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“Love my carbon main...first one lasted seven years - including our winning numerous ocean races...crewed and shorthanded...and through three Pacific Cup races to Kaneohe, Hawaii...so I went out and bought another one!” All the way “out” to Alameda, California.

“Love my Pineapple chutes...flew a 3/4 ounce [specifically designed for broad reaching as opposed to a general purpose sail] for seven straight days and nights in the Singlehanded TransPac without taking it down...through thick and thin...including quite a few squalls.”

“My Pineapple jib top [high clewed reaching genoa] was my ‘secret weapon’ in the race...I had it up tight and beam reaching for two straight days...the two days I did the most miles in the race...and it was the workhorse on the delivery home.”

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*Powered by Pineapples
Cover: The J/105s Wianno and JuJu battled it out during September’s Rolex Big Boat Series.

Photo: Ellen Hoke / www.ellenhoke.com

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**SUPER VALUES!**

- **Beneteau 411, 1999** $148,500
- **Cyclades 51, 2006** $260,000
- **Alerion 28, 2002** Reduced! $74,500
- **J/32, 1997** Reduced! $79,000

---

**Beneteau Oceanis 45**

- Another new Oceanis 45 arrives this month and is ready for delivery!
- Revolutionary hard chine hull design
- Large convertible swim platform
- CE – all oceans rating
- Interior designed by Nauta – mega-yacht features and beauty, not mega-yacht pricing
- Named BEST FAMILY CRUISER for 2012
- Targa bar above the companionway keeps clutter out of the cockpit and improves main’s sheeting angle
- Wide and gently descending companionway steps
- Large, well-organized cockpit

---

**BENETEAU OCEANIS 45**

**BENETEAU OCEANIS 41**

**BENETEAU OCEANIS 37**

---

**SAIL**

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
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<tr>
<td>Beneteau Cyclades 51</td>
<td>2006</td>
<td>$260,000</td>
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<tr>
<td>Gulfstar 50</td>
<td>1977</td>
<td>$139,500</td>
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<tr>
<td>Beneteau Oceanis 461</td>
<td>1998</td>
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<tr>
<td>Island Packet 45</td>
<td>1998</td>
<td>$219,000</td>
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<td>Beneteau First 42</td>
<td>1985</td>
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<tr>
<td>Tartan 4100</td>
<td>2004</td>
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<tr>
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<td>1999</td>
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<td>Dehler DS 41</td>
<td>1998</td>
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<td>Beneteau 40.7</td>
<td>2001</td>
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<td>Island Packet 370 cutter</td>
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<td>Pacific Seacraft yawl</td>
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<tr>
<td>Hunter sloop 36</td>
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<td>Pearson 36-2</td>
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<td>C&amp;B Marine Tiffany Jayne</td>
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<td>Beneteau 331</td>
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<td>Hunter 33.5 sloop</td>
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<td>Alerion Express 28</td>
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<td>Catalina MkII</td>
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**POWER**

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<td>Navigator CPMY</td>
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<tr>
<td>Tung Hwa sedan trailer</td>
<td>1981</td>
<td>$35,000</td>
</tr>
</tbody>
</table>

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Derk Wolmuth was evacuated from his Vindo 40, Bela Bartok, due to a medical emergency while en route to Hawaii. His Monitor Windvane steered the unmanned boat (and home) for 4.5 days until it was safely rescued 12 miles off Hawaii. Read more in the News section of our website:

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Oct. 4 — Community Day at Sausalito West Marine. 5% of the day’s profits go to Sailors for the Sea. Prizes, education and hot dogs! Info, (415) 332-0202.

Oct. 4-8 — Hey, sailor, it’s Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.


Oct. 5 — Fundraiser for Sausalito Community Boating Center (Cass Gidley Marina) at Studio 333 on Caledonia St. 6:30 p.m. Silent auction, raffle, appetizers & desserts. $25 advance/$40 door. Info, www.cassgidley.org.

Oct. 6 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 6 — Community Day at the Aquatic Center in Mountain View’s Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho’oku’i Outrigger Canoe Club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.


Oct. 8 — Celebrate Columbus’ famous sail today.

Oct. 11 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Oct. 12, 1492 — Rodrigo de Triana shouted “¡Tierra! ¡Tierra!” when he spotted land at 2 a.m. from the deck of La Pinta.


Oct. 12-14 — Baja Bound Cruiser Rendezvous at Oceanside YC. $95. Info, (760) 722-5751 or info@oceansideyc.com.

Oct. 17 — ‘Sail Design in 3D’ presentation by Pineapple Sails’ Kame Richards at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org or call (415) 435-4771.

Oct. 18 — SailMail Training by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall, 8:30 a.m.-4 p.m. $50/person or $75/couple. RSVP, sysop@sailmail.com.

Oct. 19 — ‘Using Your Marine SSB’ by Gordon West & Shea Weston at Downwind Marine in San Diego, 5:30-9:30 p.m. $25/person or $30/couple. RSVP, sheaw@offshoreoutfitters.com.


Oct. 20 — Power & Sailboat Winterization Basics seminar at San Jose West Marine, 1-2:30 p.m. Free. RSVP to (408) 246-1147.

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Catalina 42 MkII, 2004 .......................................... $195,000
Catalina 42, 1989 .................................................. $47,500
Catalina 30, 1995 .................................................. $45,000
Catalina 36, 1989 .................................................. $22,000
Catalina 350, 2005 .................................................. $129,900
Catalina 350, 2003 .................................................. NEW LISTING! $116,500

Preowned Morgan Yachts at Our Docks
Morgan 440, 2006 .................................................. $175,000
Morgan 38, 2001 .................................................. $98,500
Morgan 36, 1999 .................................................. REDUCED! $82,500
Morgan 36, 1995 .................................................. $75,000
Morgan 36, 1983 .................................................. REDUCED! $51,900
Morgan 330, 2005 .................................................. $129,900
Morgan 350, 2003 .................................................. NEW LISTING! $116,500

Preowned Sailing Yachts at Our Docks
Gulfstar 50 owners' model, 1978 ................................ $125,000
Beneteau 473, 2006 ................................................. $289,500
Norwegian 444, 1984 .............................................. $199,000
Tartan 4000, 2004 .................................................. $345,000
C&C 41, 1984 .......................................................... SOLD!
C&C 38, 1979 ......................................................... REDUCED! $41,000
Hunter 37, 1987 ..................................................... $49,000
Hunter 356, 2003 ..................................................... REDUCED! $49,000
Islander 36, 1979 ..................................................... $30,000

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teri@sailcal.com
rod@sailcal.com


Oct. 24 — Come wish Bay Area sailing legend Jim Jessie a happy 80th birthday at Oakland YC, 5:30 p.m. till whenever. Everyone welcome! Email bayswimmers@yahoo.com for more info (put ‘Jim Jessie’ in subject line).

Oct. 25 — ‘Save the Whales Again’ presentation by award-winning marine life filmmaker and whale researcher Jeff Pantukhov at Sausalito’s Bay Model, 7 p.m. $5 donation. Info, www.spr.usace.army.mil/bmvc.

Oct. 28 — Baja Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!


Oct. 29 — Sail under the full moon on a Monday night.

Oct. 31 — Dress as your favorite sailor for Halloween.

Nov. 4 — Daylight Saving Time ends.

Nov. 10-11 — ISAF Sea Survival course at San Francisco YC. Fee $240. Fulfills Pacific Cup requirements. Repeats 11/17-18. Email amperrin@racingyachtmanagement.com for more info.


Racing

Oct. 2-7 — America’s Cup World Series Season Two continues on San Francisco Bay! See www.americascup.com for details on schedules and viewing opportunities.


Oct. 6, 1914 — The birthday of Thor Heyerdahl, who became famous for sailing the raft Kon-Tiki across the Pacific from South America to the Tuamotus.


Oct. 6-7 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Info, www.sfbaass.org.


Oct. 10, 1846 — The first ocean race for yachts, 25 miles out to sea, sponsored by the New York YC. The schooner Coquette narrowly defeated the sloop Maria.

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Ready for Transpac 2013! Asking $319,000

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Total refit, ready to go anywhere in the world! Asking $159,995

Silverton 351 Sedan Cruiser, 1999, This Is It
Ready to go play? Asking $99,995

True North 38, 2002, Ricochet
This SUV of the sea is ready for fun on the water. $184,900

Pacific Seacraft 40, 1999, DreamKeeper
Well equipped. Cruise anywhere. Asking $314,900

J/160, 2001, Mandalay
Cruise in ultimate luxury. Asking $579,000

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J/105s
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Aerodyne 38, 2003, Kira
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55' Tayana CC, ’88, Samadhi V...
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53' J/160, 01, Mandalay...
$579,000

52' Santa Cruz 52, ’99, Renegade...
$495,000

52' TransPacific w/IRC mods, ’03, Bravetrack...
$395,000

50' Bakewell-White, ’02, Nina...
$615,000

48' J/145, Hull #9, ’03...
$675,000

48' C&C Landfall 48, ’81, Footloose...New Listing! $159,995

48' 10148, ’96, Chapa...
$60,000

47' Valiant, ’81, Sunchase...
SOLD

45' Jeanneau Sun Odyssey, ’08...
$319,000

44' J/44, ’90, Phantom...
$239,000

44' Waarsen 43 Pilot Station...
$299,000

43' J/130, ’96...
$184,000

42' Beneteau 423, ’07...
$204,500

41' J/124, ’06...
SOLD

40' J/120, 02, Alchera...
Reduced $169,000

40' J/120, ’98, Jolly Mon...
$165,000

50' J/120, ’94...
$149,000

40' Farr, ’97, Far Niente...
$170,000

40' Pacific Seacraft, ’99, DreamKeeper...
$314,900

39' Silverton 351 Sedan Cruiser, ’99...New Listing! $99,995

39' Carroll Marine CM 1200, ’95...
$55,000

38' True North 38, 2002, Ricochet...
Reduced $184,900

38' Aerodyne 38, ’03, Kira...
$189,000

38' Alchera, ’07...
$269,000

36' J/109, ’03...
$189,000

36' J/36, Dawn’s Early Light...
Reduced $43,700

35' J/105, ’92, Vim...
Reduced $75,000

35' J/105, ’02, Hull #581, Business Time...
Reduced $84,900

35' J/105, ’01, Hull #400, Lulu...
$105,000

35' J/105, ’00, Hull #355, Whisper...
$89,000

35' J/105, ’00, Hull #347, Bald Eagle...
SOLD

35' J/105, ’99, ’99, Life Is Good...
$68,900

35' J/35C, ’91...
$89,000

34' J/34, ’85, The Zoo...
$29,900

34' MJM 34z, ’05...
$259,000

33' Synergy 1000, ’99...
$59,000

33' Back Cove, ’08...
SOLD

32' Catalina 320, ’95...
$52,000

30' Columbia 30, ’06, Escuderio...
Reduced $89,000

30' Mull custom, ’74, The Shadow...
$40,000

30' J/30, ’98...
$26,000

30' Peterson Hall Tow...
$14,900

30' Scoot 30, ’80, Zeula...
Reduced $54,500

29' MJM 29z, ’07...
$269,000

28' J/24, ’97...
$32,000

28' Alchera Express, ’02...
$99,500

28' Islander, ’78...
$16,900

26' J/80, ’06, J Hawk...
$48,500

26' J/80, ’01, Nimbus...
SOLD

26' J/80, ’06...
$29,000

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email: norman@sailcal.com, steve@sailcal.com, teri@sailcal.com, rod@sailcal.com

October, 2012 • Latitude 38 • Page 17
CALENDAR

Nov. 3 — Fall #5. SSC, www.stocktonsc.org.
Nov. 3-4 — NorCal FJ Regatta. SCYC, www.scyc.org.
Nov. 3-4 — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.
Nov. 4 — Jack & Jill + 1, the woman-skippered triple-
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Luke Patience & Stuart Bithell / GBR
470 – Silver Medal

Nick Dempsey / GBR
RS:X – Silver Medal

Evi Van Acker / BEL
Laser Radial – Bronze Medal

Hannah Mills & Saskia Clark / GBR
470 – Silver Medal
CALENDAR

Nov. 13 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Remaining Summer Beer Can Regattas
CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and J15s. Info, racing_chair@cal-sailing.org.
COYOTE POINT YC — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.
MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or turbogarth@hotmail.com.
SANTA CRUZ YC — Wet Wednesdays through 10/31. Info, (831) 425-0690 at scyc@scyc.org.
SHORELINE LAKE AQUATIC CENTER — Laser racing BYOB) every Wednesday night through October. Info, (650) 965-7474.

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.

October Weekend Tides

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October Weekend Currents

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“SARAH WAS THE BEST”

As soon as I saw the August 27 ‘Lectronic photo of the woman flaking the overhanging mizzen on Peter Harrison’s Farr 115 Sojana, I immediately thought back to my days when I worked on the tall ship Californian. We had to do something similar, as someone would have to climb out to the end of the 50-ft boom, which hung over the transom, to flake the mainsail. We had a female deckhand named Sarah who was the best at it. You asked about a name for that job. Sarah liked to call it “ridin’ cowboy” because you literally had to straddle the boom between your legs, and hold on to the leach of the sail for balance, as though you were riding a bucking bronco.

Mike Loesch
Jacksonville, FL

LAZY IS AS LAZY DOES

I see lazy jacks. Stands to reason she must be a ‘Lazy Susan’.

Alan Mathison
Effie. Morgan 43
Santa Cruz

Alan — That’s pretty funny, but only because we know you meant it with affection.

AND FROM THE LAND OF THE LONG WHITE CLOUD

Miz Flakey Puff 2012.

Dean Wallis
Auckland, New Zealand

Dean — The woman is flaking a sail on what’s probably an 80-ft mast while sitting high above the water well behind the transom of the boat, and you want to call her ‘Miz Flakey Puff’?

IS THAT BECCA ‘COWBOYING’ ON SOJANA?

On the Windjammers here in Maine, we call it ‘cowboying’ the sail. I guess it’s because you’re riding the boom. By the way, is that Becca West, a former deckhand on Roseaway? If so, Sarah and Jay say ‘hi’.

Sarah Burnham & Jay Swett
Sea Angel, Kelly-Peterson 44
Rockland, ME

Sarah and Jay — Sorry, but we’re not sure who the woman is; we just knew she was doing a good job. But based on your letter and others, we guess the proper job title — or action — is ‘cowboying’ or ‘cogirlting’. Both of which are better than the most common suggestions we received, which were: Mizz Flaker, Mizzen Maid, Mizzen Mensch, Mizzen Miss, Mizzen Missy, Mizzen Ms, Mizzen Mistress and Boom Mistress.

LATITUDE’S EMBEDDED SEXISM

As one man to another, I’m disappointed in your continued practice of objectifying women, in particular, noticing their appearance first and foremost. Most recently, I refer to the August 27 ‘Lectronic Latitude:
Congratulations From Svendsen’s To Our Top-Finishing Customers In The 2012 Big Boat Series.

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2nd RIO
3rd SWIFTSURE

PHRF_ToT Division
1st SHADOW

One Design Division
J105:
1st DONKEY JACK

J120:
1st DESDEMONA
2nd CHANCE
3rd GRACE DANCES

Express 37:
3rd BULLET

IRC Division D
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"Except for cooks and stewardesses, the overwhelming number of crew on large sailing yachts are male. But there are exceptions. In fact, at any big boat center — St. Martin, Antigua, Newport — there are always a couple of boats with a gal, invariably young and attractive, who is one of the deckhands. And we’re not talking about token princess deckhands. These gals are smart, strong, and gutsy, and wear their minor wounds as sources of pride. They like to think of themselves as being one of the guys, but they aren’t. They look and smell too good, and are usually more responsible and mature for their age.

“We got to thinking about this the other day when we were looking through our photos of last year’s Voiles de St. Barth, and came across this photo of an attractive gal singlehandedly flaking the massive mizzen aboard Sir Peter Harrison’s much-traveled Farr 115 Sojana. Note that she’s about 15 feet in the air and well aft of the boat’s transom. We suppose there are a lot of guys who find voluptuous young actresses in gowns and heels on red carpets or Playmates naked near a pool to be particularly attractive. Not us. Tan, fit and knowledgeable — we think that’s a very attractive look in a young woman. So here’s looking at all you gals!

"By the way, flaking a mizzen on a 115-footer is such a big job that we think it deserves its own job title. Any suggestions?"

I’m going to assume that I am older than you, and know that back in the ’50s such behavior was common. Our society has gone through much to try to level the playing field, and your language reflects a little of that change. But your frequent focus on the women you include in the online version of Latitude being primarily on their appearance, followed with some acknowledgment of their competency, is disappointing. You might note that — to the best of my recollection in reading your material a couple of times per week over the last couple of years — you have never commented on the physical attractiveness of the male sailors you have written about.

Sexism — although I would be willing to bet you would strongly deny you are sexist in any way — runs deep within us. I believe it is in all men raised in our society. It’s just how we ‘act’ in our public personas that either consciously or unconsciously reflects that embedded sexism, or otherwise we’d choose to be our better selves and not act it out.

A.S.D., A Concerned Reader
Ann Arbor

A.S.D. — We do the best we can. For example, the day after we got your letter, we flew to L.A. on Southwest Airlines. As we were about to deplane, a little old lady glanced up toward her big carry-on bag in the overhead bin, then looked at us with a smile and said, ‘I’m an immigrant from the Philippines.’ It was clear that she wanted our help in getting her bag down.

“We’d love to help you with your bag,” we responded. “But as we wouldn’t make the same offer to a strapping young lad, it would mean that we were guilty of discrimination based on our embedded sexism — to say nothing of our embedded ageism and sizeism. But welcome to America anyway!” Then we walked off the plane, leaving her to deal with her problem as best she could.

Okay, we didn’t do that. We did the politically incorrect thing by helping her, hoping that not too many people would notice.

You lose your bet! As we’ve written many times before, we are sexist. And like everyone else, we’re also ageist, sizeist, racist, and all the other -ists. Most people think discrimination is necessarily wrong. It can be, but not necessarily, as it’s also what keeps us healthy and alive. But that’s a discussion for...
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LETTERS

another magazine.

We don’t want to criticize the accuracy of your recollections, but Latitude has indeed commented on the physical attractiveness of male sailors. The handsome and studly Shannon Falcone of Antigua and the Oracle America’s Cup Team is only the most recent. (By the way, he’s not just handsome and studly, he’s a good sailor, too.)

You’ll probably also be surprised to learn that only one Latitude editor has ever had pin-ups of the opposite sex around their computer. And frankly, she’s proud of her appreciation of certain male physical characteristics. We guess this means she’s sexist, but we still like her.

As one man to another, we suggest you get out of the uptight progressive orthodoxy of Ann Arbor from time to time, and maybe do a little work on what appears to be your stunted sense of humor.

WOMEN MAKE GREAT SAILORS

Thank you for acknowledging women in sailing who don’t have to get half-naked to prove their worth and attract attention.

Carol Putnam
Walnut Creek

Carol — You’re welcome. And thank you for getting the point of our running the photo. While it varies for each individual, we’ve found that women generally make fine sailors. As you’ve read in the pages of Latitude, it’s been proven by females as young as 14-year-old circumnavigator Laura Dekker, and as senior as Jeanne Socrates, now preparing for her third singlehanded circumnavigation. We won’t even mention fabulous French singlehanders, Dawn Riley’s America’s Cup effort, the Singlehanded TransPac’ers, or all the female-skippered cruising boats.

Personally, we try to sail with as many women as possible. For example, we had four females and just two males aboard Proliferate for the recent Ta-Ta. True, it was a little heavy on the estrogen, but the boat sure was clean.

NO ONE ORDERED THE DOHENYS AROUND

I enjoyed the September report on the current status of Kamalii, the 75-ft centerboard ketch that had been commissioned by Larry Doheny in 1958, and the report on how she had been hijacked from the Ala Wai following the ‘71 TransPac.

It reminds me of a fun story from my checkered past with Larry Doheny. Since there were problems with Customs and paperwork on the Mexican end prior to the start of the ‘70 race to Mazatlan, the Mazatlan Customs inspector was invited to the kick-off dinner as a guest of host Los Angeles YC. As luck would have it, he was picked up on a DUI after the party and hauled off to jail. Fortunately, the Los Angeles YC was able to get him released and sent back to Mexico.

Upon the fleet’s arrival in Mazatlan, the formerly jailed Customs inspector decided he would show us gringos how justice worked in Mexico. None of the race boats were able to clear Customs without paying off various officials. Furthermore,
Southern California’s NEW all-sail boat show!

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New & brokerage sailboats | Sailing gear & accessories | Charters, travel & services

Plus sailing seminars, hands-on, on-the-water sailing clinics & demos, sailing simulator and much more!

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no boats were able to retrieve their cruising and delivery gear, which had been sent down earlier and stored in a Customs warehouse.

In response, Larry Doheny called a meeting aboard Kamali’i of all skippers who had gear being held in the Customs warehouse. Larry explained that he had rented a flatbed truck, and that we would stage a raid on the warehouse the following day, a Mexican holiday, around the noon siesta. He advised all the skippers to have their boats ready to leave the docks as soon as they had loaded their gear aboard.

With more than a little trepidation, we did break down the large wooden door of the Customs warehouse, got our gear, and rushed out of Dodge. A bunch of us met up along the way back up to California, and over a few cold ones had a great time reliving the escapade.

No one told the Dohenys what they could and couldn’t do. Things were just done differently in those days.

Steve Taft
Rascal
Santa Barbara

Readers — We didn’t start sailing to and in Mexico until ’77, which is quite a while after the incident that you describe. But we can assure readers that Mexico was a much more foreign country then than it is now.

† † “YOUR RIGHT OF WAY WAS WRONG”

I think you made a mistake when you wrote that l’Hydroptère DCNS had right of way over Monarch in the video you posted on the September 7 Lectronic. According to the Rules of the Road (COLREGS Rule #13), any vessel overtaking another needs to keep clear of the overtaken vessel, even when sailboats are overtaking powerboats.

John Farnsworth
Bashful
Hunter 46LE
Sausalito

John — We indeed made a mistake. We were so besotted with the exciting footage that we didn’t pay enough attention to the relative courses of the two vessels, and thereby didn’t fully appreciate the fact that l’Hydroptère was the overtaking — and therefore burdened — vessel.

For those who haven’t seen the video, check out at www.latitude38.com.

† † YOUNG, DUMB AND FULL OF WHAT?

I got a kick out of the Wanderer’s confessing to his dawn misadventure at Driscoll’s Boat Yard, as reported in the September 12 Lectronic. I’m talking about the one in which he whipped aboard Profligate’s last dockline, which accidently hit the gearshift and threw the starboard engine into reverse, with nobody left aboard the big cat. I love the fact that the Wanderer was man enough to write about it, and how he hit the gearshift and threw the starboard engine into reverse, which enabled him to scramble up and throw the engines into forward just before Profligate nearly slammed into several other boats.

With more than a little trepidation, we did break down the large wooden door of the Customs warehouse, got our gear, and rushed out of Dodge. A bunch of us met up along the way back up to California, and over a few cold ones had a great time reliving the escapade.

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Hunter 46LE
Sausalito

John — We indeed made a mistake. We were so besotted with the exciting footage that we didn’t pay enough attention to the relative courses of the two vessels, and thereby didn’t fully appreciate the fact that l’Hydroptère was the overtaking — and therefore burdened — vessel.

For those who haven’t seen the video, check out at www.latitude38.com.

† † YOUNG, DUMB AND FULL OF WHAT?

I got a kick out of the Wanderer’s confessing to his dawn misadventure at Driscoll’s Boat Yard, as reported in the September 12 Lectronic. I’m talking about the one in which he whipped aboard Profligate’s last dockline, which accidently hit the gearshift and threw the starboard engine into reverse, with nobody left aboard the big cat. I love the fact that the Wanderer was man enough to write about it, and how he was barely able to ‘high jump’ onto the back steps of the cat, which enabled him to scramble up and throw the engines into forward just before Profligate nearly slammed into several other boats.

Having bought my first boat as a total neophyte, and fully engaged in that phase of my young man’s life in which I was...
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‘young, dumb and full of cum’, you can bet I ran into every-thing on the Bay. But even if you keep sailing regularly, it’s not as if mishaps ever stop. They may happen less frequently over time, but they still happen.

For example, we were at an end tie in El Salvador where the current runs in and out at four to six knots, but with the ebb always being a little stronger. As we were faced out of the harbor, our boat’s stern and the rudder were getting a workout. So I waited for near-sack water, and thought I could just release the bow line and let the flooding current carry the bow out, around, and back to the dock. As that happened, I figured I could easily walk the stern up the dock and tie the stern where the bow had been, at which time the bow would settle back up river against the dock where the stern had been. It seemed like such a simple and intelligent plan.

The problem was, the second I released the bow, it flew away from the dock, and spun downriver before I had a chance to shift the back end of the boat. Stray Cat, a Gemini catamaran, was side-tied directly behind our boat. Our bow swung out and pinned itself firmly against their outboard hull. My wife Molly and Guy from Stray Cat tried to tend off. My wife was pushing so hard it she sounded as though she were in labor again!

Fortunately, about five guys from around the dock saw what was going on and helped me drag the stern upstream, allowing the bow to finally settle in where I’d planned for it to land. Guy and Carol, Stray Cat’s owners, were incredibly gracious in the face of my screw-up and happy to overlook a little scratched gelcoat.

I can’t wait to see what adventure awaits me next!

Ben Doolittle
Knee Deep, Catalina 38
Sacramento

↑↑SHOCKING, ABSOLUTELY SHOCKING!

I’m not sure if this is something I should confess to, but here goes. Not long ago, my beloved and I enjoyed a nice sail around Angel Island on our Newport 33, then returned to our slip. While going through the motions of getting the boat centered in her slip, washing her down, and so forth, I accidently dropped the shorepower cord. Since I was tired and thinking more about the meaning of life, I wasn’t really paying attention to the fact that I had been holding the cord over the water when it slipped from my hands. Thankfully I grabbed it before the whole thing fell in, but not before the plug with the three female receptacles splashed into the water. Crap.

No way I was going to plug that puppy into the boat anytime soon. I tried to shake as much water out as I could, noting ‘the look’ I got for my error. Then I set the plug down on the dock and went about my other chores.

A short time later I picked up the plug again, thinking any water inside the holes had to have evaporated. But just to make sure, I looked into the holes for any traces of water. One hole still had a tiny drop inside. Easy peasy to get rid of that. I thought to myself. So I puckered my lips, brought the plug close to my mouth, and blew.

A spark of electricity from the live shorepower plug flew through the air and landed square on my upper lip! I jumped from the jolt, and dropped the plug again. Fortunately, this time I dropped it into the cockpit. But the thud was enough to catch the attention of my darling, who looked at the plug, looked at me, and said, “You didn’t!” Then he burst out laughing.

