd sailed La Gamelle all summer without an engine onboard. Of such modest achievements comes surprisingly immodest pleasure.

As we sailed La Gamelle from her summer home at Marina Village, and over to Nelson’s Marine at the old Alameda Naval Air Station — from which she’ll presumably be trucked to Florida — we couldn’t help reflecting on what a wonderful summer we’d enjoyed with her. At various times we managed to scare the daylights out of ourselves, continued on outside column of next sightings page


guppy

Speaking of singlehanded sailors, Laura Dekker, the Dutch teen who is attempting to become the youngest person to solo circumnavigate, is now somewhere in the Indian Ocean. To guard her safety in the pirate-infested waters, her website no longer shows her position, and her blog posts are not only delayed, but they’re carefully censored to hide any clues as to her current location.

Dekker left the Netherlands in August, 2010, aboard her Jeanneau Gin Fizz Guppy on her quest for the title, and has spent the last year making her way around the world. This summer, she passed through the Panama Canal and success-
**update**

fully crossed the Pacific. After a number of stops along the way to explore, she landed in Darwin, Australia, in late August. According to her blog, she departed Darwin in late September.

Dekker celebrated her 16th birthday on September 20 in Darwin and, unless she runs into trouble, she should have little difficulty in beating out Jessica Watson for the title of youngest solo circumnavigator, which the latter earned in 2010.

Last month, Dekker was nominated for the Conny Rietschoten Award, The Netherlands’ most prestigious sailing honor. The winner will be announced on November 17.

— ladonna

**last sail — cont’d**

remember old sailing techniques, acquire new ones, share her with friends, and Zen sail her by ourselves. Having regularly commuted from Marin to La Gamelle in Alameda, one thing that repeatedly struck us was how crowded and developed the Bay Area has become — and, conversely, how uncrowded and undeveloped the waters of the Bay are. If people only knew how much nature they are missing by not taking advantage of sailing opportunities on San Francisco Bay.

When we got to Nelson’s, there was a long stretch of open dock we could tie to, but also a space of about 45 feet between two powerboats. The only Zen thing to do was to ‘park’ her under sail between the two powerboats. While we were entertaining ourselves by gybing in tight circles to suss out the situation, a woman working on a cruising boat with her son called out to ask if we needed help. Since we were doing the Zen thing, we didn’t really want help, but eventually gave in, not wanting to end the La Gamelle season with the wrong kind of bang.

Our approach and landing turned out to be fine. Nevertheless, our lines were taken by a woman with counter culture-colored hair and her son, a dwarf. This was a first for us. The woman commented that it was nice to see someone actually sailing a boat, which lead to further conversation and ultimately our meeting the Willie family — Steve, Tamiko and their 14-year-old son Eli — originally from Morro Bay.

We don’t know the entire Willie family story, but they told us of the situation they found themselves in a little more than a year ago. Eli, who has had a lifetime of serious medical problems, had bowed legs that made it difficult for him to walk. Tamiko, who had been shocked with 95,000 volts as a result of a workplace prank gone bad, had many painful scars and nerve damage on the left side of her body that will never heal and will require her to be on medication for the rest of her life. And Steve, the healthiest of three, has to pay three or four times as much for the same asthma medication in the United States as in Mexico. Then there was the matter of having lost their home to foreclosure.

The Willies began to question whether the United States offered their family the potential for the best quality of life. One of the considerations is that many Americans treat less-than-perfect people — such as dwarfs and people in wheelchairs — as if they were invisible. Or even with resentment and hostility. Tamiko recalled a time when a woman approached her in a grocery store and asked her — in front of her son — what she had done that was so bad to deserve a child who was “such an abomination.”

Having been confined to a wheelchair for a time after her electrical accident, Tamiko knew firsthand how poorly many Americans treat those with disabilities. And how that’s not so much the case in other countries — such as Mexico, where such people are a more integrated part of society. A couple of years ago, the family spent about a month in Puerto Vallarta because the warm weather reduced the pain of Tamiko’s scars. “While on the malecón, Steve was struggling to get me and my wheelchair up over the curb, both because the curbs are unusually high due to the torrential rains and because I’d put on weight because of my medications,” recalled Tamiko. “Anyway, this Mexican gentleman wearing a business suit and carrying a briefcase noticed Steve having trouble, so he immediately stopped the traffic, rushed across the street, and helped lift me and my wheelchair onto

*Last month, the Wanderer enjoyed Zen sailing in company with other boats on the Estuary.*
SIGHTINGS

last sail — cont’d

the sidewalk. I don’t think too many Americans would have done that.”

With the family’s prospects in the States not looking very bright, they decided to buy an inexpensive fixer-upper cruising boat, head south to Mexico, and then continue on to other destinations. “Our goal is not to be rich in material things,” said Tamiko, “but rather rich in life experiences.”

Last Christmas the Willies made the final payment on hull #1 of the spacious Vagabond 39s. She was originally offered for $99,000, but the owner ultimately accepted their offer of $20,000. As you might expect, the boat needed — and continues to need — a lot of work. “The diesel was shot and all the systems needed to be redone,” is the way Steve put it. Fortunately, both Steve and Tamiko are mechanically inclined. She is a Coast Guard-trained mechanic, and Steve worked on Porsche race cars for many years and even had his own shop. (“I loved working on Volkswagens, but on the Central Coast, VW owners want to pay their repair bills in herb,” he laughs. “Porsche owners paid in real money.”)

The family managed to find a Perkins 4-108 diesel that needed a new injection pump in Alameda for just $800. “We didn’t rebuild the engine, but we fixed the injection pump and replaced all the seals, so it runs great,” said Steve. “I’d never worked on a diesel before, but I can tell you they are much less complicated than Porsche engines.” The couple also found a good deal on a 20-year-old 15-hp outboard that had just one hour on it.

The family spent the summer redoing as many of the boat systems as possible, including lots of rewiring. Knowing Eli would need to be as mobile as possible if they went cruising, they also had him ‘worked on’. “Eli’s legs had been bowed, making it difficult for him to walk,” said Tamiko. “So we spent the summer getting his legs straightened by his doctors at Cedars Sinai Hospital in Los Angeles.” When asked to show the scars, Eli didn’t hesitate to raise his pant legs. He comes across both a resilient and confident 14-year-old.

Like many cruising boats about to head to Mexico, Landfall was a shambles when we took a quick tour. But Steve and Tamiko figure if they just finish off the basics, they can do the rest in Mexico where it’s warmer, where the cost of living is lower, where maybe they can earn money helping other cruisers with engine and other mechanical problems, and where people with abnormalities are still treated like humans.

Curiously, Tamiko is the only one in the family with offshore experience, having gained that in the Coast Guard. Indeed, she was the first female member of the Coast Guard assigned to Morro Bay. Back in ’94, she was among those who rescued a group of Navy Seals whose boat had been flipped on its transom by a wave at the notorious entrance to Morro Bay. “I can tell you that Navy Seals don’t like being rescued by 22-year-old girls,” Tamiko laughed. Steve has done a lot of small boat sailing, but within the flatwater confines of Morro Bay.

Tamiko said her family owes a ton of thanks to Carl Nelson, who really helped them out by letting them live in their camper on the

jeanne socrates

For the last six months, Jeanne Socrates has been in Cape Town making repairs to her Najad 380 Nereida after she suffered a knockdown at Cape Horn this spring. Socrates was on her second attempt at a nonstop solo circumnavigation when the incident occurred, forcing her to limp into Ushuaia for temporary repairs until she could reach Cape Town. When she arrived in May, she officially completed a circumnavigation, though not the way she’d hoped.

Since she arrived at the start of the southern hemisphere winter, Socrates continued on outside column of next sightings page
to meet the queen

has spent the time until she can leave port again exploring South Africa and giving talks to local clubs. Now that spring is in full force, she has vaguely mentioned leaving port, but offers little insight into her future sailing plans. You can keep track of her plans at www.svnereida.com.

In her immediate future, though, lies quite an honor for any British subject: a meeting with Queen Elizabeth II at Buckingham Palace on December 8. “It should be interesting,” Socrates said. “I’m still amazed the palace even knows I exist!”

— ladonna

last sail — cont’d

boatyard grounds for four months. Carl, in turn, said that dwarfs around the world owe Tamiko thanks, because she kept after doctors who said there was nothing wrong with Eli’s breathing. After being pushed, the doctors not only discovered there was a problem, but that it was a problem found in other dwarfs. We’re not sure how the number was calculated, but Carl claimed the discovery found by doctors pushed by Tamiko has saved more than a dozen lives.

By standards of the members of upper echelon yacht clubs in the United States, the Willies and their boat are a little rough. And while we certainly don’t know the family that well, we liked what we saw, which was three people dedicated to each other, battling through countless adversities, and working hard to make the best out of their lives. We at Latitude wish them better luck than they’ve had so far.

— richard
It's only been a year since the Bay was announced as the venue for America's Cup 34, but it seems like it's been forever now that home bound U.S.-based America's Cup fans have had to wait to get a glimpse of the America's Cup World Series. Thankfully we don’t have to wait any longer. And West Coast AC fans don’t even need a passport to get a telling preview of what we hope will prove to be one hell of a show on the Bay starting next year. That’s because we don’t have to go any farther than downtown San Diego from the 12th to the 20th of this month for the first AC World Series in North America.

As a venue, San Diego ticks off nearly all the boxes required for the type of show that Russell Coutts and Larry Ellison are attempting to put on: one that will not only bring exciting America’s Cup racing to people who have already discovered the sport, but also to those would-be sailors out there who haven’t yet.

Unlike the America’s Cups of ’88, ’92 and ’95, which were sailed so far off Pt. Loma that they were barely visible from it on a hazy day, the AC World Series will be held inside San Diego Bay, in the heart of the most heavily trafficked part of San Diego’s waterfront.

There will be vantage points galore, both for people who are there expressly to see the event, and those who will just happen upon it. The area is so constrained in fact, that America’s Cup Race Management is asking erstwhile on-the-water spectators to watch from shore.

The main event area will be centered around the USS Midway and Navy Pier adjacent to the sexy cruise ship terminal on the Broadway Pier (home to the America’s Cup Event Authority offices and media center) — a perfect location that’s close to hotels, non-stop nightlife, and Lindbergh Field, San Diego’s airport. From an event standpoint this makes for a great location, something we witnessed firsthand at the Oracle RC 44 Cup San Diego earlier this year — essentially a much smaller version of the AC World Series.

One awesome thing about the

### AC WORLD SERIES SAN DIEGO EVENT SCHEDULE

**Saturday, November 12**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
- 1:00 p.m. — Three fleet races (time approximate and according to conditions)
- 6:00 p.m. — AC Village closes

**Sunday, November 13**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
- 1:00 p.m. — Three fleet races (time approximate and according to conditions)
- 6:00 p.m. — AC Village closes

**Monday, November 14 – non-race day**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

**Tuesday, November 15 – non-race day**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
- 6:00 p.m. — AC Village closes

**Wednesday, November 16**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
- 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
- 1:00 p.m. — Racing begins (time approximate and according to conditions)
- 4:00 p.m. — Mike Halloran, radio MC
- 4:15 p.m. — LIVE MUSIC: Battle of the Bands 4th place winner plays
- 5:30 p.m. — Race highlights and athlete interviews from the stage

**Thursday, November 17 – San Diego Music Day**
- 10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
- 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
- 1:00 p.m. — Racing begins (time approximate and according to conditions)
- 4:00 p.m. — LIVE MUSIC: Battle of the Bands 3rd place winner plays
- 5:00 p.m. — Mike Halloran, radio MC
- 5:15 p.m. — Little Hurricane
- 6:15 p.m. — Mike Halloran, radio MC
- 6:45 p.m. — Athlete interviews from the stage
Oracle RC 44 Cup was the legion of local volunteers who showed up to facilitate the proceedings. In fact, at one point, it was rumored that RC 44 Class brass requested that the volunteers leave the VIP area because the omnipresence of their signature blue shirts made the attendance appear otherwise paltry during the more lightly attended, mid-day and mid-week part of the program. Under the auspices of SEA San Diego, the
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LEG 2: June 7 - 17
(Raiatea to Tuomotus)

LEG 3: June 20 - 30
(Tuomotus to Raiatea)

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event’s local partner and organizer of the legion of volunteers, the RC 44 Cup really flew, attracting healthy crowds as it built momentum.

The America’s Cup Event Authority has put together a full entertainment schedule for much of the last five days of the event, with headlining music acts, DJs, VJs, a battle of the bands competition, and a race simulator. On the musical front, there are some pretty relevant performers involved. The acts touch on a wide range of popular contemporary genres and some that are pretty liminal. As far as bands go, there’s The Chain Gang of 1974, a polished synth-pop group out of Denver. The Silent Comedy plays a peculiar kind of roadhouse blues/rock. San Diego Band The Donkeys will bring their brand of luded-out, round-the-campfire country-rock. The ultra lo-fi Hyena sounds a lot like their name suggests. On the hip-hop tip is K. Flay, a legit San Francisco-based female MC/producer with a unique, intelligent style that people who don’t like the genre can probably get into. On the electronic side is DJ/producer Diplo, who in addition to his own work, has remixed and collaborated on tracks ranging from modern, hard-to-classify MCs like M.I.A. to sanctioned reinterpretations of the Verve Records catalog. Now, if you can’t dance to music you’ve never heard, you’ll probably be S.O.L. But one thing is for sure, as long as the “special live concert” slot doesn’t include any of the usual suspects in a surprise appearance, it will likely be the first regatta party you’ve ever been to that doesn’t play the same old played-to-death music you hear at almost every. single. regatta. party.

Of course, chances are, you won’t spend the entire time at the event if you’re down there for the whole nine days, and one of the great things about the location is that there is so much to do within a relatively short walk or drive — or cab ride as the case may be. Right there next to the event village is the Star of India — a genuine windjammer operated by the San Diego Maritime Museum — not to mention the U.S.S. Midway Aircraft Carrier Museum which you’ll have a hard time missing! Across the Bay is Coronado island home to the iconic Hotel Del and one of the least crowded beaches in the area.

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Ten blocks to the east is the historic Gaslamp Quarter, and the funky Little Italy area is about 10 blocks north. Go a little farther inland and you’ll be in the massive Balboa Park, home to the San Diego Zoo, Botanical Garden, Air and Space Museum and an awesome and often overlooked municipal golf course.

Farther west is Pt. Loma, home of the San Diego YC, where Russell Coutts first hoisted the Auld Mug back in ’95. On the Point’s north shore is Ocean Beach, which ends where Mission Bay and Mission Beach begin.

Farther north is Pacific Beach, one of the more hardcore nightlife spots on that side of Interstate 8. Continuing north along the coast brings you to picturesque La Jolla, one of the swankier areas in all of San Diego. Go even farther and eventually you’ll end up at Torrey Pines golf course, which hosted the ’08 U.S. Open and is one of the most revered municipal courses in the country.

You can keep going north and end up in the beach communities of Del Mar, Solana Beach and Encinitas — all fun places to chill if you need a break from the sublime drive up the coast.

We know you’ll be there at the event to watch the racing, and we expect that it will produce. The only question is, “will there be wind?” But with boats intended to race in five-knots of breeze, that shouldn’t be a problem. There are plenty more details at www.americascup.com, including info on VIP packages and a chance to win a ride on an AC 45. We hope to see you there!

— latitude/rg

The action may not resemble what Plymouth, England experienced, but the America’s Cup World Series San Diego should be a good progress check on Russell Coutts’ vision for the Cup.
THE LATITUDE 38 INTERVIEW

Tom Corogan

There’s no end to the interesting people you meet when you take the time to walk the docks. As we were making the rounds in San Diego last month, we met 84-year-old Tom Corogan, before he departed on October 9 aboard his Westsail 32 TLC. The Ohio native has many thousands of miles under his keel, including two Atlantic crossings, but has yet to accomplish his ultimate goal of rounding Cape Horn. This will be his sixth attempt at the feat. We think you’ll find him as fascinating as we did.

Latitude 38: It’s our understanding that you’re 84 years old and are about to sail singlehanded to Cape Horn. Have you done much sailing before, singlehanded or otherwise?

Tom Corogan: I do have quite a bit of sailing experience. I singlehanded my Brewer 44 TLC to Europe and back in ‘87, and did it again with my Westsail 32 TLC in ‘97. And this will be my sixth attempt to sail around Cape Horn. The closest I got was a little more than a year ago when I made it to three days past the Galapagos. But yes, I am 84, and yes, I am sailing to Cape Horn.

38: You look terrific for 84. What’s the secret for staying healthy and having so much vitality?

TC: I eat dandelions. I drink well water. And I sleep with my head pointed north.

38: (Muted laughter) You’re not pulling our leg, are you?

TC: (Said with no umbrage at our stifled laughter.)

38: Are you on some kind of health regimen, and how many dandelions do you eat?

TC: I eat as many dandelions as I can get. I started eating a spoonful of the stuff every day, and lived to about 100.

38: Do you eat meat or fish?

TC: I eat very little meat. I catch and eat fish.

38: You have to excuse us, but we just have to get back to the dandelions.

TC: I only had crew because my knee was in such bad shape. End of November, and we were just bucking into it. By the way, the normal 20+ knots of trades and 8-ft seas. It was the worst trip from Panama to the Cayman Islands in the northeast trades last year, the Autohelm autopilot. When beating up the western Caribbean for the Cayman Islands, the worse it gets, the better the Monitor works. It’s the reverse of a lot of marine equipment—such as my Autohelm autopilot. When beating up the western Caribbean the stronger the wind blows, the better the Monitor works. It’s the reverse of a lot of marine equipment—such as my Autohelm autopilot. When beating up the western Caribbean for the Cayman Islands in the northeast trades last year, the Autohelm kept popping out of the bracket and trying to go over the side. Luckily I had it tied to stay on the boat. I wanted both the vane and the autopilot because the vane follows windshifts which isn’t always a good thing.

38: That’s a nasty trip from Panama to the Cayman Islands—battling the trades, the seas and the current.

TC: It was so rough on that passage that my Argentinian crew and I were unable to have coffee for six days. We just couldn’t keep the pot on the stove! It wasn’t a storm, it was just the normal 20+ knots of trades and 8-ft or-so seas. It was the end of November, and we were just bucking into it. By the way, I only had crew because my knee was in such bad shape.

38: You have to excuse us, but we just have to get back to the dandelions for a minute. Do you get them from— and we’re not trying to be disrespectful—a nursery or what?

TC: I get them from my lawn. Unfortunately, you can’t save them because they wilt. There is a big grocery chain in the Midwest that is starting to carry dandelions, but only the tops. If you go to the internet, you’ll find that there is quite a bit of info on eating dandelions.

38: It reminds us of the guy who invented petroleum jelly. He ate a spoonful of the stuff every day, and lived to about 100.

"It was so rough that we were unable to have coffee for six days. We just couldn’t keep the pot on the stove! It wasn’t a storm, just the normal 20+ knots of trades and 8-ft seas."
My father had a bowel problem, so his doctor had him take a medication called Petrolagar, which was mineral oil, little more than Vaseline in liquid form. He took a teaspoon a day and he lived to 70.

38: Where did you start from on your Westsail trip to Europe, and how long did it take?

TC: I left from New York. It took me 20 days to get to the Azores and another 10 days to get to Portugal. That's standard. On the way back, I sailed from Portugal to the Canaries to the Cape Verdes to Barbados. The last leg across the Atlantic took me 18 days.

38: Those aren't bad times at all. We once did the Canaries to St. Lucia in a Jimmy Cornell Atlantic Rally for Cruisers. What fabulous sailing conditions!

TC: Back in '98, I did the Columbus 500 that Jimmy Cornell headed up. Spain to Madeira to Porto Santo to San Salvador. I didn't sail with him, but he's a super guy. I have all his books.

38: What are your plans for this trip?

TC: When I attempted this trip last year, I was three days out of the Galapagos when my knee collapsed. But I was making so much leeway because of the Humboldt Current that I was getting driven toward Pitcairn Island. So this time I plan to sail to the Horn from Salinas, Ecuador, because I'll have about a 400-mile edge on beating the current. But the Humboldt Current is vicious, running at up to four knots.

I originally figured that I would get to Ecuador in October, Easter Island in November, and Cape Horn in December, which is summertime down there. But I've been prevented from starting by all the hurricanes off Mexico — there have been five of them in October. So I'll be about three weeks to a month later than my original plan. And instead of one long passage to get south, I'll be doing some shorter ones and checking the weather. But I'll be leaving tomorrow.

38: October 9? A lot of the powerboats have headed south or are about to, but when it comes to sailors, you're going to be an early bird.

TC: I'll stop in Turtle Bay, Mag Bay, and Cabo to check on the weather. Maybe Puerto Vallarta, too. Then there is the Gulf of Tehuantepec. I met a guy at Downwind Marine who told me that he got caught in a blow there for 10 days.

38: You don't want to get caught in one of those, but they are pretty easy to predict. In some ways the papagayos farther south can be more troublesome. They don't blow quite as strong, but they are more frequent and more difficult to forecast.

TC: I'm also going to stop at Cocos Island, because it's in a straight line from Tehuantepec to Salinas, Ecuador. I never heard of Cocos Island until my doctor in Cleveland, who is from Costa Rica and who was treating my knee, told me that I had to stop there. On my second visit to him, I brought a chart of Cocos, and he showed me what bay I should stop in and where the dock was. But there are apparently no supplies or services there.

38: You've been to Ecuador before. Did you get along with the officials?

TC: Ecuador is my favorite country! Number one, all the people have smiles on their faces.

Overall, the people aren't as nice in Colombia, but I had a very special experience there. It was on my fourth attempt at Cape Horn. By the way, some attempts haven't gotten very far — on one, I didn't even leave the Chesapeake before I had to have my engine rebuilt. But on my fourth attempt, I sort of got shipwrecked on the Pacific Coast of Colombia while on my way from Panama to Ecuador. I'd sailed through an area of branches and logs, the biggest of which were three feet in diameter. I hit one of them with my Max-Prop, causing the prop to stick in the feathering position. When I put the engine in gear and hit the throttle, the prop spun but didn't do anything except throw water up the side of the boat. By the way, I still have that prop, and it's for sale.

So I had no usable prop and there wasn't much wind. Fortunately, I was upwind of Buenaventura, Colombia, which just happens to be the largest port in that country. The wind and tide filled in as I approached the dock and, with no water flowing past my rudder, I hit two small boats, one of which almost landed on top of me. Fortunately, once the yelling was over, the locals treated me decently. They did, however, make me anchor out rather than let me dock, and they charged me $10 every time I brought my dinghy in or out. The port captain also made me hire a ship's agent to clear in, and since the ship's agent didn't speak English, I had to hire an interpreter, too. I think I was the only gringo in this town of 365,000 people.

For many days the agent and interpreter tried to find somebody who could dive on my boat and get the prop off, or haul
the boat so the prop could be easily removed. But they had no luck. On the sixth day, the interpreter said, "Come with me, we’re going to the church to pray." So I put on a clean shirt and went to his church. After the sermon, he had me stand before the congregation and explain — in English — my problem. Then the agent translated what I said. When that was over,

he made me get on my knees in front of the altar and pray my boat would get repaired, and had the congregation pray for me, too.

A diver showed up on the dock the next morning with two scuba tanks! It took him three hours to get the Max-Prop, which is a very complicated beast, off the shaft. But he didn’t lose any of the many small parts. And he put on my replacement three-blade fixed prop. It didn’t fit all the way on the shaft, but it was good enough for me to get back to the States. I never believed in the power of prayer before, but I saw it at work with the arrival of the diver. It changed my life.

38: Do you go to church?
TC: I don’t think church has anything to do with it. It’s about communicating. But if there is something really serious, I will pray. When people used to say, "I’ll pray for you," I didn’t put much into it. But I look at it differently now. And I guess the more people praying for you, the better. (Laughter)

38: How many miles is it from San Diego to Cape Horn?
TC: It’s 2,500 miles from San Diego to Ecuador. Ecuador to Easter Island is 2,500 miles, and from Easter Island to Cape Horn it’s 2,500 miles. So it’s a total of about 7,500 miles.

38: Six attempts at Cape Horn from Port Clinton, Ohio. We guess the big question is "why"?
TC: I never could figure that one out.

38: Do you have any friends who have done it?
TC: Yes, the famous American sailor Hal Roth. I met him in the Azores years ago when he and his wife were getting his Santa Cruz 50 ready for an around-the-world race. I saw a man working on a boat with an American flag, so I stopped to talk. The name of the boat was Whisper, so I told him that that was the name of Hal Roth’s boat. He laughed and said, “I’m Hal Roth.” I went shopping with his wife Margaret. She bought some eggs and later greased them the way sailors used to do to keep them from going bad.

38: Where to after Cape Horn?
TC: The Falkland Islands and the other Brit or formerly Brit islands — Tristan de Cunha, St. Helena, Ascencion. I’ve already stopped at Fernando de Noronha. Maybe I’ll go to the west coast of Africa after those islands or maybe I’ll sail home. I’ll be 85 then, so I just don’t know.

38: You’re no longer 50 or even 65. What are the age challeng-
es? Or are you more relaxed than when you were younger?

TC: You could say that I’ve been in training for this. (Laughter.) When I got back from my last attempt in December, I decided I had to go in training. So I quit drinking, did all the exercises to rehabilitate my knee, and started doing more physical work in the marina. Lifting the 40-lb concrete blocks, for example.

38: Have you lost weight?
TC: No.
38: Do you feel stronger?
TC: No. But I wish I did. (Laughter.)
38: How much did you drink before?
TC: A glass or two of wine at night. Never more than that. But I notice that I think more clearly and that I get more done now that I’ve stopped drinking. If you sit and drink for an hour or two at night, that’s two hours lost.

38: What about your vision, night vision, hearing, mental mistakes and so forth?
TC: My vision is getting worse, but I can still see fine. My hearing is getting worse, but I can still hear well enough.

38: Are you married?
TC: No.
38: Do you have kids, and if so, what do they think of your trip?
TC: I have kids and they’ve been very supportive. But there are two ways to look at that. If I were lost at sea, that would accelerate their getting an inheritance. (Laughter.) What they don’t know is that, under Ohio law, somebody has to be lost for seven years before they are presumed dead. So if I were lost at sea, I would have the last laugh. (Laughter.)

38: Anything unusual in the way your boat is equipped?
TC: Not really. I have the original Perkins diesel, but it’s been rebuilt.
38: You’re probably a good engine guy anyway.
TC: No, I’m not.
38: A backup generator?
TC: No. No solar panels either. I have a wind generator that will trickle charge in 10 to 15 knots of wind. But I don’t have many conveniences, so I don’t need much juice.
38: Fridge?
TC: No. My ice box holds 150 lbs of block ice, which lasts two weeks. I just use it if I catch fish. Speaking of fish, I know people who spent thousands of dollars on lures to catch marlin and other fish. See these? (He holds us a Ziploc bag with some lures in them.) I picked up the lures in this bag for 99 cents each at the Miami Boat Show. The hot pink one has helped me catch swordfish, marlin, dorado, wahoo, and all kinds of tuna.
38: When you singlehand, do you use the guard zone on your radar to keep from being hit by other ships?
TC: No. It uses too much electricity. But I did buy an AIS, which supposedly doesn’t use very much juice.
38: What about electronic charts or Navionics on an iSome-thing?
TC: I use both electronic and paper charts. Electronic charts are easy and simple to use, but for planning and analyzing, I prefer paper. See all the rolls of charts I have up forward?
38: Yes, that’s a lot! It’s going to be cold at Cape Horn.
TC: I’ve got a little diesel heater. And I’m from Ohio, so I know a bit about cold.
38: We’d like to compliment you on how clean and organized your boat is.
TC: Thank you very much.

The following day, we accompanied Tom Corogan on his boat to the fuel dock at Shelter Island to get ice, during which time he told us that, prior to buying the marina, he’d been a lawyer in the little town of Port Clinton. Near the end of his career, he got what he said was the supreme compliment from a lawyer in the next town. “Tom is about the only lawyer who can find his ass, even with two hands,” he said.

— latitude/richard
We catch the comforting zip of metal on its rails, tightening the nylon that marshals against the bay. Batten down, lean in, bow to stern, salt and soul against a body of water that can work anyone on the bay. Every element, every detail. 310 harbor drive sausalito, ca 94965  415.332.3500 clipperyacht.com
"Diesels love their oil like a sailor loves his rum." This iconic line uttered by Captain Ron in the classic sailor’s comedy of the same name was a warning to the boat’s owner to keep the oil-burning engine topped up. But this advice doesn’t necessarily hold true for all diesel engines. Advances in design and technology have yielded diesels that are practically bullet-proof, if cared for correctly and consistently.

The fact that practically each model from any given manufacturer comes with its own, very specific maintenance schedule means that before you perform any task on your engine, you should always refer to the manual that came with it. If you bought your boat used or you’ve misplaced the engine manual, stop what you’re doing and go find one. Whether you download it from the manufacturer’s website or buy a used one off eBay, make sure it’s the manual for your specific model. Then let it be your ‘engine bible’ and follow its instructions to the letter.

In the meantime, this article will outline a handful of basic maintenance chores that will keep your diesel chugging along for years to come.

You don’t need to know exactly how a diesel works to keep it in top running condition, but it doesn’t hurt, either. Diesels are deceptively simple and need just three things to run: fuel, air and compression. If one of these is missing from the equation, that hunk of iron in the bowels of your boat might as well be a gigantic paperweight.

Here’s the Reader’s Digest version of how a diesel engine works: Inside the engine is at least one cylinder that houses a piston. A big electric starting motor initially turns the piston, which pushes up to compress the air inside the cylinder. The air becomes super-heated when it’s compressed and, at this point, diesel gets sprayed into the cylinder by an injector. A small ‘explosion’ forces the piston back down and inertia takes over from there. There are, of course, many other details involved, but this is the basic, stick-figure drawing of how a diesel engine works.

Maintaining a diesel engine is probably one of the more psychologically daunting tasks for many boat owners. There are about a kajillion little — and big — parts that are a total mystery. For many, the easiest thing to do is simply ignore the beast until it gives you trouble, then call in professional help. Unfortunately, by taking this head-in-the-sand approach, you’re significantly hindering the performance — as well as shortening the life — of your engine. The good news is that if you perform a handful of basic maintenance tasks, your engine can happily run for thousands of hours.

If you perform just one maintenance task on your diesel engine, changing its filters frequently should be it. Technically speaking, that’s three things, as you’ll have the air, oil and fuel filters to change. But doing so will go a long way toward keeping your engine purring like jungle cat.

**AIR**

Diesel engines consume a tremendous amount of air. While the marine environment isn’t known for its gritty nature, dust from boat work, sand in desert locales, and pet hair can wreak havoc on an engine if not filtered properly. The tiniest dirt particles can score the soft metals inside the engine, which can lead to costly repairs. The safest bet is to replace your engine’s air filter at regular intervals (check your owner’s manual for a timeline), regardless of how clean it looks. This is undoubtedly the easiest and cleanest task associated with your engine, so enjoy it while you can!

**OIL**

Changing the oil filter in your engine
of the oil pan, while others might have a handy oil change tube built right in. Changing the oil can be a messy job so be sure to wear old clothes and rubber gloves, and have plenty of OilSorb pads on hand. Once you’ve removed as much oil as possible from the engine, the filter can be changed with minimal mess. As for which brand of filter to buy, do whatever your manual suggests — if it says to only buy their brand, you really are better off doing so rather than cheating out with after-market versions, which have been known to lead to oil leaks.

Engine oil not only becomes dirty with carbon particulate, the additives used to keep the engine parts clean are depleted, making the oil much less effective and exposing your engine to harmful corrosion. If oil is not changed on a regular basis, so much carbon will build up that a sludge forms and a major engine malfunction is almost certainly imminent.

Generally speaking, oil should be changed every 100-150 hours of operation. In his excellent book Boatowner’s Mechanical and Electrical Manual, Nigel Calder recommends reducing that to every 50 hours if you’re running in less-developed countries. Your best insurance is to use a multistage filter funnel (a.k.a. Baja filter) every time you refuel. These fine mesh filters can collect everything from water to rocks, but don’t trust that they’re catching everything — if you spot any sign of contamination, stop fueling immediately.

Most diesel engines have a small fuel filter attached to them that acts as the secondary filter in the boat’s fuel system. This filter is used to collect tiny particles of dirt and water, and gets clogged easily, so a primary filter that guards against larger amounts of water and bigger pieces of crud — such as a Racor — should be installed between the fuel tank and the lift pump. Carry plenty of spare elements for both filters, especially if you’re unsure of the quality of your current fuel supply and crud settle — the bottom of the tank. Wait . . . water? — so it’s vital to keep the tank clean. One option is to install a tank with a drain at the bottom, but that’s a big undertaking, especially when the tank is built into the structure of the boat.

If you know your tank is foul but don’t want to install a new tank, the next best option is to hire a professional fuel polisher. They’ll use a massive filtration system to clean your fuel, and (hopefully) access the tank to get out much of the nasty stuff.

When your tank is clean, ask your mechanic which biocide he/she recommends. These products inhibit the growth of bacteria, but they won’t clean up the mess left by a previously flour-ishing colony, so be sure you’re working land between the fuel and the water at the bottom of the tank. Wait . . . water? How did water get in the tank? There are a number of ways for water to infiltrate your fuel tank — unfiltered fuel, a poorly gasketed deck-fill cap, a vent that allows water into the tank, or the simple process of condensation. All of these causes can be curbed — filter your fuel, make sure deck caps fit tightly, move vents to a place water can’t reach them, and keep the tank full — but the reality is, you’ll eventually get water in your fuel tank.

Ironically, the fuel pick-up tube is located at the same spot water, sediment and crud settle — the bottom of the tank — so it’s vital to keep the tank clean. One option is to install a tank with a drain at the bottom, but that’s a big undertaking, especially when the tank is built into the structure of the boat.

If you know your tank is foul but don’t want to install a new tank, the next

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<thead>
<tr>
<th>DIESEL MAINTENANCE SCHEDULE</th>
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<tr>
<td><strong>To keep your diesel running well into the lifespans of your grandchildren, follow the manufacturer’s recommended maintenance schedule.</strong></td>
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<tr>
<td><strong>If you don’t have that, here are some guidelines:</strong></td>
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<tr>
<td><strong>Every 6 months or 100 hours</strong></td>
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<tr>
<td>- Change oil and replace filter</td>
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<tr>
<td>- Check transmission fluid</td>
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<tr>
<td>- Perform a thorough visual inspection</td>
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<td>- Clean up engine and touch up paint</td>
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<td>- Check zinks (where applicable)</td>
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<td>- Inspect exhaust system</td>
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<td>- Inspect hoses and clamps</td>
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<td>- Check belt tension</td>
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<tr>
<td><strong>Every 2 years or 300 hours</strong></td>
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<tr>
<td>- Replace fuel filters</td>
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<tr>
<td>- Change transmission fluid</td>
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<tr>
<td>- Drain, flush and refill coolant</td>
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<tr>
<td>- Replace raw water pump impeller</td>
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<tr>
<td>- Replace air intake element</td>
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<tr>
<td>- Check engine alignment</td>
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<tr>
<td><strong>Extended maintenance (600 hours)</strong></td>
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<tr>
<td>- Check/replacement exhaust elbow</td>
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<tr>
<td>- Rebuild/replacement raw water pump</td>
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<tr>
<td>- Replace all belts and hoses</td>
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<tr>
<td>- Check/adjust valve clearances</td>
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<td>- Check head torque (to mfrs. specs)</td>
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DIESEL ENGINES

with a clean tank.

Anyone who's had to change filter after filter in rambunctious conditions at sea because the jostled sediment in the tank is clogging the fuel line will tell you how important it is to keep your fuel and tank immaculate. Not only will it save you uncomfortable moments at the most inopportune times, but it will also save your engine.

Next on the maintenance list is the cooling system. Again, all engines are different, so your manual will guide you in the best way to care for your cooling system. If your engine has zincs, change them regularly (long before they've been eaten away!). If you have a freshwater-cooled engine, only use the antifreeze suggested by the manufacturer. As for raw water engines, make sure water is spitting out of the exhaust as soon as you fire it up. If it isn’t spitting, clean out the raw water filter; if that’s clean, check the impeller. You’ll also need to periodically check the exhaust mixing elbow, as the hot gases and cold saltwater combine to create a caustic mix that can eat through the metal surprisingly quickly. Always carry at least one spare exhaust elbow, more if you’re leaving the country.

Besides checking belts, hoses and hose clamps, the only other big item on the list is corrosion prevention. Your engine’s electrical system is especially susceptible to corrosion, so it behooves you to make sure your engine compartment is relatively leak-free. Corrosion on the engine can also cause problems down the road so if you see some paint flaking off, give it a good scrub followed by a shot of engine paint.

Not only is the engine by far the most expensive system on a boat, it also tends to be the most abused. Besides outright neglect, the two most common ways to significantly shorten the life of your engine are 1) to run it for long periods of time at idle, such as to charge your batteries; and 2) to only run it for very short periods of time.

Today’s diesel engines like to be run at high RPMs — check your manual for the manufacturer’s RPM suggestions — so running them for long periods of time at idle causes carbon (soot) to build up in all the places you don’t want it — injectors, pistons rings, and valves, for a start.
Unlike in gas engines, you can’t ‘blow out’ the accumulated carbon by revving up a diesel. Once it’s there, it’s there.

The best approach is to use alternate charging methods if you’re not running the engine under load — solar panels, wind generators, portable gas generators or gensets are all options that will lengthen the life of your engine, potentially saving you tens of thousands of dollars.

By doing what comes naturally, sailors inadvertently cause undue wear to their engines by running them for short periods of time. "You don’t really need long warm-up or cool-down periods," advises Tom List, owner of Sausalito’s List Marine, "motoring slowly in and out of the marina takes care of that." But List does suggest running them under heavy load for an extended period while you’re out. "Run it like it’s a rental car," he says. Additionally, List suggests that every boatowner should own a copy of Peter Compton’s Troubleshooting Marine Diesels. "It’s our bible at the shop."

### DIESEL TIPS

- Most engine trouble is not caused by the failure of major parts or systems. It’s caused by simple, dumb stuff like loose wires or clogged filters. So when something — *anything* — goes wrong, look first for the obvious: leaks (of any kind), split or busted hoses, broken or rusted hose clamps, loose belts, loose wires, or any signs of ‘constipation’ in filters or hoses (sometimes evident as either swollen or collapsed hoses).
- The most common way water can enter an engine is if you keep cranking when it won’t start. If it doesn’t start after a couple of short cranking periods, stop and figure out what’s wrong. This can be anything from the ‘kill’ switch being engaged to clogged fuel filters. If you can’t figure it out, call a mechanic.
- Smoke from the exhaust can indicate there’s a problem with your engine. Black smoke generally means your engine is overdue for servicing, but it can also be an obstruction of airflow, an overloaded engine (by, say, getting a line wrapped around your prop), bad fuel injectors (leave all injector work to the pros) or a hot engine room. Blue smoke means your engine is burning oil. This is often caused by engines that run for only short periods or are run at idle for long periods. Get thee to a mechanic. White smoke could just be steam, or it could be caused by unburned fuel. Hold your hand over the exhaust for a second or two, then take a whiff. Does it smell like diesel? If so, call your mechanic.
- A great way to learn about the care and feeding of your diesel engine is to attend one of the Bay Area’s workshops on the topic. Two of the best are run by Bill Peacock at KKMI Pt. Richmond (mary@kkmi.com; 510-235-KKMI) and Tom & Hans List at List Marine in Sausalito (listmarine@yahoo.com; 415-332-5478). The next class on the schedule is Diesel 101 at List Marine on December 3.