Nancy Bockelman
Malolo, Newport 33
Sausalito
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Upcoming Events

Oct. 4 - 7 - Fleet Week and America’s Cup World Series
Oct. 13 - Spinnaker Clinic (9am - 4pm) $175
Oct. 13 - Sail Trim Clinic (9am - 4pm) $175
Oct. 14 - Refresher Course (9am - 4pm) $150
Oct. 20 - Introductory Sail (10am - 4pm) $75
Oct. 21 - Leukemia Cup Regatta
Oct. 21 - Club Sail (10am - 4pm) and BBQ $50
Oct. 26 - Encinal Yacht Club’s Halloween Party - FREE
Oct. 27 - Farallones Day Trip (8am - 8pm) $185

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Caliber 40  Beneteau 311
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Beneteau 38  Ericson 32
Catalina 36  Catalina 30

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Readers — We didn’t have room to publish all the ‘biggest blunder’ letters we received, so we’ll have more next month.

⇑⇑ WE STAND CORRECTED

In a September editorial response, you wrote, "You seem to think the wave trough between two waves is lower than the normal level of the ocean . . . we’re not experts but it’s our understanding that this would be scientifically impossible."

Clearly Latitude are not experts, for what you think is scientifically impossible is exactly what the reality is. The impossible thing would be if all the wave — from the trough to the crest — were always above 'normal' sea level. In fact, in the absence of storm surge, which is a general raising of the sea level due to wind piling up the water, there is just as much water above normal sea level as below when a wave passes. For example, if you are sailing and a 20-ft wave passes your boat, the water level, as compared to the bottom of the ocean floor, will increase 10 feet in the crest, then decrease 10 feet in the trough.

Michael Leneman
Professor of Oceanography and Multihull Sailor

Michael — We guess we stand corrected. We spent hours searching the internet trying to get the correct answer to that question, but came up dry. So we tried to extrapolate what we had observed when surfing to what happens in deeper water. Apparently it doesn’t translate. Nonetheless, we’re going to try to confirm your explanation with our depthsounder the next time we get into big waves and shallow water.

⇑⇑ TIME FLIES FOR A SAILOR

You know, you start out sailing as a kid, graduate to the big boats, circumnavigate the world a couple of times, and the next thing you know . . . you’re 80! It happens to the best of us, and this October Jim Jessie, one of the Bay Area’s most prolific and respected sailors, will celebrate his turn. Jim hasn’t changed much over the years. He’s fiercely competitive and outspoken, and still sports his signature pipe. Honestly, not much has changed. He still races and places with his equally ‘experienced’ crew in the Oakland YC beer can series, and recently led Oakland YC members in an anchor-out adventure to the Delta. We won’t mention that his boat got stuck in the mud!

If anyone knows Jim or has raced or cruised with him, we encourage you to swing by the Oakland YC on Wednesday, October 24 to help him celebrate his 80th. The no-host bar will open at 5:30 p.m., and Happy Hour food will be provided potluck-style by members of the Oakland YC. Festivities will continue until Jim’s out of stories or we run out of stories about him! Or, maybe it’ll just be bar time, whichever comes first!

Chris Bailey
Oakland YC

Anyone who knows Jim Jessie is invited to his 80th birthday party at Oakland YC on October 24.

Chris — Jim Jessie is indeed a great Northern California sailor, one whose accomplishments have been underappreciated. In addition to his being a respected surveyor for many years, Jim and his late wife Diana Green Jessie not only did a couple of circumnavigations with their wooden Lapworth 54 Nalu IV, but also did the Great Bight of Australia, a nasty
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Paradise Village Marina Harbor Master &
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Cruising Mexico at West Marine San Diego
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stretch of water, won the first Darwin-to-Ambon Rally, and did some crazy race from Mexico to Japan or some other unlikely place in the Far East — and in the terrible weather of a North Pacific winter. They often took the path less traveled, which included, as we recall, down the Mississippi River.

We have fond personal memories of Jim — and his smelly old pipe — too. In '81, we were sailing with our five-month-old daughter aboard the then-ultra-sexy Farr 52 Zamazaan off Waikiki, when we turned around to see Diana lay her head down on Jim’s lap. “Hmmm,” we thought to ourselves, “it looks like those two are hooking up.” They did, and were an outstanding sailing team for decades until her recent passing.

After getting reports and photos from Jim and Diana during their first circumnavigation — this in an era when photos meant film and prints, and reports came via international snail mail — we bumped into them at Falmouth Harbor, Antigua, and had a great get-together. Lastly, in the summer of ’11 while Zen sailing our Olson 30 La Gamelle on the Oakland Estuary, we sailed past an Oakland YC beer can fleet. “The guy at the helm of that Cal 29 sure looks like Jim Jessie,” we thought to ourselves. “Can it be?” It sure was.

We won’t be able to attend Jim’s birthday celebration because the Ha-Ha starts just a couple of days later, but here’s to you, Jim, for 80 great years, and belatedly to the gutsy and talented Diana, too.

⇑⇓

BLAME THE COMPANY, NOT THE CAPTAIN

I’m coming to this late, but after Rory Kremer’s May issue letter — “If I take the helm, I take the responsibility” — about whether the captain of a delivery boat or the delivery company that hired him was responsible for the captain and his crew being killed when their cat flipped in bad weather, I must respond.

While we all agree that the captain is in charge of the vessel once it’s shoved off until it returns to the dock, there’s another issue here that Latitude and Captain Kremer are missing. Reliance Yacht Management was rightfully found liable for the accident because it illegitimately pressured Captain John Anstess into sailing where and when he did not want to go. It is a false equivalency to claim that everyone is equally responsible for everything, and so all that Captain Anstess had to do was say “no” and refuse to sail north of San Diego until summer. While you or I may have refused, Reliance has all the power here. If they were to fire Captain Anstess for not continuing to Seattle, he might have suffered severe financial harm. Most people need their jobs in order to pay rent/mortgage bills and eat. A company that controls the purse strings has far more responsibility in this situation than a worker who might lose his home by refusing to follow orders.

Companies that behave like Reliance should be punished severely, to the point of being put out of business and imprisoning their controlling officers. They are responsible for deaths of sailors if they pressure captains to sail into weather that the captains deem unsafe. The fact that certain captains did not say “no” when they should have does not make these companies any less responsible.

Jeff Hoffman
San Francisco

Jeff — We couldn’t disagree with you more completely if you tried to tell us circles were made up of four straight lines or that the ocean was dry.

First off, you’re factually wrong when you claim that a captain is not responsible until the boat has “shoved off” from the dock. Among other things, the captain is legally responsible to...
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make sure that the boat in his/her charge is seaworthy and clean, has the proper safety equipment and has things properly stowed, and he/she is properly managing the crew. Who do you think should be responsible for all that stuff, somebody in an office 10,000 miles away?

By law, the captain is also responsible for the safe navigation of the vessel. In the case of the highly experienced Capt. Anstess of Cat Shot, that means it was up to him to decide whether it was safe to ignore the advice of experienced sailors and head out when very strong winds and huge seas were forecast for that winter day off the coast of Northern California. Conditions in which it was well known that cats had previously flipped and crewmembers had been killed. Conditions that resulted in Capt. Anstess’ command flipping and everyone aboard being killed.

And please, spare the "the captain had a mortgage to pay" rubbish. In the first place, it wasn't true. In the second place, if a professional mariner can't properly prioritize the value of the lives in his/her charge with making a house payment, do you really believe s/he has any business being in a position of responsibility over the lives of others? People not capable of basic prioritizing need to find positions of lesser responsibilities.

It comes as no surprise to us that a lot of people like you think being a Coast Guard-licensed captain to carry paying passengers is a position of little or no responsibility. This is a result of the questionable skill level of many of the people the Coast Guard licenses to carry paying passengers. The dreadful truth is that the Coasties have licensed hundreds upon hundreds — if not thousands upon thousands — of people who are good at taking written tests but who are absolutely clueless when it comes to the actual operation — let alone safe operation — of a sailboat.

When we first wrote about the Cat Shot tragedy, we said that we couldn't think of anything — except a gun held to the heads of our children — that could force us take a boat out in conditions we didn’t think were safe. Since you disagree, what would it take to ‘force’ you to risk your life and that of others for a little something extra? A $5,000 bonus? A $500 bonus? We think it’s an insult to principled captains the world over to suggest they would violate their professional judgment about safety for anything.

If assuming full responsibility for a vessel and her crew is too much for a so-called captain, s/he needs to get a job with the government or be a politician, the kind of work where nobody is ever held responsible for even the most idiotic and monumental screw-ups.

Make no mistake, we are deeply saddened by the loss of Capt. Anstess’ life in the Cat Shot tragedy. Nonetheless, it is our firm opinion that there is no escaping that it was the captain’s poor judgment, and his poor judgment alone, that was responsible for his death and that of his two crew.

LIKE IT OUGHT TO BE

I’m presently 800 miles north of Oahu aboard the Nordhavn 76 Eliana on a delivery to Seattle. The weather has been great so far, and should continue.

I just wanted to say that I grabbed a copy of the August Latitude at the Ko Olina Marina on Oahu before we left. What a great editorial response to the “Denial on the Bay” letter about the Low Speed Chase tragedy and who was responsible! Latitude not only says it like it is, you say it like it ought to be.

Rob Wallace
Eliana, Nordhavn 76
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Readers — Our editorial reply was to a letter by P.K. Edwards, M.D., a very experienced racer from the Ventura YC who had written to say that he felt that Crewed Farallones Race, sponsored by the San Francisco YC, was among other things, "an accident waiting to happen." With all due respect to Mr. Edwards and his considerable sailing experience, we couldn’t have disagreed with him more strongly.

Rob Wallace, the author of the above letter, is a lifelong sailor and professional captain on yachts up to 150 feet. He agrees with our sentiment that Mr. Edwards was particularly wrong when he wrote, “While the ultimate responsibility for the decision to go out in bad weather or to take an acknowledged dangerous course belongs to the skipper, yacht club race officials need to rethink their level of responsibility relative to safety.”

To our mind, and that of Rob Wallace, there are no degrees of responsibility in operating a vessel any more than there are degrees of pregnancy. Either you’re pregnant or you’re not; and either you’re responsible for starting and continuing a race or you’re not. So to our thinking, if a skipper signs a liability release that says it’s his responsibility alone to start and/or continue a race, and s/he does start and continue a race and something goes wrong, s/he should look in the mirror to find the responsible party, not point fingers at unpaid volunteers in some race shack many miles away.

The problem is that when people aren’t responsible for their behavior, they feel free to make all kinds of foolish decisions without fearing the consequences, and it encourages people to become reckless and do stupid things. We feel sorry for folks who were raised — by parents and the government — to believe that they aren’t responsible for the consequences of their foolish decisions and who, as a result, end up with terribly warped expectations about life. If we were dictator, students from the first grade on would be relentlessly taught that, while you can try to deflect responsibility for the consequences of your poor decisions, when you do, the real losers are you and your loved ones.

P.K. Edwards, M.D. — whose sailing credentials we respect, but with whose opinion we respectfully disagree — took exception to our editorial response. We’ll be publishing a new letter from him in the November issue, when we’ll have more room in Letters to revisit this important issue.

⇑⇓

DECKHAND AND TRAVELING EXPERIENCE

I was wondering if you could give me some advice. I’ll be graduating in Environmental Science in December, but more than anything I want to sail, hopefully starting in December or January.

I've spent the summer doing an internship with the Smithsonian, and a retired scientist in my lab has taken me sailing many times. I have learned as much as I can about sailing, and have never done something I enjoyed as much. I love travel and adventure, so I want nothing more than to find work or volunteer as a deckhand on a sailboat. I would prefer to do this from Southern California.

Is this a fairly reasonable thing to try to do? I’m in great shape, love to work hard, and enjoy learning new things. How can I make this dream a reality?

Jared Stapp
Southern California

Jared — Assuming that you have a decent personality, a variation of your dream can certainly be made a reality. We say variation, because forget starting from Southern California in late December or early January. Almost all boats leaving from
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there for Mexico, Central America and the South Pacific will have already taken off.

If you want to do Central America or the South Pacific — with possible connections to New Zealand, Australia and Southeast Asia — we suggest you fly to Puerto Vallarta in January. There are two reasons. First, it’s from there that most people start the Pacific Puddle Jump to French Polynesia, and it’s also where a lot of people begin the El Salvador Rally or individual cruising in the direction of Central America. Second, it’s inexpensive to stay in places such as La Cruz, where there is a tremendous amount of social interaction among all the cruisers at the Marina Riviera Nayarit, as well as those based out of Paradise Marina, Nuevo Vallarta Marina, and Marina Vallarta.

There are, however, a couple of potential downsides to this scenario. First, it’s highly unlikely you’ll be able to find a paying position. Indeed, most folks would expect you to chip in for at least your share of the food. A second potential downside is that most of these boats would be in the mid-40-ft range, and you’d probably be sailing with a couple, very likely a couple in their 60s. If you do get on a boat, it’s probable that you’ll boat hop across the Pacific, meaning switching boats in Tahiti and maybe Tonga and/or Fiji, too. That doesn’t mean there is anything wrong with you or folks on the boats, just that people on smallish boats tend to need space or a change of personalities from time to time.

Your other — and we think better — option is to head for the Caribbean, specifically Roadtown in the British Virgins, St. Martin, or Antigua. Roadtown is the bareboat capital of the universe, with lots of crewed charterboats and private yachts, too, so there are lots of jobs. Naturally there is quite a bit of competition for these jobs, but you’re going to prove that you’re a better candidate than most of the others, right?

St. Martin is the base for much larger — 80- to 200-ft — crewed and private sailing yachts, the likes of which you’ll rarely see in Mexico. They offer great gateway and gap year positions, which are much sought after by a younger and more socially active crowd than found in Mexico. Your problem will be that the season will already be in full swing by mid-December, so most of the positions will have been filled, and you might also be way behind in the all-important networking game. The same will pretty much be true in Antigua, the other big boat and crewed yacht center.

If you want to get a gig sailing in the Caribbean, step one is to show up. Forget applying for jobs from the other side of the world, as captains and owners want to look you in the eye. Once you get to the Caribbean, there are two major ways to get your foot in the door. The first is that you show up at every local beer can race and regional and major regatta, ready to sail and work harder than anyone. Being willing to do the grunt work is much more important than being an expert sailor. Second, and perhaps even more important, is to make yourself available to help deliver boats, even if you have to do it for just food and experience, and even if the deliveries are all upwind against the trades. Sailors bond on the water, be it during races or while making passages, so you want to do as much of both as possible. Trust us, if you work harder and happier than...
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<thead>
<tr>
<th>SIZE OF BOAT</th>
<th>0' TO 41'</th>
<th>42' TO 60'</th>
<th>61' TO 90'</th>
<th>90' OVER</th>
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<tr>
<td>01 TO 07 DAYS</td>
<td>$ 0.95</td>
<td>$ 1.05</td>
<td>$ 1.40</td>
<td>$ 1.80</td>
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<td>$ 0.60</td>
<td>$ 0.70</td>
<td>$ 1.00</td>
<td>$ 1.30</td>
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<tr>
<td>30 TO 90 DAYS</td>
<td>$ 0.43</td>
<td>$ 0.61</td>
<td>$ 0.70</td>
<td>$ 1.00</td>
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<tr>
<td>91 DAYS OR MORE</td>
<td>$ 0.36</td>
<td>$ 0.43</td>
<td>$ 0.50</td>
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LETTERS

most of the others, captains and owners will take notice, and you’ll be on your way. In many cases it takes just one or two
big regattas on decent boats and you’re a ‘made guy’. By the
way, always get a shirt or hat from every delivery and regatta.
These are your calling cards and ice breakers.

Another great way to work your way into the mix is to offer
people a hand, for free, anytime you see somebody needing
it. If you help tie up a guy’s boat or help him carry some junk
up the dock in the afternoon, there’s a chance he’ll buy you a
drink in the bar that evening and introduce you around. Hear
a guy saying he needs help to move his boat a few miles to a
boatyard? Volunteer. Getting sailing jobs is all about network-
ning and being Johnny-on-the-spot, so while you don’t want to
be obnoxious, you can’t be a wallflower either.

Drinking is pervasive in the tropics, so it’s normal to have a
drink or two most nights with new friends. And you can even
have a blowout every now and then at the end of a regatta or
tough delivery. But you don’t want to get a reputation as a guy
with an alcohol issue.

In March, April and May, the big yachts leave the Caribbean
for Florida, the Northeast, and Europe, or the Canal and the
South Pacific. Long before then you should have worked your
way into the mix, and if you can’t snag at least a long-distance
delivery position at that time — which is when most crews are
in a state of major transition — you’ve been doing something
really wrong. Within a year from December, you should have at
least sailed across the Pacific to New Zealand and Australia,
or sailed from the Caribbean to the Med — and back. It’s not
always going to be easy or convenient, but if you’re truly into
sailing and adventure, it’s all there waiting for you. Good luck.

TOO DARK A NIGHT ON SAN FRANCISCO BAY

My wife Lisa and I went sailing on a sleek Centerboarder on the
afternoon of September 8, leaving Treasure Island’s Clipper Cove at about
sunset going around the north end of the island and toward
Yerba Buena. The lights of San Francisco and the Golden Gate
Bridge were beautiful. As we entered the Oakland Estuary, I
casually mentioned to Lisa that I was keeping a close lookout
in case there were any small boats running without lights.

A few minutes later I saw a dark shadow against the lights of
Alameda, and sure enough, a small sailboat was waving a flashlight
at me as he scooted by with no other
lights showing. A few minutes later the ferry Perata roared
by — and those guys move! — just where the idiot and his
boat had been.

I don’t know if the moral is to keep a good lookout, to use
lights at night, or that God protects idiots, but all three work
for me.

Scotty Correa-Mickel
Paradise, Catalina 34
Santa Cruz, but cruising San Francisco Bay

SHINE ON BRIGHT THROUGH THE NIGHT

I want to warn cruisers who put solar-powered LED lights
on their rails that these lights are not bright enough to act
as anchor lights. If you rely on them, you may experience a
nasty bump in the middle of the night from another boat.

I do most of my cruising in the Sea of Cortez and along the
Pacific Coast of Mexico, where the use of these lights seems
to be spreading. Based on my experience, most of them are
quite dim by 2 a.m., and can only be seen if you’re within 150
feet.

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ment and use of lights and shapes. But since there are no such rules in Mexico — or if there are, they aren’t enforced — many cruisers have a laissez-faire attitude toward this very important anchoring safety feature.

In my five years of cruising in Mexico, I have come across all sorts of anchor light schemes, from no lights at all to lights of almost every color. It seems to me that if the intent of the law is for boats to be seen, then it behooves us cruisers to at least try to get it right.

An anchor light at the top of the mast is good — if it is bright enough. But it doesn’t solve the problem of small boats and pangas zooming around the anchorage at night, whose operators are looking forward, not up.

So I think an anchor light at deck level is preferable.

The brightest deck level lights I’ve seen were on a boat in Banderas Bay, where a sailboat had two blue LED all-around lights at bow and stern. They could be seen over a mile away, even with background illumination from the city. I would suggest that instead of spending a couple of hundred dollars each for such lights, boatowners can visit any truck stop where they can find large amber LEDs that would be perfect for water-level illumination — and at a fraction of the cost. I bought mine online for $15 each.

And please don’t think that you don’t need such lights if you’re the only one in the anchorage when you turn in for the night. Many of us cruisers who know the anchorages feel safe coming in after dark using GPS and radar. It can be done safely. But if the other boat(s) don’t have a good anchor light, the situation becomes a lot more hazardous.

Michael Nagy
Sunshine Lady, Camper Nicholson 33
Mazatlan, Mexico

Michael — Excellent advice. On Profligate we use a brilliant LED masthead anchor light, which is twice as bright as the old incandescent anchor light we used to have. We also turn on at least two bright red high-output cold-cathode fluorescent lights in the main salon, light that, despite the fixture’s name, gives out the most people-pleasing white and red light we’ve ever seen.

Given the low cost and low power consumption of LED lights, there is no excuse for cruising boats not to be illuminated like UFOs in Hollywood movies.

As for entering familiar anchorages at night in Mexico, we do it all the time, too.

HOW DO AC PENALTIES WORK?
How about an explanation of how penalties work in the new America’s Cup? I understand that boats no longer do circles for penalties, and I know about the lights on the boats. But once a boat receives a penalty, what happens next? I have been unable to find anything that explains this.

Lew
Planet Earth

Lew — The way penalties were absolved in the World Series was perhaps the least-understood aspect of the event. As we understand it, when the judges ruled there had been
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The boat looks beautiful... thanks!
- Jan Kaprielian
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an infraction, a light would go on aboard the cat in question, and the cat would have to slow down until the computers determined the penalty had been taken, at which time another light would come on. As we understand it, the more quickly a skipper absolved his boat of the penalty, the shorter it was. It seemed like a cool system to us, although it’s not practical for any other sailing events.

WELL DONE, TERRY!
Many stars in big name sports are measured only by what shows up on the scoreboard. But you don’t fully respect exceptional character and heart until you actually encounter it.

As someone who grew up boating — and who is now the father of boys 6 and 8 — I followed the America’s Cup for decades. When the America’s Cup World Series finally came to the Bay Area, my boys and I drove down to Vallejo, caught the ferry to San Francisco, and walked the busy streets to the Marina Green. From there we watched the amazing AC45 cats clawing at their moorings. My boys were flying high with excitement.

And as a working stiff who supports my family and sailing lifestyle, I can see the America’s Cup as big business. The viewing bleachers were sold out, the clerks couldn’t ring up the logowear sales fast enough, and every rock and nook on the shoreline was covered with bodies hoping to get a good look at the action.

But before the racing started, my boys and I rested on a park bench on the Marina Green. Before long, a stout figure lumbered up behind us on his way to his Artemis catamaran. Wearing lots of sunscreen, wrapped in battle colors, and wearing a helmet, he was obviously intensely focused on the upcoming race.

I hadn’t looked back to see who it was, but my 8-year-old yelled out, “Hey, Terry!”

It was Terry Hutchinson, skipper of Artemis. He changed course, stopped, and with equal excitement replied, “How are you?!” Then he gave my young sailor a high five and a great smile. He then continued on toward his cat.

My boy beamed for hours, and talked about how one day he, like Terry Hutchinson, would be skippering an America’s Cup boat.

My hat’s off to the visionaries who planned, approved, and made the America’s Cup World Series happen — but especially to Terry Hutchinson, who had enough heart and character to share his passion with an impressionable 8-year-old Sunfish sailor.

Wayne Dorchester
Shibumi, Gemini 34
Sacramento

Wayne — As we mentioned last month in our review of the World Series, we thought the organizers did a terrific job. And one thing they did well particularly well was to make the participants accessible to their fans, by having them pass through the crowd when going to and from their boats, and getting them up on stage right after the racing. That kind of personal
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outreach is so important to young sailors such as your sons, sailing in general, and the success of the America’s Cup.

HIGH FIVING NATHAN OUTTERIDGE ON THE WATER

My dad Sig bought a Baltic 48 last year, and we’ve been racing Ellie Mae ever since.

Naturally, we took the boat out for the America’s Cup World Series — what a spectacular event! Check out this photo taken between fleet races one and two on Saturday August 25. Team Korea came out into the spectator fleet, and I got a high five — while at the helm of Ellie Mae — from most of the crew, including skipper Nathan Outteridge! Yes, they were that close. With that, Team Korea won a new fan! I will never wash that sailing glove again.

You might remember that our family did a charter with the Wanderer in the British Virgins many years ago.

David Anderman
Ellie Mae, Baltic 48
San Francisco Bay

David — The America’s Cup skippers’ and crews’ interacting with fans and spectators was a great part of the World Series. Much of it was by design, but we like to think it was also personal on the part of the sailors. No matter, it was a big success.

As for the Big O charter that you and your parents and sisters did with us in the British Virgins, it was long ago, but we remember it as if it were yesterday. We could spend hours reliving that one over a few beers.

You no doubt remember that your dad really wanted some photos of your lovely sisters up on the bow while our big ketch was hauling ass under sail. We were a bit of a cowboy back then, so we got the boat on a steaming reach, told everybody not to touch anything, and jumped overboard just as we had you cut the little Boston Whaler tender loose. After climbing in the Whaler and starting up the engine, we gave chase, which allowed you to lower yourself into the Whaler from Big O’s starboard quarter. Together we charged out in front of Big O and got the photos Sig had hoped for. Somehow we managed to get back aboard Big O. It was probably the stupidest thing we’ve ever done in all our many years of sailing. But all’s well that ends well. Alas, we recall that the photos didn’t come out very good because some guy in a stateside camera store had sold Sig exactly the wrong color filter for the job. We just hope you folks had as much fun as we did.

THE BAY’S GOT THE BLUES FOR THE AMERICA’S CUP

I think Northern California sailor and technology visionary Stan Honey deserves the Sailor of the Year award for developing the electronic technology that was required to make watching the recent America’s Cup World Series understandable and therefore so much fun. His magic allowed everyone from sailing novices to experts to, for the first time, be able to tell who was actually ahead in each of the races, as well as how far the others were behind, how fast each boat was going, how close to the boundaries they were, and so forth.
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LETTERS

Fantastic! Compare it to the last America’s Cup in Valencia, where it was all but impossible to tell by watching who was ahead, Ellison’s trimaran or Bertarelli’s catamaran.

I don’t know about everyone else, but I attended each of the World Series races in person during the day. It was really exciting to be so close to the boats, the action, and the sailors. But when the racing was over, I’d go home at night and watch the races all over again on my computer, complete with the electronic aids created by Honey that made it all so understandable. They were two different but wonderful ways to enjoy the racing.

I think another major award should be bestowed upon the guy at NBC, who for their Sunday live coverage, managed to make the dull green and murky waters of San Francisco Bay look as if they were the clear, blue, inviting waters of the Caribbean. How the hell did he do that? Sure it was fake, but it really made San Francisco Bay look like an even greater sailing paradise than it already is.

Greg Olson
Saratoga

Greg — We couldn’t agree with you more, as we thought watching the World Series with the naked eye from shore and watching the aerial coverage with enhanced information on the computer or television were both excellent experiences. The sad thing was that the original plan called for a giant Jumbotron to be floating on a barge on the Bay so everyone watching from ashore could see both the action with their own eyes and the aerial views with all of Stan Honey’s magical information overlaid on it. If we’re not mistaken, swimming club members were instrumental in preventing this based on “environmental concerns,” ones similar to that of birds being scared by the boats. It’s these and similar kinds of questionable actions over the years that have us thinking environmental groups aren’t necessarily to be trusted any more than used car salesmen or Wall Street bankers.

For environmentalists we totally believe in, see this month’s Sightings feature on the Coastal Clean-Up along Seven-Mile Slough headed up by the folks from Andreas Cove YC and Owl Harbor.