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At the end of Captain Ron, Martin Harvey realizes just how important engine maintenance is when his thirsty old diesel seizes up at the most dangerous of moments ("The pirates of the Caribbean!"). If you follow these basic guidelines, we can’t guarantee you’ll be able to outrun pirates, but you can be confident that your engine will be up to the challenge of taking you to St. Pomme de Terre — as long as you don’t have trouble with the tides.

— *latitude/ladonna*
SEASON CHAMPIONS, PART I

It’s that time of year for our Season Champions articles, where we profile the winners of the Bay’s various racing disciplines. This year, we’re changing up the customary order and giving the winners from the Ocean Yacht Racing Association (OYRA) and the Singlehanded Sailing Society (SSS) first crack at their laurels.

OYRA is holding steady according to President Andy Newell (who also happened to win PHRO 3). He pointed out some positives, like the fact that in the last four years, the number of race starts among the boats has held steady at about 260 over the course of the season. This year, the fleet averaged about 29 boats per race out of 48 entries — without counting the single-race participants, who don’t qualify for the season. With ’12 being a Pacific Cup year, Newell said that OYRA has worked closely with the Pacific Cup YC and SSS to make sure they’re not stepping on each other’s toes and creating unnecessary scheduling conflicts. Additionally they’re looking at front-loading the schedule to provide training opportunities to the Pac Cup fleet in the hopes of boosting participation. These areas of focus were brought about in part by the results of a survey that OYRA sent out to the sailors, asking for their feeling about the season.

“We had 66% say they were either ‘very satisfied’ or ‘satisfied,’ and only 27% said they were ‘very dissatisfied’ with the season as whole,” he said. “A total of 78% liked the 9-race, 1-throwout series, and 40% of the boats are thinking about doing the Pacific Cup. We’ve got everybody on all parts of the spectrum; we try to keep most of the sailors happy, most of the time, and that’s as good as we can do.”

One particular issue that came up in multiple responses was the division breakdowns.

“We pre-defined the divisions, and that backfired,” Newell said. “We’re going to try to put the human touch back in and deal with the boats right near the borders of the light/heavy displacement break so we can have tighter rating bands.”

Courses are also up for evaluation, with the fact that five of the nine races go around the Lightbucket and back, creating a bit of a rut. To all of these ends, OYRA is welcoming feedback from both existing and potential racers, so make sure you’re heard if you have something to contribute.

The SSS keeps going from strength to strength with its well-run schedule of shorthanded races like the Three Bridge Fiasco, which has drawn record-breaking fleets for the last few years. Appealing to those who appreciate the challenge of sailing by themselves or maybe one other person, the Society’s events have grown so popular that being a volunteer official for the organization is more like a full-time job. That fact isn’t lost on SSS Singlehanded winner Bob Johnston, a former Singlehanded TransPac co-chair.

“We have a phenomenal group doing Race Committee,” he said. “There are always a lot of people that do a lot of work for SSS, but the buck always stops with them. Jonathan Gutoff and Christine Weaver have done a phenomenal job. At the finish of the Vallejo 1-2 Sunday, Jonathan was on the Richmond YC platform radioing the finishes up to Christine at the club, and the results went up in what seemed like an impossibly short period of time. It reminded me of how hard they’ve been working during their two-year term.”

You may have noticed that some of the customary fleets are missing from this month’s edition. Rest assured that no one is getting skipped. Our apologies in advance to those division winners who neither appear here nor make it into next month’s overflow reports. We base our choices largely on the number of total races sailed within the divisions. We hope you enjoy meeting these ardent racers as much as we have!

— latitude/rg
SEASON CHAMPIONS, PART I

**OYRA PHRO 1A**
**Criminal Mischief**
R/P 45

**OYRA PHRO 1**
**Always Friday**
Antrim 27

**OYRA PHRO 2**
**Can O’ Whoopass**
Cal 20

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**Chip Megeath**
Corinthian YC

In the last five years, Chip Megeath and his crew on *Criminal Mischief* have accrued an enviable record of division wins and runner-up finishes in Cabo and Hawaii Races, while using the OYRA schedule as a tune-up. But ’11 marked the first year that Megeath and project manager/navigator Jeff Thorpe managed to pull off a season win in PHRO 1A.

It wasn’t easy, and it wasn’t settled until the final race of the season. Both *Criminal Mischief* and the eventual runner up, Bill Helvestine’s SC 50 *Deception* did TransPac this year, thus missing the middle of the season. Going into Lightsail #2, *Deception* held a one-point lead. In that final race, the *Criminals* corrected out by about 1.5 minutes to take the title on a countdown.

With the right conditions, Megeath’s fully-sorted speedster is capable of putting up some impressive numbers: the boat finished the Duxship race with an average speed of 10 knots over the 40-mile course, much of which was spent beating and white-sail reaching!

Having one of the coolest toys out there means very little if you never play in your own sandbox. That Megeath — a retired investment banker — made a commitment to sail at home is also commendable, and a rarity among the Bay’s few grand prix programs. He’s already looking ahead to next year to boot.

“We’ll start looking at the program again soon,” he said. “There’s always a lot to figure out before you commit.”

2) *Deception*, SC 50, Bill Helvestine; 3) *Emily Carr*, SC 50, Ray Minehan. (4 boats)

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**John Liebenberg**
Richmond YC

Earlier this year, John Liebenberg was on the verge of selling *Always Friday*. But when the deal fell through he decided to hang on to the boat for the season, and the result was a convincing win in PHRO 1 on the strength of six bullets in the nine-race series.

The retired mechanical engineer has been sailing offshore since 1966, back in the days of MORA. Since then, he’s racked up too many honors to count. Sailing on everything from an Islander Bahama to an Express 27 and now the Antrim, which he’s had since the late 90s, and is a play on the name of the Express, which was hull #113, and bore the name *Friday*. But he said that experience alone doesn’t account for *Always Friday’s* success.

“Good crew work is the key to sailing a boat like this,” he said. “It’s so sensitive when the wind is up that you have to be on your ‘A’ game to keep it working.”

Delivering that ‘A’ game was a cast of regulars including John Pytlak, Bryan Wade, Skip Shapiro, Christine Neville, Dan Morris and Andy Biddle, who no doubt also benefitted from their skipper’s prodigious experience.

“I’ve sailed in the ocean enough that I go the right way often,” Liebenberg said.

With an eye to returning to one design racing, Liebenberg is considering getting back into an Express 27.

“With only seven Antrims on the Bay, and differing ideas on what events to sail with them, the reality is that one design isn’t going to exist,” he said.

2) *War Pony*, Farr 36, Mark Howe; 3) *Roach Coach*, Newland 368, Jason Roach. (8 boats)

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**Richard vonEhrenkrook**
San Francisco YC

Richard vonEhrenkrook has put together an enviable race record during the past few years, scoring wins in just about every arena that will accept his Cal 20 *Can O’ Whoopass*.

In OYRA PHRO 3, he and long time crew Paul Sutchek (at left, above) are usually doing it by themselves, given that they’re often racing against much bigger boats that horizon them on elapsed time in most cases.

“We get five minutes to make a statement,” vonEhrenkrook, a Sonoma County-based woodworker said of their starts. "Then you don’t see anyone for six hours, or sometimes not even at all!"

Be that as it may, “The Can,” as it’s known, gets sailed hard by the duo, who among other things took the overall doublehanded honors in the SSS’s Corinthian Race this year. Although vonEhrenkrook — who by himself won the SSS’s Vallejo 1 — said he wouldn’t mind going a little larger, he’s happy with the venerable Bill Lapworth design.

“It’s a tough little boat,” he said. "I'd love to rock a Farr 30 or get into a Hobie 33, but it fits my lifestyle.”

A big fan of one design racing who started racing in Hobie 16s and the now-defunct Small Yacht Racing Association, he’s trying to drum up interest for the Cal 20s to do the Berkeley YC mids this season. with spinnakers — "Lapworth had that right." He said they’d also put up a trophy for people want to come out, but aren’t up for sailing with kites.

2) *Split Water*, Beneteau 10R, David Britt; 3) *Rhum Boogie*, Quest 33, Wayne Lamping. (12 boats)
As OYRA president, it’s only fitting that Andy Newell should be out there leading the charge at each event in the season. According to the Berkeley YC-based sailor, that was the key to winning PHRO 3 with his Santana 35 Ahi.

“The guys who come to the top are the guys who make most of the races and finish in the top three,” he said. “If you only sail three events, you’re not going to be at the top at the end, even if you happen to win them all.”

Newell started his program with Ahi last year having brought with him a large crew pool from his previous boat, the Farr 36 Petard.

“We had 18 people rotating in throughout the course of the season,” he said. “I’ve sailed with some going back 20 years, and quite a few at least five or six. No one wants to race on my boat the whole season. People want to do other sailing, and having that many people is how we get to race 40 days a year.”

Newell, an ice cream vendor, and his crew nevertheless had to work for the season win.

“The season was up for grabs in the last race between us and Maggie, and they’re a Berkeley YC boat,” he said. “We were covering each other the entire time and it was great because when we got back to the club we hung out and rehashed the whole thing.”

Newell added that “the biggest contribution to winning was that Jim Quanci and Green Buffalo stayed home!”

Bryan Wade went into the final event of the SSS season, the Vallejo 1-2, knowing he had a good scoreline behind him, but no knowledge of where he actually stood.

“I wasn’t watching the season standings,” he said. “But a friend came over and said, ‘Hey, you know you’re ahead of Gordie right?’ That really put the pressure on!”

The “Gordie” his friend was referring to was, of course, Gordie Nash and Ruth Suzuki, previous SSS doublehanded champions who are always a threat on the race course. But Wade didn’t let the pressure get to him, and closed out the season to win by a seven-point margin with the help of two crew, Mike Holden and John Pytlak.

“Having good crew that both really know the boat was the key,” he said. “We have a lot of fun together and just sailed the boat consistently well.”

Wade, Holden and Pytlak put up some impressive finishes, with top fives in the Corinthian Race, the Half Moon Bay Race and Richmond-South Beach, the last two in trying conditions.

This was the first full SSS season for Wade with Max, which followed a short stint with a Mini 6.50 and Antrim 27 that he raced in one design back when there were enough boats to regularly field a class.

“I downsized because of kids,” he said laughing. “The Mini required a lot of work — and money — just to set up, and there wasn’t enough competition around at that time. I wanted something that was more kid-friendly when they get to the age when they’re ready to start.”

The race for the singlehanded season championship in SSS this year was a lot tighter than the numbers suggest, and the race for the honors began in one of the most trying races of this season, the LongPac. After a light air battle to get off the coast, the race turned into a breezy, bumpy ride that only four boats — all singlehanded — finished. Season winner Bob Johnston took the win, with Dave Morris of the Wylie 31 Moonshadow coming in second and setting the stage for a battle that would last up until the singlehanded leg of the Vallejo 1-2, the final event of the season.

“I typically do better in the Vallejo 1-2 than the Richmond-South Beach Race,” Johnston said. “It turned out it was the other way around, and on the way up to Vallejo, I struggled, but did well enough to stay close to Dave.”

Johnston, a CPA, grew up sailing in the East Bay starting at the Berkeley Aquatic Park and Lake Merritt before moving down to the Estuary and joining the Island YC’s junior program when the club was brand new. He then graduated on to bigger boats throughout a 42-year racing career with this season bringing his first overall win after nine years of trying. In that time he’s also notched a fourth and third overall in the Singlehanded TransPac.

“This is the finest group of people to sail with that I can imagine,” he said. “It was a privilege to have a great season against such a great bunch of sailors.”

2) Bandicoot, Wyliecat 30, Al Germain; 3) Moonshadow, Wylie 31, Dave Morris. (80 boats)
BAJA HA-HA PROFILES, PT III

We don’t often have occasion to quote Oprah Winfrey, but in thinking about the 170 boats that are currently breezing down the coast of Baja toward Cabo San Lucas, a line of Oprah’s rings true: “The biggest adventure you can ever take is to live the life of your dreams.”

Indeed, for many of the 500 sailors participating in this year’s Baja Ha-Ha rally, this 750-mile offshore sail is the most ambitious adventure of their lives — and one they’ve been dreaming about for years, if not decades.

In this third installment of fleet profiles you’ll meet the final contingent of entrants, some of whom were undoubtedly working frantically to complete preparations right up until the October 24 start of Leg One, just outside San Diego Harbor.

While we think the Ha-Ha is a perfect introduction to the cruising lifestyle, some entrants — as you’ll read below — will only be able to take a brief respite from the workaday world, while others plan to cruise the world indefinitely. In either case, though, we’re confident that the lives of all who participate in Baja Ha-Ha XVIII will be greatly enriched by the experience.

Here, then, are the final entries to the Ha-Ha’s Class of 2011:

**Miramar** — Beneteau 40
Doug & Lynn Macfarlane
Victoria, BC

*Occupations:* Doug, government employee; Lynn, teacher (both ret)

*Quote:* “Oh the places you’ll go! There is fun to be done!” — Dr. Seuss

*Cruise Plans:* “Ship it home.”

**Bula Bro** — Hunter 45DS
Brent Clark, Rancho Santa Fe

*Occupation:* real estate developer (ret)

*Quote:* “I’m opening a new chapter in my life.”

*Crew:* Doug Vaughan

*Cruise Plans:* None

**Manuela** — Hylas 56
Chris & Manuela Perkins
St. Croix, USVI

*Occupations:* Chris, physician; Manuela, real estate

*Notedworthy:* Listed among this boat’s ‘go-slow’ gear are a clothes washer, a dishwasher and an ice cream maker!

*Crew:* Dan Clarke & Anna Boles-Clarke

*Cruise Plans:* On to Puerto Vallarta, then?

**Saltbreaker** — Valiant 32
Alex & Nick Kleeman, San Francisco

*Occupations:* Alex, mathematical climatologist; Nick, acoustical engineer

*Quote:* “It would be terrifying if it weren’t so exciting.”

*Crew:* Dave Green, Dosh Niedospial

*Cruise Plans:* Puddle Jump to the South Pacific, then circumnavigate

**Best Day Ever** — Hylas 45.5
John Terry, Park City, UT

*Occupation:* actor

*Notedworthy:* “I bought her from an 80-year-old couple who purchased her when they were 66. They sailed the Med for eight years, and the Carib for three.”

*Crew:* Jeffrey Matzdorff, Thomas Lehtonen & John Getz

*Cruise Plans:* La Paz and beyond

**Dodger Too** — Condor 37
Leif & Jackie Watson, Edmonton, AB

*Occupations:* Leif, home builder; Jackie, teacher (both ret)

*Notedworthy:* They built this boat in England 28 years ago, sailed her in the Med for two years, crossed to the Carib, the up the U.S. East Coast with two very young children. Christian, who joins them again now, was only a year old when they began that inaugural trip.

*Crew:* adult son Christian

*Cruise Plans:* Undetermined

**Sojourn** — Pearson 424
Scott Gesdahl, San Francisco

*Occupation:* instructor/consultant

*Quote:* “I’m looking forward to sailing across my first border and beginning the cruising life.”

*Crew:* Jon Stein, Gregory Towers & Brian Reingold

*Cruise Plans:* A decade of cruising

Meet the ‘Miramar’ crew.

**Do Be** — Pacific Seacraft 34
Michael & Connie Smith, Sweet, ID

*Occupations:* Michael, forester; Connie, massage therapist (both ret)

*Quote:* “If not now... when?”

*Crew:* adult son Adam Smith & Nogozit Smith

*Cruise Plans:* Base boat at La Paz

After the rally, ‘Do Be’ will head for La Paz.

**Fri** — Able 34
Evan Drangsholt, Oslo, NOR

*Occupation:* artist

*Quote:* “Go safe, don’t rush it. It’s the trip that counts.”

*Crew:* TBA

*Cruise Plans:* Slow cruise to Europe

**Kuyima** — Waterline 46
Stephen Nash & Tricia Santos
Vancouver, BC

*Occupations:* Stephen, businessman

Meet the ‘Miramar’ crew.

We don’t often have occasion to quote Oprah Winfrey, but in thinking about the 170 boats that are currently breezing down the coast of Baja toward Cabo San Lucas, a line of Oprah’s rings true: “The biggest adventure you can ever take is to live the life of your dreams.”
— SAILING TO SUNNIER LATITUDES

Harrier — Finn Flyer 31
Ken Roper, San Pedro
Occupation: US Army brigadier general (ret)
Note-worthy: This loveable ol’ salt (now in his 80s) has sailed to Mexico 10 times previously (not counting five Ensenada Races), and has done 11 Singlehanded TransPacs to Hawaii — far more than any other SHT-Pac competitor.
Crew: TBA
Cruise Plans: Sail north

In the Vortex — Columbia 45
Sharon Carroll & Neil Goldbar
Toronto, ON
Occupations: Sharon, computers; Neil, writer (both ret)
Note-worthy: They first learned about the event from their hired captain while in San Diego.
Crew: Chewy Salazar
Cruise Plans: To the Sea of Cortez

Iridium — Bristol 47.7
Mel & Margie Storrier, Victoria, BC
Occupations: Mel, fighter pilot; Margie, comms officer (both ret)
Note-worthy: They both learned to sail

When the tide goes out at Bahia Santa Maria — the second R&R stop on the Ha-Ha — a vast sandy playground is exposed.
as adolescents.
Cruise Plans: Cruise for a decade or so

The Islander — Gemini 105Mc cat
Paddy & Diane Malone, Redmond, WA
Occupations: Both retired software development managers
Quote: “There’s nothing wrong with a five year plan that takes nine years to accomplish (as long as you get there in the end).”
Cruise Plans: “Not bringing it home.”

Dos Leos — Hunter Legend 430
Bob & Roxie Cartwright
San Francisco
Occupations: Bob, research scientist; Roxie, admin assistant (both ret)
Quote: “We are gladly willing to risk injury and death in the pursuit of adventure... sorta.”
Cruise Plans: South, then through the Canal to Corpus Christi, Texas, the boat’s new homeport

Enterprise — Peterson 45
Thomas Wissmann, Wimington, WA
Occupation: marine consultant
Note-worthy: This boat is a one-off Peterson design.

Crew: Nick Sloane
Cruise Plans: To the Caribbean

No more cubicles for ‘The Islander’s crew.

Impulse — Peterson 35
Richard & Barb Rotteveel
Vancouver, BC
Occupations: Richard, captain (ret); Barb, teacher
Note-worthy: They bought this boat on an impulse to help out a friend who was about to lose everything.
Cruise Plans: Boat will be based in Mexico

Knot Tide Down — Kaufman 47
Tony Haworth, Alameda
Occupation: contractor
Quote: "Don’t wait — it may never happen!"
Crew: Phil Rushing
Cruise Plans: Bash back to the Bay

Mer-Sea — Catalina 27
Marc Abdou & Jennifer Matuschek
Dana Point
Occupations: Marc, "commander;" Jennifer, "explorer"
Noteworthy: Marc grew up sailing on Catalina 27s with his dad.
Crew: Gary Pearne
Cruise Plans: On to Costa Rica

Tabu — Farr 44
Rich & Sheri Crowe
Newport Beach
Occupations: Rich & Sheri, both sailing instructors
Noteworthy: Tabu is the second Farr 44 built by Rich and Sheri. They may sell Tabu after returning home next year.
Crew: Bob Schuster
Cruise Plans: Cruise Mexico, sail in the Banderas Bay Blast and sail back in the spring

Stargazer — CSY 44
David & Katie Levy, Corona del Mar
Occupations: David, sales; Katie, project manager
Quote: "As competitive racers, we’re excited to switch gears and attempt the laid-back cruising lifestyle."
Cruise Plans: Possible commuter cruising

Ijsselmeer — Contest 44
Jim Taggart & Beth Mathews
Juneau, AK
Occupations: Jim, marine ecologist; Beth, biologist (both ret)
Quote: "We sold our home to take time with our son to see a bit of the world."
Crew: Glen Taggart, 13
Cruise Plans: Sea of Cortez

ShantiAna — Columbia 39
Bill & Shanti Bartlett
San Francisco
Occupations: Bill, merchant marine captain (ret); Shanti, nurse
Quote: "Wooo doggies!"
Crew: Keene Bartlett, 19, Paddy Murphy, 13, & Chelsea Murphy, 11
Cruise Plans: Puddle Jump

Artemis — Columbia 39
Chris Spencer, Sausalito
Occupation: diver
Noteworthy: This will be Chris and Alicia’s first long ocean passage.
Crew: Alicia Lint
Cruise Plans: Who knows?