† † † YEAH, BECAUSE THE AC45S SPORT A LOT OF TEAK

Will you please take your crowds and funny boats to San Diego? A guy has to wait a month from a major Bay Area marine supply store for a spool of 1/2-inch rope? And they’re out of varnish, too? WTF? Go home!

Bill Kelly
Surface Time, Four Winns
Rio Vista

Bill — So if we understand you correctly, you believe that there was some kind of cause-and-effect relationship between the America’s Cup World Series in late August and a major marine store being out of 1/2-inch line for a month? And being out of varnish, too? Seems like a stretch to us.
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LETTERS

↑ A DROP IN THE BUCKET

The attached photo of a bird with America’s Cup catamarans in the background, taken by Gilles Martin-Raget, would seem to indicate that our local birds were pretty much unruffled by the America's Cup World Series last month, no matter what the environmentalists thought. I've found most birds to be quite curious. So instead of spending $150,000 to do a study to see if America’s Cup boats scare birds, maybe the S.F. Board of Supervisors should have spent the money confirming that sailboat racing is a fun and stimulating activity to be around.

Derek S. Beck
Planet Earth

↑ MORE POOR JUDGMENT

The answer to the September 10 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which 'Lectronic Quiz — which ‘List actor defied a judge by sailing off to the South Pacific with his children? — is, of course, Sterling Hayden. I know, because I was living aboard my boat Calypso in Sausalito at the time, very close to Hayden’s schooner Wanderer (ex-Gracie S). Hayden had the vessel all fitted out with stores, crew and his kids on board, ready to sail for Tahiti. The judge in Hayden’s custody battle with his wife finally told him that he could not take the kids out of the state. So Hayden told the judge that he would just sail down to Southern California with the kids. Instead, he took off for Tahiti under cover of darkness. I know, because I woke up one morning to find that the 98-ft schooner was gone.

When Hayden didn’t show up in Santa Barbara after a few days, the alarm went out. But he was well offshore by that time, and wasn’t heard from again until they arrived in Tahiti. I don’t recall how long the kids were there with him, but eventually they flew home. This was in either late ’58 or early ’59. Time flies doesn’t it?

I don’t recall if Hayden incurred any legal sanctions because of his actions, but he did eventually return to Hollywood to star in Dr. Strangelove or How To Stop Worrying and Love the Bomb. He eventually spent the rest of his life in the Bay Area.

Derek — Apparently you’re not aware that the City of San Francisco is absolutely rolling in excess cash. You can tell because, while it is only the 14th largest city in the United States, it has the highest-paid police chief, the highest-paid fire chief, and the second-highest-paid Muni workers. Heck, one Muni mechanic just knocked down $302,000 in one year. Imagine what his pension is going to be. Given this fiscal backdrop, what's $150,000 spent to study birds, and $75,000 to pay the lawyers who brought the suit?

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AC45 action on the Bay.

This bird was decidedly unruffled by the AC45 action on the Bay.

More Poor Judgment

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Derek S. Beck
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LETTERS

The accompany photo is one I took of Gracie S off Yellow Bluff before she became Wanderer.

Bob Petersen
Long Beach, WA

Bob — If memory serves us, Hayden was the epitome of indecision as he sailed south from San Francisco toward Santa Barbara, deeply conflicted as to whether to stay in the States or flee to Tahiti with children Christian, Dana, Gretchen and Matthew. Compared to what would happen today, he got off scot-free. To the best of our knowledge, the worst Hayden suffered was at the hands of Marin County Superior Court Judge Harold Haley, who forced him to repay Republic Pictures the $50,000 they had loaned him so he could make the trip to the South Pacific.

Unlike many leading men in Hollywood, Hayden, a 6’5” high-school dropout, was a genuine adventurer. He enjoyed long stints as a fisherman in the Grand Banks, running a trading schooner in the Caribbean in the late ‘30s, and making other long sailing passages. He also engaged in numerous daring exploits during World War II, including some behind enemy lines. Hayden’s most famous Hollywood role was that of General Jack D. Ripper in the hilarious Dr. Strangelove, but he also starred in movies such as Johnny Guitar and The Asphalt Jungle, and played a cop in The Godfather.

In the early ‘60s, Hayden rented one of the pilothouses of the retired ferryboat Berkeley, docked in Sausalito, where he resided while writing Wanderer, his autobiography. He also kept a house in the Northeast and lived on a houseboat in Paris. He died of prostate cancer in Sausalito in ‘86 at age 70.

The moral of the Maffei misadventure (see Sightings) is that custody issues are taken much more seriously in ’12 than they were in ’59, and that today you are subject to a much harsher grade of justice.

⇑⇓

LACK OF TASTE IN SAILBOATS

Latitude’s comments about the Unleashed theft/child abduction case make it less difficult to empathize with Mr. Maffei and his lapse of judgment. Passions can indeed run high when kids become the rope in a parental tug-of-war, and it’s possible to imagine losing one’s mind when dealing with the myriad hot emotions, but you can’t let it happen.

As a former litigator and occasional judge, I can also wholeheartedly concur with Latitude’s analysis, which is that the family courts aren’t likely to be terribly impressed with the kidnapping action.

What you failed to note, though, is the extent to which Mr. Maffei’s choice of vessel — a Hunter 41 — painfully demonstrated Maffei’s abject lack of taste in sailboats. The man is clearly unfit to raise young sailors.

Burke Stancill
Piers Island, BC

Burke — We appreciate your attempt at humor, but we think it’s a bit of a low blow on several levels. First, while Maffei is
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certainly guilty of terribly foolish and self-destructive behavior, we don’t know him well enough to write him off completely. Second, we don’t think your evaluation of Hunter boats holds water. We’re not experts in Hunters, and while we heard complaints years ago that some models didn’t seem to be as rugged as other brands, we know a lot of Hunter owners who have been very pleased with their boats. Take former San Francisco Bay resident Tim Schaff, who for the last five years or so has been doing crewed charters in the British Virgins with his Leopard 45 Jetstream, and who for years was the dockmaster at Cabo Isle Marina in Cabo San Lucas. Tim still owns his vintage Hunter 33 in Mexico, and thinks she’s an absolutely terrific boat. Then there is the late circumnavigator Mike Harker of Manhattan Beach, who owned three Hunters. He was so pleased with his Hunter 34 in a Ha-Ha that he bought a new Hunter 466 and singlehanded her from Florida to and around the Med, then sailed her back across the Atlantic with crew, to French Polynesia and California. Until the rudder snapped in French Polynesia, he told us the only problem he ever had was a lightbulb burning out. Mike lastly circumnavigated with a Hunter 49, which he said was a terrific and nearly trouble-free boat.

KUDOS TO THE COASTIES

I was part of the delivery crew that brought the Hunter 41 Unleashed back to Alameda from Monterey after the child abduction and boat theft drama. I want to say ‘thank you’ to the people at Coast Guard Station Monterey for their help with the recovery, as well as their help getting Unleashed ready to bring back to Alameda. The boat was nursing a bad hangover when we first got there, as it looked as if a food fight had broken out at a wedding reception. There was uncooked rice all over the cabin sole, and dried spaghetti on the cabinets and ground into the upholstery. The Coasties were kind enough to lend us their Shop Vac, as the rice could have created problems if had fallen into the bilge and gotten wet. The Coast Guard also stood by while we cleared the raw water system, which was clogged and needed priming.

Thanks guys and gals of the U.S. Coast Guard.

Gary Scheier
Serenisea2, Hunter 376
San Rafael

Gary — The only thing more foolish than trying to escape with a sailboat is trying to escape on a sailboat while simultaneously having to care for two very young kids that you love. Talk about a load of work! No wonder Christopher Maffei quickly developed second thoughts.

It was good they got the rice out of Unleashed’s bilge. Back in 70, the Taiwanese cargo ship Sian Yung inexplicably struck the bank of the Panama Canal near the Gaillard Cut, and sank with a cargo of 8,000 tons of rice. It took only a couple of days for the rice to ferment in the tropical heat, creating a hell of a stink. Fortunately, the suction pumps used to keep silt from...
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   February 9-10 • Coconut Grove Sailing Club; Miami, FL

(USA) 2013 MIAMI WINTER SERIES EVENT NO. 3
   March 7-9 • Coconut Grove Sailing Club; Miami, FL

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   April 19-21 • Charleston Race Week; Charleston, SC

(USA) 2013 U.S. NATIONAL CHAMPIONSHIP
   August 23-25 • Macatawa Bay Yacht Club, Macatawa, MI

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collecting on the bottom of the Canal were adaptable to pump the rice out of the ship's hold or, experts believe, the rice might have expanded until the ship's hull was forced open.

**“BEST $7 BUCKS I’VE SPENT”**

Thanks for hosting the Crew List Party at Berkeley YC last month. I went looking for a crew position to Mexico, and also for crew for daysails aboard my Venture of Newport 23 Clarisa out of Glen Cove Marina. I not only made one contact for the former and three for the latter, but also hooked up with a boat owner in Sausalito seeking crew for daysails aboard his boat. All that, and a new black Latitude 38 T-shirt to boot, made it the best $7 I’ve spent in many a moon!

Bill Crowley
Napa

**THE HA-HA IS ABOUT HAVING FUN, NOT RULES**

We on Daybreak are in a dilemma about whether we should sign up for this year’s Baja Ha-Ha. Our family wants to socialize and thinks the Ha-Ha would be a lot of fun. Yet the captain wants to take time on the way down Baja to windsurf and surf. So our question is whether we can sign up for the rally, but take off early or stay longer at places such as Punta San Carlos for windsurfing, then catch up with the fleet in Turtle Bay. In other words, can we casually do the Ha-Ha to meet our surfing needs?

Frank Dubuc
Daybreak, Perry 43 motorsailer
Squamish, BC

Frank — Of course you can. The purpose of the Ha-Ha is not to try to make folks adhere to a strict schedule and an arbitrary set of rules, but to offer a framework for them to have fun with their boats while cruising south. As a result, we frequently have boats leave a little early or late from San Diego, as well as Ensenada or one of the two official stops. We’ve also had boats stop at Isla Guadalupe, the Benitos, and Cedros on the way to Turtle Bay, as well as some of the surf spots. Basically, we want participants to do whatever they feel like doing, as long as it’s safe and responsible. All we ask is that everyone be scrupulous about letting the mothership know what they are doing so we don’t send the Coast Guard out looking for them.

We’re pretty sure that your kid(s) would have more fun on the Ha-Ha than sailing down solo, as they would no doubt enjoy socializing with others their age. And like all kids, they’d probably like to engage in a little anti-authoritarian behavior, which in the case of the Ha-Ha usually involves ‘water-ballooning’ the Grand Poobah. But no matter if you decide to join the Ha-Ha — we’re confident that you and your family will have a great adventure cruising down the coast of Baja.

**OUR READERS ARE AWESOME**

My husband Robert and I crew on his brother’s Sausalito-based Katamera about 18 times a year. Robert doesn’t miss an issue of Latitude, which he reads from cover to cover. I have four things to say about the September issue:

1) Your editorial reply to a letter about cruiser safety in Mexico really got our attention. You said you can’t recall the last time a cruiser had been attacked on their boat in Mexico. Did you overlook the unfortunate incident in which a man was beaten to death off the west coast of Mexico, which you reported on in ‘11? Perhaps that doesn’t qualify as ‘piracy’.

2) You used the United Nations as your source for the number of homicides per thousand in a whole bunch of countries in the Americas to compare the relative safety. Do you rely on
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the U.N. for accurate statistics? Given the calibre of research they are known for, I wouldn’t.

3) Your readers are awesome.

4) Have you considered the service you would be doing for Americans were you to publish a newspaper? Those in the Bay Area and beyond are piddly by comparison. How refreshing to read someone’s opinion that is blunt, honest and apolitical!

Helen Jefferson & Robert Todd
Alameda

Helen and Robert — To answer your issues one by one: 1) None of us can recall a cruiser’s being beaten to death off the west coast of Mexico last year. It would have made enormous news. We assume you’re thinking of something that happened in another country.

2) We used the United Nations’ numbers because they were all that were readily available, not because we necessarily believe the figures of any agency. Here’s why: a few years back we were talking with a cop in Manhattan, and he told us that the brass were put under tremendous pressure to reduce crime rates. “It was easy,” he confessed. “We just classified every crime as being one level below what we would have done previously, and didn’t even write up the lowest level crimes. The crime rate plummeted, we all got our raises, and everybody was happy.” While the United Nations’ numbers might not be exact, we think they give a decent overall idea of relative crime rates in the various countries.

3) It would have been helpful if you’d explained what it is about our readers that you think is “awesome.” We think it’s because of the great Letters and Changes they send to us.

4) Publish a newspaper? Thanks for the encouragement, but we’re pretty happy in our relatively quiet corner of life. “Apolitical” you say? Are you being facetious? We’re apolitical in the sense that we despise the Democrats and Republicans with nearly equal ardor, believing that each is the poodle of the various special interest masters that own them, and believing that each one is ignoring the crushing local, state and federal government debt because either they are too stupid to understand it or know they won’t be around or be held accountable when the day of reckoning arrives. The collective habit of ‘kicking the can down the road’ merely insures that when the shit hits the fan, it’s going to be exponentially more horrible, particularly for those at the lower end of the economic spectrum. Idiots.

UPDATE ON CRYSTAL BLUE PERSUASION

I was wondering about Randy Turpin. I watched his Marques 55-ft catamaran Crystal Blue Persuasion being built in Coos Bay, Oregon. Then I read the reports in Latitude about her doing the Ha-Ha in ’08, sailing through the Canal to Mexico’s Yucatan, coming back to California in ’09, and lastly breaking free of her mooring in Capitola in March.

I'm wondering if Randy and the boat are all right.

Brad Owen
Coos Bay
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Brad — We think you’re referring to Gary Burgin. He reports that Crystal Blue Persuasion suffered some hull damage as a result of going on the beach earlier this year, and that she needs “a haulout and a place to call home.” Apparently the port engine is out of action, but Gary has the parts, if not the time, to repair it.

YOU’LL FEEL BETTER WHEN YOU GET THE BILL

This year’s southbound sailors might be interested in our recent experience with Mexican medical care. While in the US a month ago, my wife was treated for a bladder infection. But it didn’t go away, and yesterday she was experiencing pain in both her kidneys. So we went down the street in Punta Mita — about 12 miles northwest of Puerto Vallarta — to see Dr. Olga Larios, one of the local doctors in the village.

Since it was not only Saturday, but also Mexico’s Independence Day, we were pleasantly surprised to find out we had no problem seeing Dr. Larios. Furthermore, when she called the lab to see if they were working, they were, so there would be no delay in getting the results. So Dr. Larios took samples to the lab herself, and got the results a short time later. She then had my wife return to her office, where she clearly explained what was going on. Dr. Larios prescribed one shot and two oral antibiotic medications, all of which were available from her on-site pharmacy.

The cost for the one-day consultation, lab work, and three medications? An unbelievably low $52. And all this on a major Mexican holiday. For what it’s worth, Dr. Larios’ husband is a doctor, too.

This hasn’t been our only positive experience with medical care in Mexico. I’ve received cardiac care — the treatment of which was confirmed by my stateside cardiologist — at a similarly low cost. And my wife has had other excellent care.

Though we’re long-time residents of Alameda, my wife and I have been living in a condo on Banderas Bay and sailing our Catalina 42 out of a nearby marina for four years now. We absolutely love Mexico!

Name Withheld by Request
Punta Mita, Mexico

Readers — As is the case everywhere in the world, some doctors are better than others. But wherever cruisers gather, you can usually get great recommendations for the best doctors.

NAVIGATING WITH A DVD SEXTANT

Last night at a school function for parents, I told a story about a boat that got struck by lightning and lost all her electronics. As a result, the gal had to build a sextant from a pipe and a DVD, and did all the navigation math by hand in order to navigate the boat back to Hawaii. I thought it happened in one of the TransPacs, and that the boat’s name was Wild Child or Wild Orchid. It happened within the last five years.

One of the teachers wanted to tell the story in class, and asked me to get more information on it. But I was unable to
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Jeff — It doesn’t ring any bells with us. In fact, it doesn’t sound very likely. First of all, there isn’t a lot of lightning in TransPacs or around Hawaii. Second, almost all boats have two or three GPS units, including one or more handheld units, so it’s hard to believe there’s an offshore boat that doesn’t have at least one functioning one at all times. Could your memory being playing tricks on you?

BIKES OPEN UP A WORLD OF POSSIBILITIES

I saw the story about the Wanderer riding his bike around San Diego, and his note soliciting comments from others who have bikes on boats. My wife and I have a Vagabond 47 that is currently based out of La Paz, and which we cruise part-time. We are avid cyclists and agree whole-heartedly that bikes open up a world of possibilities when you pull into a new port.

We’ve tried several different types of bikes, and we’ve found that skinny tire road bikes are a poor option for cruisers. The tires can’t handle the usual rough roads around the waterfront or the varieties of terrain you might encounter while cruising, at least outside the United States. They tend to be a little more finicky maintenance-wise as well.

Full-size mountain bikes and hybrids are great for getting around town and hauling groceries. But with a full-size bike comes full-size storage problems. We tried a folding Montague bike, a Navigator hybrid. It rode very well and would work for powerboats and bigger sailboats. But we found it a chore to wrestle the bike up and down the companionway. Finding a place to store it while underway was hard, too.

My wife currently rides a Dahon Speed P8, and we are very pleased with it. Santa might bring one for me this year as well. The bike is comfortable and handles well. The 8 speeds help when the roads go vertical. The fat tires handle almost anything, and the smaller wheels and frame make it a breeze to store.

For those cruisers with a bigger bike budget, Bike Friday is one of the premier quality folding bike makers. For cruisers, their mountain and touring bikes would be a delightful way to get around.

Bill Silvestri
Jade Dragon, Vagabond 47
Ventura
SAFE BOATING INFORMATION

All mariners should be aware of safe boating practices and California’s boating laws prior to setting out to view the America’s Cup races. Visit the following links for more information: Safe Boating/Boating Laws: www.dbw.ca.gov; Race Course/Regulated Areas: www.americascup.com; Weather: http://www.wrh.noaa.gov/mtr/marine.php. Boaters are also encouraged to subscribe to the U.S. Coast Guard’s Notice to Mariners at http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.

Operating Restrictions

Vessels of less than 20 meters in length (including sailing and non-motorized vessels) shall not impede the safe passage of a power-driven vessel following a traffic scheme, such as a ferry or commercial ship.

Unless expressly permitted by the Port’s Maritime Manager or in the case of a marine disaster, vessels may not:

• Embark or disembark persons at ferry terminals,
• Moor at any wharf, dock or landing or occupy a stall, berth or mooring within the Port of San Francisco,
• Operate within 500 feet of the pierhead line, except for entering or leaving a berth or slip, or
• Operate personal watercraft within 1/4 mile from all Port of San Francisco waterfront facilities or National Park Service shorelines.

Protected Areas

Boaters must avoid all eelgrass beds, wetlands, marine protected areas and environmental buffer zones along Crissy Field shore and around Alcatraz Island delineated on the attached map.

Who to call

Emergency Contact Info: Use VHF-FM Channel 16 to contact U.S. Coast Guard for on-water emergencies or dial 911.

For non emergencies, contact the SF Police Department: (415) 553-0123 or U.S. Coast Guard (415) 399-3530.

Contacting Other Boaters: To contact another vessel use VHF-FM Channel 16. Once contact has been established, shift your conversation to an alternate frequency.

THE 34TH AMERICA’S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America’s Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America’s Cup will be the first time this event is visible from shore and we’re counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the America’s Cup World Series, August 21-26 and October 4-7, 2012, and the Louis Vuitton Cup Challenger Series, Red Bull Youth America’s Cup, and America’s Cup Match Finals July 4 - September 22, 2013 on San Francisco Bay.

BOATER SERVICES

The attached San Francisco Bay Area Clean Boating Map lists locations of marinas, yacht clubs, and pollution prevention services including: used oil collection, sewage and bilge pumpouts, oil absorbent distribution and collection, marine battery collection, as well as marinas designated as clean marinas, mobile boat-to-boat services, eel grass locations, marine protected areas and helpful information about clean and safe boating practices.

Go to: http://www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf
CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at http://www.americascup.com:

• Implement Invasive Species Control Measures

• Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.

• Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: www.coastal.ca.gov/ccbn/lesstoxic.html

• Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: http://www.calrecycle.ca.gov

Other helpful clean boating links include:


• Clean Boating Habits: http://www.dbw.ca.gov/Pubs/CleanBoatingHabits/Default.aspx.


FOR MORE INFORMATION

More details on how to be a clean, responsible and informed boater can be found at:


Thank you for doing your part to make the 34th America’s Cup in San Francisco a safe and clean international sporting event. We’ll see you at the regatta!
**SIGHTINGS**

**robin — the most winning bird**

After stealing both starts from fellow Bird Boat Polly in the 102nd edition of the San Francisco Perpetual Challenge Cup — a friendly competition between San FranciscoYC and Corinthian YC — on September 16, the lively red Robin strutted her stuff to win the first two races in the best-of-three challenge. While on the light side, 15 knots proved to be good enough for Robin and her crew of Liz Baylis, Jock MacLean and Ben Wells to put up an outstanding defense of the Cup for San Francisco YC and a memorable tribute for the 90th anniversary of the classic Bird Boat. Aboard Polly were owner Bill Stucky, Dan Thielman, Chris Watts and David Johnson. An enthusiastic spectator fleet of some 40 boats cheered the old Birds on a glorious late-summer afternoon.

The SF Perpetual, first raced on the Bay in 1895, is purported to be the second oldest match-racing trophy in sailing behind only the America’s Cup. Following this year’s match, Corinthian YC and SFYC, co-trustees of the Cup, are now at 28 and 25 wins respectively in this historical event.

Robin has sailed for the Perpetual Cup six times and won it five times, so she’s now in the history books as the most winning boat for the Perpetual Cup. Proud owner Cissy Kirrane said, “It’s unlikely that there will be anyone to duplicate that!”

Liz Baylis is the first woman skipper in the 102-year history of the Cup, so that’s also in the history books. And for another piece of history trivia on these beautiful Birds, Kirrane also happens to be the only woman in 10 owners to have owned Robin.

Kirrane spotted the red beauty at the Corinthian Boat Show in 2006, and was surprised to find she was for sale. “I told my husband, Pat, about it,” Kirrane recalls. “But he said, ‘I’m too old for this boat.’ I said, ‘Oh, no we’re not!”

Pat, a consummate sailor and commodore of SFYC in 1965-66, was no stranger to the San Francisco Bay-designed and -built boats. He’d owned four Birds in his lifetime — including Polly, who was season champion many times under his helm.

So Cissy bought Robin as a surprise for Pat, who was hospitalized shortly after the boat came up for sale. “I figured she would be the joy of his life when he came out of the hospital. He didn’t know he owned her until the day we had her christened. It was a joy for him, as it has been for the six years we’ve owned her.” Sadly, Pat has since passed away.

Robin had been rebuilt — a 10-year ordeal — just prior to the Kirranes’ purchase. She’s always sported a red hull and was one of the first colored hulls when she was first built in 1929 at the Stone Boat Yard in Alameda.

Cissy attributes Robin’s success to her skilled crew — Gerry and Nancy Rumay, and Kay and Barney Barnett. Gerry has sailed Birds for 50 years and Cissy recalls a comment from him that just said it all for Bird fans: “We’d just finished a race. Gerry, leaning back in the cockpit, looked at us all and said, ‘Don’t we have fun?’” Barney replied, ‘Gerry, it’s a Bird, so obviously we’re having fun.’”

— michelle slade

**seattle pink boat regatta**

Last October, the first-ever Pink Boat Regatta was held at Corinthian YC, with 25 boats participating and over $8,000 donated to the Breast Cancer Research Foundation. As the 2nd annual San Francisco Pink Boat Regatta — slated for October 14 — draws near, Seattle sailors are still recovering from the inaugural running of the event on Puget Sound.

**ha-ha entrants haven’t**

Certain changes are predictable when autumn rolls around each year: Leaves change color, days get shorter, and both waterfowl and sun-seeking sailors head to sunnier southern climes.

The biggest migration of the latter, of course, is the annual Baja Ha-Ha rally fleet (October 28-November 10), which follows a 750-mile course from San Diego to Cabo San Lucas, making rest stops at Bahia Tortugas and Bahia Santa Maria. Now in its 19th year, this year’s rally...
stopped believin’

theme is “Don’t Stop Believin’,” which acknowledges the multi-year efforts many ralliers put in to prepare for their southbound getaways. As you’ll read in our fleet profiles (page 108), for some participants the Ha-Ha serves as the introduction to many months or years of cruising, while for others it’s simply a brief yet therapeutic departure from their workday routines.

If you can’t make the cruise this year,

pink — cont’d

On September 9, pink-clad sailors boarded pink-bedecked boats with decidedly pink attitudes for the Seattle version of the Pink Boat Regatta, hosted by the Sloop Tavern YC off Shilshole Bay Marina. Flashes of pink were everywhere — streamers, balloons, party favors, and the city’s entire supply of pink duct tape covered the 45 entries.

Unlike other fundraising regattas, this one actually integrates the race and the fundraising. Sailors are encouraged to solicit donations as a way to increase their overall race points, and thus their chances to win. Add to that the coveted ‘Pinkest Boat Award’ and you have the recipe for a big pink boat parade in which all levels of racers and
SIGHTINGS

pink — cont’d

cruisers alike can head out on the water for some crazy fun.

“The Regatta was really incredible and I loved everything about
the day,” said Jen Dynes, a local sailor and breast cancer survivor
who sailed aboard her and husband David’s Hallberg Rassy 352 Sol
Lucet. “We’re not racers so we weren’t comfortable zipping around out
there with so many other boats — especially because we had seven
kids aboard — but it was so great to see other boats all decked out
in pink!”

Overall points for the race went to Stuart Burnell’s J/109 Tantivy
(aptly renamed Pink Tan-Titty for the day) with just over 50 buoys
(points). His impressive fundraising effort led to increased participation
of other local sailors. Second place went to Tyler Lininger’s Buchan
37 Dreamscape, which earned 40.75 buoys and the eternal gratitude
of all racers by donating all of the beer — from Emerald City Brewing
Company — for the event. Laura Wilbur’s Dufour 34 FrogPrints took

ha-ha

you can follow the fun vicariously via our
updates in ‘Lectronic Latitude, and be sure
to read the blow-by-blow recap in our
December edition.

Is it too late to sign up? Officially yes,
but unofficially, no — the Rally Committee
is a bunch of softies who’ve been known to
let late arrivals enter even on the morning
of the start — October 28 this year, at 11
a.m., right outside San Diego Harbor. Go
to www.baja-haha.com for details.

We should note that potential crew do
sometimes find rides at the last minute
also. After all, in any group of 500 or 600
people, there are bound to be a number
of no-shows for one reason or another.
SIGHTINGS

pink — cont’d

third with 37.6 buoys.