Claryse — Hallberg-Rassy 35
Paul & James Bahan
Portland, OR
Occupations: Paul, farmer; James, student
Quote: "How often can a doting dad shanghai his adventurous young son

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on a cruise to Mexico with a bunch of like-minded mariners?"

Cruise Plans: Head south

Tahnoo — Spencer 1330
Bill Burr & Brenda McNair
Vancouver, B.C.
Occupations: Bill, director; Brenda, physiotherapist (both ret)
Noteworthy: Tahnoo is named after an island in Haida Gwaii (Queen Charlotte Islands) in B.C.
Cruise Plans: Sea of Cortez

Le Letty Boat — Roberts 43
Jean Lachaud & Stéphanie Eonet
Redwood City
Occupations: Jean, scientist; Stéphanie, computer science engineer
Noteworthy: The rally starts a two-year sailing trip to the South Pacific.
Cruise Plans: Pacific Puddle Jump

Sea Angel — Catalina 42
Brian Taugher, San Francisco
Occupation: attorney (ret)
Noteworthy: “This is the iPad-and iPhone-networked boat — crew will use their iOS apps over the boat’s network, using the boat’s instruments in addition to the devices’ independent GPSs.”
Crew: Marcus Libkind & Wayne Matzen
Cruise Plans: Bash home at the beginning of the year.

Magic — Roberts 34
Steve Cass, Redondo Beach
Occupation: electronics tech (ret)
Quote: “I’m just trying to have a little fun before I die — hopefully not anytime soon!”
Crew: Terry Turentine & Caroline Cass
Cruise Plans: Baja Bash

Nanaimo — Nonsuch 30
Pete Butler & Bethany Smith
Alameda
Occupations: Pete, engineer; Bethany, designer
Quote: “A Nonsuch is 30 feet and she goes like a train, especially downwind!”
Cruise Plans: Baja bash

Kintyre — Ericson 36C
Scott Giblin, San Diego
Occupation: welder (ret)
Quote: “My first time out, and I want to try long-distance sailing.”
Crew: John Hummel
Cruise Plans: Bash home

Hazel Rose — Islander Freeport 38
Ron Brown, Oakland
Occupation: college professor (ret)
Quote: “I’ve never seen a U-Haul behind a hearse.”
Crew: Terry Piccolotti
Cruise Plans: Who knows?

Arabella — Choiote 40
Simon Handley, Victoria, B.C.
Occupation: charter skipper/rigger
Quote: “Live slow. Sail fast.”
Crew: Eric Handley
Cruise Plans: Heading for Rodney Bay, St. Lucia, by Christmas

Drei — Corsair UC-31 tri
Gary Kahler, San Diego
Occupation: firefighter (ret)
Quote: “I do not wish to be connected

Welcome to La Paz Baja Ha-Ha Beach Party at Stella Thursday, November 17th
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COSTABAJA

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with boats that do not sail fast, for I intend to go into harm’s way."
Crew: Paul Martson & Jared Brockway
Cruise Plans: After sailing the Sea of Cortez, trailer home from Loreto

*Kia Ora* — Spencer 55
Greg & Dennis Williams, Ventura
Occupations: Greg, lifeguard; Dennis, sheet metal contractor (ret)
Noteworthy: This father-son team have owned *Kia Ora* for 10 years.
Cruise Plans: Either Puddle Jump or Baja Bash

*Clover* — L-36
Shane & Bob Barry, Santa Cruz
Occupations: Shane & Bob, both construction
Noteworthy: Another father-son team.
Crew: Travis Nicolet & John Taussig
Cruise Plans: Continue cruising

*Liberation II* — Hallberg-Rassy 46
Steve Casey, St. Croix, USVI
Occupation: prosecutor (ret)
Quote: "No worries."

**Mark and Debbie of ‘Younger Girl’.**

**Younger Girl** — Lagoon 380 cat
Mark Sciarretta, Zig Zag, OR
Occupation: HR director (ret)
Quote: "The Ha-Ha is the most fun way to get the boat to the tropics!"
Crew: Debbie Hayward, Terrie Ray, Joe Restivo & Sophia Palermo
Cruise Plans: Mexico for a year or more

**Pura Vida** — Islander Freeport 41
Michael & Judy Goehler, Portland, OR
Occupations: Michael, foundryman; Judy, marketing
Quote: "We just want to get our sorry butts there safely."
Cruise Plans: Undecided

**Rubicon** — Beneteau 57
John Inglis, Rockaway Beach, OR
Occupation: marketing
Quote: "Rubicon is all about having a great time and sharing this experience with others."
Crew: Scott Poe (capt.) & Sam Inglis (son)
Cruise Plans: Bash home
Jace — Catalina 38
Ben & Molly Doolittle, Sacramento
Occupations: Ben, insurance; Molly, teacher
Quote: "There is no moment of delight in any pilgrimage like the beginning of it." — Carles Dudley Warner
Crew: Mickey & J.P. (sons)
Cruise Plans: The Canal and beyond

Navaque — Jeanneau 54
Jeffrey Bohl, Marina del Rey
Occupation: innkeeper
Quote: "Pay attention."
Crew: Mitch Anderson,
Cruise Plans: Unknown

Talion — Gulfstar 50
Patsy Verhoeven, La Paz, BCS
Occupation: real estate broker
Noteworthy: This will be Patsy’s fifth Ha-Ha, and she sails the entire way!
Crew: John Cavanaugh, Marv Dunn, Bob Martin, Tim Horne & Jon Drake
Cruise Plans: None

Distant Drum — Idylle 15.50
Harry Hazzard, San Diego
Occupation: IT (ret)
Noteworthy: This is Harry’s seventh Ha-Ha, and he says he enjoys “taking folks who may have not ever been able to experience the thrill of it all.”
Crew: Mark Noyes
Cruise Plans: Mainland Mexico

Sophie — Norseman 447
Dan Holden, Richmond
Occupation: physicist
Noteworthy: Dan once sailed a 1948

Scout — Lagoon 400 cat
David & Christine Eggleston
Oakland
Occupation: David, Lagoon dealer; Christine, "facilitator of the work"
Quote: "Once you go cat, you never go back."
Crew: Lori Styles
Cruise Plans: Undecided

LightSpeed — Atlantic 42 cat
David & Kathy Kane, Seattle, WA
Occupation: David, captain; Kathy, charter mate
Noteworthy: The Ha-Ha officially marks the six-year anniversary of their full-time cruising lifestyle, and they purchased LightSpeed in Honduras during a military coup.
Cruise Plans: Delivery jobs until a Puddle Jump

Herreshoff 28 from Ft. Bragg to San Francisco solo.
Crew: George Balmer & Carolyn James
Cruise Plans: The Sea and the South Pacific
BAJA HA-HA PROFILES, PT III

**Folie Douce — Alberg 37 yawl**  
Marc Culver, Sausalito  
*Occupation:* captain/shipwright  
*Quote:* “Life is not supposed to be one happy experience. We learn as much in the storms as the calms. Life is at best many happy experiences and moments. Fortunately for me, my collection is enormous. The Ha-Ha will add another, as well as making many more friends as it has on the other Ha-Ha’s that I have done.”  
*Crew:* Tom Knapp & Daryl Silva  
*Cruise Plans:* Bash back

**Guest — Windjammer 57**  
Christopher Hicks, San Francisco  
*Occupation:* mechanic  
*Noteworthy:* This 57-ft wooden schooner was modeled after a vintage 108-ft schooner, and was built as a scale model. She may have an ice maker, a washing machine and a kegerator, but she looks like a boat from times-past.  
*Crew:* Christopher Hicks (son), Adam Katz, Claudia Carlson, Rex Terrell & John Doe  
*Cruise Plans:* Mexico

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**Shock Wave — Columbia 30**  
Bob Jorgenson, Blanding, UT  
*Occupation:* recreation admin (ret)  
*Noteworthy:* This Utah resident hadn’t heard of the rally until he read about it on the Internet two months ago.  
*Crew:* Dan Wrobel  
*Cruise Plans:* Trailer back to Utah, or sail back to San Diego

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**Interabang — Beneteau First 456**  
Derrick & Trisha Weeks  
San Francisco  
*Occupations:* Derrick, controller; Trisha, research manager  
*Quote:* “We read about it. We dreamt about it. We missed the deadline. We still get to do it. Ha-Ha!”  
*Cruise Plans:* Two years in Mexico, then?

**Mischief — Union Polaris 36**  
Bob & Sharon McMurray, Belgrade, MT  
*Occupations:* Bob, marine technician; Sharon, data entry specialist  
*Quote:* “We’ve always ‘Lone-Rangered’ our sailing trips: we look forward to meeting other cruisers and enjoying sailing with others!”  
*Cruise Plans:* Commuter cruising

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There you have it, the complete Ha-Ha XVIII line-up of entrants. If you missed the first two installments (in September and October) you can view them online via our monthly eBooks — or better yet, download the entire magazine for free, and catch up with all the sailing news at your leisure (visit www.latitude38.com). And be sure to look for our complete Baja Ha-Ha recap in the December edition.

— latitude

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As this issue hit the streets, this year’s Baja Ha-Ha fleet was well on its way to Cabo San Lucas, at the tip of the Baja Peninsula.

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.

You’ll find frequent updates on this year’s event in *Latitude*’s three-times-weekly news portal ‘Lectronic Latitude, found at www.latitude38.com. And look for a complete recap of the event in the December issue.

For many entrants, the rally served as their inauguration into a new lifestyle of open-ended cruising in Mexico and beyond. We hope many of them will keep in touch by sending us reports from near and far that we can share with you in these pages.
MEET THE FLEET

In this edition you’ll find our final installment of fleet mini-profiles. (Earlier installments are available in our downloadable eBook archive at our website: www.latitude38.com). Look for a complete event recap next month.

As you’ll read, the entrants are a highly diverse group, some sailing million-dollar yachts, others on modest ‘plastic classics’.

If you’d like to catch a ride next time see our free online Crew List at www.latitude38.com. It’s constantly updated.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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 online at www.pacificpuddlejump.com.
IMPORTANT DATES

October 24, 11 a.m. – Start of Leg One for all boats off Coronado Roads.

October 27 – No-host party at Vera Cruz Restaurant in fabulous downtown Turtle Bay.

October 28, 10 am – Turtle Bay Beach Potluck Party.

October 29, 8 am – Start of Leg Two to Bahia Santa Maria.

October 31 – ‘Bahia Santa Maria Day’ – a lazy lay day meant for relaxing and exploring the Bay.

November 1 – Hiking, beach walking, sports and beach party at Bahia Santa Maria.

November 2, 7 am – Start of Leg Three from Bahia Santa Maria to Cabo San Lucas.

November 3 – ‘Can’t Believe We Cheated Death Again’ dance and party madness for the young at heart at Squid Roe.

November 4 – Cabo Beach Party all afternoon.

November 5 – Awards Presentations hosted by Cabo Marina.

Baja Ha-Ha, LLC
c/o 15 Locust Ave., Mill Valley, CA 94941

WWW.BAJA-HAHA.COM

PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don’t call Latitude 38 with questions. The Ha-Ha is a separate operation.
Get a clock on them!" shouted my spinnaker trimmer as the boat far ahead of us rounded the leeward mark. "What's their rating?" I asked, thinking I might be able to figure out in my head how much time they owed us. "They're a 72-rater," replied my tactician. "We rate 120, so they give us, uh, 48 seconds a mile."

"That's 480 seconds for a 10-mile race," I calculated. "Or eight minutes. I think we've got 'em easy!"

"Only if you have the race distance right," observed the trimmer as he hauled an armful of sheet to keep the spinnaker full. "We don't know the actual positions of these temporary marks."

"This RC is pretty good," I noted. "I think the mark boat will report the actual positions and they'll work out the correct course distance after the fact. Ten miles is a good guess."

"Maybe," complained the trimmer. "But that's why I much prefer racing around permanent marks — you know the distance so you know the time allowance. You can also keep the position in your GPS so you can find the darned thing. And I really don't care if the windward mark's not exactly directly upwind — but for some reason, a lot of RCs think that the racing is better if the fleet spends the same amount of time on each tack."

Despite this time allowance uncertainty, the day had been going very well for us. We had been on the right side of the big shift early in the race, we had avoided the hole on the next leg, and I was starting to imagine how I would make room for the trophy on my mantel piece.

"The race isn't over, Max," Lee Helm said back from her position up by the mast. "We've only gone, like, eight of those 10 miles. Also, I think they're using time-on-time, not time-on-distance, so the time allowance is in seconds per hour, not seconds per mile."

Lee was only aboard because the wind was too light for windsurfing that day, and on her grad student budget the free sandwiches seemed like a good deal. There would be a nice dinner in it too, if we won. She had only signed on for the race that morning — normally I'd have her calling tactics, but that spot was already taken.

"Hold on, I think they give the formula for converting PHRF to time-on-time," said the tactician. "Wait while I check the sailing instructions. . . ."

"Usually it's PHRF rating plus 550, the total divided into 650," said Lee.

"Ah, here it is: 800 divided by the sum of 520 plus PHRF."

"That's good for us," said Lee. "Using 520 instead of 550 gives more credit to the slower boats. It's a better number to use when there's tidal action or a wave condition that hurts the little boats more than the big ones."

"How do you figure that?" asked the tactician. "Seems to me that the big difference in this formula compared to the normal formula is using 800 instead of 650 in the numerator."

"Bzzzt! Wrong!" said Lee gleefully. As it turned out she had caught my tactician in a fairly basic math error, and I was fortunate that he had made the blunder before I had a chance to do the same.

"Here's how the PHRF to time-on-time conversion works," Lee explained. "The PHRF rating is in seconds per mile. But, like, it's not the actual number of seconds to sail a mile — a boat that rates zero doesn't sail a mile in zero time at infinite speed. And a boat that rates negative is not going faster than light and backward in time."

"That reminds me of a joke," said the trimmer. "The bartender says, we don't serve nutrinos here."

We waited for the punchline, but the tactician just kept looking up at the spinnaker, easing the sheet slightly. Finally he finished it: "An atomic particle goes into a bar moving faster than light."

"Ow, that's bad," Lee groaned, then continued her explanation of time-on-time conversion. "First, we have to change PHRF seconds per mile to the actual number of seconds to sail a mile, on average," she explained. "There's a constant to add, which is the 520 or 550 number in the numerator. Let's go with the usual 550. That means a boat that rates zero sails a mile in 550 seconds, a boat that rates 100 sails a mile in 650 seconds, and a Cal 20 that rates 264 sails a mile in 814 seconds."

"Funny that they chose a scale that would give some boats negative ratings when they first set up the Performance Handicap Racing Formula," remarked the tactician, who I think felt the need to show off that he knew what the letters stood for.

"Back in the day," I recalled, "PHRF stood for Pacific Handicap Racing Fleet. I guess no one ever imagined a sailboat that would average less than 550 seconds to sail a mile, so they didn't think they would ever have a boat with a negative rating."

"That's only 6.545 knots," said Lee after pressing some buttons on one of the cockpit instruments, which I had no idea could also be made to work as a...
SECOND RATE

No matter which rating system is used, seconds count in racing.

CALCULATOR. "Figures, with PHRF coming out of SoCal in the '50s."

"Okay," I said. "I get the constant in the denominator. It just turns PHRF into total seconds per mile, or the inverse of speed."

"Right," confirmed Lee. "And if you use a smaller number, like 520, there's a bigger relative difference between fast and slow PHRF ratings compared to using 550. So, like, small boats get a little more margin. There must be a small boat sailor in charge of your club's Race Committee this year."

"But the numerator also has a big effect," insisted the tactician.

"No way," Lee stood her ground. "You could divide that inverse speed number, 550 plus PHRF, into one, and you'd get the same corrected time order. Or you could divide it into 3600, and the rating would be the actual assumed speed in knots."

"Think we should jibe?" asked the sheet trimer. "Looks like a soft spot up ahead."

We forgot all about handicapping math, decided that the trimer was probably right, and jibed onto the other tack. It looked as if it would be a safer route, but we were still slowing down in the fading breeze as we got closer to the bottom mark.

"This isn't good," I said. "We might not have our eight minutes any more."

"That's why they use time-on-time in the winter," explained the tactician. "It can even out races with parking lots or slow-moving finishes, where the big boats would otherwise walk away with everything. The slower the race, the more time they give us."

"Back to the math," said Lee. "The numerator in the formula has no effect on the corrected time results."

"Does."

"Doesn't."

"Does."

"Doesn't-doesn't-doesn't. Think of it this way: Use the normal formula, with 650 in the numerator. Time Correction Factor is 650 divided by 550 plus PHRF. A boat that rates PHRF 100 has a TCF of 1.00. Faster boats are greater than one; slower boats are less than one. In all cases, elapsed time is multiplied by TCF to get corrected time. Now suppose we wanted to use 800 divided by 550 plus PHRF instead. All the TCFs get bigger in proportion, so all we're doing is multiplying the old corrected times by 800 over 550 to get the new corrected times. The order of corrected times isn't changed, they're just, like, stretched out in proportion."

"Damn, she's right!" conceded the tactician after it had sunk in for a second. "But what's the advantage of using the bigger number if the result is the same? Seems to me that it's better to have ratings closer to unity."

"The bigger numerator prevents artificial ties," Lee answered. "Most finish line RCs only record times to the nearest second, and only print out corrected times to the nearest second. So it's better to increase all the times instead of reducing them."

"How does that work?" I asked. "If the numerator doesn't make any difference, then how can one value give you ties and the other number not?"

"It's an artifact of round-off. If the slowest possible PHRF rating in your fleet is 280, then the biggest denominator you can get in the conversion formula, using the 520 constant, is 800. So if the numerator is set at 800, then all the finish times get bigger. None of them get smaller. So if the finish times are all at least one second apart, the corrected times will also always be at least one second apart because all the margins spread out a little. With the 650 numerator, the times of the boats with TCFs less than one are compressed, and you can end up rounding two different boats to the same corrected time for an artificial tie score."

"You can still get ties," suggested the spinnaker trimmer.

"For sure, but they're real ties, with corrected times less than one second apart, not times that are just an artifact of a time allowance system that compresses the times together."

"Okay, Lee," I said. "That's all well and good, but how do we figure out if we're ahead or behind when we get to the leeward mark?"

"If we knew our Time Correction Factors it would be easy," she said. "Trouble is, the PHRF certificate just gives seconds per mile. If the TCF were also on
the certificate, we might start to think of boats according to the TCFs instead of the PHRF seconds per mile, and time-on-time would seem much more natural.

"I'll work them out right now," said the tactician, who eventually produced a cellphone from an inner pocket under his foulies and figured out, with a little coaching from Lee, how to get it into calculator mode. "The 72-rater ahead of us has a TCF of 1.35. At 120, our TCF is 1.25."

"That makes it easy," said Lee. "If they round the mark 125 minutes into the race, and if we round it exactly 10 minutes later, at 135 minutes into the race, we're, like, dead even. Because 125 times 1.35 is the same as 135 times 1.25.

I looked at my watch, reset it from countdown to clock time, and, remembering that we had started at 11:30, concluded that the boat in front had rounded at more like 115 minutes after the start. That meant they owed us a little more than nine minutes. It was close.

"The way to make these ratings more intuitive," Lee suggested, "is to..."

"Better check layline," the trimmer interrupted. "Maybe we need to get ready to jibe back."

The afterguard agreed. We jibed, set up for the douse, and made a very clean rounding in the light breeze.

"Time-on-time would seem a lot more intuitive," Lee continued where she had left off as soon as the boat was fully trimmed up for another windward leg, "if the TCFs were printed directly onto the PHRF certificate. But the scale chosen has to produce easy-to-remember numbers.

"I like having 3600 in the numerator," said the trimmer, "so the rating equals assumed speed."

"Totally requires too many decimal places," Lee countered. "If we stay with the 800 over 520 plus PHRF formula, then the slowest boat has a TCF of about one, and the faster boats are some decimal fraction greater than one. For shorthand, just subtract one and the ratings are simple. A Cal 20 at 264 has a TCF of 1.02, so we'd call it simply a 2-rater. A J/24, PHRF of 168, has a TCF of 1.16, so that becomes a 16-rater. This boat would rate 25, the boat up there in front of us would rate 35."

"I like that faster boats have bigger numbers for their ratings with this scheme," I said. "Like back when ratings were expressed in terms of feet of corrected waterline length. Bigger should be faster."

"And no negative numbers," Lee added. "A multihull with a negative 100 PHRF would work out to a TCF of 1.90 or a rating of 90, in my system."

"Hey, what was our time at the mark?" called back one of the foredeck crew. "Are we winning?"

I looked at Lee, she looked at the tactician, he looked at the trimmer, and the trimmer looked back at me. We had all forgotten to look at the time when we rounded.

— max ebb
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You’d be hard-pressed to ask for a better October for sailboat racing. With four fruitful weekends that generally brought sufficient breeze and warm temps, plus a bevy of events, if you weren’t racing, you were hurting! We hit some of the high points in this month’s ‘Racing Sheet.’

**Emma Proving Her Mettle**

After finishing a frustratingly light first leg of the Charente-Maritime/Bahia Transat in 22nd out of 32 protos, the Bay’s Emma Creighton was in a good position to achieve her goal of placing in the top 20 after the monster 3,100-mile second leg. A big part of that is finishing, a feat that’s easier hoped for than done as evidenced by the 13 boats in the 78-boat fleet who’ve had to abandon.

As we followed Creighton’s progress on the race tracker, we were a little puzzled when it seemed that she inexplicably got smothered by the ITCZ, while the boats near her seemed to still be making progress.

It turns out the reason was a very good one indeed: Creighton stopped to stand by for Aussie Scott Cavanough when he was forced to abandon his boat. Cavanough set off the distress button on his Argos beacon following a collision with a tanker that left his bow severely damaged and his rig in the down position on the night of October 24.

Although there were no details, a report from race organizers indicated that Creighton stopped to stand by with Cavanough all through that night, until one of the race’s seven escort vessels arrived to retrieve the latter the following morning. The stop seems to have cost Creighton dearly, as the Pot au Noir pushed south during that time. We’d be surprised if she doesn’t get some kind of redress for rendering assistance, but we won’t be surprised if she reaps heaps of good karma the rest of the way to the finish in Salvador de Bahia, Brazil.

Meanwhile, the leaders are into the southeast trades and legging out over the rest of the fleet as they aim for Fernando de Noronha. Leader David Raison and his crazy scow-shaped Teamwork Evolution are across the equator, with an 80-mile lead some 620 miles from the finish as of this writing. His lead on overall elapsed time is much greater though, and it looks as if it will take a major catastrophe to stop him as he’s averaging a full knot faster than his pursuers while close reaching in the southeast trades. One thing is for sure, his funny-looking boat is a game-changer for the Mini scene.

Creighton will most likely be close to finishing by the time this issue hits the newsstands, so your best bet is to check the race’s website — as far as French-run races go, it probably has the best English translation — where you can find a tracker, updates and analysis. You can find it at: [http://www.charentemaritime-bahia.transat650.net/en/](http://www.charentemaritime-bahia.transat650.net/en/)

**The Pink Boat Regatta**

The name of his boat is Darwind, and the logo for his first effort at a charity regatta is essentially a step-by-step representation of the evolution of hominids, but Tom Watson’s first effort at chairing a charity regatta was more like an evolutionary leap. The dedicated sailor with a bright pink Pearson Triton managed to draw 25 boats for the first-ever Pink Boat Regatta hosted by Corinthian YC on October 23.

October is Breast Cancer Awareness Month, so it was fitting time for the event, which garnered sponsors like KKMI, West Marine, Easom Rigging and Racing, Holly Chamness, Inc., TAP Plastics, Thermidor SF, Predict Wind, and Oracle Racing for the uniquely formatted race.

Rather than a typical round the buoys elapsed/corrected-time format, Watson opted for something way different: race for three hours, collecting one point for each buoy you round before the time is up. Inverse PHRF ratings for handicapping with the high score winning with extra incentive for donations by people who...
didn’t even need to be aboard: ‘buying a buoy for the girls’.

When all the points were tallied, Marika Edler’s Ohana took overall honors with 31.25 points ahead of Terri Griffith’s Wayward Whale, which finished with 28.5, and Kristin Soetebeir’s Georgia with 24. In the “buoys rounded” category, Tom Lueck collected the most with Sir Leansalot, narrowly beating out Edler, who was the top female skipper in that category.

But perhaps the master stroke of Watson’s invention was the Pinkest boat award — he recused Darwin to encourage competition — which went to Kate and Alan Barr on Voyager. With racers pulling out all the stops to “out pink” each other, this was probably one of the most visible sailboat races in a long time!

The club trophy went to SSS, which absolutely pounded the competition by more than double. And speaking of double, well, there were novel division names with boats whose ratings tended to be inversely proportional to their namesakes. Edler took the A-Cup division, with the C-Cup going to Lon and Susie Woodrum’s Frenzy and the DD-Cup going to Ashley Bell who was at the helm of Darwin.

No word yet on how much the event raised in total, but the party at the Corinthian YC afterwards looked like a lot of fun!

The award for the least buoys rounded went to Damien Campbell and Mike Garl on Petit Strah and Arua respectively. The race has a great Face-
the World Race-winning skipper, Star World Champion and Olympian.

**Dennis Conner** — Four-time America’s Cup-winning skipper, Star World Champion.

**Ted Hood** — Naval architect and America’s Cup-winning skipper.

**Gary Jobson** — Winning America’s Cup tactician, author and Emmy award-winning sailing commentator.

**Buddy Melges** — America’s Cup winner, Star World Champion and ’72 Soling Olympic gold medalist.

**Lowell North** — ’68 Star Olympic gold medalist, Star World Champion and founder of North Sails.

**Ted Turner** — America’s Cup-winning helmsman and four-time Rolex Yachtsman of the Year.

**Capt. Charles “Charlie” Barr** — Transatlantic Race record setter and
second-winningest America’s Cup skipper in history.

Capt. Nathanael G. Herreshoff — Designer of five America’s Cup winners.

Emil “Bus” Mosbacher, Jr. — Two-time America’s Cup winning skipper.

Joshua Slocum — First-ever single-handed circumnavigator and noted writer.

Olin Stephens — Designer of six America’s Cup winners.

Harold S. Vanderbilt — Three-time America’s Cup winning skipper.

St. Francis YC’s Big Weekend
The St. Francis YC had a big weekend on October 15-16, hosting the Jessica Cup — the “other” Master Mariners event for the year — which drew four gaffers in one division and 10 Marconi boats in another two divisions. John McNeill’s Yankee took the Gaff division with a pair of bullets, while Hank Easom’s 8 Meter Yucca and Robert Rogers’ Lapworth 36 Sunda each claimed their respective Marconi division honors. Also on the docket were a combined Logan/Paige/Simpson regatta featuring Etchells, Express 27s, Mercuries, Stars and even a pair of J/22s.

Fall Classic
The San Francisco YC hosted the Fall Classic for Alerion Express 28s, Bears, Folkboats, IODs and Knarrs on October 15-16. Ralf Morgan’s Ditzy was anything but in a straight-bullets win in the AE 28s, and Glen Treser’s Chance was nearly perfect in the Bears. Peter Jeal’s Polperro topped the Folkboats and Mark Pearce’s Fjaer was the top IOD. The Knarrs were the largest class at 13 boats, and their honors went to Mark Adams and Steve Taft’s Koonan.
Vallejo 1-2

The Singlehanded Sailing Society’s season-ending Vallejo 1-2 pulled 62 boats and Richard von Ehrenkrook’s Can O’ Whoopass won a competitive solo leg up to Vallejo, while Steve Wonner’s Uno won the doublehanded return trip and Bill Erkelens’ Wabbit Jack was runner-up in both to take the combined honors.

SSS VALLEJO 1-2 (9/17)


SPORTBOAT — 1) Jack; 2) Mirage; Black Soo, Ben Mewes; 2) Kwazy, Wabbit, Colin Moore. (5 boats)

SPIN PHRF < 108 — 1) Ragtime!, J/92, Bob Johnston; 2) Gavilan, Wylie 39, Brian Lewis; 3) Relentless, J/92, Tracy Rogers. (9 boats)

SPIN PHRF 111-150 — 1) Arcadia; 2) Sea Spirit, Catalina 34, Larry Baskin; 3) Firebolt, Laser 28, Mike Holden. (10 boats)


SPIN PHRF 198+ — 1) Can O’ Whoopass; 2) Darwin; 3) Tinker, Wilderness 21, Matthew Beall. (5 boats)

WYLIECAT 30 — 1) Uno, Steve Wonner; 2) Crinan II, Don Martin; 3) Bandicoot, Al Germain. (6 boats)


EXPRESS 27 — 1) Thumper, Todd Olsen; 2) Archimedes, Joe Balderrama; 3) Taz!!, George Lythcott. (5 boats)

VALLEJO 2 OVERALL — 1) UNO, Wyliecat 30, Steve Wonner; 2) Jack; 3) Whirlwind; Wyliecat 30, Dan Benjamin; 4) Bad Hare Day; 5) The Ultimate 20s used the Richmond regatta as their Pacific Coast Championships

Yankee Cup/Champion of Champions

The YRA’s Yankee Cup/Champion of Champions brought out a quality fleet October 15-16 with John Clauser and Bobbi Tosse’s Bodacious+ taking the HDA/PC division and Bill Bridge and Kame Richards’ Express 37 Golden Moon taking the ODCA/PC division.

Sausalito Cup

The weekend of October 8-9 couldn’t have been more gorgeous for sailboat racing, although Sunday saw the breeze show up late enough that it caused some...
Wylecats were sailing their inter-galactic things, which were made up of three W-L buoy races sailed in 15 knots of breeze on Saturday. A distance race from the South-ampton starting area to Little Harding on Sunday ended up being cancelled due to lack of breeze, and Steve Wonder's Uno put up a 2-2-1 to finish one point clear of Steve Seale and John Skinner's Silkye.

The other two classes didn’t fare any better on Sunday, but Saturday’s champagne conditions allowed four Antrim 27s to get a one design start. Unsurprisingly, John Liebenberg’s Always Friday scored a 2-1-1 to handily take the division. The Ultimate 20s were using the event as their PCCs, which helped produce a fleet of eight boats hailing from all over California. Michael Eisenberg’s Toon Town posted a 2-1-1 finish with a two-point cushion over Tom Burden’s Layla.

Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at Clockwise from spread — Sylvia and Barry Stompe’s ‘Iolan’ rockin’ and rollin’ down a run at the YRA Champion of Champions; Henry King’s Stompe’s ‘Iolani’ rockin’ and rollin’ down a run at

abandonments in the various regattas around the Bay. One of the regattas that did make it through its full schedule was the Sausalito YC’s Sausalito Cup. The club hosted six J/105s over the weekend for a double round-robin match-racing regatta. Bruce Stone came up big, nearly running the table with nine wins. John Horsch finished in second with eight.

**Sausalito YC Women Skippers Regatta**

The Sausalito YC’s Women Skippers Regatta drew a good fleet for the second year in a row October 1. The nine entries in three divisions completed all three races scheduled for the one-day series.

Marika Edler’s Beneteau 45 Ohana took the honors in the spinnaker division, while Barbara Kavanagh’s Gammon carried the non-spinnaker division and Miriam Andres took the one-boat Multihull division with the F-31 Tati-

**It’s Volvo Time**

This year’s Volvo Ocean Race is shaping up to be one for the ages, fleet size be damned. Although only six boats will be on the line for the November 5 start off Alicante, Spain (the first in-port races were held October 28-29, after we went to press), not a single one is an also-ran.

Perhaps most exciting about the whole thing is that this year’s race marks the return of a French entry for the first time since ’93-94. And it’s not just any French entry, it’s Franck Cammas’ Groupama team. For years, French offshore sailors have been extremely successful in offshore multihull and shorthanded sailing. But a

**Richmond YC Trifecta**

The Richmond YC hosted three one design fleets October 8-9: the Wylecat 30s, Ultimate 20s and Antrim 27s. The
prevailing school of Anglo thought has always contended that they would not be competitive when in a project like the Volvo Ocean Race primarily because they just wouldn’t push as hard or develop their boat in sufficient detail.

But Cammas, the current Jules Verne Trophy holder, is sailing with one of the three brand new Juan K-designed boats after training on the previous race’s winner Ericsson 4. He’s proved capable of putting together impressive efforts, posting numerous wins throughout his career while enjoying one of the longest-running sponsorships in sailing — dating back to 1998 — despite not having yet reached the age of 40.

One thing is for sure, if Cammas proves unsuccessful in this effort, his next — Groupama have signed on for a two-year commitment for the race — should be even more competitive.

American Ken Read is back after a runner-up finish in the last race, with a new Puma Ocean Racing Powered by Berg. One of the two other Juan K-designed boats, Puma will be staffed by a crew comprised of primarily Kiwis and Aussies, with 22-year-old Rome Kirby — the son of three-time veteran Jerry Kirby — the lone American on the crew besides Read. Tipped by many as a race favorite, Puma is not markedly different from Groupama, but the devil is in the details as they say, and with one race already behind him, and a crew full of veterans who were one of the first teams to get out of the blocks,
Read’s campaign looks really good.

Ian Walker is back again, this time with a brand-new, and very radical-looking Farr design, after having done an admirable job on a shoestring budget in the last race. His Abu Dhabi Racing features one of the most radical-looking designs of any of the boats with a high-volume bow and higher freeboard than the rest of the boats. Featuring a Future Fibers mast and ultra-low-windage carbon standing rigging package, this team will definitely be in the hunt.

Camper with Emirates Team New Zealand is another pre-race favorite, designed by ETNZ’s Marcelino Botin — designer of the the first Puma — and the rest of their in-house design team. With a markedly different setup than the rest of the boats that focuses on the reality that sailing one of these beasts around the world with only 11 sailors has more in common with shorthanded, than fully-crewed sailing. Camper is definitely expected to do well under the leadership of the ultra-cool Aussie Chris Nicholson, now sailing his fourth Volvo Ocean Race.

Spanish inshore/offshore sailing hero Iker Martinez is back to lead his country’s Telefónica in the team’s third effort in the race.

A veteran of the last one, not to mention winner of gold and silver medals in the 49er class at the last two Olympics (with a couple 49er world titles to boot), Martinez and company will be sailing the third of the three Juan K designs. That’s probably a good thing for all three teams — Juan K’s designs have won both previous Volvos sailed in the Volvo 70s.

Kiwi Mike Sanderson is back follow-

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Angel Lights Countdown Benefit

On December 1st, we will illuminate the Angel Lights atop Angel Island. Viewable from every direction on the Bay, they shine like a beacon towards the ones we love. Please consider making a donation in recognition of your loved ones during this special time of year. Your Angel Lights will continue to shine each evening throughout the month of December.

For more information visit www.angelisland.org

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The BAADS Herb Meyer Regatta

three Juan K designs. That’s probably a good thing for all three teams — Juan K’s designs have won both previous Volvos sailed in the Volvo 70s.

Kiwi Mike Sanderson is back follow-
ing a hiatus after skippering ABN AMRO 2 to glory in the ‘05-’06 race. Sanderson has couched his team as the spoiler, given that they’re sailing 08-’09’s Telefónica Blue, rebranded as Team Sanya, named for the Chinese seaside town that will serve as the finish for leg 3. Although the previous generation boat might appear to be a handicap, rule changes imposed on the newest generation of boats means that Team Sanya will be sailing with a grandfathered bulb weight — 200 kilos heavier than those of the new boats — from the boat that was rumored to be 5% stiffer than winner Ericsson 4 in the last edition.

The added stability, plus a new rig and carbon rigging from Future Fibers, new, larger rudders and boards, and a complete refit should see these guys do better than they’re letting on. Known in the last race as fast in the in-port races, in light air and upwind, but sketchy downwind in big breeze, the boat could well have more than a few fast modes.

Sanderson recently bought into Doyle Sails and Team Sanya will be the only team not carrying Norths in this race.

Impressively, Sanderson and his group have managed to become the first sporting team other than the country’s national Olympic teams to receive direct sporting sponsorship from the Chinese government, which is quite a coup.

The route for the race is different this year. From Alicante, the fleet sails to Cape Town, South Africa as before, but from there, there’s a big change in that Leg two will head to Abu Dhabi, by way of a detour complete with a virtual restart to keep the fleet clear of the piracy issues in the Gulf of Aden.

From Abu Dhabi, they’ll head east, around the Indian subcontinent and the Malacca Straits, around Singapore and up to Sanya, China. From there

There were a couple Oktoberfest events on the Bay this month. Both the Oakland YC (above), and the Berkeley YC got into the Bavarian spirit.
they’ll head down to Auckland, New Zealand, one of the cradles of Volvo lore. From there they’ll have a monster leg around Cape Horn to Itajai, Brazil, before heading to Miami, Florida. Then they’ll tackle a transatlantic to Lisbon, Portugal followed by a short sprint to Lorient, France and another to the finish in Galway, Ireland. You can follow the race, and the excellent media it puts out at www.volvooceanrace.org. This should be one for the ages . . .

The Sea Otter Regatta
The 16th annual PCISA Sea Otter Regatta was held October 1-2 in Monterey. Hosted by Monterey Peninsula YC, a record 53 teams participated and were treated to beautiful conditions.

A total of 28 races were held for two fleets 26 teams in the Gold fleet and 27 in the silver with two divisions per fleet — A and B. The racing was done on windward-leeward courses and each race lasted between 15 to 20 minutes. Complete Results are on the Monterey Peninsula YC’s website.

The Sea Otter is the first of the 5 major “counter” regattas for PCISA and counts toward qualification for the Pacific Coast Championships in the spring.

This year, the National Marine Sanctuary, Monterey Bay, supported the “green” regatta which provided resusable water bottles, and donated a new perpetual trophy to the event, which has drawn an average of 40 to 50 high school teams for the past six or seven years.

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We depart from our usual format this month to bring you a special report on one of the South Pacific’s prime sailing venues, French Polynesia’s Îles Sous-le-Vent.

Awaiting the Maramu: A Dream Cruise Through Tahiti’s Leewards

Our goal was simple: to spend at least a week ‘off the grid’, sailing in some dreamy tropical getaway spot where we could snorkel colorful reefs every day, soak in gorgeous scenery, and stay blissfully out of touch with the workaday world — no phone calls, no email, no mind-numbing traffic, and no gloomy headlines.

Several destinations came to mind that might have filled the bill, all of which offer well-kept, late-model bareboat fleets. But the Leeward Islands of Tahiti quickly rose to the top of our list. We’d sailed there several times before, but the Leewards are not the sort of place we could ever get tired of.

After our short-hop flight from Papeete, Tahiti’s capital, Julie and I sat down with Sophie, the cheerful Sunsail base customer service manager, who refreshed our memories about the islands’ many anchorages and attractions, then gave us a thorough check-out on our temporary floating home, a brand new Sunsail 384 cat named Vanira II — she was a beauty.

A look at the week’s weather forecast revealed that we could expect several days of light air before a strong system kicked in from the southwest. Raiatea (where the charter bases are located) and her sister isle, Tahaa, lie side-by-side, encircled by a common fringing reef system. But both Huahine and Bora Bora lie a half-day’s sail away — in opposite directions.