Choosing the recipient of the Pinkest Boat Award proved tough for race organizers. Gardyloo boasted a huge ‘Brazinnaker’ — a flag of sorts made from two corners of a pink spinnaker — but Igniter and Double Trouble both elaborately dyed their sails pink. And then, of course, there was the crew of Defiant who proudly wore ‘Save Second Base’ sashes. But it was the crew of Pat Denney’s J/29 Here & Now who took home the prize after they applied pink duct tape to the entire length of the boat’s black hull, and decked themselves out in pink togas and pink shirts which also sported the ‘Save Second Base’ slogan.

With live music from the talented country rock band Gertrude’s Hearse, the best Seattle street food on site from Skillet Street Food’s signature Airstream trailer, a dunk tank sponsored by Sterling Marine, and a (literally) endless supply of beer donated by the local Emerald City Brewing Company, several hundred very pink sailors and partygoers enjoyed one of the best regatta parties of the year. Or as Mikey Best of Defiant said the next morning, “Oh, my God. Fun times yesterday. You guys rock. My head hurts.”

To top off an already fantastic event, The Pink Boat will be writing a check to the Breast Cancer Research Foundation for an impressive $36,000 thanks to the participation and donations of some very fun-loving Seattle sailors.

So if you show up in San Diego with your seabag packed, a smile on your face and an upbeat attitude, who knows, you just might find yourself a berth. No guarantees, but it seems to happen every year for at least a few eager watchstanders.

If you’ll be in or near San Diego on the 28th we’d also encourage you to come out and help send off the fleet. It’s become an annual tradition for all fleet members to exit the harbor in a loosely-formed parade, passing by Shelter Island — where TV, radio and print journalists will be arrayed — at roughly 10 a.m. We’d love to see you there!

— andy

Pretty in pink — clockwise from below, ‘Igniter’ was one of two boats to dye their sails pink; the pink boat itself, ‘Darwind’, leads the charge for breast cancer research; the ladies pink it up; a “pink nightmare” aboard ‘Nefarious’; we do, too, ‘Gardyloo’!

— ladonna (with ashley bell)

keeping the delta clean

Andreas Cove YC and Owl Harbor Marina joined efforts in their first Coastal Clean Up Day on September 15 along Seven Mile Slough and the San Joaquin River in the Delta. Around 20 club members...

...and hundreds of other individuals came together to collect large amounts of trash and debris from the shoreline areas.

Just 20 people turned out to collect junk along Seven Mile Slough on Coastal Clean Up Day but they still managed to dispose of over 1,000 lbs of garbage.

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SIGHTINGS

delta — cont’d

and boaters from Owl Harbor participated in this effort.

Even though we didn’t have a huge turn-out, we collected more than 1,000 lbs of waste, including tires, wheels, a toilet, auto parts, electronics, dock foam, large dimensional lumber, cooking utensils, clothing and the wreckage of a small sailboat. At the end of the event, Harbormaster Devery Stockon gave prizes for the most unusual finds. The winning finds were a shoe with a large piece of plastic attached to it, a padded bra, and the largest piece of garbage, the wrecked boat. All items were collected and placed in a dumpster for proper disposal or recycling, and a barbecue lunch followed at the ACYC clubhouse.

We hope other clubs will join us every year to keep our beaches and shorelines clean.

— larry stanton, acyc commodore

kings of the beer can challenge

It doesn’t happen every year, but from time to time, someone takes us up on our Beer Can Challenge. This year, skipper Chuck Hooper and crewmember Roger Ruud of the Benicia-based Contessa 33 Warwhoop took up the challenge to sail in five different beer can races five evenings in a row — one for each weeknight.

Warwhoop first succeeded in June of 2010, for which they were featured in that August’s issue. Now they’ve done it again.

On Monday, August 20, Warwhoop took third place at Bay View Boat Club. “Thank you Arjan Bok and club members,” wrote Roger Ruud. “What a great club. Tuesday we were at Sausalito YC — DFL again. Thanks to Dave Borton, club members and the staff that put out a great chow line at a beautiful club. Wednesday we were at Vallejo YC — second place at one of my favorite clubs to race! Thank you to Tom Ochs and club members.” Thursday found them home at Benicia YC, with a possible third place. “No results were posted as the race is under protest by one of the boats in our class, which ran hard aground shortly after the start and was unable to finish. Thank you to Grant Harless, club members, and Jacque Francisco, the greatest bartender.” On Friday, they headed back down the Bay to Berkeley YC, where they scored a second by 10 seconds. “Thank you to John Douglas, club manager, Bobbi Tosse, club members, and Sal Alvarez, a great kitchen manager — fantastic dinner!”

Ruud, who took a week of vacation time, and Hooper, who’s retired, were able to sail in all the races and move the boat each day. “Our great crew joined us where they could: John Cooney, the beautiful Carrie Maha, Joe Rivera, Scott Neiman, David Schiff, and Dan, an able hand taken off the dock in Berkeley.”

Not content to rest on their laurels — Latitude T-shirts, actually — the once and current kings have a plan to expand on the concept. “Next year, we’d like to get a fleet of 10 to 15 boats to do five beer cans in a week and race from one club to the next,” Ruud enthused. “What a fun vacation!”

— latitude / chris

the crazy case

Summer is officially over but that just means warmer weather for Bay Area sailors. Why not plan a Halloween cruise with your friends this month?

Sailboat thefts are a rare thing, at least on San Francisco Bay, so when Marianne Armand of Club Nautique asked if we could post in the September 5 edition of ‘Lectronic Latitude that one of their charter boats had been stolen the night before, we readily agreed. As we were the only news outlet reporting the theft, we have to believe it was one of our wonderful readers who called in a report that they’d spotted the boat near Vallejo that night. Unfortunately, by the time the authorities acted
of unleashed

on the report, the Hunter 41 Unleashed was long gone.

Then came the news the next morning that the prime suspect in the boat theft was also suspected of snatching his two toddlers from their mother’s home. Suddenly, the story was all over the news, and the Coast Guard issued a marine bulletin. It was that broadcast that led to the September 7 arrest of Christopher Maffei, 43, for burglary, possession of stolen goods.

there and back again

My husband James Carmer and I left San Francisco Bay on May 2 aboard our Tartan 37 Hajime bound for the Pacific Northwest. North may not be the direction most sailors head when they leave the Bay but the trip strengthened our sailing skills, refined our communication, and showed us some of the most spectacular scenery on the face of the planet. We have more faith in each other and in our boat than we could have achieved under any other circumstances. There was enough duress and enough joy to bring out the best in us, and we wouldn’t have missed it for the world.

We left early in the season to take advantage of southerly winds, and harbor-hopped our way up the coast. We sailed into the Strait...
there — cont’d

of Juan de Fuca on June 11 under clear skies and enjoyed exploring the Salish Sea all the way to the top of Vancouver Island. We’ve been told the cruising only gets better the farther north you go, but we only had so much time. We finally tore ourselves away from lovely Hot Springs Cove on the west side of Vancouver Island on August 20 and pulled into our slip at Ballena Isle Marina eight days later.

We saw our fair share of challenges during our summer adventure, such as getting beat up at Punta Gorda and Cape Mendocino after ignoring local advice to time our passage for between 2-4 a.m. I didn’t like it, but Hajime shouldered through it all, and I learned a lot about what not to expect out of an autopilot in that four-hour watch. Or the crab pot we caught outside of Coos Bay, or the batten we lost, or . . . .

But these were all things we overcame with proper attention to the volumes of books written on such subjects. Our biggest challenge was

unleashed

and two counts each of kidnapping, parental abduction and child endangerment.

According to a jailhouse interview he gave to The Chronicle, Maffei was upset that his ex-girlfriend had barred him from seeing his children, so he went to the home she shares with her parents while she was at the courthouse filing a restraining order, and took Brooklynn, 3, and Devin, 2. He claimed that the children were not safe in their mother’s home, and that while he regrets stealing Unleashed — “I knew this was a boat someone cared about,” he said — he doesn’t regret taking the kids.

He also told the reporter that he hadn’t
planned on taking the boat initially, but within a few hours of the alleged kidnapping, he changed his mind. He said he stocked up on provisions — including diapers — and headed down to Ballena Isle Marina in Alameda. Armand confirmed that Maffei had previously looked at the boat, claiming he was a potential buyer. Maffei said the three days he spent aboard *Unleashed* with Brooklynn and Devin were "idyllic." At some point during the voyage, Maffei left the Bay and headed south. It was there that a fisherman, alerted by the marine broadcast, recognized...continued in middle column of next sightings page

— cont’d

getting past the personal issues. In our case, these boiled down to clear communications, trusting each other, and moving past blame games.

One part of the communications issue is that while I think in words, Jim thinks in pictures, occasionally to the point that he cannot find the words to describe what he is thinking. Particularly when he is sleep-deprived — a hazard of watchstanding with just two people aboard — he may believe he’s told me what he wants me to do, but he’s left out all the important nouns and verbs, such as "winch" and "mainsheet."

Instead of getting frustrated, we followed the lead of military organizations the world over and started acknowledging the receipt of an order by calling it back to the person delivering the order. "Winch the mainsheet in when the mainsail luffs, aye aye!" If you can’t repeat it, you can’t do it. This simplified our sailing process immensely and prevented hazardous miscommunications. It’s not the way most married couples converse, but it works for the sailing part of our marriage.

Trust in each other’s skills was essential for this trip. A person can singlehand up and down the coast, but then why take a passenger? Each partner has to take on the responsibility of managing the boat during their watch. It’s a great weight on the soul to be the skipper, to own the job of keeping the ship safe, but with that weight comes pride in the accomplishment, a glow of satisfaction that cannot be earned in any other way. And while it’s important that both partners take responsibility, it’s equally important to give the mind a rest from the demands of total responsibility. On *Hajime*, whoever has the watch is the captain at that moment, which lets the other partner sleep, read, or climb all over the deck taking photos in peace.

Not placing blame was the most difficult personal issue to overcome. It’s a natural human reaction to point out the errors someone else makes. If one partner yells down the hatch that they have just put three gallons of water in the fuel tank, that partner knows they’ve made a mistake. If the other partner can bite their tongue on all the scathing remarks they might make, and focus instead on how to get water out of the fuel tank, it saves a great deal of time and emotional energy. Exercising this momentary restraint on the emotions — on more than one occasion — permitted us to sail on to further adventures without a burden of guilt and recrimination, greatly enhancing the enjoyment of our cruise.

As a destination, we found the Salish Sea to be a wonder of natural beauty and incomparable boating, with a welcoming community of fellow sailors who extended their knowledge and wisdom freely. As a journey there and back, it bred faith in our vessel, and trust in each other and in our hard-won sailing skills. Through our work on communication and overcoming our negative habit of blame, we were strengthened rather than diminished by adversity, and are eagerly looking forward to more adventures.

— Jessica Lockfeld

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25 years — not so long ago

In 1984, Berkeley’s Serge Testa set sail from Brisbane, Australia, and returned three years later in May 1987 having circumnavigated over 27,000 miles, and spending a total of 500 days at sea. This story may not seem unique other than the fact that Testa made the journey in a 12-ft (actually, 11’ 10”) boat he designed and built himself.

His boat, *Acrohc Australis* (‘Acrohc’ meaning ‘thingamajig’ in his mother’s native Italian and ‘Australis’ for his adopted country), was the smallest ever to complete a circumnavigation — a new world record, which remains unbroken today. He jokes that his only regret was he...continued in middle column of next sightings page

— cont’d
made the boat too small. “Nobody is willing to have a go at the record now,” he said. “It’s spoiled for everybody else, and for myself, too, as I would’ve liked to have other people do it. I didn’t want to kill it!”

Then-34-year old Testa — he’s now 62 — wanted to sail around the world but had no money. It was ’83 and he thought he’d like to set a record as well as have a great time seeing the sights. His requirements for his small boat: be indestructible in the worst weather and unsinkable if hit by a tanker, have room for one full-sized bunk and enough storage for a few months of supplies, be as watertight as possible, and sail as fast as possible — all in 12 feet. He brushes aside any of the reasons most of us would consider not making the voyage in a 12-ft boat and says that his biggest challenge was making the commitment and sticking with it. “It would’ve been easy to quit,” Testa said in a serious tone.

He openly admits that the voyage was poorly financed. “I didn’t have a lot of money, which was one of the reasons I did it on a very small boat.” Preparations were fairly nonexistent — he built the boat in three months and then simply left, figuring the rest out along the way. On the open ocean he says he found a serenity that was like nothing else and he quickly fell in love with the nothingness that is the middle of the ocean. “I loved being becalmed, when the sea breeze is quiet; it’s really magical to be there in the middle of nowhere and you can just feel that you are really by yourself. You can see the sea and the sky being one and you’re just alone, really alone. That’s fantastic. Being in space would be the same thing but I can’t get there!”

His worst experience struck when his boat caught fire as he was refueling his methylated-spirits stove at sea, two weeks out from Madagascar. He managed to get out of the burning cabin and jump overboard. “It was horrible but fortunately I didn’t really have to repair very much — mainly the lining and the cushions. Everything vital was inside lockers, which were closed with a metal door.” While the boat was okay Testa wasn’t. Badly burned, and in shock and pain, he managed to hang a tarp under which he lay for three days before he was able to start cleaning up and navigating again.

In bad weather it wasn’t so much the size of his boat that was the issue but getting caught in systems that were long-lasting, such as when he was just off Darwin, Australia, en route to Cocos Keeling and got caught in four small cyclones that lasted three to four weeks. “That part of the trip took eight weeks,” Tesla explained. “I didn’t have good ventilation because I was so low to the water and it was extremely hot and wet. I was wet all the time for several weeks. That was the biggest problem — not the strong waves or wind.”

Today Testa and his wife Robin, whom he met in San Francisco shortly after his voyage, spend most of their time in Redcliffe, Australia, just north of Brisbane, where he works as a marine surveyor. He’s had several boats since Acrohc and they’re currently putting together specs for a new boat — a sail-assisted powerboat about 60 feet long. He’s not yet found a design that’ll work for him but he’s not concerned. “If we can’t find a design like that, I’ll just build without,” Testa laughed, clearly stuck with the same spirit of 25 years past.

Testa’s book about the Acrohc voyage, 500 Days, is still available on Amazon in print and Kindle. For more info on his boat and voyage visit www.acrohc.com.

— Michelle Slade
— cont’d

closed in a little after 7 p.m., arresting Maffei without incident and returning the children to their mother.

Maffei is being held on a $500,000 bond, and has twice postponed entering a plea. His ex has since been granted a temporary restraining order as well as full custody of the children with no visitation rights for Maffei. And Unleashed has been delivered back to her Alameda slip.

— ladonna

a gem among woodies

Not every boat gets a beautiful new spinnaker for her birthday. Especially one emblazoned with a custom-designed logo. But Yucca is no ordinary boat, and this was no ordinary birthday. Hank Easom’s cherished 8-meter turned 75 last month — her diamond anniversary. And judging by the immaculate condition he’s kept her in, we wouldn’t be surprised if she could still be seen blasting across the Bay decades from now.

Built in Newport Beach by Tom Dittmar, she was launched in 1937 — the same year that a famous red bridge completed its span across the entrance to San Francisco Bay. Gentleman yachtsman Bill Bar-

continued on outside column of next sightings page
tholomew commissioned her to race against other local 8-meters, at a cost of $45,000 — a tremendous sum of money in those days. But then, Yucca has very impressive ‘bones’. She’s double-planked and bronze fastened, with cedar on the inside and Honduras mahogany on the outside, laid over oak frames. Her deadwood, keel and stern are teak. Needless to say, if you could even get a hold of such wood today, the price tag would have a couple more digits added to it. Yucca was one of two double-ended 8s in Southern Cal at the time, the other being Angelita, which won the 8-meter class at the 1932 Olympics.

The way Hank tells it, he went down to Newport in ’64 to check out the new Cal 40 design, but decided that wasn’t the boat for him. So his broker, Chuck Ullman, convinced him to take a look at a 27-year-old woody that was lying on a mooring in the harbor. Apparently it was love at first sight. Hank recalls that he knew when he first laid eyes on her.

As sailing fans gear up for the return of the AC45s to San Francisco Bay for the next edition of the America’s Cup World Series October 2-7, the City is bracing itself for one insanely busy weekend (Oct. 6-7). In addition to the World Series, the 49ers will be playing the Buffalo Bills at Candlestick Park; the Giants hope for playoff games both days; the Hardly Strictly Bluegrass Festival will likely attract its normal crowd of about 800,000 visitors; another 60,000 will turn out for the Castro Street Fair, while thousands more will hit up the Italian Heritage Parade in North Beach as well as the Burning
**and fleet week**

Man Decompression Street Fair. Oh, and did we mention that it’s also Fleet Week, when nearly a million people make their way to the Cityfront to gawk at the ships and watch the Air Show? Add all of that up with the 150,000 people who attended August’s World Series event — and, of course, the thousands of passengers from two cruise ships slated to be in town that weekend — and it’s a recipe for gridlock.

If you’re planning to stake out a spot on The Spit — the breakwater next to Golden Gate YC — for the World Series, we’d highly recommend leaving the car and taking a

**yucca — cont’d**

on her that Yucca was the girl for him.

Since then, she’s been a fixture of the Northern California racing scene, having competed in a wide variety of both inshore and offshore races. An important footnote to her history is that former owner Don Barber modified her for ocean racing sometime in the late ’50s, giving her a watertight cockpit and installing an engine. Adding the ability to fly a massive masthead kite was Hank’s idea, although she still flies smaller chutes from the original 3/4 position when Bay winds pipe up.

Highlights of her racing career include winning the Doublehanded Farallones with crew Al Blair, the old San Francisco Cup for St. Francis YC (a longtime challenge between that club and San Francisco YC), the Delta Ditch Run, the Three Bridge Fiasco (her class), and others.

As sweet as those successes may have been, though, it’s obvious to even a casual observer that over the years Hank has enjoyed the camaraderie of his crews — typically composed of top local racers — at least as much as the thrill of seeing Yucca’s name placed high on a leaderboard.

The next time you see this gracefully aging beauty charging across the Bay, give her a toot of your horn to salute her 75th. Like the symbol on her birthday chute, she’s truly a rare gem.

— andy

**the blue ribbon boys**

Corinthian YC’s Friday Night Races came to a close on August 31 with a non-counter race and series awards. One of the boats competing this season has absolutely blown everyone away with their level of dedication and perseverance in these races. The Catalina 27 Blue Ribbon is owned and crewed by four guys ranging in age from 27 to 36. About a year ago they pooled their money to buy this boat, and it has been a labor of love ever since.

Every Friday afternoon since April 27 they’ve rushed to San Francisco from their offices in Silicon Valley, quickly rigged the boat at Pier 39, and sprinted across the Bay to the Corinthian. They’ve never missed a start. Skipper Kevin Moore once even drove eight hours straight from San Diego to San Francisco just to make the race in time.

But there’s another miraculous thing about the Blue Ribbon boys that others might find inspirational: They have finished last in every single Friday Night Race this season, but they keep showing up . . . again, and again, and again. In fact, Blue Ribbon has had perfect attendance for both the spring and summer series. That’s 19 races in a
**blue ribbon — cont’d**

row without a single miss . . . and 19 races without beating a single boat — except those that dropped out before finishing.

Most people who lose on such a consistent basis would have given up long ago — they would have lost their drive to compete. But not these guys. They are so eager to learn and improve their racing skills that they keep coming back, every single week. Even on the many occasions when the race committee boat was hauling in the final buoy as Blue Ribbon was inching toward the finish line, they didn’t give up.

Their perseverance is paying off. Their starts are now much better, they’re getting a deeper understanding of the tides and currents, and their boat is little by little becoming more race ready, including the addition of a second-hand genoa, a new whisker pole and their very first boom vang. They were recognized and received a well-deserved special perseverance trophy at the awards ceremony.

Well done, guys!

— tori hogan

**changing lives outside the limelight**

The oft-stated goal of the America’s Cup 34 organizers to expand local youth sailing activities reminds us that there are already many long-established youth programs in the Bay Area that have been quietly getting youngsters out on the water with little fanfare.

One of these programs is the Blue Water Foundation, an all-volunteer, nonprofit corporation that has been introducing kids to the joys of sailing since 1992. Every Tuesday afternoon during the school year, a group of 10 middle school kids arrives at the San Francisco marina and boards **Golden Bear**, a 46-ft Frers formerly known as **Bravura** when she won the ’83 TransPac.

These excited youths don PFDs, heed the captain’s safety briefing, and suddenly turn from giggling 11-year-olds to semi-serious sailors. Captain Marc Gounard and his cheerful crew of volunteers make the kids feel at home on the sea. When assigning duties such as raising the main, there is no shortage of hands in the air: “Pick me, pick me!”

Pairs of boys and girls take turns on the ‘coffee grinder’ while the rest of the youngsters sit on the rail, dangling little feet over the side with squeals of joy. One young girl learned a lesson of proper footwear, as her sparkly slip-ons were too loose, so she had to sit in the cockpit. She didn’t seem to mind as she was watching for wildlife. “Last time out we saw porpoises. I want to see them again!”

Blue Water offers several programs from introductory afternoon sails to ongoing training on a regular schedule where kids can develop skills and confidence. Their Gleaming Ocean Program aimed at high school students teaches more advanced skills on a continuing basis aboard the Hans Christian 43 **Benjamin Walters**, owned by the foundation’s founder, Lee Stimmel.

Stimmel encourages sailors to volunteer for similar youth programs. “Sometimes when I lose heart about the priorities some people seem to have, I just think of Blue Water and realize that people really want to help those less fortunate,” he said. “It becomes addictive. There’s
— cont’d

per Grant Dalton was quick to point out they — along with all the teams — were still in the testing phase and the final configuration could change.

Oracle Team USA took their 72 out sailing for the first time on August 31, but a daggerboard promptly broke. They made it back out onto the water by mid-September, but with only 30 days of training allowed till February 1, they need to fit in as many days as possible to work out the kinks.

— ladonna

limelight — cont’d

nothing like seeing the face of a child suddenly discovering a wilderness — complete with wild animals, adventure and challenge — exists half a mile from the city blocks.”

The sight of school kids sailing is commonplace in the French West Indies and the coasts of France, where learning to sail is part of the curriculum. Though not as fortunate in that respect as their counterparts, Bay Area kids have plenty of opportunity to access sailing through Blue Water and other volunteer programs, some of which will be featured here over the next several months.

For more information visit bluewaterfoundation.org or call (415) 392-2018.

— lynn ringerset

Holy foiling catamaran! Emirates Team New Zealand (spread) flying along the Hauraki Gulf on her foils last month. Oracle Team USA's testing was put on hold for a couple weeks after they broke.
Emeryville Marina

Emeryville Marina’s idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.

2 Marinas

Transportation Hub
- BART Highspeed rail from airport
- Bus/Rail through Northern California
- Free shuttle about town and to BART
- 10 minutes from SF by auto
- Charter boats

Arts, Science & Sports
- Water sports, fishing, Bay walk, bike trails
- Arts, public art walks
- Biotech, tech & new media hotbed
- Home to Pixar Animation Studios & Ex’pression College for Digital Arts
2 Marinas. 850 Slips. 1.2 Miles on the Bay. 4 Major Hotels. 30+ Fine Dining Restaurants and Cafes. 25+ Worldwide & Boutique Brands. Unlimited Ways to Play. Begin your 2012/2013 Cup trip planning at [emeryvilleonthebay.com](http://emeryvilleonthebay.com)

Unlimited Ways to Play

Emery Cove Yacht Harbor offers competitive rental rates and is only minutes from the center of the Bay! Emery Cove is unique in that you can make us your “second home” by purchasing your own slip in fee title, as an option to renting. Own a dock on San Francisco Bay and enjoy tax savings and a great investment!
Forget global warming. The earth shifted slightly on its axis this year. It's one thing to race multihulls in the America's Cup... but in the Rolex Big Boat Series?

The St. Francis Yacht Club's premier annual regatta has been held for 48 years (save for its 2001 cancellation after the 9/11 attacks). Fleets come and go, but like all classics, there's a timeless-ness to this regatta. Big boats, big breeze, big names.

That tradition continued on September 6, but the average boatspeed ticked up considerably. The 2012 edition of the Rolex Big Boat Series kicked off with its first-ever multihull division of six boats blasting along in chilly 16-20 knot winds among a 66-strong total field of entries across eight divisions.

For four days the winds stayed mostly in the high teens, the sun shone, the current flooded, and temps in the low 60s had that special San Francisco chill.

It came down to the last day — Sunday’s traditional “Bay tour” — for most of the divisions. A championship title, along with six perpetual trophies and six Rolex Oyster Perpetual Submariner watches awaited the winners.

Ultimately victorious: IRC A — TP52 Vesper, Jim Swartz (Park City, Utah); IRC B — King 40 Soozal, Dan Woolery (Alamo); IRC C — J/125 Double Trouble, Peter Krueger (Reno); IRC D — IMX 38 Hawk-eye, Frank Morrow (San Francisco); Express 37 — Blade Runner, Michael Shliens (Palos Verdes); J/105 — Donkey Jack, Shannon Ryan, RoI Kaiser and Steve Kleha (San Francisco); J/120 — Desdemona, John Wimer (Half Moon Bay); Multihulls — ProSail 40 Shadow, Peter Stoneberg (Tiburon).

**Multihull Madness**

Going into Sunday there may have been no question about the winner in the performance multihull division, but there was drama through to the finish, and talent galore.

St. Francis YC Commodore Peter Stoneberg gets credit for driving the inclusion of multihulls. But before the race committee could even agree to the division, and long before the start gun, was the challenge of defining the division. What class constraints? What courses? Just catamarans, or trimarans too?

Bay Area Multihull Association Staff Commodore and YRA Secretary Bob Naber was all in to help guide the process. After all, BAMA has no small experience in the matter.

Leave it to a TP52 racer, though, to express the handicapping challenge. Hogan Beatie on the TP52 Rio commented, “It’s like trying to rate a maxi, a Reichel/Pugh cruiser, a Farr 40 one design, and a TP52.”

Sausage-making, clearly.

In the end, the race committee created a performance multihull category focused on boats with a particular size and speed potential — no ponderous cruising cats and no Hobies. They were given PHRF ratings, scored using time-on-time, and tris were allowed.

The regatta press office was certainly pumped, writing about how the multis thrilled spectators with their blazing speed and daring moves, especially at mark roundings where they sometimes mixed with monohulls holding a slower, steadier pace.

The level of talent was exciting, too.

Stoneberg brought together a star-studded crew aboard his silvery 25-year-old ProSail 40 catamaran Shadow, including Olympic medalists Randy Smyth, Keith Notary, and Chris Steinfield; internationally ranked sailors Genny Tulloch and Katie Pettibone; and Mike Tosse of Svendsen’s Marine.
Tom Siebel, founder of the Emeryville software company formerly known as Siebel Systems, worked with America’s Cup and grand prix multihull racer Cam Lewis to assemble a reunion of Tom Blackaller’s 1988 ProSail crew, along with racing multihull design guru Gino Morrelli, aboard the Sig 45 Vamonos.