Although we love Huahine’s laidback vibe, picturesque waterside homes, and magical snorkeling, we opted to explore Bora Bora this time. We’d only had a very brief look at that fabled isle once before, while participating in the Tahiti Pearl Regatta — a sensational annual event where bareboaters, international cruisers and local French sailors all compete and party together.

Being longtime sailors, we knew better than to over-plan our itinerary — after all, to do so would sap the spontaneity out of our cruise. But with the maramu predicted, we figured we’d first head to Naonao, a picture-perfect islet at the southern tip of Raiatea, then cross to Bora Bora while the winds and seas were still light.

From Raiatea’s Apoiti Marina, where both the Sunsail and Moorings’ fleets are based, it’s a leisurely half-day sail (roughly 20 miles) to pine-covered Naonao, which is renowned for fine snorkeling — except when southwest swells are running — on a vast reef system that lies to the south of it.

The fringing reefs that encircle every island in the Leewards (or more correctly, Les Îles Sous-le-Vent), create tranquil lagoons between the craggy volcanic islands and the reefs. This unique characteristic means you’ll be sailing on nearly flat waters even when the breeze gets brisk, except during inter-island crossings.

After overnighting at the base, we got underway early and began our lazy sail past Uturoa, the island’s only real town, and down the east coast, threading our way between red nav markers on the ‘island side’ and green markers on the ‘reef side’. European-style cardinal markers are also used to mark additional hazards. This system seems a bit confusing the first time out, but you quickly get the hang of it — especially since most of the bareboats these days are equipped with chartplotters that make every hazard obvious.

As we worked our way along the eastern shoreline past neat little waterside homes that are surrounded by flowering plants and fruit trees — each home with its own dock and boat lift — we couldn’t help fantasizing about living in one of them full time. “Let’s see, a quick dip in the sea before breakfast, perhaps a little fishing out on the reef, then a nap in that hammock there in the shade of that massive breadfruit tree...”

About the time we were getting carried away with such fantasies, a group of two dozen dolphins suddenly appeared alongside and danced in our bow waves for a mile or so, then disappeared as fast as they’d arrived.

Although this July trip was near the theoretical peak of the tourist season, we saw only two other bareboats all day, and...
OF CHARTERING

Spread: Few sailing venues are more dramatic than the Leewards. Here Bora Bora’s classic peaks tower above its placid lagoon. Inset: Mrs. Nemo wasn’t about to let us get close to her infant son, who hid inside this anemone.

twinkling within an almost unbelievable density of stars and galaxies. Although we were only a day into our cruise, the rat race already seemed light years away.

We rose with the sun the next morning, eager to get an early start for Bora Bora — a crossing of 30 miles from our southerly departure point. After carefully threading our way along the island’s southwestern reefs, we soon arrived at Passe Punaeroa. In heavy weather transiting any break in a reef can be tricky, but this wasn’t one of those times. With only six knots of breeze out of the north, the sea was so glassy it gave us an appreciation for what crossing the doldrums (ITCZ) must be like.

As we motorsailed farther offshore, we scanned the sea surface far ahead for signs of more breeze and a better wind angle. We’d learned from past trips here that those toothy peaks and sloping mountaintop canopies can bend the prevailing wind in some weird ways.

When Julie went below to take a nap, I figured I needed something to do that wouldn’t distract me too much from keeping watch. So, with the autopilot engaged, I whipped out a tiny ‘travel ukulele’ that a friend had insisted I take along. I only knew a few chords, but managed to strum out an upbeat little tune. A few minutes later, to my delight, the breeze piped up to 11.5 knots apparent — enough to get the little cat up on her heels and skating along nicely. I knew ukes were the favorite instrument in those waters, but I had no idea the wind gods would respond to the soft

only a half-dozen speedboats carrying islanders. Actually, during several trips to these islands, we’ve never seen any anchorage that we’d call crowded.

The one thing you can always count on seeing in the lagoons every day of the week is both men and women paddling sleek outrigger canoes. As we slid along the coast, we saw two young men up ahead who seemed to be lying in wait for us. If we’d been sailing off the Somali coast we might have thought they were pirates, but these were merely bright-eyed young men with big toothy smiles who were eager to use our 6-knot boat speed to pace their daily workout. Paddling is one of Polynesia’s favorite national pastimes, and it helps keep both men and women in great physical shape.

We always tell friends that chartering in Tahiti is like sailing within a postcard. Everywhere you look, you see eye-popping vistas, acres of coco palms glistening in the tropical sun, and densely forested mountain peaks towering above serene lagoons. In addition, there are dozens of low-lying islets or motus like Naonao, which give protection from the prevailing breeze, and often offer excellent snorkeling as well.

Thanks to the calm conditions during our stay at Naonao, the water was gin-clear, with at least 75 feet of visibility. There’s no denying that Tahiti’s reefs have suffered from the coral bleaching that is now common throughout the tropics, but ecosystems here seem vibrant nonetheless. Using our handy, waterproof fish guide, we identified a couple dozen different species of juveniles darting between the coralheads in head-high water, all distinctively painted with bright, colorful patterns.

Lying just off the beach, with only two other boats in the anchorage, we raised our evening cocktails in a toast to the beauty of this amazing place, and marveled at the brilliance of the fire-red sunset. Not long afterward the Southern Cross showed itself.

Paddding outrigger canoes is the national pastime. Young athletes like this often race passing sailboats just for the fun of it.
sounds of this toy-like little box — especially in the hands of such an amateur.

The fact that Tahiti is a long way from both the Americas and Europe — and is generally quite expensive — keeps tourism numbers low, with the vast majority of those who do come to visit staying in romantic "over-water bungalows." Although their thatched roofs give them a cohesive connectedness to their lush natural surroundings, they are actually luxuriously appointed mini-suites that have become a favorite splurge for honeymooners of all nationalities.

Most of these resort properties lie within Bora Bora’s lagoons, reachable only by water taxi. As romantic as they seem, though, we think the experience of exploring the lagoons on a sailboat is a far superior experience — for a fraction of the price.

We stayed three nights at Bora Bora, and navigated the full extent of its lagoons — even the far southeast corner, where we briefly had only about two feet of water under our keels in a narrow channel.

Unlike life in the resorts, we could
drop anchor for a quick swim on a whim, and each night we anchored in complete solitude in flat-calm anchorages. Lulled to sleep by the muted sound of ocean swells crashing on the distant reefs, we fell into deep, nearly hypnotic sleep. To say this temporary lifestyle was calming and therapeutic would be a great understatement.

Our memories of the Bora Bora lagoon include several occasions of swimming abreast of huge manta and spotted eagle rays, that seemed to patrol the reefs like sentries. Another highlight was visiting a kids’ sailing camp where the sheer joy of water-play was almost palpable as local adolescents perfected their sailing and paddling skills in the shallow, turquoise waters of the lagoon. Although our French is abominable and we only know a few words of Tahitian, it was fun to interact with them a bit — especially since we’d been enjoying our solitude aboard Vanira II so much that we’d barely been ashore yet to mingle with the locals.

With that in mind, we decided we really ought to have a look at Bora Bora’s town, Vaitape, just to see what there was to see and perhaps do a little shopping. But as we approached we saw that the territory’s resident cruise ship, Paul Gauguin, had arrived. Did we really want to mingle with all those tourists? A better idea struck us. The day before as we left our anchorage we saw several dive boats moored over a long stretch of reef. We figured that was obviously the place to dive in this lagoon, and there was just enough good light left to see what it had to offer.

Checking the chart, we noted that there was a small horseshoe-shaped anchorage near the dive spot, surrounded by reef. We’d drop the hook there, we thought, take a swim and possibly stay for the night. It turned out to be one of the best snorkeling sessions of the trip. The highlight was studying Mr. and Mrs. Nemo, a clownfish couple who live in a lush anemone. And on closer inspection we saw they were guarding a tiny little Nemo Jr. that was not even as big as my thumb. Cute!

With very light winds predicted, we decided to overnight in our little reef-encircled shrine, which seemed to be a favorite lounging spot for both spotted eagle rays and stingrays. At first light the next morning I rolled over and immediately looked out the closest porthole to check our position. Believe it or not, in the faint pre-dawn light I could see the sandy bottom, 15 feet below, confirming that we were still safely hooked. And just then, an eagle ray glided by on his pre-dawn patrol.

With a strong maramu predicted for the following day, it was time to make the windward crossing to the protection of the Tahaa-Raiatea lagoon. The nearest pass lay 22 miles away. Leaving the lagoon through the broad Passe Teavanui, Bora Bora’s one and only navigable exit, we gave a salute to the skipper of one of several massive sailing yachts with five-spooler rigs. Its wealthy patrons were nowhere to be seen, and as luxurious as that super-yacht’s interior must have been, we had to believe we were having more fun.

Motorsailing under a light breeze, the crossing was uneventful, but the long rolling swells, roughly 8 feet high, were a harbinger of the maramu’s imminent arrival. Even with the swell, entering broad, well-marked Passe Papai on the southwest side of Tahaa was no great challenge, but the big rollers crashing across the adjacent reefs were truly dramatic.

That afternoon we headed east across the lagoon between Tahaa and Raiatea, escorted by a pod of dolphins, and dropped the hook off Motu Mahaea. We’d had great luck snorkeling there in the past, as it lies alongside Passe Toahotu, which seems to bring in big fish from the open ocean, while a menagerie of colorful juveniles populate the adjacent shallows. Here, as elsewhere, the water was refreshingly cool, and the ambient air temperature seemed perfect: not too hot and not too humid.

Thus far we’d been eating well aboard Vanira — especially from the massive slab of fresh tuna in our provisioning package. But that night we decided to splurge with a feast at the long-established Hibiscus Restaurant in nearby Baie Faaaha.
(Really, three ’a’s!) Inside, we met the gregarious French owner, Leo, and his handsome Tahitian family. With the maramu beginning to howl outside, the full house of jubilant European charterers we met there were obviously having as great a time as we were.

The next morning we indulged in one of our favorite Tahitian treats: a complete circumnavigation of Tahaa — this time in 20+ knots of breeze. Blasting along over the nearly flat lagoon waters at hull speed was an awesome thrill, and we marveled, as always, at how the wind angle kept bending as we circled the island’s north end, so that we rarely even had to trim the sails through a 180° change of direction.

By the time we got to our favorite west-side snorkeling spot, at the famous Coral Gardens, the day anchorage was a bit too bouncy, so we continued on around Tahaa’s south end and grabbed a mooring for the night at the Taravana Yacht Club — a favorite cruiser hangout to the base that afternoon.

With a reef in the main, we blasted across the lagoon toward Uturoa, where we were determined to act like typical tourists for at least an hour or so, by perusing the shops, writing a few post cards, and sampling the famous local dish called poisson crue — sort of a Tahitian ceviche, only marinated in coconut milk. Delicious!

As often happens on charter trips, we’d become so accustomed to life aboard our borrowed yacht that we almost felt as though it was our own, and we were simply cruising these islands with an open-ended timetable.

Maybe someday. But for the time being at least, we had fully recharged our batteries, had shaken the cobwebs out of our formerly befuddled brains, and would return home with smiles on our faces and a wealth of colorful, sun-kissed memories. If you ever have a chance, we would highly encourage you to follow in our wake.

— latitude/andy

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CHANGES

With reports this month from the new crew on Cocokai heading to Thailand; from Geja on Andrew Vik’s latest summer cruise in the Med; from Windsong on great and inexpensive medical care in Panama; from Dolphin on a passage to Hawaii and the good life in the Kewalo Basin; from Zeppelin on Costa Rica; Moondance on its passage to Polynesia; and a generous helping of Cruise Notes.

Cocokai — 65-ft Schooner
Greg King and New Crew
Oz to Thailand
(Long Beach)
After five years and 25,000 miles of ocean sailing, boatowner Jennifer Sanders and her daughter Coco are taking a break back home in California. So captain Greg has taken on two new crewmembers from the Latitude 38 Crew List to make the 3.5-month trip from Oz to Thailand via Indonesia, Singapore and Malaysia. The two crew are Joe, 62, a real estate professional from the Bay Area, and Mora, who would be me, a 44-year-old nurse from Northern California.

We met in Cairns, Australia, in the last week of August. Cocokai was looking good after all the work — new deck, new batteries, rewound genset, resolved rigging issues — Jen and Greg had done to her in Townsville. Joe and I both won-dered at our luck, as we checked out Cocokai and became acclimated to life on the water. We’re pinching ourselves, having been invited to sail on the schooner all the way to Thailand.

Since Greg’s Australian visa was expiring on September 23, we needed to make our way up the Queensland coast without delay. Southeasterly winds of 25 to 30 knots moved us up the coast quickly, although we got to enjoy stops at Lizard Island, Margaret Bay, Seisha and Gove.

My first-ever night watches were challenging, as we had to maneuver through the Great Barrier Reef and along the shipping lanes. But I have come to love the solitude and beauty of night watches. The Milky Way is so bright that it illuminates the opaque sail. And when we had wind, I found the sound of waves rushing by to be exhilarating.

Along the way we’ve met many friendly Aussies with warm smiles. The fishing has been great, too, as Greg has caught big mackerel and wahoo without much effort. In fact, his only complaint has been that he only gets to fish for five minutes every other day before we have all the fish we need! On the downside, we’ve encountered outrageous prices — the Aussie dollar is sky high, which is why Aussies are coming to California to buy boats — for everything from food to engine parts. Then there’s the murky water, which, although we haven’t seen any yet, is supposedly home to Australia’s notorious human-eating crocs.

The Torres Strait featured big breaking swells and ‘the hole in the wall’, which is a narrow passage between interesting rock formations. We are currently in the middle of what probably will be a five-day passage from Darwin to Kupang, Indonesia. The seas are flat and there isn’t a trace of wind. Our next stops are Flores Island, Komodo Island and Bali.

— Mora 9/30/11

Geja — Islander 36
Andrew Vik
Croatia
(San Francisco)
When I first bought the 32-year-old Geja sight-unseen in ’08 through an article in ‘Lectronic Latitude, I had no idea that several amazing summers of Mediterranean cruising lay ahead. I just wrapped up the fourth here in Trogir, Croatia, a UNESCO World Heritage Center. Unlike the three-month, five-country voyages of past summers, this year’s itinerary was scaled back to just six weeks of cruising along Croatia’s Dalmatian coast. As an overly social cruiser who loves the southern European vacation vibe, I chose to sail during the peak of the peak season, which was July 9 to Aug. 21. The weather is more reliable than in June and September, and the quaint island villages are way too quiet for me during the shoulder season.

I typically bring along a second suitcase full of parts and other odds and ends, like fuel filters, ZipLoc bags, one-inch zincs, and other things that are either much more expensive or unavailable in Europe. The dollar was particularly weak this summer, trading at over $1.40 per euro, so buying parts at home really paid off. We are spoiled in the U.S. by how easily and affordably we can acquire just about any consumer goods. It helps greatly that our sales tax is so low, and in many cases avoidable. Most Europeans pay well over 20% in value added tax (VAT).
Joining me this summer were the usual assortment of friends and acquaintances, mostly Scandinavians, starting off with Sven and Neil, two skilled wingmen. Our very first stop was the lively student town of Split, where I’d spent many weeks at the end of previous summers. We anchored in front of the bustling waterfront.

We were awakened that first Saturday morning, slightly hung over, by a shout from a port official. “Give me your boat papers!” the expectedly surly official demanded. Starting last year, officials had begun to implement a ‘no anchoring’ policy in the huge harbor, as it “interferes with the large ferries”. My ass it does, as I was floating in just seven feet of water. In any event, I was instructed to go to the port captain’s office, and bring 1,000 kuna — 150 euro — to reclaim my boat papers.

I reported to the office with just 300 kuna and a plan to plead for a reduced fine on the basis of poverty. After some discussion, the boarding officer invited me for coffee at a café. I waited patiently through two rounds of drinks, but we never reached an alternate resolution. He paid the tab, and told me to come to the office when I had enough money.

Feeling out of options, I returned to his office with the full amount — only to be whisked away to the café again. But after being treated to yet another drink — or was it I who was paying, albeit indirectly? — I still had to cough up the full amount. It made no sense. I left Split thinking that if they really don’t want to keep fining people, they need to enlarge the tiny ‘no anchoring’ sign, and relocate it from the remote corner of the harbor. So continues my love/hate relationship with Croatia.

Heading north, Primosten, a lovely little mainland holiday beach town, is always a popular stop. We three from Geja took seats at an outdoor wine bar in the center of town along side two attractive blondes. Imagine our surprise when one turned out to be a Croatian-born Oakland resident, the other a San Franciscan now living in Marin! A San Franciscan myself, we had plenty to talk about. We continued the evening aboard my anchored-out Geja, partying and swimming well into the night.

We unexpectedly ran into the girls again the next day, so we invited them to join us sailing to the next town north — with the customary swim stop along the way. Croatia offers so many anchorages that one can almost always break up a typical 20-mile daysail with a lunch stop. The girls were happy to join, and were great company. Is it me, or do boats just somehow smell better with women onboard?

One of the main highlights of the region is Krka National Park and its beautiful waterfalls. From the underrated mainland town of Sibenik, you sail nine miles up the Krka River, passing two bridges. You just need to watch for the tiny ‘no anchoring’ sign, and relocate it from the remote corner of the harbor. So continues my love/hate relationship with Croatia.
with a few cocktails of proper strength, we began the night aboard a large open-air nightclub on the edge of summer’s opening night at Hacienda, a guy’s and I arrived just in time for this large open-air nightclub on the edge of summer’s opening night at Hacienda, a guy’s and I arrived just in time for this north of Sibenik, was our next stop. The Croatia’s better coastal party towns, just north of Sibenik, Vodice, one of Back downstream and into the sea, time for a few words. 

When sailing in the Med, I see few American-built sailboats around, and they are mostly Hunters. I always figured that my Islander 36 must be one of very few California-made plastic classics around. But in Skradin, I was most surprised when an Italian with an Ericson 34 circled my boat at anchor. It was my first such encounter with another California-built boat, but we only had time for a few words.

Back downstream and into the sea, just north of Sibenik, Vodice, one of Croatia’s better coastal party towns, just north of Sibenik, was our next stop. The guys and I arrived just in time for this summer’s opening night at Hacienda, a large open-air nightclub on the edge of town. We began the night aboard Geja with a few cocktails of proper strength.

as the standard Croatian well drink includes not a drop more than an ounce of alcohol. Drinks aboard Geja usually involve Red Bull or some equivalent energy-drink knockoff, as parties in the Med usually don’t end before dawn.

After a stop at Makina, a very entertaining although overpacked dance bar just along the waterfront, we finally made it to Hacienda at 1 a.m. The mostly-locals place was insane, with go-go dancers galore, and countless tall and thin Croatian girls parading around in skimpy dresses and sexy heels. Alas, even though many young Croatians speak excellent English, they tend to be leery of outsiders, so they stick to themselves.

Heading back to Sibenik to swap crew, we were enjoying an easy broad reach when entering the narrow channel near town. Since the 300-foot Turkish cargo ship I. Sahinkaya was coming out of the channel, I altered course upwind on starboard tack. Just as we passed the ship, I could see and hear its crew running around screaming that they had lost steerage. They soon grounded, the ship’s bow rising as it came to an uneventful stop. Given all the traffic in the channel, things could have turned out much worse.

It was around this time that I experienced the worst breakdown of the entire trip. While I attempted to use Skype on my iPhone 3GS, the phone crashed and just wouldn’t restart. Getting it running again required restoring it to factory settings, but that would also undo the special unlocked mode that I had applied long before. Without its being unlocked, I would no longer be able to use the local Croatian SIM card, one that provided phone service and internet all along the Croatian coast. Although I rely on MacENC navigation software running on my Macbook Pro down below, it sure is nice to have the Navionics charts available in the cockpit on my iPhone. I never was able to get the phone running properly again. Where are those cheap Craigslist hackers when you need them?

With new crew on board - a Swede, a Dane, and an Australian - we continued north from Sibenik, a day late due to unstable weather and blustery winds. Our first stop was the Kornati Islands, a dense archipelago of deforested islands that offer a stark moon-like appearance. The islands are uninhabited aside from some summer cottages. Restaurants operate during the summer, and often provide free docks and buoys for their customers. With little vegetation, there is superb hiking among these islands. And sailing through the long, narrow island chain is a dream! The water is flat, and there is usually an afternoon breeze.

As we sailed along, the wind lightened and became fickle just when we needed to squeeze through a narrow passage. An Austrian-flagged boat had been sailing alongside for some time, and as they were but one boat length away and with their sails flapping, I motioned to the helmsman for room. Only when he stood up did I realize that he was naked. We exchanged a few words about our course, and kept on sailing. When you sail in the Med, you get used to people from German-speaking nations being naked.

After a wonderful couple of days in the Kornati Islands and Telascica Nature Park, we sought some civilization in the...
Marina Zadar cost 63 euro, or about $90 at this summer’s exchange rate. As is the case with most marinas in Croatia, the facilities are in great shape, and the bathrooms are super clean and open 24 hours a day. In addition, the water supply is clean and plentiful. In fact, the primary drinking water aboard Geja is Croatian tap water. But still, $90?! These were my only two nights in a marina this summer. I prefer to avoid the heat of the cities during the height of the summer, but Zadar was a surprisingly fun place. It helped that we were there during an unusual cool spell, with daytime highs not even topping 80 degrees. My new crew members were two Norwegians, who arrived just as the tragic terrorist events were unfolding in Oslo.

Heading north from Zadar, one begins to see the Velebit Mountains, the source of notoriously strong bora offshore winds. These mountains stand nearly 6,000 feet tall. On this day, the mountain range resembled San Francisco’s Twin Peaks on a foggy summer day, as clouds draped from their peaks, an indication that the bora winds were blowing. Boras have been clocked at up to 90 knots, but the summer version blessed us with 20 knots on a beam reach.

One of the great elements of cruising is the surprise factor. With a crappy weather forecast, we pulled into the well-protected harbor in Rab Town on what just happened to be the final day of their Medieval Festival. It was an amazing evening, with thousands of folks enjoying exhibits of medieval culture along the narrow, crooked alleyways of a town that seems to have changed very little since, well, the middle ages. Fireworks followed, along with a wild thunderstorm during the night.

More Croatian adventures next month.

— Andrew 10/08/11

Windsong, Islander Freeport 36
Frank Nitte and Shirley Duffield
Passing Stones in Panama (ex-San Diego, now Panama)

In California, you could easily pay more to park for a doctor’s appointment than the doctor’s appointment itself. Either Shirley and Frank have the same thumb injury or they think medical care in their adopted Panama is a good deal.
I was later wheeled into a private room, where I spent the night on IVs, painkillers and antibiotics. I was given a CT scan and ultrasound the next morning, then returned to my room. I was released about 3 p.m., as I must have passed the stones.

My total bill was $800 U.S. That broke down to $550 for the doctor and hospital, and $250 for the CT scan. What do you think it would have cost in the States? My doctor was great. The nurses were great. The hospital was clean and efficiently run.

— frank 9/15/11

Dolphin — Islander 44
Skip White
Enjoying Hawaii
(Port San Luis)

After enjoying Ha-Ha XVII a year ago, I’m now writing this from a coffee shop with internet access an easy walk from my new berth at the Kewalo Basin Harbor, Oahu. The harbor is now being run by staff from Almar Marinas rather than the state employees, and Almar has done an excellent job of both making the marina accessible to new cruisers and filling the marina with boats. Kewalo does suffer from surge during the south swells of summer that light up the numerous surf breaks within walking distance. But if you’re a surfer, it means you can check the surf without having to leave your bunk.

Beyond the occasional surge, Kewalo is idyllic. After all, it’s adjacent to massive Ala Moana Park, all the great beach activities, surfing, a half-mile long reef-protected swim area, and more. If you look around at the bodies on the beach, you’ll find an endless number of reasons to stay fit. I also get a kick out of the guys/girls carrying their surfboards into the nearby markets, on their way home from surf sessions. Given all the people who enjoy the Ala Moana area, it’s pretty darn clean. And there is a police substation in the harbor.

Everything you could want is convenient to Kewalo. I can take a short walk to a new first-rate cineplex, gazillions of restaurants, several markets, countless bars, four different Starbucks locations, the huge Ala Moana Mall, Wal-Mart, and a Sam’s Club. In addition, West Marine is finishing up a new flagship store down the street a ways. And I can easily walk to downtown Honolulu or Waikiki.

I set sail for Hilo from the Punta Mita, Mexico anchorage in April. I didn’t get far before I ran into a pod of humpbacks that surfaced just a few yards off my port side. I had to head into the wind and start the engine to avoid a collision. Anyway, it scared the hell out of me, as humpbacks are more ‘active’ than other whale species. After they crossed ahead of me, the bull in the group surfaced in my direction and escorted me away from the rest of the pod.

Three-and-a-half days into my trip, I was getting launched off waves and slammed down in the troughs, so I was glad to anchor off Isla San Benedicto, one of Mexico’s four remote Revillagigedo Islands the next day. Alone in the well-protected anchorage with a sandy bottom, I saw spectacular giant manta rays; some cast a wingspan of over 20 feet!

As expected, the passage to Hawaii consisted of a beat, a reach, and then a
run. There were no specific wind lines or predictable patterns for each change, it was just that the north wind became more consistent than the northwesterly wind. But each struggled for dominance during the day and night, which kept me on my sail trim toes. Once the north wind emerged victorious, the northeasterly popped up and said hello. Eventually it took over, but was in turn replaced by an easterly wind.

There were several boats making the crossing the same time that I was, with some in front and others behind. It was nice to have company. I checked in with the Seafarers Net each day with a position report to let my family know where I was and that I was fine.

The only drama occurred about halfway across when I thought to tighten the bolts holding the windvane to the transom. When I sheared one of the bolts in the process, it occurred to me that I should stop going to the gym. I'm not sure how it was possible, given the fact I was using a stubby wrench on a 3/8-inch bolt, located in such a place that I had to do a yoga pose to access it.

Hove to about 1,000 miles to Hawaii and 1,300 miles from Mexico, I watched in fright as the only other bolt holding the lower windvane bracket looked as though it was none too happy to do the job of two. I tried to position a new bolt through the windvane’s lower gudgeon, lining it up with the hole in the transom while hanging over the side and seeing my hands and tools disappear as the waves washed against the boat, but I just couldn’t do it. I gave up trying to thread another 3/8-inch, and went to a hardened quarter-inch bolt. After more than two hours at the task, I was on my way again, albeit with a little less sail than before. When I got to Hilo, I pulled the entire vane and upgraded to half-inch bolts.

I caught plenty of dorado, so I was never short of fresh fish. I played my guitar, singing to no one, and loved it. When was the last time you got to really belt it out? I pretty much hella enjoyed my 21 days doing the 2,700 miles to Hilo, including the stopover at Benedicto.

Being the closest of the Hawaiian Islands, Hilo is the logical port of entry on this passage for checking back into the States. Radio Bay is quiet and provides a great place to rest while making sojourns around the Big Island. I eventually sailed around notoriously windy South Point. It was advertised as 30 to 40 knots, but there is usually a reward after such passages, isn’t there? In my case it was the lee of the southern part of the Big Island, where there is a huge wind shadow even during the most boisterous of tradewind periods. I anchored at the beautiful Cook’s Bay anchorage, and had it to myself. Indeed, I found no other cruising boats south of Kona, and only a few north of that. It was to the north that I caught a 5-foot wahoo. It made me feel like a king for the day, and when I got to the next anchorage I passed out 5-pound chunks of fresh fish to fellow cruisers.

Thanks to the demands that the Alenuihā’ha Channel makes on sailors, I waited out the wind for the passage.

**John’s next passage is to the South Pacific. From Hawaii, that can mean thousands of miles of on-the-wind sailing.**
between Nishimura Bay on the Big Island and La Perouse Bay on Maui. I left before dawn with a forecast of winds to 25 knots in the channel — which was down from the maelstrom that had been going on for days. The wind was indeed blowing 25 knots before long, with higher gusts.

Because of the strong winds and the steep, short period waves, I could easily see how the unwary or novice sailor could get into trouble here. After arriving at La Perouse, I surfed Voodoo’s on a south swell with only a few guys out. It was while I was diving on my anchor that a pod of adult dolphin swam within an arm’s reach of me. The memory of the soulful glance I received from one of those dolphins in the wild is something that I’ll never outlive.

I found Lahaina Harbor to be like Avalon on steroids — but with the best sunsets in the world. And just sitting in my cockpit watching the daily tourist traffic in the harbor was worth the price of admission.

But to my thinking, nobody has really sailed until they’ve anchored off Waikiki Beach. The skyline, the surfers, the beach-bathers, the profile of Diamond Head — it’s the epitome of beach living. It turns out that I had anchored in the path of the Friday Night beer can race, and boats were splintering at my bow and path of the Friday Night beer can race. It turns out that I had anchored in the Head — it’s the epitome of beach living.

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I’m here until the end of the southern hemisphere cyclone season. If anyone wants to see a video of my crossing or join me to sail the South Pacific, they should visit cruisingexpeditions.com. — skip 10/15/11

Zeppelin — Huntingford 47
Wayne and Elly Smith
Costa Rica
(Vancouver, B.C.)

Called the ‘Switzerland of Central America’ because of its neutral and democratic ideals, Costa Rica, aka the ‘rich coast’, is also a paradise for nature and ecology lovers. We visitors can enjoy many national parks and nature reserves that protect some samples of the extraordinarily varied ecosystems, including dry tropical forests, cloud forests, and nine active volcanoes. Birdwatchers and butterfly lovers flock here as well, to gaze at some of the 850 or so species of birds and untold varieties of butterfly. There are many rivers, a fact that makes whitewater rafting popular, and there are zipline tours over and through the jungle canopy. All this plus miles of white sandy beaches, awesome surfing, and a growing number of yoga retreats make this country ideal for just about any traveler’s tastes.

It’s good to visit by boat, however, because only about 4,000 miles of the country’s 20,000 miles of roads are paved. Despite the lack of paved roads, Costa Rica has the highest standard of living in Central America, the highest literacy rate (95%), the second lowest birth rate after Panama, and the greatest degree of economic and social advancement.

We arrived extremely salty and tired at Bahia Santa Elena, which is a pristine, nearly land-locked cove within a national park in the northwestern corner of the country. We found a great location to anchor, where we could feel the breeze but not the full force of the 20 knots of wind. It was good to get the anchor down after a 16-hour passage, and in time to watch the sun set over the hilltops. It was serene and idyllic, as other than one fishing boat and the parrots and howler monkeys having their sundown chat, we were the only ones there. The next morning was just as stunning, as we sat in this glorious bay all by ourselves. The odd panga with fishermen would pass by, and fish and rays would jump around the boat, making it a truly blissful setting for my morning yoga practice.

There are a few reefs and some large rocks just off Bahia Santa Elena, which gave us a chance to snorkel. There is a river estuary at the far end of the bay that you can paddle into at high tide, but there are crocs in these waters. In fact, we saw a small one on the beach at the opposite end of the river, so we kept off the beach. There are also about five hiking trails, which are old service roads, so people who enjoy nature and solitude could enjoy a month here.

There is thunder, lightning and rain every day in Costa Rica. So after two days of having the salt washed off the boat, cockpit cushions and our clothing, we figured it was high time we found some internet access — something not to be found at Bahia Santa Elena.

Out next stop was around the point and down the coast at Playa del Coco, a mile-wide bay that plays host to many sportfishing boats, local fishing boats,
It had been six months since our last dive, so we wanted to keep our first one on the easy side. It turned out to be just us and a fellow from Switzerland. We saw white-tipped reef sharks, a zillion reef fish that we have seen throughout Mexico, two octopus, lobsters, and stunning spotted rays. It was the first time I had been in the water with two white-tipped sharks so close. Our guide told us to stay still as they circled us. Yikes!

But that was nothing. A few days later we did a dive at Isla Murcielagos, which was an hour panga ride from Coco. The purpose of the dive was to see big bull sharks — and see them we did! We descended, found an open sandy area with rocks to hang onto against the current, and waited. It was as if a curtain was raised and suddenly the sharks came out from behind it. Let me tell you, these fellas were grand! They were not only 10 to 12 feet long, but they were very full through the torso rather than long and lean like most sharks. We hung out on the sand and watched them circle to check us out. At one point there were six of them in view at the same time. It was an unbelievable experience! Given the fact that it rains every night in Costa Rica, the visibility was quite good.

Playa del Coco is where southbound cruisers check in to the country. Unless you’re lucky, you’ll need to set aside two days for the process. Wayne saw the port captain at 8 a.m., and Migracion at 10 a.m., and the agriculture inspector came onboard at 2 p.m. Customs, which is a 45-minute drive away at the airport, closes at 4 p.m. The ag inspector was savvy enough to have a buddy who just happened to have a truck and could drive us the 45 minutes to the Customs office for $40 round-trip. The local taxi drivers wanted 50% more, so we lucked out.

When checking in at Costa Rica, be advised that you’ll need several copies of all your documents. The Costa Ricans are fanatics for paperwork. In order to clear in, we had to pay $60 to Agriculture, plus $40 for the ride to Customs. If you’d prefer to sit on the deck of your big yacht while someone else checks in for you, you could head down to Marina Papagayo, where they’ll take care of everything for $300.

We enjoyed walking the dirt roads of Playa del Coco and seeing all the activity. We were amazed to find three dive shops in such a small town, so we figured the diving must be pretty good. We decided to dive with Deep Blue Divers, three people from the Netherlands who set up their business five years ago. Sometimes it’s harder to get around by car than by sailboat.
Marina Papagayo is about seven miles from Playas del Coco in Bahia Culebra. It’s a fairly new first-class marina with excellent docks and facilities. The only negatives are that it’s a long way from town and they sometimes get a bit of surge. But the facility and staff — especially Dan Eaffaldano, the manager of marina operations — are terrific. We ended up staying two nights, and Dan gave us a great deal on our moorage. The marina’s rates are very competitive with everyone else’s in Costa Rica, especially considering how nice it is.

We departed Playas del Coco along with more copies of documents for the port captain — and began our journey down the coast of Costa Rica. The green on the mountain sides was so rich and soft looking that it reminded me of broccoli flowerets. Just stunning! The photos of Costa Rica for the postcards don’t need to be Photoshopped. In addition, the water color is either cobalt blue or turquoise green. It shimmers as the boat glides through the water.

We were thrilled to see the green Olive Ridley turtles everywhere in the water. In fact, many of them were mating, something we hadn’t seen before. This coastline is one of their nesting grounds. Their shell is quite different, as it is heart-shaped and the bump on top is easily seen in the water. This turtle is the smallest of the sea turtles, weighing in at less than 100 lbs. The Olive Ridley is widely regarded as the most abundant sea turtle in the world, but has experienced population loss due to egg poaching, hunting and commercial fishing.

Next month we’ll report on Costa Rica’s Peninsula de Nicoya.

— Elly 10/12/11

**Moondance — Tayana V-42**  
Carla and Doug Scott  
**California to Nuku Hiva**  
(Albuquerque, New Mexico)

After 15 years of planning and scheming, we finally realized our dream of sailing to French Polynesia. White sandy beaches, crystal blue waters, swaying palm trees, tropical fish — that’s what we wanted to see! Yeah, it took a little longer than we’d anticipated, and we are a little older than we wanted to be, but we’ve learned so much along the way, have seen and done so many wonderful things, and met some really amazing people. The time has just flown by.

We left Alameda in the fall of ’08 to do the Ha-Ha to Mexico. No, we weren’t ready, so our boat buddies just cast off our docklines, knowing it was the only way to get us moving. And it worked.

We spent 2½ years in Mexico provisioning, completing projects, meeting other Puddle Jumpers, and attending the seminars. With **Moondance** ready for the ’11 Pacific Puddle Jump, we applied for a six-month visa for French Polynesia. No way did we want to sail all that way and only get three months. It was a challenge to get the six-month visa, but worth it. Brian Wudrich, our Puddle Jump crew, joined us in La Cruz, where we had spent two months provisioning, completing projects, meeting other Puddle Jumpers, and attending the seminars.

We can’t say enough about La Cruz being a great place for Puddle Jumpers to gather in January through March.

All cruisers change plans. Our first was to skip the Galapagos because the rules for visiting seemed too complex and because we discovered we had to get to Tahiti within 60 days of arriving in French Polynesia.

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**When Elly isn’t diving she loves walking through the jungle.**

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### Changes

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challenging cooking and cleaning on a boat that is constantly in motion. Mainly it takes longer to do everything.

Except for a spinnaker halyard parting — we recovered the chute — nothing broke on the crossing and all our systems worked. Twenty-two days out of Cabo we dropped anchor in the beautiful Taiohae Bay, Nuku Hiva. We were happy to be there. We motored 30 hours during the 2,804 miles. We caught six yellowfin tuna and one — yum! — mahi mahi.

While we did have a little bit of bad weather and more uncomfortable sailing conditions than we’d expected, we also had some wonderful sailing. And the crossing was a great weight loss program. All in all, it’s been a great adventure, signing up for the Puddle Jump was a terrific idea, and now we can’t wait to explore French Polynesia.

— Carla and Doug 06/12/11

Cruise Notes:

Congratulations to Richard Clack of Alameda, who in September of this year completed a seven-year circumnavigation with his Catana 44 Mystic Rhythms. His longer-term crew — meaning more than a month — during the 40,000-mile trip included Jennifer, Doris, Claudie, Anne, Elke, Kerry, Jeanne, Meadow, Erica, Wendy, Johanna and Odette. So you can tell, Richard wasn’t one to discriminate against female crew. He got a lot of the crew from the Latitude 38 Crew List, and something called Seven Knots. A self-described “computer type”, Clack says he was at an “awkward age” to be a cruiser. “All the other cruisers were either 25 or 60. The people my age — 45 — are too young to be retired or are too busy with kids.” Clack, who also owns an F-27 trimaran, has put his cat up for sale, and loves to just talk about them. If he doesn’t sell the Catana, he might just take off cruising again. We’ll have more on his circumnavigation in the next issue.

The 48-ft aluminum sloop Quantum Leap was abandoned 600 miles from Hawaii on October 6 after her skipper, Philip Johnson, 62, was badly injured during a passage from Washington to Hawaii. This according to Bill Finkelstein and Mary Mack, who have done two Ha-Ha’s with their Santa Rosa-based Valiant 50 Raptor Dance, but who were aboard the cruise ship Celebrity Century when the rescue took place. The cruise ship was diverted after the sailboat’s skipper had been violently thrown from one side of the salon to the other. The impact resulted in his suffering five broken vertebrae and a cracked rib. The other two crew were uninjured, but the boat had suffered serious damage, including the loss of power. It’s worth noting that Johnson had a satphone aboard, which allowed him to contact the Coast Guard with not just his position, but the nature of his emergency.

“I’d like to share some thoughts on health care and money issues in Mexico,” writes John ‘Corby’ White of the Puerto Vallarta-based Yorktown 35 Lanieack. “With the cancer having spread to the lungs of Elaine Berger, my partner of 10 years, she is going through her second round of chemo. So we haven’t been out sailing much, although hopefully that will change during the Banderas Bay Blast in late November. Elaine and I were able to get full IMSS — Mexican social security — health coverage for $900 a year through her work. If she hadn’t got it through work, the full coverage wouldn’t have kicked in right away. She’s Lanie, feeling the love, at the new chemo room of the IMSS hospital in Puerto Vallarta. It’s comforting to have affordable health insurance.