But Shadow was on a roll: four first-place and three second-place finishes over the regatta’s seven races.

That also put Stoneberg six points ahead of the bright orange hulls of Urs Rothacher’s SL33 BridgeRunner, and twelve points ahead of two boats tied for third, Siebel’s Vamonos and Philippe Kahn’s blue-hulled Pegasus-MotionX, a Lightspeed 32. Siebel’s first place in race two was the tiebreaker to edge out Kahn for third.

Shadow’s sizable point lead going into the final race meant that Stoneberg only had to make it around the course to win. So it wasn’t a big deal that BridgeRunner came in first for that last race.

No, what got hearts thumping was the near-miss at Shadow’s finish. Stoneberg was setting up for a Hollywood finish, sailing a little high so he could come in really hot and fast, seriously flying a hull. That’s when Stoneberg spied a stand-up paddle boarder furiously stroking directly across their course.

“We had three choices,” said Stoneberg. “Head up — flip — and kill the paddle boarder; run over the paddle boarder; or go below the guy and miss the finish.”

After accepting option three, Stoneberg and crew coolly recovered from the wild detour and safely finished in 20 knots of breeze, eliciting admiration and applause from spectators on the race deck at St.
plus knots, and these boats really light up," he said. "Elbows were flying at the start line. Everybody I saw was excited to have the multihulls."

He also said the handicapping worked well for the catamarans, although BridgeRunner had a clear advantage in lower wind. "These guys were ferocious. Well-equipped and well-staffed."

"It never got old to see the multis fly by the monos. At one point Shadow was screaming past a big TP52 with an army of more than two dozen crew hiking out. Stoneberg couldn’t help shaking his head and getting a big laugh out of his six crew, "So many crew sandwiches, so little speed."

Cam Lewis summed up the feelings of the multihullers about racing in RBBS. "It's about time! We did this back in the Blackaller day!"

Yep, a quarter century ago.

Biggest of them all — IRC A

In the biggest of the big boats — the six-boat IRC A division — Jim Swartz and his TP52 Vesper dominated from the start with an impossible-to-beat 1-1-2-1-1-1-1. Vesper took first in IRC A, snagged the title of IRC North American Champion for 2012, and won the St. Francis Perpetual Trophy for the second year running.

Swartz said afterwards, "This is one of the great challenges in the sailing world — the winds, currents, and beating them. It’s all about teamwork, and we just have a fantastic team," he said, mentioning crew members Jamie Gale, Ken Keefe and Gavin Brady as among the greatest sailors in the world. "It really helps the program immensely when you have a group of people who know how to take care of each other."

Keefe added that the team also won the IRC East Coast Championship earlier this year. "After having a successful summer on the East Coast, and then to come here and do so well is just an incredible feat, and shows how strong our team is."

In what has become an annual tradition, the crowd warmly applauded Sy Kleinman when he took the stage to accept his third-place award for his Schumacher 54 Stiffshure II, helmed by Steve Taft. At 91 years old, Kleinman is believed to be the longest-running RBBS skipper. This was his 31st Big Boat Ser-
As if there were any doubt, it's clear by the wrestling mask worn by 'Swiftsure's bowman, that they came to do battle.

This was the third Rolex Big Boat Series for Woolery, who has recently come back from an obviously successful knee replacement surgery. "Since the very beginning, we've always managed to have a good record with more wins than losses. Others said that Soozal was the boat to beat for this regatta, and it turns out it was the case, but we had to work hard to get there." 

The Fast 40s Experiment — IRC C

Peter Kreuger's J/125 Double Trouble won IRC C last year with Kreuger's boat partner Andy Costello skippering, and they were ready to defend the title here and take the Richard Rheem Perpetual Trophy. "We worked harder, started earlier, practiced a lot, and got new sails," said crew member Gilles Combrisson (Pt. Richmond). "When we get down to the leeward mark and the tactician (Jeff Madrigali) says 'Left turn / Mexican,' it's like ballet."

Double Trouble added a fifth victory in Race 7 and finished a full five points ahead of its closest competition, Resolute, another J/125 skippered by Tim Fuller of Murietta, CA.

"It was a great race" on Sunday, said Madrigali (now of Whidbey Island, WA), "We worked harder, started earlier, practiced a lot, and got new sails."

With Brad Copper at the helm, the Tripp 43 'TNT' kept 'Soozal' under pressure throughout the regatta. As if there were any doubt, it's clear by the wrestling mask worn by 'Swiftsure's bowman, that they came to do battle.

HPR certainly helped Bernard Girod's Santa Barbara-based Farr 400 Rock & Roll, taking it to a second-place corrected finish, versus fourth under IRC scoring. HPR also helped Steve Strob's Santa Cruz 37 Tiburon splash over Alex Farell's 1996 Olympic medalist who grew up sailing here. 'We had a light-air start, but the wind built really fast and the fleets were all intermingled, and boats were flying. It was fun. The week has been great, with really good weather, great race management and a wonderful group of people to sail against.'

Dick Ferris brought his J/125 August Ice and ten crew from Lake Tahoe for his third RBBS. It was the J/125 contest that thrilled him. "It was great fun to race against the other two J/125s," said Ferris. "On Saturday we got the tuning down right, took a bullet in Race 5, and we were bound for a bullet in Race 6 when a foul-up at the leeward mark pushed us back down" to finish third.

The IRC C class, reserved for light-displacement boats in the 40-ft range, is commonly referred to as "fast forties" and was dual-scored using IRC as well as the new High Performance Rule. The idea of HPR is to better handicap the new generation of high-performance offshore-capable yachts, such as the Farr 400, between 36 feet and 44 feet in length.

HPR certainly helped Bernard Girod's Santa Barbara-based Farr 400 Rock & Roll, taking it to a second-place corrected finish, versus fourth under IRC scoring. HPR also helped Steve Strob's Santa Cruz 37 Tiburon splash over Alex Farell's
Tupelo is faster upwind, so the Hawk-eye team knew they needed to hold back Tupelo and bank some time. Crew member Karen Clarkson took up the narrative. “During the first spinnaker run we pulled a quick jibe (called by tactician Sean Svendsen) and stood on Tupelo. I think they were surprised. For the long upwind leg we had to pull out all the tactical stops, and then prayed the whole way upwind watching Tupelo creep closer and closer.”

Hawkeye held the lead, winning Race 7 and finishing one point ahead of Tupelo Honey, which claimed second overall.

Express Redress — Express 37

Racing was extremely tight and fraught with protests in the Express 37 fleet battle for the Atlantic Perpetual Trophy.

In fact, eight of 13 protests heard by the protest committee involved this fleet.

In the end, it was an upset: Michael Shlens’ Blade Runner knocked out long-time rival and defending champion Golden Moon, co-owned and helmed by Kame Richards of Alameda.

Golden Moon had topped the scoreboard early in the regatta and stayed there, except for a brief stint when both teams were penalized for failing to observe a limiting mark in race two. (Redress was later granted on the argument that the mark was not in its proper place, and both teams returned to their former positions despite protests from Bullet and Expeditious to overturn the redress.)

Going into the final race, the top five boats in the division were within five points of one another. Each had taken at least one bullet and each had grabbed...
a fourth, fifth, or sixth. But Shlens had poured it on with bullets in races four and six, so Richards needed to finish first on Sunday to defend his record. It’s precisely that tight competition that turns Richards on.

"Kame, you psyched at the chance for another Rolex watch?" we asked. Going into race seven he replied, "Buying a watch is less expensive than a new carbon jib. The reason to race here is to watch and learn and study and pay attention and learn to sail better than before."

It was not to be. Blade Runner, Bullet, and Expeditious all made it by the Moon on Sunday, pushing Richards to 19 points overall against Shlens’ 17 points.

As Shlens said later, "The Express 37 fleet is really exciting and the boats are all very equal. Even after 20 miles of sailing today, we all managed to stay overlapped at the finish. One minor error can be the difference of three or four boats. Several of the spinnaker reaches were very close and the final reach is where many positions changed within just a few miles. Golden Moon is very well sailed and Kame Richards is just an outstanding sailor, so we were trying to stay in front of him from start to finish."

**Largest Fleet — J/105**

A total of 21 boats raced in the J/105 fleet, making it the largest in the regatta, vying for the Commodore’s Cup. Big fleets mean opportunity for error and place changes, especially when the top three boats are three points apart heading into the final race.

Donkey Jack has been racing in the RBBS since 2005 and had won twice. The boat is held in a three-way partnership by skipper Rolf Kaiser and mainsail trimmer Steve Kleha, both of San Francisco, and Shannon Ryan of Oakland.

Ryan, who also sails a Vanguard 15, revealed their secret: "We think of the J/105 as a dinghy, and try to sail it that way — not as a big boat."

Going into the final day, Kaiser commented that there were still three or four boats that could actually win. Godot, was one of them, skippered by Phillip Laby of Oakland. Godot took first and Donkey Jack fourth on Sunday, which landed them at an identical 31 points. With two firsts in earlier races, Donkey Jack won on a tiebreaker.

The other boat in line to win was defending champion Blackhawk, skippered by Scooter Simmons of Belvedere. She was perfectly tied with Donkey Jack going into Sunday, but a tenth-place finish — Blackhawk’s worst of the regatta — plunged her to third overall.

"The J/105 fleet is one of the most competitive one design fleets on San Francisco Bay," said Kleha. "Our tactic going into today was to win the race. Right off the line we scooted off past Blackhawk to clinch that part of the battle. After that, our spinnaker trimmer told us to go underneath Alcatraz, which earned us two places ahead of Mojo and JuJu."
Down to the Tiebreaker – J/120

In perhaps the most dramatic conclusion of the Rolex Big Boat Series, John Wimer’s Desdemona redeemed itself after losing its lead Saturday to defending champion Chance, skippered by Barry Lewis of Atherton. With only one point between the boats going into the Bay tour, Desdemona had to finish ahead of Chance, which it did by posting a second to Chance’s fourth and edging the team out by one point overall.

“We knew that Chance was who we had to beat, but we also couldn’t afford to just let the rest of the fleet go, so we just needed to get a decent start and sail smart,” said Wimer, who has competed in the event for 22 years. “Our expectations are always to do well and to have a challenge; this fleet has all really good sailors and it always comes down to the last race in the regatta. That is what it came down to today.”

There was a similar battle for third place, with one point separating Dick Swanson’s Grace Dances and Stephen Madeira’s Mr. Magoo going into the final race. With help of tactician Rich Bennalack — and “aggressive main and spinnaker trim” according to crew member David Gimpelevich — Swanson took the bullet on Sunday and held on to third.

Next Year

The 2013 edition of the Rolex Big Boat Series will be pushed back to September 26-29, following the America’s Cup finals. Asked if multihulls will be back for 2013, Stoneberg smiles and says, simply, “You bet!”

— paul oliva

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Pretty as a water ballet: As the starting gun fires, the J/120 fleet demonstrates a textbook start off the Cityfront.

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The way we see it, there are two ways to measure the success of a sailing event. The first is how good the sailing conditions were. The second is how engaged and connected the participants became. Based on those criteria, we think last month’s first ever SoCal Ta-Ta — aka Reggae Pon Da Ocean — was a smashing success. Given the number of participants who told us they were ready to sign up for a Ta-Ta Two, we’re not the only ones.

The week-long event saw the 33-boat fleet rally from Santa Barbara to Two Harbors, Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. None of the legs was more than 37 miles, so there was no overnight sailing.

The fleet was composed of 34 boats — six others didn’t show up — ranging in size from Brandon and Devani Priest’s Santa Barbara-based Coronado 25 Sea Monkey — which got special dispensation for being under the normal minimum length of 27 feet — up to Pat McCormick’s Alamitos Bay-based Beneteau 440 St. Somewhere. There were six multihulls and one powerboat.

Most of the boats were production ‘racer-cruisers’, such as the four Beneteaus, three Hunters, three Catalinas, and three Islanders. A number of boats were at least 30 years old, which says something good about the durability of early fiberglass boats. A few of them have been under the same ownership for decades, such as Keith Albrecht’s beautifully restored Alamitos Bay-based Columbia 36 Oso Rojo, which he has owned for 27 years. Mike Pyzel has owned his Santa Barbara-based Cal 28+ Caballo Blanco since before he sailed her in the 78 Singlehanded TransPac.

While most of the fleet came from the Santa Barbara-to-Dana Point stretch of Southern California coast, at least three boats — Stephen Yingst and Christina Barasch’s Sausalito-based Beneteau 31 Green Flash; Andy Smith’s Coyote Pt.-based Union Polaris 36 Tilligo; and Al Fricke’s Treasure Island-based Catalina 36 Jubilee — had to sail 275 miles to get to the Ta-Ta starting line at Santa Barbara, and had to travel at least 350 miles from Catalina to get back home.

Kevin Belcastro’s San Francisco-based Tanton 43 cat ketch Toucan also came down from San Francisco for the rally, but like a half dozen other Ta-Ta entries, is planning on doing the Baja Ha-Ha.

Chuck and Elaine VanderBoom of Lake Havasu City came the farthest, having trailered their F-31 Boomerang all the way from Arizona. Curiously, none of the three San Diego boats that had signed made the 150-mile trip to the Santa Barbara start.

As is to be expected of an event taking place during the work week, many of the 105 participants were retired. Nonetheless, it was a lively group of adventurers not interested in spending their golden years snoring on a couch to a blaring boob tube.

Two was the most common number of crew per boat, followed by three. But Jean Mondeau somehow managed to stuff six into his Madera-based Cal 2-27 Carmela, which he’d bought for $500 and completely restored. Billy Lilly’s Newport Beach-based Lagoon 470 catamaran Moon Tide had five crew, four of them women, and Profugate had six crew, four of them women. The estrogen on the cats was so thick that it was hard to see from one side of the salons to the other, and the intense discussions about personal relationships never ended.

Two entrants who really tickled our fancy were John and Janice Barker of the Long Beach-based Down East 38 Dulcinea. They’d not only done the first Baja Ha-Ha 19 years before with the same boat, but they wore their new-looking 94 Ha-Ha T-shirts to the Ta-Ta skipper’s meeting — and so did Randy and CJ Juengst. They’d done the inaugural Ha-Ha aboard their Norseman 40 Royal Venture, and were doing the Ta-Ta aboard Al Fricke’s Jubilee. Randy and CJ first met Al in Mexico in ’94, shortly after the inaugural Ha-Ha, and they’ve remained friends since.

Southern California has a reputation for light-air sailing conditions, with frequent periods of too little wind for decent sailing. So it was something of a surprise that a majority of boats were able to sail the entirety of all four legs, which totalled 110 miles. While there were some periods of six to 10 knots of wind, nobody slatted, and overall the sailing conditions were excellent.

We’d done the 26-mile first leg from Santa Barbara to the west end of Santa Cruz Island about 15 times before, but never in such fine conditions. It was sunny from daybreak, and there was a steady 12-knot breeze for the 11 a.m. start. The Poobah cautioned the fleet that the wind would come aft once they got out into the channel, so it would actually
benefit them to stay low of the rhumb line. The suggestion that members of a reggae-themed fleet "not get too high" was, as you might expect, universally ignored.

After sending the fleet on its way, we futzed getting Profligate's main up, then set our biggest asymmetrical. Thanks to more northwest in the wind than normal, we were easily able to curve up to the east end of Santa Cruz, passing San Pedro Point in less than three hours, a few minutes after Boomerang.

Having ignored our advice, some boats arrived at the island so high they had to gybe back out to get downwind. But even those arrived a short time later.

Smuggler's Cove is one of the few places in the Channel Islands that can accommodate a fleet of more than 30 boats, so that was the Ta-Ta destination. There was plenty of room for everyone, it wasn't very rolly, and there wasn't much of a south swell running — which made beach landings possible if not easy. With continued bright sunshine, lots of people sunbathed, paddled their kayaks, swam in the 68° water, and otherwise enjoyed themselves.

Thanks to the relatively small size of the fleet, Profligate was able to host one-third of the skippers and first mates at sundowner parties each night. This was a great way for folks to really get to know each other.

The second day was an overcast lay day. The Poobah proposed a hike from Scorpion Bay back to Smugglers, and offered to take everyone over to Scorpion aboard Profligate. The catch was that all hikers had to be willing to swim out through the surf — it was relatively small — once they got back to Smuggler's. The hike was longer and more hilly than expected, but it was more quiet and serene than anywhere else in

Charles and LeeAnne Clark hit the start of the first leg with 'Spray'. Their goal is to get a larger boat and take off cruising.
Southern California. The only sign of civilization was an old farm house with rusty farm machinery strewn about.

Hovering in the inflatable off Smuggler's Beach, the Poobah was concerned that the weary hikers might balk at having to wade through the chilly surf in order to be picked up and taken back to their boats. He need not have worried, for these were hardy pioneer rally stock, and not a discouraging word was heard — even after some hikers had to be manhandled into the dinghy.

Day three dawned with drippy fog. About half the fleet set chutes in less than 10 knots of wind on the way to Paradise Cove, just past Pt. Dume. The wind was forecast for 10 to 15 knots, but stayed light until early in the afternoon, at which time it started blowing above the forecast. With winds gusting to the mid-20s from Zuma Beach on, many skippers reported hitting their all-time top boat speeds, including the VanderBooms, who racked up an 18.3. Although the wind was strong enough to finish off Moon-tide’s tattered 16-year-old main, there was no other significant damage to the fleet.

Paradise Cove usually provides excellent protection from the wind, but it continued to gust to the mid-20s in the anchorage well past cocktail hour. The real heroes were the Ta-Ta volunteers who got drenched shuttling skippers and first mates to the Profiltgate sundowner party. But no boats dragged, and as is the norm for Santa Monica Bay, the wind died promptly after sundown.

Day four dawned foggy and calm, so the Poobah led the fleet on a near-shore tour of Malibu homes. It really wasn’t necessary, but celebrity after celebrity — Cher, Goldie, Dustin, Ali, Sting — all came out on their terraces to wave. The Poobah thought his arm was going to fall off from waving back. You’d think they’d never seen a sailboat before.

We mingled with the surfers at Malibu for a few minutes — two-to-three foot waves, kinda sloppy, crowded — before setting the chute. The wind never got over 10 knots crossing Santa Monica Bay, but it was a spinnaker reach, so it might as well have been blowing 16. It was a mellow sail under clearing skies.
The trickiest part of the Ta-Ta was going to be the raft-up at anchor behind the huge Redondo breakwater. But it came off without a hitch. The fleet was graciously welcomed by the folks at the King Harbor YC, who set up a dinghy dock and allowed everyone to take showers, dump their garbage, and feast at a delicious spaghetti dinner. This despite the fact it was their last beer can race of the year — a big night at the club.

Then, in the middle of dinner, near-disaster struck. Doña de Mallorca, who had felt great all along, suddenly grabbed the table and announced that she was feeling extremely dizzy. The former ICU nurse was soon stretched out on the dining room floor in great distress. Paramedics arrived quickly. De Mallorca passed one heart test and then a second more sophisticated heart test. But since her vertigo was severe, she had to be rushed to the hospital. A CAT scan ruled out a stroke and brain tumor, but since de Mallorca continued to barf violently and have diarrhea into the wee hours, she was, for insurance reasons, transferred to another hospital for an MRI before getting the ‘all clear’ signal.

By the next morning her symptoms were gone. Because the vertigo hadn’t been accompanied by tinnitus, doctors advised that it is unlikely to occur again. Subsequently, she’s learned that vertigo is not an uncommon malady.

The Poobah and de Mallorca spent the day in a motel catching up on sleep, while Assistant Poobah Andy Turpin and others took over for the fourth and final leg of the Ta-Ta. From what we were told, it was yet another fabulous day of sailing, with 15 knots on the beam under bright sunshine. Even the first potluck turned out great — except for the Poobah’s choice of movies. The Harder They Come is not as cheery a movie as he’d remembered. Captain Ron would have been a better choice.

The Poobah and de Mallorca arrived at Two Harbors late the next afternoon, just before the final potluck and awards ceremony. De Mallorca got a rousing welcome from the crowd, almost all of whom had gotten to know her from the sundowner parties on Profligate. In order to get everyone in the reggae spirit, the Poobah announced that when de Mallorca was on what she believed to be her deathbed, she had one last wish, which was that she could lead the entire Ta-Ta fleet in a conga line at the potluck. The Poobah might have made

With no wind for the start of the third leg, the Ta-Ta fleet motored down to Malibu and hung out with the surfers before setting chutes.
TA-TA ONE

this up, but in what he viewed as the big-
gest vote of support for the Ta-Ta, every
person — minus one with gimpy knees
— got up and cong’d in circles behind
de Mallorca. And then they did it again
about a half hour later. Perhaps you had
to be there, but the group spirit brought
a huge smile to the Poobah’s face.

After giving a special award to every
boat entered — they were all winners!
— Ta-Ta One reggaed into the sailing
history books. Our heartfelt thanks to
everyone who participated, as you were
fabulous. And thanks to all the many
people who helped make it happen.

Will there be a Ta-Ta Two? We’re
going to take a few months to decide if,
in addition to doing the magazine and
running the Ha-Ha, it’s too much. We
in addition to doing the magazine and
go to take a few months to decide if,
— Ta-Ta One reggaed into the sailing
boat entered  —  they were all winners!

— Ta-Ta One reggaed into the sailing
boat entered  —  they were all winners!

TA-TA ONE

2012 SoCal Ta-Ta Participants

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Despite several advances in off-shore voice communications such as satphones, marine single sideband (SSB) isn’t going away anytime soon. That’s because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets, such as the Baja, Sonrisa, Chuibusco and Southbound. It means that when Tom Barnum, AA6TP, for example, transmits his latest weather forecast, anyone who wants to do so can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Tom’s response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn’t require SSB radios," advises the Grand Poobah, "most boats do have them. They’re good for safety — but fun, too. The folks with SSBs are able to participate actively in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, SSB offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the ’88 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem and SAILMail, they allow for the transmission and reception of brief emails while offshore.

**Licensing**

You don’t need to pass a Ham radio operator’s test to use a marine SSB. All that’s required is a valid Ship Station license and a lifetime Restricted Radio-telephone Operator’s permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If you’re good at dealing with online government forms, you can apply for a license at http://wireless.fcc.gov. If you’re not so good at it, or don’t want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you’re new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you’re one of the very few cruisers who talks on the radio so much that SSB frequency, start transmitting, and really piss off the ‘radio police’, fear not. SSB radios that are capable of working Ham frequencies come ‘locked’ from the factory. Some can only be unlocked using software, while others can be unlocked by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don’t have a license.

**How Far On What Bands?**

A marine SSB system operates on marine radio spectrum called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bull’s-eye. If you choose a band that’s too high, your signal will skip over the other station. If you choose a frequency that’s too low, your signal won’t go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 MHz</td>
<td>200-400 miles</td>
</tr>
<tr>
<td>4 MHz</td>
<td>400-600 miles</td>
</tr>
<tr>
<td>6 MHz</td>
<td>600-1,200 miles</td>
</tr>
<tr>
<td>8 MHz</td>
<td>800-1,600 miles</td>
</tr>
<tr>
<td>12 MHz</td>
<td>1,200-2,400 miles</td>
</tr>
<tr>
<td>16 MHz</td>
<td>1,600-3,200 miles</td>
</tr>
<tr>
<td>22 MHz</td>
<td>2,200-4,000 miles-plus</td>
</tr>
<tr>
<td>26 MHz</td>
<td>Unpredictable during solar cycle minimum</td>
</tr>
</tbody>
</table>

*Pop Quiz #1: You are in San Francisco*
and you want to talk with your buddy who’s on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?

**Answer:** Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha’s Grand Poobah — is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this; while 4146 is always 4146 on SSB, it’s also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it’s often channel 35 or channel 77, and could also be some other channel. That’s right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers ‘channelized’ the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom ‘user channel’ packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what’s easier: dialing through 1,000+ frequencies or 700 channels?

Nonetheless, you could spin your SSB dial all day long and you’d probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the hour, you’ll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

Because SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies.

Icom, Furuno, and SEA are the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 “favorite channels” — channels 1 through 160 — into a memory circuit titled ‘User Channels’.

If you have an Icom 802 and tune to channel 77, you’ll find that you’re on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you’ll find yourself on frequency 3968, which is home to the Sonrisa Net at 6:30 a.m. Pacific Time in the winter. It will even show ‘Sonrisa Net’ on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for ‘channel/frequency’. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

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**Latitude’s Easy Guide to Mexico Nets**

**Baja California & Mainland Mexico**

**Daylight Saving Time Schedule (Summer)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Latest Freq</th>
<th>Upper/Lower Freq</th>
<th>Net Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UTC</strong></td>
<td><strong>MHz</strong></td>
<td><strong>MHz</strong></td>
<td><strong>Net Name</strong></td>
</tr>
<tr>
<td>00:55</td>
<td>17:55</td>
<td>18:55</td>
<td><strong>USB Southbound</strong></td>
</tr>
<tr>
<td>02:00</td>
<td>19:00</td>
<td>20:00</td>
<td><strong>USB Bluewater</strong></td>
</tr>
<tr>
<td>14:00</td>
<td>7:00</td>
<td>8:00</td>
<td><strong>Icom Manana</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Icom Amigo</strong></td>
</tr>
<tr>
<td>03:00</td>
<td>20:00</td>
<td>21:00</td>
<td><strong>Icom Sonrisa</strong></td>
</tr>
<tr>
<td>12:00</td>
<td>13:00</td>
<td>14:00</td>
<td><strong>Icom Chubasco</strong></td>
</tr>
<tr>
<td>14:00</td>
<td>6:00</td>
<td>7:00</td>
<td><strong>Icom Baja</strong></td>
</tr>
<tr>
<td>19:00</td>
<td>12:00</td>
<td>13:00</td>
<td><strong>Icom Manana</strong></td>
</tr>
</tbody>
</table>

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

**Standard Time Schedule (Winter)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Latest Freq</th>
<th>Upper/Lower Freq</th>
<th>Net Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>UTC</strong></td>
<td><strong>MHz</strong></td>
<td><strong>MHz</strong></td>
<td><strong>Net Name</strong></td>
</tr>
<tr>
<td>00:55</td>
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<td><strong>USB Southbound</strong></td>
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<td>02:00</td>
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</tr>
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</tr>
<tr>
<td>12:00</td>
<td>13:00</td>
<td>14:00</td>
<td><strong>Icom Baja</strong></td>
</tr>
<tr>
<td>14:00</td>
<td>6:00</td>
<td>7:00</td>
<td><strong>Icom Manana</strong></td>
</tr>
</tbody>
</table>

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

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*Time adapted from Dockside Radio: www.docksideradio.com*
Most Icom marine SSBS may be tuned from a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the user channels on your radio, and make a list of what frequencies/stations they refer to. As mentioned, if you have a newer Icom 802, it’s very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I’d recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He’ll just plug his computer into the front of your radio and download the new stuff. It shouldn’t take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you’ll see Latitude 38’s favorite SSB channels that will help you better understand that each channel has a specific purpose. You’ll notice there aren’t 700 of them. That’s because you can use only 33 primary channels. And for cruising in California and Mexico, you’ll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That’s not many, but you’ll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren’t being used at the time, but if you’re just starting out, you don’t need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won’t take long. If you find that your channels are out of sync with most other folks’ SSBS, you might want to change yours to match theirs. Depending on how technically proficient you are, you may or may not need assistance.

### Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska, San Francisco, New Orleans, Miami and Norfolk.

### Checking Your SSB Reception And Transmission

As a new user, even if you get some meaningful reception as you dial around the channels, you’ll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you’re still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you’re not sure that you’re transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the ‘TUNE’ button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word ‘TUNE’ should flash a couple times on the LCD screen, and then stay up on the screen when the radio cycles back to receive. Still see the word ‘TUNE’? This is good. However, if the word ‘THRU’ comes up, or ‘HI SWR’, you’ve got problems. It’s probably time to bring in a NMEA-qualified marine SSB specialist to find out what’s wrong between your radio and your tuner.

Assuming you do get ‘TUNE’, it’s time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying “FOOOOUUUUR.” The mic should be touching your lips when you do this. If the following things happen, it suggests that your transmission is good and powerful:

1. The LCD bar graph goes full scale.
2. Your cabin lights dim slightly.
3. The instrument indicator lamps glow.
4. The bilge alarm squeaks.
5. The house battery drops about half a volt.

It’s perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud “FOOOOUUUUR.” A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. Caution! Be sure they don’t touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse. Say the magic word (“FOOOOUUUUR”) once again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excellent that you’re putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run your radio check. This will be a good test for...
TO MARINE SSB

a nice, clean signal.

If your test partner reports that your sound was garbled, and you’ve just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I’m happy to offer Latitude readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we’ll go with 4 MHz, and if you’re down in Cabo, we’ll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we’ll find a nice quiet channel for our radio check.

If you have problems while in San Diego you might want to call in a marine electronics tech familiar with marine antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive ranges are minimal. You’ll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they’re too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent ‘user channel’ update. It usually takes just 15 minutes.

— gordon west

SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received mayday or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

- 2.182 MHz................. 0-400 miles
- 4.125 MHz................. 400-800 miles
- 6.215 MHz................. 600-1200 miles
- 8.291 MHz................. 800-1600 miles
- 12.290 MHz.............. 1200-2400 miles
- 16.420 MHz.............. 1600-3200 miles

I’ve got two final tips.
First, if you sent your Icom 802 to the factory to get the ‘clipping’ problem fixed, you’ll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

SSB in an Emergency

Baja Ha-Ha SSB seminars with Gordon West & Shea Weston
- Oct 18, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.
- Oct 19, Using Marine SSB, Downwind Marine, 1 - 6 p.m. w/ Gordo. Call to reserve: (866) 289-0242.
Santa Cruz is a pretty tight-knit community, and the Wednesday night racing scene has the feeling of a family reunion. As with casual midweek ‘beer can’ races all over the planet, you can find top-tier professional racers mingling with newbies carrying their telltale payment for a potential ride: a six-pack of cold ones. The heart of the Santa Cruz Wednesday nighters is the hoist, where about 100 people filter through and enjoy momentary conversation on their way...
A TIME-HONORED TRADITION

For most who participate in Santa Cruz Beer Can races, the goal is simply getting out in nature and having a few laughs rather than smokin' the fleet.

— spread photo Jeremy Leonard
to ready a boat for racing. It's a time to catch up with old friends, meet new ones, and celebrate this incredible oceanic sanctuary where we all live.

Dennis Basano has been a fixture at the hoist, and in the Santa Cruz boat scene, for decades and can spin miles of yarns about the Santa Cruz ULDB evolution of the late '60s and '70s. Dennis recalls, "My dad was there with Bill Lee, George Olson and all of the gang when they were starting all of this in the late '60s. Our boat was Santa Cruz 27 number three, California Zephyr." Dennis brings a BBQ down to the harbor every Wednesday and grills all sorts of tasty treats for the crowd of sailors. On a Wednesday evening late last month I was greeted with an excited shout from Dennis, "Tonight it's deer for dinner!" He was smiling widely as he piled a grill full of venison sausages on the Q. It's a

The pictures tell the story: Light air sailing outside Santa Cruz Yacht Harbor, where racers are signaled to start not by a gun firing or a horn blasting, but by a designated 'rabbit' boat charging across the line on port tack. Then everybody chases the rabbit. It's all great fun!
A TIME-HONORED TRADITION

random and always delicious potluck tailor-made for our quirky and lovable Santa Cruz sailing family.

Grilling at the Santa Cruz hoist is a longstanding tradition, Dennis explains, "Hap Laurilla, who had a hand in building most of the ultralights around here, started it, and it got bigger and bigger. When he passed away, I decided to take over for him to keep the tradition alive. His real name was Dave, but everyone called him Hap, short for happy. His specialty was laminating small parts, and gel repair, and organizing the shop at Pacific Boats with Allen Wirtenen and George Olson. He worked at the Moore brothers, and up at Bill Lee’s."

Dennis has done well in keeping the tradition alive, which is greatly appreciated by countless sailors who rush straight to the harbor from work every Wednesday during summer to hop on a boat and go sailing. Dennis adds, "I bring down one package of sausage, and the rest of this food is brought down by everyone else. There’s a ton of food here, more than I can cook sometimes." Fresh-grilled bell peppers and sausages
The more serious race boats use Wednesday nights to tune up their boats and crew, and to potentially find new crew if needed, but the Santa Cruz Wednesday night races are a little different from those in most other places. Here there is no race committee, there’s no organizing authority, and there’s no protest committee. There’s just a community of sailors that take Wednesday nights as an opportunity to share their common love — sailing!

— Jeremy Leonard
Dumping raw sewage into our waterways is just plain lame. It’s really not that difficult to visit the restroom or pump out boat sewage before you leave the dock. It’s the cool thing to do. And the health benefits affect everybody in and out of the water. If it’s your boat, it’s your responsibility.

As noted last month in our first installment of Baja Ha-Ha fleet profiles, the theme of this year’s San Diego-to-Cabo San Lucas rally — Don’t Stop Believin’ — recognizes the years, and in some cases decades, of preparation that some rally entrants have undergone in order to finally realize their cruising dreams.

Yeah, it might have been easier to buy a plane ticket and book a couple of weeks in a comfy beachfront hotel. But as any veteran cruiser can tell you, that would completely miss the point.

You see, the cruising dream is as much about facing new personal challenges and striving to attain self-sufficiency as it is about discovering isolated, palm-fringed beaches and gliding over phosphorescent wavetops beneath a canopy of a zillion twinkling stars. It’s about freedom from the constraints of mainstream society, and freedom to pursue the sorts of adventures that they’d previously only dreamed about. It’s about bonding with Mother Nature as well as with your shipmates. And it’s a chance to re-invent yourself into the person you’ve always wanted to be.

Sounds pretty good, eh? No wonder 140 boatloads of soon-to-be cruisers have signed up for this year’s event (October 28 – November 10).

With that, we’ll introduce you to another batch of Baja Ha-Ha Class of 2012 entrants, listed in the order in which they signed up. (Look for a final installment next month.)

**Haulback** — Spencer 35
Jim & Janet Kellam, Vancouver, BC
**Occupations:** log barge crane operator; accountant (both retired)
**Quote:** “What could possibly go wrong?”

**Valhalla** — Ericson 34
Don & Kathie Wight, San Francisco
**Occupations:** water ops manager; domestic engineer (both ret)
**Crew:** Hugh & Nicki Talman

**Distraction** — Olson 911s
Don Laverty, San Diego
**Occupation:** aerospace engineer
**Crew:** Patrick Shuss
**Noteworthy:** Distraction only has an 11-gallon fuel tank and a 15-gallon water tank, so it will be “jerry can city” in the cockpit, lazarette and on deck.

**Cruise Plans:** A season of commuter cruising before trucking her home.

**Rancho Relaxo** — Islander 30
Paul Ingram, Chula Vista
**Occupation:** jazz band leader (ret)
**Crew:** Josh Davidson
**Quote:** “Going south again for more drummin’ & strummin’.”

**Cruise Plans:** Bash back eventually.

**Aventura** — Morgan 382
Greg Smith, Seattle, WA
**Occupation:** CEO of “Me, Inc.” (ret)
**Crew:** Anne Whittington & Dale Geiger
**Quote:** “None of us know what the f__k we’re doing — but we’ve got great electronics.”

**Cruise Plans:** Mexico will be the boat’s new home.

**Desert Vision** — Hunter 44 DS
Mike & Iris Boone, Portland, OR
**Occupations:** jail maintenance super; sales rep (both ret)
**Crew:** Harry & Linda Plaganis

**Noteeworthy:** Mike reconfigured the layout from three cabins to two, with an aft master cabin and an office.

**Cruise Plans:** Continuing to the Sea of Cortez and possibly beyond.

**R & B III** — Catalina 36
Brad Older & Richard Weed
**Occupation:** manager (Brad)
**Crew:** Brad’s wife Sandy, son ‘Lion’ and Jay Jones
**Quote:** “Just because you can’t control the bull, doesn’t mean you can’t ride him.”

**Cruise Plans:** Bash home.

**Coyote** — Hylas 42
Jack Salyer, San Francisco
**Occupation:** construction exec. (ret)
**Crew:** Jim Jorgensen, Gary Souza, Doug Mountjoy
**Quote:** “We are gonna ha ha ha all the way down, enjoy the Mexican hospitality, and make some new sailing friends.”

**Cruise Plans:** Circumnavigation, ending in Kemah, Texas.
As we often note, all kinds of people sailing all kinds of boats enter the Ha-Ha. This boat, Mike and Dawn Hillard’s Friday Harbor-based schooner ‘Destiny’, was once owned by Howard Hughes.

Patt Patterson & Marianna deCroes  
Sausalito  
Occupations: USCG LCDR/health care project mgr (ret); professional storyteller  
Noteworthy: “Our ‘mission’ on what will be a five-year voyage, is to gather stories of people that live near, and make their living on, the sea — personal stories, legends and fables.”  
Cruise Plans: Sea of Cortez, south to Panama, Carib, Med. . .

**Sea Gazer** — Islander 36  
Tom Fernandez, San Diego  
Occupation: U.S. Army (ret)  
Crew: Pattie Bakhshi  
Quote: “I’m an infantry soldier turned sailor, and now that I’m retired I want to get out and really use the boat.”  
Cruise Plans: Possibly to Hawaii or the South Pacific.

**Valkyrie** — Morgan 28  
Patric Walton, San Francisco  
Occupation: construction supervisor  
Crew: Nancy Mathers  
Noteworthy: Patric learned to sail from his dad in 1958, while at Guantanamo Bay, Cuba.  
Cruise Plans: Through the Canal to the Caribbean.

**Wizard** — Choate 40  
John & Susan Campbell  
San Francisco  
Occupations: welder (ret); Realtor  
Quote: “We’re eager for an adventure, before it’s too late.”

Cruise Plans: South to Costa Rica, then?

**Fluenta** — Stevens 47  
Max Shaw & Elizabeth Brown-Shaw  
Halifax, NS  
Occupations: both RCAF officers (ret)  
Crew: daughter Victoria, 9, and Johnathan, 7  
Noteworthy: Max started sailing 12 years ago, but Elizabeth started as a child.  
Cruise Plans: “What are plans?”

**Sea Note** — Endeavour 43  
Ray & Chigaila Wood  
Fort Mohave, AZ  
Occupation: electrician; RN (ret)  
Crew: brother Cliff  
Quote: “This boat was sailed in the Baja Ha-Ha in 1996, and she wants to go again.”  
Cruise Plans: “Don’t know where we are going, but we haven’t got there yet.”

**Story Seeker** — Beneteau M445  
Mike and Adele Watts  
Occultations: professional captain and crew  
Crew: Terry Merkemeier & Lori Lerner  
Noteworthy: Mike and Adele have each circumnavigated twice.  
Cruise Plans: “None: home is where the boat is.”

**Iataia** — Beneteau First 45  
Marcos & Sara Rodriguez, San Diego  
Occupations: chemist; fashion designer  
Crew: brother Alejandro & sister-in-law Patricia  
Quote: “We’re eager to have a great time and meet people with different approaches to life and sailing.”  
Cruise Plans: Sea of Cortez, then?
BAJA HA-HA PROFILES, PT II —

Reflections — Rafiki 37
Jeff Wass, Morro Bay
Occupation: attorney (ret)
Crew: son Jeffrey, fiancée Nelia Acuna
Quote: "If all goes well, we'll be newlyweds on the Ha-Ha. We're hoping to get married before we set sail."
Cruise Plans: Bash home, truck home, or leave the boat in Mexico.

Little Wing — Islander 34
Keith Somers & Mary Perkins
Point Richmond
Occupations: transport director; behavioral therapist (both ret)
Quote: "We're ready to meet some people, have some fun and maybe even learn a thing or two. Because as Mary says, 'Only dead fish go with the flow.'"
Noteworthy: They bought this boat as a fixer-upper for $7,000.
Cruise Plans: Winter in Mexico, then bash home and perhaps north to B.C.

Autumn Wind — Catalina 36
Brian Plautz & Elizabeth Kline Alameda
Occupations: project manager; QA manager
Quote: "We both quit good jobs, decided to get married after a 14-year courtship, and are taking a year off to have some adventures."
Cruise Plans: Sea of Cortez, then bash home.

As Mary says, "Only dead fish go with the flow."

Unwinder — Catalina 36
Robert Watson, San Diego
Occupation: real estate broker (ret)
Crew: Jon Blake, Richard Moffat, Harry Shinn
Quote: "I'm excited about putting the same energy into sailing that I enjoyed with 30+ years in real estate. It has taken a long time to un-tie."
Cruise Plans: Bash back.

Compadre — Columbia 45
Doug & Ginny Ward, Long Beach
Occupations: pool service tech; graphic designer (ret)
Crew: Haf Jonssen
Quote: "We're four years late (on our cruising plans), so get out of our way."
Cruise Plans: Sea of Cortez and possibly beyond.

Rhapsody — Herreshoff Nereia 36
Alan & Laura Dwan, Los Angeles
Occupations: AV consultant; librarian
Note-worthy: the Herreshoff Nereia was designed and published in Rudder Magazine as a backyard project in the late 1940s. Rhapsody was built in 1981 with a fiberglass hull by a company in Miami.
Cruise Plans: South Pacific, then home.

Granuaile — Tayana 52
Greg Richter & River Gaynor
Marina del Rey
Occupations: child psychologist (ret);

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Noteworthy: “Our hailing port of Cruz Bay, USVI is not where we are from, but where we are going. Greg owes River a trip to Skinny Legs Bar in Cruz Bay — but he doesn’t want the details as to why in print.”
Cruise Plans: Open-ended.

Pied-a-Mer III — Seawind 1160 cat
Eric & Pam SelliX, Clatskanie, OR
Occupations: restaurant owners
Crew: Scott & Barbara Hutchinson
Quote: “What a way to begin retirement!”
Cruise Plans: Continue cruising.

Lion Heart — Catalina 42
George Lyons, Redondo Beach
Occupation: attorney
Crew: son Doug Lyons, Bob & Steve Page
Noteworthy: This crew is composed of “two old guys and their sons.”
Cruise Plans: Leave the boat in Mexico for the winter and commuter cruise.

The Beguine — Valiant 40
Paul & Celeste Carpenter
Marysville, KS
Occupations: firefighter; tech writer (both ret)
Quote: “While sailing north to Alaska, we passed a lot of sailors heading the other way who scratched their baggy-wrinkles and advised that land should always be left to port when cruising the West Coast. Upon discovering that all those shoreside potlucks described in the Alaskan, BC, and PNW cruising guides don’t happen in February, we decided to heed their suggestions this time and see what all the hubbub is about.”
Cruise Plans: Circumnavigation.

Indiscretion — Hunter 35.5
Albert Klettke, Victoria, BC
Occupation: aviation machinist supervisor
Crew: Dave Berke, Kelly Dorius
Noteworthy: “My boat shares its name with Howard Stern’s yacht. I wanted to name her Dos Equis after my favorite beer and my two ex-wives, but Heineken wouldn’t let me use the name.”
Cruise Plans: Base in La Paz and cruise the Sea of Cortez.

Pacific Hwy — Davidson 44
Bruce & Laura Masterson
St. John, USVI
Occupations: boat captain; charter boat cook
Quote: “Most of our sailing has been
in the Caribbean. After a chilly summer on the hook in California, we are hoping to thaw out during the Baja Ha-Ha. And become Left Coast cruisers.”

Cruise Plans: Cruise Mexico, then do the Pacific Puddle Jump in March.

**Tiltie** — Hans Christian 38
Baz Foster & Kathy Crabtree
Portland, OR
Occupations: fishing guide; dental assistant (ret)
Quote: “We’re ready to join the fun.”
Cruise Plans: Bash home.

**Eternal Bliss** — Vagabond 47
Art & Jen Artis
Channel Islands Harbor
Occupations: real estate; health care
Crew: daughter Vonne, 29, and son Shea, 24
Noteworthy: “Eternal Bliss has a smiley face transom and she’s made our family blissful for 19 years.”
Cruise Plans: On to Banderas Bay, then a Pacific circuit.

**Destiny** — 85-ft schooner
Mike & Dawn Hillard
Friday Harbor, WA
Occupations: construction; scuba instructor (both ret)
Noteworthy: *Destiny* was launched in 1994, and was once owned by Howard Hughes. She has undergone a three-year restoration.
Cruise Plans: Continue south, then a five- to seven-year Pacific circuit.

**Calypseaux VII** — Beneteau 303
Simon Mack & Brooke Jones
Lake Macquarie, AUS
Occupations: soldier (ret); soldier and journalist
Crew: Stephen Manhood
Noteworthy: This crew is composed of “A couple of old Aussie fellows and one young girlie to keep us in check.”
Cruise Plans: Leisurely cruise across the Pacific to Australia.

**Magic Carpet** — Catalina 36
Dan & Linda O’Dell, San Diego
Occupations: CPA; attorney
Crew: Corinne Knutson
Noteworthy: When each of their three children graduated from high school they shared the wisdom of Mark Twain’s famous quote: “Twenty years from now you will be more disappointed by the things that you didn’t do than by the ones you
Meet ‘Magic Carpet’ s canine crew.

did do. So throw off the bowlines. . . ”
Now that their youngest has graduated,
they say, “It is time to take our own ad-
vice!”

Cruise Plans: Winter in La Paz.

Alcyone — Ericson 36.5
John & Cynthia McDaniel, Ventura
Occupations: contractor (ret); RN
Crew: Dave Haake
Noteworthy: They got inspired to
cruise by a couple whose voyaging days
were cut short due to the husband’s
terminal illness. “Her advice to us that
day: ‘There is never enough time, go now,
don’t wait.’”

Cruise Plans: Commuter cruise.

Flying Carpet — Polaris 43
Rich Pomeroy, Astoria, OR
Occupation: Piping superintendent
Crew: Dave Watson
Quote: “All men dream, but not equally. Those who dream by night in the dusty recesses of their minds wake in the day to find it was vanity: but the dreamers of the day are dangerous men, for they may act their dreams with open eyes to make it possible.” — T.E. Law-
rence (Lawrence of Arabia)
Cruise Plans: Galapagos, then across
the Pacific.

Oceania — True North 34
Derek Shaw, Tofino, BC
Occupation: philosopher
Crew: Joel Gray
Quote: “We are open to anything, especially music, surf, conviviality, and adventure!”
Cruise Plans: Cruise the Sea of Cortez and Mexican mainland.

Resilience — Contest 44
Jim Taggart & Beth Mathews
Juneau, AK
Occupations: marine ecologist, marine biologist (both ret)
Crew: son Glen, 14
Note: They sold their home in Alaska to take time with their son, and to explore a bit of the world together.
Cruise Plans: Temporarily base in the Sea of Cortez.

Callisti — Sceptre 43
Roland & Rebecca Thiel
Vancouver, BC
Occupation: electrician; office assist-
tant (both ret)
Quote: “We prefer solitude in our
cruising, but look forward to the com-
raderie we anticipate in this major step into our cruising future.”
Cruise Plans: At least a season in Mexico.

Oceana — Westsail 32
Thom King, Emeryville, CA

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**BAJA HA-HA PROFILES, PT II**

*Occupation:* construction superintendent  
*Crew:* Lee Self  
*Quote:* "Love people, love sailing, gonna love the Baja Ha-Ha."

*Cruise Plans:* Base boat in San Carlos or Mazatlan.

**Second Sun** — Young Sun 43  
*Andy & Kate Bereson*  
*Seattle, WA*  
*Occupations:* engineer; mom  
*Crew:* son Nathan, 1!  
*Quote:* "Our one-year-old thinks the door at the top of the companionway steps is the most interesting part of the boat. He likes banging it into the cockpit coaming."

*Cruise Plans:* "Visit Costa Rica and Panama, and transit the Canal. We’ll figure out what’s next from there."

**Swagman** — Amazon 44  
*John Cometti, Durango, CO*  
*Occupation:* audio consultant (ret)  
*Crew:* Connie Barney  
*Quote:* "It’s time to go down south!"

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*Cygnus Montanus II* — Swan 77  
*Richard Jakaus & Paul Warneke*  
*Sigtuna, SWE*  
*Occupations:* both marine riggers  
*Quote:* "We’re looking forward to warm, downwind sailing."

*Cruise Plans:* South to Panama and transit to the Atlantic.

**At Last** — Sabre 38  
*Delayne Brink & Vicki Brighton*  
*Bellingham, WA*  
*Occupations:* both teachers (he’s retired)  
*Crew:* sister Devonna Hawn  
*Noteworthy:* This will be the first time Vicki has not worked since grade school.  
*Cruise Plans:* Continue cruising.

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*Wow!* Well we certainly hope Vicki makes up for lost time while on the Ha-Ha — and the same goes for the rest of the fleet. (Look for Part III of these fleet profiles next month.)

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ARE YOU READY TO HA-HA?

One look at the Ha-Ha XIX entry roster at www.baja-haha.com tells you that boat types in this year’s fleet are as varied as ever, and the crews who sail them will be as colorful as in years past.

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

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

You’ll find frequent updates on this year’s event on ‘Lectronic Latitude at www.latitude38.com.
MEET THE FLEET

In this edition you’ll find our second installment of fleet mini-profiles, and the final set next month. (And remember that every edition is available in our downloadable eBook archive at www.latitude38.com.)

As you’ll read, the roster of entrants are a highly diverse group, some sailing million-dollar yachts, others on modest ‘plastic classics’. If you’d like to ride along as crew — which we feel is the best preparation for doing the event on your own boat someday — there may still be time. Our free online Crew List at www.latitude38.com is constantly updated.

THE PACIFIC PUDDLE JUMP

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

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

Oct. 1 — Extended deadline for all entries. (But even later may be okay.)

Oct. 20 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 27 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 28, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 28, 11 am — Skipper’s meeting, West Marine, San Diego. Skippers only please.

Oct. 28, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego. Skippers only please.

Oct. 29, 11 am — S.D. Harbor Parade and Start of Leg 1

Nov. 3, 8 am — Start of Leg 2

Nov. 7, 7 am — Start of Leg 3

Nov. 9 — Cabo Beach Party

Nov. 10 — Awards presentations hosted by the Cabo Marina.

November 20, 4-7 p.m. - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

See the Ha-Ha website for a list of additional seminars and special events held by our event sponsors.
I’m about the last person in the world who would spend upward of $500 for a ticket to watch a sporting event. Especially a sailing event. No matter how much they hype it up, it’s still a sailboat race and, for a spectator sport, the action is still pretty slow — like watching grass grow or paint dry. Sailing is something we do, not something we watch.

But one of our company’s biggest clients had something to do with a major America’s Cup sponsor, and my boss ended up with a handful of VIP tickets. Thanks to conflicting schedules and a lot of luck, one of the tickets eventually landed on my desk. For free!

This was not just a prime seat in the viewing stands, or a window table in the St. Francis YC dining room. This was a ride on a mark boat, an actual mark of the course. Grass would grow and paint would dry unobserved that day.

The boat itself was worthy of some interest: a 46-ft cat designed to give 12 passengers a 360° view. Even though it was a course mark, it didn’t anchor — it didn’t need to. Instead, it relies on computer-controlled, 360° rotatable thrusters to hold station, so all the crew has to do is key in the GPS coordinates, and that’s where the boat stays, exactly. I lust for one of these rigs for my club’s race committee in a bad way.

The hospitality began with the valet parking and went up from there. The first course of lunch was an artisan cheese platter with names almost as pretentious as those of Napa Valley wines: Pt Reyes Homestead Blue, Bellwether Farms Carmody, Cypress Grove Bermuda Triangle and Fiscalini San Joaquin Gold.

And of course there was a complimentary wine bar. The champagne flowed freely, served up by a young woman who apparently was selected more for her physical specifications than her bartending skills. Was I ever wrong on that one.

"Welcome aboard, Max!"

She was no ordinary eye-candy-for-hire; it was Lee Helm working the bar. A naval architecture student at the University, she usually finds consulting work in computational fluid dynamics between semesters.

"Champagne?" she asked as she handed me a glass. "Moët et Chandon Dom Pérignon Rosé, 2000."

"Lee!" I stammered, still having trouble reconciling the image of the hottie before me with the grad student and sailor I normally only see in foulies or a wetsuit.

She’d been poured into a black party dress and touched up with makeup. I had no idea she even owned makeup. Even her height threw me off track, enhanced as it was by totally unworthy high heels. "Uh, Lee, did your college loans run out?" I managed to ask. "Since when do you moonlight as a bartender?"

"A gig’s a gig, Max. I get to see the race close-up. And a totally awesome free lunch," she whispered.

"I would have thought you’d be helping debug the tracking software," I said, still grappling with the facts on the ground, "or at least working with the judges to call right-of-way fouls."

"Nah, they don’t get to see the race like we do from the mark boat. The umps are all down in a dungeon with the telemetry — they don’t see a thing."

I declined the Champagne but accepted a glass of America’s Cup label Napa Valley Chablis, then introduced myself to some other guests who came over to the bar.

One was a software developer who I later determined was CEO of a successful start-up. There was an older couple, both surgeons. Also a stockbroker or commodities trader of some sort.

We made small talk as Lee served another tray of snacks, this course featuring Cuban yellowfin tuna ceviche, strawberry fufu in sesame cones, and Thai basil caprese with balsamic reduction.