There were two types of omen readers in Roman religion; the augurs, who interpreted the flights of birds, and the haruspices, who based their divinations on the entrails of sacrificed animals. We take omens on the upcoming cruising season from sunrises in San Diego. Looks promising, doesn’t it?
about to drop that coverage, however, as she'll soon be eligible to get the same full coverage for only $250 a year. And I mean full coverage. For example, when she had to take a bus to Guadalajara to see doctors or get chemo treatment, the health insurance even paid for her bus tickets. But it's going to be much nicer now that she can get treatment at the new chemo room here at the IMSS hospital in Puerto Vallarta — although the latest round was delayed by hurricane Jova. All things considered, Elaine's care has been pretty good — although just as in the United States, you have to stay on top of your doctors and the medicines they prescribe. In any event, there is no way we could have afforded this kind of health care if we still lived in Aspen. Lanie would have ended up at a county hospital in Denver. Some of the rules are being changed for the IMSS coverage for Americans, but for cruisers who are going to be here a few years, we think it's still worth looking into.

"Latitude wrote about money in Mexico in the September 26 'Lectronic and got it right," continues White. "Up until a month ago, Wal-Mart would take U.S. $50 bills and give customers change in pesos. They would also have the best exchange rate — better than even Lloyd's Bank — so we'd often buy something at Wally World with a U.S. $50 and get a lot of pesos back at a great exchange rate. But they won't let you do that anymore."

To summarize what we wrote in that 'Lectronic about Mexican money matters, we noted that the dollar has recently taken a big jump — up to 14% in the last couple of months — versus the peso, meaning this year's cruisers are likely to enjoy Mexico at a 10 to 15% discount. The exceptions are at places where only dollars are accepted, such as at many marinas or where customers are given a crummy rate of exchange. Usually you can get the best exchange rate at ATMs, and if you go to one where your bank has a relationship with a Mexican bank — the Bank of America with Santander, for example — you don't pay a transaction fee. And depending on how little money you take out — they encourage you to take small amounts — the transaction fees can be extremely high. Remember that banks are few and far between, even in big cities. Furthermore, don't expect that you

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The Cruiser’s Home in Mexico
can just walk into even a big bank and exchange large-denomination bills for pesos. Most stores won’t take U.S. $100 bills, even if you’re buying close to $100 worth of stuff, because they’re trying to limit money laundering. And places like Costco even limit the amount of U.S. money they’ll accept. We once tried to pay a $350 bill with four U.S. $100s. They made us break it up into two purchases of less than $200 each. No matter where you go in Mexico, carry lots of small bills.

Lastly, if you’re going to use your credit card in Mexico, inform your credit card company in advance, or your charge might be declined. In the case of Citibank, inform them 10 times so they get the message. And if you use a credit card in Mexico, monitor your account online frequently, as there is lots of credit card fraud.

"Would you be interested in an article on the first annual Sabang International Regatta, which was held September 15-25?" wonders Ivan Orgee of the Alameda-based Catalina 42 Thumbs Up. According to the vet of both the ’08 Ha-Ha and the ’09 Puddle Jump, "the rally started in Phuket, Thailand, took the fleet down to Langkawi, Malaysia, and then finally over to Subang, Indonesia. Although the event takes the fleet down and then across the once pirate-ridden Malacca Strait, it’s basically a bash to Wei, Aceh Province, Indonesia."

Of course we’d love a report, particularly one with some high-res photos. If we could cruise anywhere, it would be the Med. But since it’s become so ungodly expensive — how about $10/ft/night to Med-tie in Portofino, Italy? — in that part of the world, Southeast Asia has become our number one alternative destination. So much culture — and often for even less money than Mexico. As for those of you who think life has to be somber in Muslim countries, you’ve never been to a party at the Royal Langkawi YC in Malaysia. Talk about partying hearty! Pass the Jack, please.

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November, 2011 • Latitude 38 • Page 139
Coast hurricane ever, bypassed Puerto Vallarta to score a devastating direct hit on San Blas 60 miles to the north. But Puerto Vallarta, which has never been hit by a hurricane, got a double scare this October, when for a time hurricanes Jova and Irwin were projected to score direct hits on the tourist/cruiser paradise. Unlike most Eastern Pacific hurricanes, which start down near Guatemala and then pretty much parallel the coast offshore to the northwest, these two weirdos started far offshore and headed ENE for Banderas Bay and Puerto Vallarta. Days later, after sharp turns and other tricks, it looked as though the two storms were going to leave almost identical paths of destruction through the Banderas Bay region. Fortunately, Jova, which eventually came ashore as a Category 2 hurricane, did so about 70 miles south of Banderas Bay near the popular cruiser anchorage of Chemela, and while on a NNE course. This meant not only that her eye missed population centers and was soon crippled by the jungle-covered mountains, but that she actually passed to the east — meaning inland — of Puerto Vallarta. As a result, boats at the four marinas in Banderas Bay hardly got their anemometers turning. Other popular cruising destinations on the Gold Coast, including Tenacatita Bay, Barra de Navidad, and Manzanillo, suffered much more from flooding than from wind damage. The most noticeable damage was to many of the beachfront restaurants lining Barra, most of which were built on sand and with bogus foundations. As of press time, we've been unable to make contact with the marina at Barra, but we'll bet they did fine and will be ready for the start of the cruising season. Karina Loccano, dockmaster at Las Hadas Marina, tells us they had a lot of wind and rain, but no damage at all. By the time cruisers get to the Gold Coast cruising destinations in December and January, we're confident they'll mostly be as good as new, and there will still be plenty of Barra beachfront restaurants at which to enjoy sundowners. In other words, we're not changing our plans to cruise the Gold Coast with Profligate in January.

On the other side of the Americas, Greg and Debbie Dorland of the Squaw Valley-based Catana 52 Escapade hauled out in Belfast, Maine, to escape hurricane Irene. Once their cat was out and Irene had passed, they decided to leave her on the hard for the month...
so they could enjoy a month of fall at Squaw. They’ve since relaunched Escapade, hurried down to Annapolis for the boat show, and are now back in Solomons, Maryland, where they are getting residual problems taken care of, the result of having had to replace all their lightning-damaged electronics. By the time you read this, the couple, along with Bill and Patty Meanley of San Diego, with whom they reconnected during the ’08 Ha-Ha after 30 years, plan to make the passage down to St. Barth in the Caribbean. Lucky them.

Connie ‘Sunlover’ wants this year’s class of cruisers to know what’s going on in Puerto Escondido, which really went through the wringer last season.

“The good news is that the summer heat has abated and we’ve finally been able to turn off the air conditioner. With the lower temperatures, attitudes around Puerto Escondido have been improving. Contrary to what some cruisers have reported, the Fonatur management at Puerto Escondido has not changed any rules, but is rather enforcing the rules that had always existed, so everyone is being treated equally. For example, those on Fonatur moorings get free use of the showers and garbage disposal, while everyone else has to pay a small fee. With everyone chipping in, maybe there will be hot showers all day rather than just a few hours a day. If cruisers and friends want to sit around and visit in the shade, they can do it in front of the Hidden Port YC. There is a fee required for the use of other Fonatur facilities.

“There are many services for mariners and non-mariners at the Fonatur facility and around Puerto Escondido,” ‘Sunlover’ continues, ‘such as Porto Bello Restaurant and Tienda, Hardy’s Marine Chandlery, Shelter Island Sailing Charters, Cast and Reel Charters, and Puerto Escondido Maritime Service. Dean of Aye Weld does all kinds types of boat repairs around the Waiting Room and Ellipse. If boatowners want someone to work on their boats in the main harbor, they must have a request letter on file in the Fonatur office. The idea is to eliminate the problem of who is allowed to work in what area, which became a major source of controversy last season. To work in Marina Seca — Fonatur’s land facility — one has to rent a bay from Fonatur. Marinos y Submarinos will be missed.

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and we will all try to fill the void."

‘Sunlover’ tells *Latitude* that it’s been a slow summer, and the business owners in Puerto Escondido are concerned about the effect Fonatur’s recent price increases will have on the number of cruisers who will call there. “But if we can all work together and support each other, everyone wins, especially those needing our services,” says Connie.

Everyone working together in Puerto Escondido — wouldn’t that be a pleasant change from last season? We have to admit that we’re concerned what effect Fonatur price increases will have on the number of boats visiting Puerto Escondido. We say this because the berthing fees were raised a few months ago at the police dock in San Diego. And when we visited in early October, usually a very busy time of year, their little marina was less than half-full. And the prices are slated to increase again in February.

A boatyard in the Tuamotus? Liz Clark of the Santa Barbara-based Cal 40 *Swell* tells us that one has opened up in Apataki called — what else — Apataki Carenage. Liz recently spent four months in the Tuamotus, and when she had to abruptly return to California for the funeral of Barry Schuyler, her biggest patron, the yard took great care of *Swell*. We’ll have more on Liz in the Tuamotus next month.

If anybody thinks that lightning isn’t nasty stuff, here’s the latest from Pamela Bendell of the Port Hardy, B.C.-based Kristen 46 *Precious Metal*, currently hiding out from Tropical Depression 12E 12 miles up a mangrove estuary just outside San Lorenzo, Honduras: “Over six months have passed since *Precious Metal* was hit by lightning, and the impact has been enormous. Virtually every inch/part of my precious baby has been repaired, replaced or upgraded. Lightning has no conscience when it decides how and where to attack its victims. It’s almost easier to list what on my boat didn’t get affected than what did.”

“That said, my six months in Bahia del Sol, El Salvador was an extraordinary experience. Although it’s an incredibly primitive place, I can’t say enough about the local people, and how safe I felt. The summer weather was surprisingly good, given that it’s the rainy season. And the crews of the five to six boats in the bay provided wonderful support and companionship. I also enjoyed two

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terrific excursions inland around Guatemala, Honduras and El Salvador, and found this region to be safe, hospitable and incredibly interesting. I'm reiterating 'safe' because the media have done a disservice to these wonderful people. Anyway, we’ve been battling 40-50 knots of wind from 12E, plus huge rains. They tell us it should end in about a week! Oh well. October is known for both stock market volatility and huge depressions in this part of the world.”

“Are you sure you can check into Mexico at Cedros Island without having to clear into Ensenada first?” asks Dave Dury of the Alameda-based Offshore 66 Paramour. “I keep reading in Sea magazine and other places that you have to check in at Ensenada first. Like others, I’ve had issues when checking in at Ensenada, and have vowed to try to avoid it in the future. We’re headed to Puerto Vallarta in mid-November, and I was hoping to stop at Cedros Village on the way. So if we could check in there, it would be great. By the way, we did the ’04 and ’06 Ha-Ha’s with Freedom, our previous powerboat, and have been to Mexico a total of six times on our two powerboats. Marina Village Harbormaster Alan Weaver will be doing the trip to Puerto Vallarta with us — almost right after he finishes the Ha-Ha aboard Proligate!”

“We’re positive you don’t have to check into Mexico at Ensenada, because we’ve sailed right past it for 17 of the last 18 years, and always used Cabo as our port of entry. And so has almost every one of the more than 2,000 Ha-Ha boats over the years. Furthermore, when we cleared out of Mexico at Cedros Village in August, the port captain insisted that we encourage all cruisers to check in or clear out of the country there. Tell him that Dona de Mallorca sent you.”

“We’ve had good experiences checking into Mexico at San Carlos in Magdalena Bay,” reports Will Green of the C&C 38 Monsoon. “The port captain was a gentleman, and running to the bank and back was quick and easy. Great taco stands downtown, too.”

If all goes as planned, the San Carlos port captain and Immigration officials will have come up to Bahia Santa Maria just to check in a bunch of Ha-Ha boats.
CHANGES

on November 1. We’ll have a report in the next issue on how that worked out. In any event, it means that cruisers have had good luck checking in and clearing out of larger Mexican ports of entry such as Ensenada and Cabo San Lucas, but also at smaller ports of entry such as Cedros Village and San Carlos. So take your pick, remembering that you must check in at the first port of entry where you stop.

John Halley, who ran Club Nautico in Cartagena for so long, is now working at Shelter Bay Marina on the Caribbean side of the Panama Canal. Lucky Shelter Bay!

The good news out of Southern Mexico is that the new Chiapas Marina, with about 60 slips, is about ready to accept visitors. Formerly known as Puerto Madero, it’s where cruising boats had to tie up in the dirty old commercial basin with tuna boats and such, and where officials had earned a reputation for sometimes being less than scrupulous. This is all supposed to have changed, so we’d welcome a firsthand report.

“We have been cruising the Sea of Cor-

tez for the last 10 months,” reports Anna Schrenk of the Chula Vista-based Allied Wright Seawind II ketch Seawind II. I purchased my fishing permit in Puerto Escondido from a representative of the Mexican government. He and others had spent the day answering our questions and selling both National Park and fishing permits. I specifically asked the officials if every person on a boat needed a fishing permit, or just those who would actually be fishing. They told me only the person fishing. This was a cost savings for us, since my husband doesn’t fish and I’m the fisherwoman of the family. I just thought this information might be useful to this year’s cruisers.”

According to the Mexican government’s Conapesca website, everybody on the boat needs a fishing license. Having been in Mexico a while, you’re probably familiar with Mexican laws and regulations being interpreted in different ways by different people in different places. We wouldn’t lose any sleep over it.

“We’ve been going to Mexico for nearly 35 years, but never knew the background of the expression “Viva Mexico!” Thanks to the website of Ha-Ha vet and South Pacific cruiser Philo Hayward of the Mendocino-based Cal 36 Cherokee, and more recently of the famous Philo’s

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MINA CHAPAS

The Chiapas Marina, as seen in the early stages of development, should now be finished, and should be a welcome addition to Mexico.
IN LATITUDES

Bar and Music Studio in La Cruz, we now know. According to Philo’s website, Viva Mexico! was the shout — or grito — that started the Mexican Revolution on September 18, 1810. It’s become famous as the Dia del Grito or the ‘Day of the Shout’. Philo used the Dia del Grito as re-opening day of his music studio and bar, which has long been popular with cruisers in the Banderas Bay area. By the time you read this, the place should be rockin’ for the season.

The Mexico Cruising Calendar:
November 17 — The La Paz Ha-Ha Welcome Party. The first 50 participants from the ’11 Ha-Ha get in free; everyone else has to fork over mucho pesos. Just kidding, although there is a fee for everyone else. Details can be found in the half page ad in this issue. Take note that La Paz is very dangerous place! What we mean is that so many cruisers fall so in love with it that they never leave.

November 24 — Thanksgiving is celebrated everywhere that American cruisers gather in Mexico, from Puerto Escondido to Zihua to Catalina 42 Destiny John and Gilly’s place halfway in between at Punta Mita. Just keep your ears open for the gathering nearest you or start your own. If you’re cruising in Mexico, you’ve got a lot to be thankful for.

November, Late — The Cruz to La Cruz and Banderas Bay. Details — including the date of the grand opening of the pool at Marina Riviera Nayarit — to come in Lectronic Latitude.

Nov 29-Dec 2 — The Banderas Bay Blast, including the annual opening of the Punta Mita Yacht & Surf Club — $1 and paddling with carbon fiber SUP paddle required for membership — and the Pirates for Pupils Spinnaker Run for Charity. Punta Mita, La Cruz and Paradise Marina are all included. While it’s free for all, it’s also a charity event, so make a donation in a country where a little money goes a long way.

Dec 3 — The Vallarta YC Chili Cook-Off. This is the club’s big fundraiser of the year for worthy charities, and attracts 500 people or more. Wear a clean shirt and BYO Beano. And did we men-

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tion a little charitable giving goes a long way in Mexico?

Feb 1-Mar 27 — Pacific Puddle Jump seminars on a broad range of topics will be held at both Vallarta YC at Nuevo Vallarta’s Paradise Village Resort and at Marina Riviera Nayarit in La Cruz

Feb 7-12 Zihua Sail Fest, Zihua. One of the greatest cruiser charities ever, the event relies heavily on a new group of cruiser volunteers to run it each year. Be a part of something you can be proud of and that will make you feel really good!

March, First Week — The Pacific Puddle Jump Party at the Vallarta YC at the Paradise Village Resort and Marina Complex, hosted by Latitude 38 and Paradise Resort. If you’re going to be a Puddle Jumper, Latitude’s Andy Turpin will be there to take your photo, get your story, and share his insights.

March 10 — The Third Annual Cruisers’ Rally from Mexico to El Salvador, which is becoming more popular every year. Some participants win cash prizes of hundreds of dollars, yet there is no entry fee. Curious.

March 20-24 — 20th Annual Banderas Bay Regatta. The last two years have seen record fleets in this ‘nothing serious’ event for cruisers only. You’re not competing with anyone; you’re playing with friends on boats. So don’t miss it. Nada on the entry fee.

Early April — Club Cruceros’ La Paz Bay Fest. It’s mostly social activities — and lots of them — but there’s one day of ‘nothing serious’ racing, too.

May 4-6 — The one and only Loreto Fest, the super-popular Hidden Port YC fundraiser for local charities. No matter if you’re on your way up to the Sea for the summer, or if it’s your last call in Mexico for the season, you don’t want to miss it. Countless activities, events and seminars. Hundreds attend.

Right After The Loreto Fest — Sea of Cortez Sailing Week. This is a smaller, more intimate gathering for those who really love to sail. Stops and ultimate destination still to be decided.

What’s to stop you from starting your own sailing event in Mexico, for example at Tenacatita Bay or Barra or Mazatlan? Nothing. Absolutely nothing. If you do, let us know, and we’ll be happy to publicize it.

In any event, the cruising season is finally here, so let’s get it on! Be safe, have fun, and spread the love.

The lovely and energetic Katrina Liana has a full menu of activities planned at Marina Riviera Nayarit in La Cruz.
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10-FT WEST MARINE AVON 310 RIB. 2001. Novato, California. $3,495. Ten foot dinghy with Mercury 15hp 4-stroke outboard motor, with 19-gallon gas tank and trailer. Boat and motor were bought new and used by one owner. (415) 827-0588 or amb.18.80@gmail.com.

7-FT WEST MARINE ZODIAC, 2005. San Juan Bautista, CA. $1,598. 6.7-ft West Marine Zodiac with 4hp 4-stroke Mercury engine. Excellent condition, minimal usage. Includes anchor, thwart, oars, carry bag and air pump. (831) 801-1843.


19-FT RHOSES. Pt. Richmond. Donation wanted. Point San Pablo Yacht Club is searching for a donation of two Rhodes 19 O’Day sloops, in usable condition, for use in the club’s sailing program. Please contact Robby Robinson at (415) 388-6167 or John Ough at (510) 830-7982.

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30-FT WESTSAIL, Pillar Point Harbor, Half Moon Bay. $40,000. Hull #417. Teak/mahogany interior; center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.

32-FT SANTANA, 1978, South Beach Harbor. $9,300. Sale or partnership. Recent interior, good teak. Upgraded head system. Good diesel, tiller, sleeps five, alcohol stove, five sails, Pictures on Craigslist. Contact (408) 244-2544 or scruffy_toad@yahoo.com.

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34-FT ELLIOTT 1050. Basic Instinct, Tiburon. $110,000. New Zealand built fast cruiser/racer (PRHR 69) with white oak interior and leather seats. North 3DL sails. Contact jtborjeson@comcast.net or (415) 380-0851.


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41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. $93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, go to: http://sailboatavagiri.blogspot.com. Contact stanstrebig@gmail.com or (520) 825-7551.


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47-FT WAUQUIEZ CENTURION. 1989. Berkeley, San Francisco Bay CA. $149,950. Sloop, steel rod rig, the French pride Swan, performance world cruiser, shal low keel, new (furling) genoa 50%, spinaker and storm sail, 2010, 10’3” Zodiac, 15hp Nissan 4-stroke OB/SS adjustable lifting pulley, Perkins 60hp, low hours. Sleeps 8, full navigation and racing electronics, totally equipped, and more, ready to go. Illness forces sale. Berkeley Marina. A bargain at $149,950. Call (510) 324-2609 for viewing or (916) 220-7027 (owner) or drmsamaan@aol.com.

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