More guests came aboard, including a couple of young men in football jerseys who appeared to be professional sports fans but didn’t know much about sailing, as far as I could tell. All their conversations were about pro sports in one form or another. We chatted about how best to cover a sailboat race for a TV and internet audience, and I complained that the camera never seems to stay on one scene long enough to follow the tactics of a play, putting it in terms they could understand.

"It’s like watching a football play with the camera always switching to a close-up of some player’s face every two seconds," I complained. "Extra screens are cheap these days, and there’s enough internet bandwidth to have one screen dedicated to an uninterrupted helicopter view, or even an animation, while the
watched the pre-race coverage as the last guests boarded and the boat pulled away from the dock.

Our skipper announced that we were to be the port side of the leeward gate. Not a bad position to draw, because the fleet would round us twice in each race. But we didn’t have that great a view of the start, so our eyes bounced between the wings darting around the starting area and the much better view on the screen.

The wind was up, the ebb current chop was starting to build, and a couple of the more lubberly guests were already having trouble with their equilibrium when they tried to watch the TV screen and deal with the boat’s motions, even though I thought the boat was riding extremely well in the Bay chop.

The start was exciting, but the first mark rounding was more impressive than I ever could have imagined. The lead boat took the starboard side of the gate opposite us, but the next two rounded on our side, so close that we were wet from the spray shooting off the tips of the retracted daggerboards, grazing the water underneath their airborne windward hulls. Then another boat took the starboard side of the gate, and the next boat was aimed to round on our side just as a puff and a wave seemed to push them much faster than the boats that had rounded ahead of them. Or maybe it was just more aggressive trim of the wing — hard to tell when you can’t see anything luff. They nosed down, the bows submerged and the rudders on both hulls came clear out of the water. The boat practically came to a stop, pitching down precariously, and through it all I was close enough to make eye contact with the skipper as he helplessly worked a tiller that only moved rudder blades through air. Miraculously they did not go all the way over. The bows popped back up, the wing was trimmed in again, and they accelerated around our mark boat into the next upwind leg.

“That’s what we call a handlebar stand,” announced the mark boat captain.

“We almost saw them capsize!” shouted the stockbroker.

“Dynamic forces on the wing and the foils go up with V-squared,” observed Lee, “but the boat, like, still relies on hydrostatics for pitch stability.”

No one expected anything technical out of a bartender in a black party dress, so it was as if her comment had never been made.

“Wait till next year,” said the surgeon. “The 72-footers will be going a lot faster and they won’t recover from an incipient pitchpole nearly as easily. And their wings are significantly taller, even compared to the length of the boat.”

“Boats get inherently more stable as they scale up,” Lee reminded us. “Heeling moment goes up by the third power of scale factor — area times rig height — but, like, righting moment goes up by the fourth power because it’s displacement times metacentric height.”

“The big difference is that the 72s will be up on hydrofoils,” suggested the skipper of our mark boat, still not realizing that Lee could probably out-geek everyone on board. “It will give them a lot more control.”

“Not really,” countered the software entrepreneur, who had apparently done some of his homework. “The AC72 class rules allow only one centerboard and one rudder for each hull. The centerboard can be a curved or angled wing that lifts the boat, but the rudder has to be a regular rudder that can only have one degree of freedom. So I don’t see how they’re going to control these things when they’re foil-borne.”

“Damn right,” said Lee, reverting to the agree-with-everything sympathetic style as she poured another round of Champagne for everyone except the football fans, who opted for private label beer.

“It’s a stupid rule,” continued the software guy. “If they would only let the designers use as many controllable foils as they want, then we’d see some real development of the technology and the boats would be faster and safer and more interesting. But how are they going to get control of pitch and roll with only one lifting foil and nothing but conventional Rudders back aft?”

“They do have little foils on the rudder blade tips,” added our skipper. “But, as you know, they can’t be actively controlled, they just sit there at a fixed pre-set angle. I race a Moth, a little foiler dinghy. Even my Moth has a surface feeler and a linkage that adjusts the angle of attack for pitch and altitude control when the boat is up on foils.”

---
The rest of the assemblage, not knowing any other arguments to make on the subject, expressed agreement: The foil limitations should go.

"Oh come on, guys," Lee broke in. "You've got two rudders total and you want to control two degrees of freedom: yaw and pitch. I mean, like, what's the problem? Were you all asleep in physics class when they did dimensional dynamics?"

"You can't control pitch with rudders that only steer," I argued. "You need something like an airplane elevator back there." But Lee was acting like Lee again, not playing the role of some bimbo bartender, and I had a feeling this would end badly for my line of reasoning.

"Two degrees of freedom, two movable control surfaces," Lee repeated.

We still didn't get it.

"Anyone remember the V-tail Bonanza?"

"Why, that's my airplane!" exclaimed the surgeon, and before anyone could say anything else he had his wallet out, spewing a dozen fold-out pictures of his private plane and one or two of grandchildren.

Prompted by the pictures, I remembered those airplanes with that tail configuration. Instead of a conventional vertical stabilizer and elevator, this plane had two fins at 45 degree angles.

"You get pitch and yaw out of two control surfaces," Lee explained. "And you can do the same on a big catamaran. Just angle both rudder blades in at 45°. When they turn together, they steer. When they toe-in or toe-out, they lift up or pull down. Simple."

"Works fine on my airplane," observed the surgeon.

"But you lose efficiency because of the angle," noted the software guy. "Only 71% of the turning force for the same drag."

"That's if you want lift only or steering only," said Lee. "In practice there will be a combination of vertical and horizontal force required, and it's just as likely that the V configuration will be more efficient than separate vertical and horizontal yaw and pitch control foils. Just like the V-tail airplane, which needs a combination of up-elevator and positive rudder during a turn."

"Don't the two rudders have to be locked together?" asked the boat driver.
“It doesn’t say that in the rules,” Lee asserted.

“Let me check,” said the software entrepreneur as he pulled a tablet computer out of his briefcase and zeroed in on an online copy of the AC72 class rules.

“She’s right,” he said after some searching. “I don’t see anything about the rudders always working together. You could have a control on the tie bar length that would work as a pitch tiller. Or just have two people control the two rudders separately, if they were good at it. But wait, there’s a problem . . . .”

He read a short item from the rules:

“Rudders shall rotate only, and that rotation shall be about a single axis which is within 10° of vertical.”

Lee’s face fell.

“So much for your V-tail theory,” I said.

“No, it still works!” She said a few seconds later as her face brightened up again. “The axis of rotation has to be within 10° of vertical, but the blades can still be at any angle. The near-vertical axis totally increases the forces needed to make them turn, but the tie bar will mostly neutralize that.”

“It also requires that no part of the rudder ever swings aft of one meter or forward of three meters from the plane of the transom,” the software guy announced as he read more of the applicable rules. “So you only have two meters of longitudinal space to contain the rudder through its entire range.”

Lee did a quick calculation in her head.

“No prob. We only need, like, small angles of attack. Okay, that range of motion limit might compromise the boat’s ability to make sharp turns just a little, but these things go too fast to turn sharp anyway.”

“So how would this work in practice?” I asked. “How do you think the controls will be set up?”

“The rudder stocks would angle inward at the allowable 10° as they go down. Then the rudder blade might be, for example, 45° angled inward, tips closer than the roots. Steer with tillers connected by a tie bar, same as the normal arrangement. All you need is a mechanism for quickly adjusting the
length of the tie bar in-flight, and there are tons of ways to do this. Shorter tie bar . . .

Lee held her hands at right angles to each other and rotated her wrists to check.

"Shorten tie bar and the stern lifts up. Lengthen tie bar and the rudders pull the stern down. Voila, two degrees of freedom, two axes of control, yaw and pitch, just like the V-tail Bonanza."

"Wouldn’t there be a change in heeling force every time you steered with a setup like that?" asked the stockbroker.

"For sure," confirmed Lee. "I mean, like, no one said this would be easy. We’ll need a way to get hydrodynamic control of roll moment to resist heeling force and the yaw-roll coupling of the V-tail. Anyway I have to serve the main course, be back in a sec."

The main course was a choice of roast pork loin or seared swordfish with Portobello mushrooms stuffed with cauliflower, spinach and ricotta cheese.

"Here’s how we get at the heeling forces," Lee proposed after we were all working on our meal. "The RC recently approved daggerboards that are hinged at the bottom of the hull instead of sliding up and down through a slot."

She paused for a reaction, but no one seemed to realize the significance.

"Okay, what happens if the hinge is not parallel to the longitudinal axis of the boat? Get it?"

"The swordfish is perfect," said the stockbroker.

Then Lee did the unthinkable: She took out a marking pen and drew a diagram of the new allowable daggerboard configuration on a fancy cloth napkin, a napkin that had the outline of the America’s Cup embroidered on one corner.

"Oh, I get it now," the software engineer finally responded. "Set the hinges cattywampus, and the angle of attack changes as the foils hinge up and down, righting moment far beyond what can be achieved with weight and buoyancy."
down."

"'Zactly!" Lee acknowledged. "We now have roll control. And, like, this will compensate for the roll-yaw coupling from the rudders, if the linkage is done right. But more importantly, we have hydrodynamic roll force to resist heeling, I mean, since they decided to use only the big wings in all wind speeds up to 30, with no small wing option, to get real speed we'll need more than just weight and buoyancy to keep these beasts powered up."

"Three-axis control," noted the surgeon. "You could fly it through the water with a stick and rudder."

"In theory, at least," said Lee. "It's a good example of how they thought they'd keep the boats simple by allowing just one daggerboard and one rudder per hull, but the result is going to be a very complicated work-around."

"I watched the YouTube of Oracle's 72 on its early trials," said the stockbroker. "What's that vestigial center hull for?"

"I figured it was a big instrument pod of some sort," said the skipper.

"It's where they keep the beer," suggested one of the football fans.

"Maybe it has something to do with stabilizing the boat when it's up on foils," added the software entrepreneur.

"It's, like, a flow fence," stated Lee. "The deck is permeable by air, so it's as if the wing ends a few feet above the water with no endplate. The ventral fin essentially extends the wing right down to within inches of the water surface, so no air spills around the bottom. Otherwise there would be strong root vortex that would suppress upwash into the wing and add induced drag."

The next race started right after lunch, and this time it was a very close one. Again, we were thrilled by the close proximity to the action as the boats rounded our mark, as well as impressed by dessert: Watsonville strawberry shortcake, a marzipan candy fruit sampler, and North Berkeley crème brûlée with M&Ms.

Alternating between the view out the windows and the TV screen, we were on the edge of our seats watching the last beat, as the two leaders converged in a close port-starboard crossing situation. For a second, it looked as if we were about to witness a terrible crash, but the port-tack boat flew its hull high enough to go right over the leeward stern of the starboard tacker. The umpires still called a foul on the port-tacker, though.

"No!" I shouted at the TV screen. "What do you mean, port didn't keep clear? Starboard didn't alter course an inch, and port had complete control! Idiots!"

"Looks like we have a new sports fan," said the guys in the football jerseys.

— max ebb
THE RACING

The racing season on the Bay culminates with the Rolex Big Boat Series (see page 64), but there are other races during September . . . lots of them. We can only highlight a handful in these pages, such as the NOOD, Open 5.70, Windjammers, Jazz Cup, Aussie 18s, Melges 24 NAs, and two Singlehanded Sailing Society races, Round the Rocks and Half Moon Bay. But there’s even more in Race Notes.

Sperry Top-Sider NOOD Regatta

Sailing World was back in town September 22-23 for its annual Sperry Top-Sider NOOD Regatta. Unfortunately, the event, which normally draws 100-150 boats, saw only 50 entries due to a major scheduling snafu that kept it from making any of the fleets’ calendars. Nevertheless, racers enjoyed great weather and really nice breeze for the entire late-September weekend.

There were two venues for the event: Corinthian YC hosted the Corsair 24 trimarans, J/105s, J/105s and a small PHRF fleet at Berkeley Circle, and Saulsalito YC hosted the Vipers, Melges 20s and Lasers/Laser Radials at Knox. With steady winds in the high teens and flat water, both venues were able to complete four races on Saturday. On Sunday, the Berkeley Circle fleets got in three more races, while the Melges 20s and Lasers got in four. The Vipers decided that three was enough on Sunday.

One might suspect that the terrific party at CYC on Saturday night — complete with plenty of free beer and rum punch — would slow people down on Sunday, but that didn’t appear to be the case.

Notable performers were Ross Stein’s Corsair 24 Origami, which sailed nothing but bullets, and Scooter Simmons’ J/105 Blackhawk, which not only took Ken Johnson, 28, (6 boats)
J/105 — 1) Blackhawk, Scooter Simmons, 18 points; 2) Godot, Philip Laby, 20T; 3) Mojo, Jeff Littin, 20T. (8 boats)
J/120 — 1) Mr. Magoo, Stephen Madeira, 14 points; 2) Chance, Barry Lewis, 15; 3) Desdemona, John Winer, 20. (5 boats)
LASER — 1) David Anthes, 12 points; 2) Emil Castelli, 20. (2 boats)
LASER RADIAL — 1) Lola Bushnell, 9 points; 2) Lindsey Baab, 15; 3) Lawson Willard, 40. (4 boats)
MELGES 20 — 1) Atlas, Brian Hill, 18 points; 2) Funner, Sid Gorham, 21; 3) Flygfisk, Tom Kassberg, 31. (8 boats)
VIPER — 1) FNG, James Sears, 10 points; 2) Boatshed.com, Antony Chapman, 15; 3) Born In The USA, Drew Harper, 17. (5 boats)
PHRF — 1) Miramar, Frers 41, Jeff Brucia, 7 points; 2) Jazzy, 1D35, Bob Turnbull, 16; 3) Alpha Puppy, 1D35, Alex Farell, 19. (5 boats)

Windjammers Race

"Even though we had to battle flood current out the Gate, there was plenty of breeze and things looked promising," said Kokopelli² tactician Scott Easom of the Windjammers Race to Santa Cruz August 31-September 1. "We really thought we’d have an easy time down to Santa Cruz. But as the fleet approached the Montara hole, the westerly flickered out and they were left to meander in the swell, fearful that this Windjammers could become yet another drifter.

"The only reason we do this race is to try to beat the elapsed time record," said Akela’s Ian Klitzza. Ian explained that Bill Turpin’s Santa Cruz-based R/P 77 was out there just looking for a fast passage. "You only need a 10-knot average to beat the record, so we are totally capable of doing it, but we need breeze all the way down. As soon as the wind died, we pretty much knew this wasn’t going to be our year . . . again."

As the fleet bobbed north of Half Moon Bay, a mile seaward of the reef known as Mavericks, the brain trust aboard Doug Storckovich’s Richmond-based Andrews 56 Delicate Balance decided to head into the beach. "Ron (Kell) was sure we’d find wind there but we just ended up sitting for 45 minutes as the fleet sailed away," said crewman Evan Hacker. "Some years that tends to work.

For more racing news, subscribe to ‘Electronic Latitude at www.latitude38.com. September’s racing stories included: U.S. Qualifying Series • London Paralympics • Red Bra Regatta • Totally Dinghy • U.S. Women’s Match Racing Championship • Artemis Racing Invitational • Formula 18 Worlds • Farr 40 Worlds • 12 Metre NAs • 505 NAs • Previews of the Vanguard 15 Championship, HMBYC Vice Commodore’s Regatta, Van Isle 360 2013, and much more!”

SPERRY TOP-SIDER NOOD REGATTA (9/22-23)

CORSAIR 24 — 1) Origami, Ross Stein, 7 points; 2) Gaijin, Peter Adams, 19; 3) Sunbow3, Funner, Sid Gorham, 21; 3) Flygfisk, Tom Kassberg, 31. (8 boats)

As it was, Easom bet on a setting northwesterly and directed Lani Spund’s Santa Cruz 52 Kokopelli² offshore. He was rewarded with first pressure, a leap on the rest of the fleet, and first place in division and overall. Both Easom and Klitzza confirmed that the sun broke through as they surged past Davenport, the wind now at 27 true. And both reported classic Santa Cruz conditions: surfing big waves home in the afternoon breeze.

— dave wilhite

STFYC/SCYC WINDJAMMERS RACE (8/31-9/1)

PHR01 — 1) Kokopelli², SC 52, Lani Spund; 2) Roller Coaster, SC 50, Jack Gordon; 3) Outsider, Azzura 310, Greg Nelsen. (8 boats)
PHR02 — 1) Symmetry, J/109, Howard Turner; 2) Spindrift V, Express 37, Larry Wright; 3) Racer X, J/105, Richard Pipkin. (5 boats)
B Class — 1) Made Easy, Beneteau First 42, Jim Peterson; 2) Javelin, J/105, Charles Abrahm; 3) Pegasus, J/35, Marc Sykes. (4 boats)

Open 5.70 NAs

It’s probably safe to say that every sailor who raced in the Open 5.70 North American Championships the weekend of September 21-23 had competed in dozens of regattas before. But this one
will most likely stand out in their memories for years to come: The 20-boat fleet was not only treated to two fly-bys from the retiring space shuttle *Endeavour*, but it also shared the Central Bay with AC45s in practice mode during the weekend.

“What an amazing and humbling feeling to see these boats flying next to the Open 5.70s,” wrote Northern California Fleet Captain Marc Finot. “There were some very close calls on a few crossings, but it was clear that the AC45s were in full control of their speed when crossing our fleet on port tack.”

At the end of three spirited days of racing, Tom Baffico’s *The Maker* took top honors, with the help of longtime crew Synthia Petroka and Nick Burke — just one point ahead of Southern California-based *Mor Shenanigans*, sailed by Tracey Kenney, Barret Sprout and Terence Gallagher. Finot’s *Frolic* placed third, with crew Stephen Woodward and Emma Yates. The three-day championship was hosted by Golden Gate YC, with assistance from St. Francis YC.

Conditions were challenging and changeable, especially for visiting competitors unfamiliar with the Bay’s peculiarities, but a pre-regatta seminar on Cityfront currents by super-sailor Scott Easom helped level the playing field. “Slack for low tide started at around noon on the first day and shifted by one hour every day afterward,” said Finot. “With building wind as the day progressed, big wind holes and big shifts, this created very different conditions for every race and made it a great tactical challenge for the teams.”

— latitude/andy

**OPEN 5.70 NORTH AMERICANS (9/21-23)**

**OVERALL** — 1) *The Maker*, Tom Baffico, 16 points; 2) *Mor Shenanigans*, Tracey Kenney, 17; 3) *Frolic*, Marc Finot, 25. (20 boats)

Full results at www.open570usa.com

**Two Races from the SSS**

Due to the scheduling of the America’s Cup World Series, the Golden Gate YC race deck wasn’t available as usual for the start of the short-handed Half Moon Bay Race on August 25. Instead, the Singlehanded Sailing Society’s creative commodore, Max Crittenden, put the race committee on the opposite shore at Sausalito’s Cavallo Point. The SSS knows how to roll with the punches so the RC had no trouble making do with the barren clearing and an invisible startline pin (the SIs specified a GPS point as the pin end 400 yards off the point).

Ironically, the only sun along the course was in the distance — on normally-foggy Lindemar Beach in Pacifica. But the visibility was fine, unlike for August 4’s Singlehanded Farallones Race, which was navigated by GPS. A 15- to 17-knot south-southwesterly stayed with the fleet almost to Pillar Point, where the wind clocked to the west and went light, providing the best passing opportunities of the race. By that time, the racers had only one more mile to go — it was almost not worth the effort of setting a spinnaker for such a short time.

A five-ft swell from the west dominated, with a southwesterly wind-driven chop messing up the water on top. The short, constant chop didn’t agree with some mechanical helmsmen. “I only used my autopilot for about 15 minutes,” said Pat Broderick, who was singlehanding his Wyliecat 30 *Nancy*. Having tacked only three times, he won his division.

Scott Cyphers won the singlehanded non-spinnaker division aboard his Cal 29 *Hatikvah* in his first solo ocean race, but he grew weary of sailing alone for 5.5 hours. “I’d just like to be able to tell someone else to go pull on that line,” he said.

*After crossing an imaginary line off San Francisco Bay offered up steady breeze and flat(ish) seas for the NOOD Regatta.*
Berkeley YC, and Bob and Betty Gray volunteered to provide a committee boat on the Circle and put on a barbecue at the club afterward.

The new course proceeded from XOC on the Berkeley Circle around Alcatraz to Harding Rock, followed by a pleasant run to Red Rock and the Brothers, a beat back to Red Rock, and a close reach to the finish in building wind and chop off the Berkeley shoreline.

The afternoon ferocity of the Slot may have discouraged some sailors from enjoying BYC’s hospitality. “We didn’t get many racers to come into the club after the finish,” said Crittenden, “so a little tweaking may be in order.”

The SSS season wraps up with the Vallejo 1-2 on October 6-7.

Double the fun — (clockwise from above) ‘Moonshadow’ popped the chute in the Round the Rocks Race (RRR); ‘Solar Wind’ disappearing behind The Brothers; Mark Deppe soloed ‘Alchera’ to win a first place hat in the Half Moon Bay Race (HMB); ‘Sea Spirit’ didn’t have to ghost along in the RRR; the new HMB Race startline deck; ‘Whirlwind’, ‘Verve’ and ‘Tiger Beetle’ at the HMB start; smile, Pat; RRR competitors crossed paths with RBBS racers, like this tri; ‘Racer X’ was all business for RRR; Synthia Petroka plays the gusts on ‘Eyrie’ in RRR; ‘Catch 22’ in the first leg of the RRR; Annie Bliss of ‘Sir Leansalot’ leans it on the way to HMB.

DOUBLEHANDED PHRF ≤108 — 1) Timber Wolf, Farr 38, David Hodges/Scott Parker; 2) Carmelita, Catalina 42, Christian Lewis/Dan Lockwood. (7 boats)

DOUBLEHANDED SPORTBOAT — 1) Max, Ultimate 24, Bryan Wade/John Pytlak; 2) Warpath, Olson 30, Andrew Zimmerman/Alexia Marcous; 3) Verve, Express 27, Ron Snetsinger/Stanly Martin. (4 boats)


SH OVERALL — Even Keel, Catalina 320, Mike Meloy. (14 boats)

DH OVERALL — Roshambo, Corsair 31R, Darren Doud/Phil Macfarlane. (25 boats)

SSS ROUND THE ROCKS RACE (9/8)

SINGLEHANDED NON-SPINNAKER — 1) Meritine, C&C 30 Mk I, Gary Proctor; 2) Stormrider, Aphrodite 101, Don McCrea; 3) Hatkava, Cal 29, Scott Cyphers. (5 boats)

SINGLEHANDED SPINNAKER PHRF ≤153 — 1) Emerald, Yankee 30, Peter Jones; 2) Eyrie, Hawkfarn 28, Synthia Petroka; 3) Catch 22, Custom 20, Vincent Swiss. (4 boats)

SINGLEHANDED SPINNAKER PHRF 111-150 — 1) Uno, Wyliecat 30, Steve Wonner; 2) Bandicoot, Wyliecat 30, Al Germain; 3) Whirlwind, Wyliecat 30, Dan Benjamin. (6 boats)

SINGLEHANDED SPINNAKER PHRF 111-150 — 1) Uni, Wyliecat 30, Al Germain; 2) Starbuck, Black Soo, Stephen Buckingham; 3) Elise, Express 27, Nathaniel Bossett. (5 boats)

SINGLEHANDED SPINNAKER PHRF ≥153 — 1) Faster Faster!, Merit 25, David Ross/Javier Jerez; 2) Sirena, Ericson 32-2, Greg Rohde/Matt Stanton; 3) Sea Witch, Yankee 30, Robert Boynton/Ansel Boynton. (7 boats)

SINGLEHANDED SPORTBOAT — 1) Faster Faster!, Merit 25, David Ross/Javier Jerez; 2) Sirena, Ericson 32-2, Greg Rohde/Matt Stanton; 3) Sea Witch, Yankee 30, Robert Boynton/Ansel Boynton. (7 boats)

DOUBLEHANDED SPINNAKER PHRF ≤153 — 1) Paradigm, J/32, Luther Izmirian/Ken Brown; 3) Nancy, Wyliecat 30, Pat Broderick/Gail Caffereta. (9 boats)

DOUBLEHANDED SPINNAKER PHRF ≥153 — 1) Faster Faster!, Merit 25, David Ross/Javier Jerez; 2) Sirena, Ericson 32-2, Greg Rohde/Matt Stanton; 3) Sea Witch, Yankee 30, Robert Boynton/Ansel Boynton. (7 boats)

DOUBLEHANDED SPORTBOAT — 1) Jetstream, JS9000, Daniel Alvarez/Andrew Hura; 2) Max, Ultimate 24, Bryan Wade/John Liebenberg; 3) For Pete’s Sake, Ultimate 24, Peter Cook/Norbert Keisel. (9 boats)

DOUBLEHANDED MULTIHULL — 1) Roshambo, Corsair 31R, Darren Doud/Phil Macfarlane; 2) Origami, Corsair 24, Ross Stein/Evan Freedman; 3) Ma’s Rover, Corsair F-31, Mark Eastham/Richard Wadehouse. (5 boats)

SH OVERALL — Uno, Wyliecat 30, Steve Wonner. (20 boats)

DH OVERALL — Roshambo, Corsair 31R, Darren Doud & Phil Macfarlane. (42 boats)

Full results at www.sfbaysss.org

Jazz Cup

The best part of the Jazz Cup, an annual run from Treasure Island to Benicia YC, is the destination: a pretty little yacht club on the edge of a burrowed-out
THE RACING

harbor in what was once the capital of California. It’s been a long time since the Gold Rush days and about the only “gold” that rushes through the Benicia area these days is more the color of Texas tea, but through all that progress Benicia has managed to maintain, if not improve, its charm.

Speaking of charmed, Urs Rothacher’s Alameda-based BridgeRunner found the consistent eight-knot westerly in this year’s edition of the race, held September 1, to their liking, and the bright orange SL33 catamaran simply trounced the other 73 boats in the fleet.

Rothacher took the best position on the favored pin end of the start line, gassed both Ian Klitza’s Santa Cruz-based Rocket 88 and Jerome Ternynck’s Richmond-based Extreme 40 SmartRecruiters, and was never again challenged.

Peter Stoneberg started his Prosail 40 Shadow cat on the monohull-favored committee boat side of the line, spent the leg close hauled, unable to fly a hull, and was fourth around the course.

“We wanted the better reaching angle to the first turning mark, and although Shadow laid the mark, they were never able to reach off for speed,” said SmartRecruiters’ helmsman Jonny Goldsberry. “Urs nailed the start and we couldn’t reel him in. And if the main halyard shackle hadn’t opened up right before the Carquinez Bridge, we’d have finished second so we are a bit disappointed with fifth overall.”

Although the big cats dominated this year’s event, Ben Landon’s Thompson 650 Flight Risk managed to sneak into the top four by beating out a strong contingent of sportboats.

It should be noted that although they finished almost three hours after BridgeRunner on this 26-mile course, Richard vonEhrenkrook and crew on the Cal 20 Can O’Whoopass corrected out to seventh overall.

— dave wilhite

SBYC/BENYC JAZZ CUP (9/1)


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**STFYC INT'L 18 SKIFF REGATTA**

**(8/27-9/1; 10r, 2t)**

**OVERALL**  
1) C-Tech, Alex Vallings/Chris Kitchen/Josh McCormack, NZL, 10 points; 2) CST Composites, Howie Hamlin/Matt Noble/Matt McKinlay, USA, 24; 3) Yandoo, John Winning/David Gibson/Andrew Hay, AUS, 28; 4) Mounts Bay W.A., Grant Rollerson/Justin Healey/Marco Schurman, AUS, 29; 5) Yamaha, David McDiarmid/Andrew Archibald/Mark Overington, NZL, 44. (18 boats)

**Full results at www.stfyc.com**

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**Nespresso International 18 Regatta**

The Kiwis dominated the Nespresso International 18 Skiff Regatta, hosted by St. Francis YC August 27-September 1. They trounced the rest of the fleet so handily over the course of the five-day event that they didn’t even need to race the final two (of 10) races. But they did, and coming in second in that race to six-time winner Howie Hamlin and crew didn’t worry them much. “It was the crew, really,” skipper Alex Vallings said of his winning teammates, Josh McCormack and Chris ‘Kitty’ Kitchen.

The week started out on Monday with delightful conditions — sunny skies and breeze in the mid-teens — but devolved on Tuesday when the wind piped up. C-Tech was the only boat left standing after a day “when all of the other 17 delicate little skiffs were flipping and flopping like pancakes in 25 knots of wind sweeping them all into a meanly opposing ebb tide,” noted Press Officer Rich Roberts.

Conditions calmed over the rest of the week (Thursday was a lay day), with the final day of racing offering lumpy Bay conditions.

We hope this very entertaining event continues to grow and attract world-class sailors.  
— latitude/ladonna

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**Melges 24 North Americans**

“I need an IV right about now,” said Rock N’ Roll crewman Charlie Smyth as he slowly de-rigged the Southern California-based rocket ship to ready it for the drive home after the Melges 24 North Americans on August 24-26, hosted by San Francisco YC.

The pain was felt across the entire top tier of professional teams that just didn’t have anything for the appropriately named Bandit as Warwick Rooklyn’s team won the regatta with one race to spare. “We came in here with a plan to win this regatta,” said Blu Moon’s coach and former world champion Dave Ullman. “The team sailed really well last week and started out well in this event

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but made several mistakes in the last three races and basically took themselves out of contention.”

This fleet is unique in that they allow fully professional teams to compete alongside Corinthian competitors, and although they all sail as one fleet, the amateur crews are also scored separately. Don Jesberg’s Viva placed 8th overall but walked away with the top honor in the Corinthian class.

The event was sailed on the Berkeley Circle using set marks in 14 to 18 knots of breeze that made for good conditions in which to compete. “It didn’t nuke like many of us had hoped, but there was enough pressure to plane downwind, and the teams that could keep up on the step were the ones that fared the best,” said North Sails rep Seadon Wijsen.

Indeed, this event is but a warm-up for next year’s World Championship, which will be hosted by SFYC September 28-October 5, and the hope is that not only will the breeze deliver, but that it will attract more than the 20 teams that attended this year’s late-August NAs.

— Dave Wilhite

**Race Notes**

Act 5 of the Extreme Sailing Series went down to the final race, with five boats capable of winning – mathematically speaking anyway. Santa Cruz native Morgan Larson, skipper of Oman Air, snatched victory from Brit Leigh McMillan of The Wave, Muscat, the series leader. Act 5 was held August 31-September 2 in Cardiff, UK. Act 6, scheduled for Sicily, was cancelled; Act 7 is coming up in Nice, France, on October 18-21, in Extreme 40 catamarans. Video and info are available at www.extremesailingseries.com.

The International Sailing Federation has released The Racing Rules of Sailing 2013-2016 on the ISAF website, www.sailing.org, as an iOS application, and even on paper. As expected, Dyneema lifelines will be fully legal, and can be used for hiking.

“The site of our annual Labor Day Redwood Regatta, Big Lagoon, threw its usual curve our way,” wrote regatta winner Bruce Braley of host club Humboldt YC. Big Lagoon is located on the
Bay Area sailor Genny Tulloch won the U.S. Women’s Match Racing Championship for the third time in four years, despite a crew-overboard incident. StFYC hosted the regatta on September 12-16.

North Coast about forty miles north of Eureka. The natural lagoon is separated from the Pacific by a long sand spit. The family-friendly regatta features dinghy racing with camping and barbecuing.

“Last year we experienced ultra light winds from the west,” said Braley. “I think we had high pressure sitting on top of us, and the wind was from a very weak thermal that develops upon the lagoon and flows inland up a shallow valley.”

Braley explained the resulting strategy: “Off the line the wind was from the left big time, but as you worked your way upwind you’d eventually get a northerly shift coming from the right for about the last quarter of the beat. The trick was to try to stay in the freshest air but not sail the great circle route by ending up on the port layline and having to eat a long port header to get across. You had to try to get across to the starboard layline in anticipation of a starboard lift to the mark.”

Three West Coast candidates are vying for two seats on the US Sailing Board of Directors: Charlie Arms of Vallejo, director of sailing for Cal Maritime Academy; John Craig of San Rafael, PRO of the America’s Cup and erstwhile StFYC Race Manager; and former Olympic and America’s Cup sailor JJ Fetter of San Diego, who has been US Sailing Rolex Yachtswoman of the Year four times. If you’re a member, you have until October 24 to cast your vote.

Speaking of US Sailing, the Annual Meeting is coming to San Francisco on October 31-November 3. Activities include an Advanced Race Management Seminar and a Presentation of Investigations: Farallones and Newport Ensenada Race. See www.ussailing.org.

– latitude/chris

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"What are you thinking?"

**Twelve on a Sailboat Tour of Greece**

"What are you thinking?" he said. "Oh my God, I cannot imagine a vacation plan worse than being stuck on a boat with two other families from the Bay Area!"

These were the words of a friend during a phone conversation about a month prior to our departure for Greece.

I suffered a moment of doubt and thought to myself, "Good Lord, perhaps he has a point." I engaged in a private fantasy about a different kind of vacation. One that involved fewer logistics, less difficult travel, fewer safety challenges, fewer kids, more tennis, more carefree frolicking, and more adult pleasure. In five seconds my mind devoured all of the imaginable options in 'Plan B' and they were tasty!

"Snap out of it," I said to myself, and I did, loyal dog that I am! I directed my attention back to the conversation with the assured confidence that these were the right choices and that my friend’s ideas, however meritorious, should be discarded.

My thoughts turned back to organizing the mesmerizing details that go with any trip abroad, but especially one that involves 12 people on a 'you-drive' sailboat in foreign waters.

I returned to pondering the significant commitment inherent in this type of plan. A simple bit of algebra works well here: Complexity ($c$) goes up as a square of the number of families ($f$). Example: $c = 1(f)^2 c = 1$, $c = 2(f)^2 c = 4$, $c = 3(f)^2 c = 9$.

This seems about right. I believe that successfully pulling off a trip like this is approximately nine times more difficult with three families than it is with one.

But regardless of the mathematical data, we pressed on. We pressed on because we’d said we would. We planned because we are planners and adventurers. We went for it because we had all talked about it and it was time to act.

Most importantly, though, we proceeded because we knew that the potential rewards were greater than the exponential function of complexity($c$). But we’re more akin to a sine wave in that upper right hand corner of the graph — potentially off the charts in the positive quadrant. Aah... never mind.

The adventure began when things went wrong — We were a crew of 12 on a 53-ft monohull. Three families, six kids and six adults in the Saronic Gulf and the Peloponnese region of Greece. However, this circumstance was never part of the original plan. The 'plan', six months prior and right up to the morning that we were to leave our Athens hotel and begin our voyage, was to be on a Lagoon 44 catamaran, embarking from Lavrion, a harbor city southeast of Athens. Departing from that location sets you up for a straight shot into the Cyclades — the islands we had so carefully planned to sail.

Our broker, Demetrius from Hellenic Yacht charters in Lavrion, called that fateful morning to say that, regrettably, the vessel that he had brokered to us so many months ago had returned yesterday, damaged beyond a quick repair. As a matter of fact, numerous boats returned with significant damage due in no small part to the Meltemi winds of the previous week. (These are seasonal Beaufort 7 and 8 winds from the north). He seemed truly distraught (as were we) that he could not deliver as promised. It was clear that he was actively seeking a replacement boat that could accommodate our crew, but honestly, it did not look good for us.

I will spare you the blur of phone calls that Jeff and I made and how the 'new plan' came together. Suffice it to say that three hours later we found ourselves on a brand new 53-ft Jeanneau monohull from Athenian Yachts and a new sail plan that would take us through the Saronic Gulf and the Peloponnese. Special thanks to Kostas at The Moorings in Lavrion who put us in touch with Kostas and Apostolo at Athenian Yachts at the Kalamaki/Alimos Yacht Harbor.

However, at that point I had to trash my notes and our group pre-brief on all things Cyclades. Trash the 100 photocopied and highlighted pages from Rod Heikell's book, *The Greek Waters Pilot*. Delay our departure by one precious night because by the time we had paperwork complete, chart and boat briefed, provisioned and set, it was 1700 with 27 miles to navigate. Considering the head-spinning changes of the day, the howling Meltemi winds in the harbor and the need for a beer, we made a good decision. Stay put! We would go out and have a fabulous dinner at Vicennes, watch Euro Cup soccer (Spain vs. Italy), pretending that we know the game, spend the night...
OF CHARTERING

‘all things electric.’ So it was much to our dismay when we found that button-pushing failed to yield results at the most critical moments of one particular arrival at Poros. We discovered that the engine-driven generator seemed incapable of keeping batteries adequately charged when the heavy electrical loads of the bow thruster or anchor windlass put a drain on the system. Firing up the genset as a pre-docking procedure seemed to solve this issue and provide the necessary voltage.

We launch — We had peak gusts to 28 knots out of the north as we put Athens in our rearview mirror. We headed downwind, sailing south to the town of Methana and enjoyed 10 knots of speed over the bottom, with only a partially furled genoa flying. Directly off our starboard side were the island and the straits of Salamis, the site of one the greatest sea battles in the history of naval warfare. Athenian General Themistocles defeated the Persians here in 480 BC, despite being vastly outnumbered. This victorious battle was on the heels of the Greek defeat at Thermopylae the same year, and proved to be a decisive event in the Greco-Persian wars.

Methana is a pleasant enough seaside village. There are two harbors, one tightly packed with boats and wind-protected, and another open and uncrowded with a quay, but also exposed. This gave us some breathing room to practice maneuvers with the boat in windy landing conditions and get a respectable ‘Med mooring’ event under our belts.

Nine of us took a taxi ride up to the volcano, enjoying a hike and a delicious aboard the boat in Alimos Yacht Harbor, and leave the following morning.

This we did and the next morning’s windy departure felt like a small victory for turning sour into sweet, changing and adapting while finding serendipity when it knocks on your door. Serendipity where? In a monohull for starters. This is the way to go in the crowded Med. On at least two occasions, the slimmer beam of this boat allowed us access to a ‘stern-to’ berth where we would have had to anchor off in a catamaran and tender 12 people to shore in three shifts. It is so much more pleasant to back into your spot on the quay, drop the hydraulic gangway, and give egress to your crew of 12 in the heart of some quaint Greek harborside village.

Our new Jeanneau 53, Alkyoni, weighed in at about 16 tons and had a generous 4.77-meter beam. It was delightful to sail and comfortable for 12 people. It took on big wind and moderate seas without breaking a sweat. The roller-furling jib and main and electric winches worked flawlessly, to the point that we didn’t ever hesitate putting up or taking down sail because it was so fast, efficient and easy.

It was delightful to be on this boat with our friends and family, finally enjoying the Mediterranean. She had every creature comfort including a genset which allowed us to keep the bank of batteries charged while using the air conditioning in port. (To the extent, of course, that if we had close neighbors, we would use it judiciously and shut it off in the interest of noise abatement.) Additionally, Alkyoni had two wheels and two navigation stations. This was a delight and a useful training tool for new helmsmen, as they could feel the wheel inputs of someone more qualified.

The ‘crew lounge’ and dining area forward of the cockpit was luxurious and provided generous space for people to pass to the companionway and cabin below without tangling limbs and feet. All of this was bimini-covered, providing ample shade for all.

My only criticism of the boat would be that it made us lazy as we quickly came to rely on
dinner hosted by friends of Apostolo, while two adults stayed to tend to Elliot who was feeling poorly.

Continuing south the next morning, we passed through the scenic Poros Channel on our way to Hydra. I will simply quote The Moorings’ tour guide here because it is quite accurate. “Hydra is a distinctively charming, must-do itinerary stop. Here donkeys and walking are the primary means of transportation — cars and even bicycles are not permitted.” The numerous cliff-mounted cannon pointing north toward the channel bespeak human conflict and naval warfare.

Speaking of warfare, we wished that we were also equipped with cannons because it takes a gunboat to get a parking spot in Hydra harbor. Get there early and relax, or get there late, throw your anchor into the middle with all the others and back onto your neighbor’s bow. Sounds sexy, but actually it was a bit annoying to politely ‘queue up’ outside the harbor entrance, wait for that one soon-to-be vacated spot, and watch as boat #5 on the list takes your spot. In the boat next to us, which was also politely queued up, was my Kiwi friend Sam, a semi-pro rugby player and firefighter on loan to Dublin. I had befriended him on the flight from Dublin to Athens. Trust me, no one in their right mind would irritate Sam if there was any chance of having to answer to him on shore. Physically intimidating is an understatement!

We got pissy, raised the Canadian flag, hollered obscenities and retreated to a quieter anchorage at Mandraki Cove which was just down the road. Sam and his crew followed.

Dinner that evening was dramatic if not magical. The place, the evening light, the people looking elegant. A photographer’s dream come true.

The hike through town the next day was also memorable. The solitude of Mandraki Cove on Hydra Island was a sharp contrast to the busy harbors elsewhere. Note the stern lines.

Poros — We had a bit of drama upon landing here, as our anchor line fouled with our neighbor’s as we were backing into the quay in a typical afternoon crosswind coupled with windlass and bow-thruster failures. It was all hands on deck as we fended off. No harm, no foul.

Afterward, Michael from the Oasis Taverna politely ushered us over to “handicapped” (side-to) docking with the unspoken agreement that we would spend at least 300 euros at his restau-
It just doesn’t get much more picturesque than this. Hydra Port on Hydra Island seems to have changed little with the passage of time. An important center of healing in antiquity. We brought Elliot here with hopes of a cure, as the lad was still feeling quite ill.

A snorkeling adventure to The Sunken City is also worthwhile. It takes approximately 50 minutes to get there, hiking along the shore south from Old Epidaurus Yacht Harbor.

Tom from Lancashire, England, the fellow with whom we had crossed anchors, was also part of the welcoming committee in front of the Oasis Taverna. He said, “Aye kin tall ye thas, I arryved farty fye manats agoo und aye dad nae batter!” Thanks Tom.

Poros is equal parts Newport Beach and Hydra. There you’ll find a frenetic waterfront pace with the café, bar and nightclub scene. Sandy beaches and resorts stretch along the coastline. The city (polis) of Kalaureia contains the ruins of Poseidon’s temple atop the hill. Poros is easily discovered via motorscooters, which were cheap to rent and fun for all.

Epidaurus by way of Epidaurus — We had no idea what treats of antiquity were in store for us near Epidaurus, our next destination as we embarked from Poros. Our premier side-tie spot was filled by Michael even before we had the boat turned around.

White-hot heat replaced the winds as we motored at 9-10 knots around the horn to Epidaurus, stopping for a swim and an amateur diving contest in the warm azure waters. We reminded ourselves that “green on the right returning” is the Mediterranean way, as we entered the well-marked channel and landed our craft stern-to like the skilled crew that we were becoming.

A mere three taxis brought us to Ygourio and the well-preserved theater of Epidaurus. A UNESCO World Heritage site, Epidaurus is justly famous. The remains include a gymnasium, baths, the Odeon, the Temples of Asclepius and Apollo, the Tholos, and a stadium. Asclepius was the healer god and the son of Apollo. This sanctuary was the most important center of healing in antiquity. We brought Elliot here with hopes of a cure, as the lad was still feeling quite ill.

A snorkeling adventure to The Sunken City is also worthwhile. It takes approximately 50 minutes to get there, hiking along the shore south from Old Epidaurus Yacht Harbor.

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Freshening wind and return — It seemed that we were just getting our sailing shoes on properly when it was time to head back to the base. We enjoyed a fresh breeze on starboard tack as we beat to Aegina Island to anchor for the night. This put us only 17 miles away from our promised 0900 arrival time on the last day.

Aegina has its rare antiquities as well, including the Temple of Aphaea, but we were out of time.

Awesome Crew! — We ended our bareboat trip in Greece with awards night at Tou Psara, our favorite restaurant in Athens, located directly below the Acropolis. I had the honor of toasting and awarding each of the six kids in our crew for their contribution to our successful voyage. To Dillon, age 10, went the most intrepid new sailor award. He was always willing to learn new tasks and to help out. Dillon could be famously quoted with the line, "I'll do it!" To Casey, age 14 went the quick-witted award. Casey was always at the ready with a quip or some other politically incorrect humor. He’s a very funny lad, although not very helpful as a sailor! To Natalie, age 14, went the simultaneous narrative award. Natalie capably managed all the sheets and lines including the roller-furling main and genoa — all this between sobs as she read the last book in the Hunger Games trilogy. To Elliot, age 15, went the most stoic sailor award. He bravely fought a bacterial intestinal infection for most of the voyage. He came to sail the 'Med', instead was in bed and never ever complained! He would rise, rally and fall again gripped by G.I. infection. To Shelby, age 15, went the all-around crewmember and resident anchor-diver award. Finally to Madeline, age 16, went the steady head and cool sailor award. She worked the anchor windlass and learned to 'sign' with the helmsman from 50 feet away. She also deftly fended off and untangled the anchor when it got fouled with another boat’s at Poros.

All in all, it was a great trip, the memories of which will long endure. Actually, it wasn’t such a bad idea after all.

— patrick somers
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‘Oracle’ flies past the Gate
‘Lowering Board’
With reports this month from Tortue on the drought-ending rains in Baja; from Dreamcatcher on leaving Singapore and heading up the Malacca Strait of Malaysia; from Kailani in Tonga; from Geja in Croatia, Montenegro and Italy; from Scott Andersen on the new Club Cruceros clubhouse in La Paz; and Cruise Notes.

Tortue — S&S 44
Mike Wilson and Melissa Harter
The Blessings of Baja Rains
(Mazatlan)
Tortue lay quietly at anchor in Bahia Marquer on Isla Carmen — about 40% of the way up into the Sea of Cortez, not far from Puerto Escondido — as warm breezes wafted across the narrow isthmus that separated us from wide-open Bahia Salinas to the south. The breezes filled our wind scoop, which forced the hot, dry desert air through the inside of our boat. Besides the lap of wavelets upon our tender and the occasional sound of a hunting bird, the anchorage was silent to the world — and to the few of us who were lucky enough to be there.

Looking to the west across the azure waters of Loreto Bay, we could see where the whales, dolphins, sea turtles and manta rays play. The background to these waters are the Sierra Giganta mountains, some of which majestically reach 4,000 feet into the clear blue sky, and which are only a short distance from the shore of the Sea.

This part of Baja had had four years of drought. It had been so bad that ranchers had to cull mules in order for there to be enough water for the revered long-horn mountain sheep to survive. Even with the four-year drought over in Central Baja, many long-dormant plants sprang to life, bringing bright colors to the desert landscape.

With the four-year drought over in Central Baja, the hardly palms that line the shores of the Sea struggled to survive.

Finally, the blessed rains came, the result of a massive subtropical cell from the Mexican mainland that crossed the Sea to meet up with the hot desert air of the mountains. The result was thunder and lightning — and a two-day dousing of life-giving rain. When the clouds parted, we could see the multiple waterfalls that almost instantly had sprung to life. And the once-clear waters of the Sea temporarily took on the color of coffee, and swarmed with eddies of dead brush, cactus and other detritus.

But it wasn’t until the downpours stopped that the true blessing of the rains was revealed. Hour by hour, day by day, the once-brown desert was transformed into a beautiful green garden. It looked as though a discerning gardener had toiled long and hard to manicure acre upon acre of previously unkempt desert wilderness. Soon we were witnesses to colorful flowers in an intricate tapestry against the background of the red-brown desert.

With water comes life to the Baja peninsula. Soon myriad varieties of insects made their presence known, as did birds that previously had been hidden. The downside was that the mosquitoes came to life also, which resulted in the town of Loreto’s running out of bug spray.

Nonetheless, life is very good aboard boats here in the Sea, even during the often high heat of summer. We enjoy an abundant variety of natural foods from the local ranches, and fresh seafood from the Sea — not to mention the fine wines we had the foresight to bring along with us. With virtually no places to spend money, the cost of living is very low.

We’ve even had some celestial treats. For five nights in a row, we got to witness the International Space Station passing 247 miles overhead. And on the last evening of August we got to enjoy a ‘blue moon’.

It all adds up to our feeling part of Nature, and Nature’s being a part of us. There is no war or violence in our little part of the world. And we’ve switched off our radio and Internet to keep war and violence in other parts of the world from invading our tranquility.

Personally speaking, we believe it’s important to realize who we are, where we are, and what it all means. The news media of the world will not, of course, bring you the love we send over our solar-powered Ham radio, as there is no profit in good news. But our advice is to never forget to stop to smell the desert cactus flowers.

— Michael and Melissa 08/24/12

Dreamcatcher — Cal 46
Glenys Henry and Harry Mellegers
Up Your Malacca!
(Alameda)
At lunchtime one day in the middle of January, we pulled away from the fuel dock at Singapore — our home for the rest of our lives — and motored through the mess. By ‘mess’ I mean the hundreds of ships, dozens of fuel tankers, and supporting oil infrastructure that litter the prosperous island-state’s western
anchorage. It was not a pretty ride, so we were happy to reach the southern end of the Malacca Strait, which separates the Pacific and Indian oceans and Peninsular Malaysia from northwestern Indonesia. Our destination was the 420-mile distant Rebak Island, one of the 104 islands that make up the Langkawi Archipelago, Malaysia’s yachting center.

The forecast winds of 20 to 30 knots — the normal monsoon for this time of year — didn’t materialize, so we ended up having to motor to our midway stop of Pulau Pangkor. The very small island was long a refuge for fishermen, merchants and pirates, and has a colorful history. In the 17th century, the Dutch built a fort here in an effort to control the Perak tin trade. One hundred years later, it was where the Brits and the Perak throne signed the treaty that launched the British colonial domination of the Malay Peninsula. These days it’s home to 25,000 people — and high-end resorts.

Much to our chagrin, we didn’t have use of Jack, our autopilot, for the first 20 hours of our trip. Our Jack is named after Jack London, the scallywag sailor who became one of the world’s first truly wealthy authors. The Oakland marina named in his honor was our home for two years before we took off on the Ha-Ha and across the Pacific. Anyway, we figured that Jack was just taking a union day off — London having been a big union sup-

porter. Then we discovered that we’d just pushed the wrong autopilot buttons.

You would think that having sailed our Cal 46 halfway around the world, we’d know her buttons and systems backward and forward. But since taking up residence in Singapore, we’d only been daysailing Dreamcatcher, and thus hadn’t used many of her systems. We found that we had to reacquaint ourselves with our boat for longer sails. We even had to start rereading some of the manuals!

The Strait of Malacca is one of the busiest shipping channels in the world, so there were all kinds of ships, fishing boats, and other types of vessels in our path. This is one of the places where mariners really could use eyes in the back of their heads. Henry and I alternated taking naps during the day and staying up all night. Although we’ve done a total of 10 trips up and down the Strait, we always find it stressful — despite being able to use the ‘inshore waterway’. There is, however, one 20-mile stretch where the inshore waterway disappears as the main shipping channel butts up against the shallows. That forced us to motor in the company of some very large vessels for a few hours. Not fun!

We passed Port Klang, Malaysia’s busiest port, at sunset, during which time we counted 30 ships waiting to cross our path. This was at the northern end of the shipping channel, after which the waterway opens up into a series of shallows for about 30 miles. Alas, the fishermen love the shallows, so this leg

The Strait of Malacca is a freeway for ships, as well as the fishing ground for thousands of fishermen who don’t take a shine to lights.
was peppered with all kinds of vessel traffic too, particularly at night when the fishing is the best. Malaysian fishermen aren’t very big on running lights, so we had to play dodge-em with fishing boats and the many fish/crab traps laid out along the way. We anchored at Pangkor Laut, a few miles off Pangkor, for a planned stop-over. It’s a lovely spot that we first discovered during the Raja Muda Regatta a year before. This time there was only one other boat in the anchorage.

The Aussie owner visited us, which proved to be fortunate, as he was able to give Henry a lift to the beach to get some jugs of fuel. Wrongly assuming that we could sail most of the way from Singapore to Langkawi, we hadn’t topped off our tanks. We ended up having beers and dinner with the down-to-earth man, his wife — a policewoman — and their daughter. From Darwin, they are on an 18-month cruise. What an education the little girl is getting!

After a little boat work and some rest, we left the next afternoon for Rebak Island, part of the Langkawi Archipelago, where we would spend five days on the hard. Our efforts to sail to Rebak were foiled by very light winds on the nose and adverse current. After adequate frustration, we dropped the sails and fired up the engine. But night turned out to be no more fun than the day, as there was lots of rain, and even more stressful, plenty of lightning striking near our boat. We ran on radar visuals all night, which was a huge help in dodging the many squalls headed our way. Fortunately, vessel traffic was light in the area.

When off the big city of Penang, we rang ahead to Rebak Marina to advise them of our impending arrival. The staff advised us not to arrive at sunset, so we dropped the hook at an anchorage at one of Langkawi’s southern islands and mixed some cocktails. What a lovely spot! We had the anchorage — surrounded by hills covered with thick vegetation — all to ourselves. After dinner and several drinks, we both fell asleep in the cockpit. We later awoke to find ourselves surrounded by one-man fishing boats, each with bright lights, fishing for squid. It was like a scene out of a fairy tale.

An early morning start had us arriving at Rebak Marina early in the day. Sailors aren’t natural fans of boatyards, but we were knocked out by Rebak Marina. After our arrival and free check-in with authorities, we were told our haulout would be at 9:30 the next morning. And it was. Not only were the staff cordial, they were punctual, too. *Dreamcatcher* doesn’t handle well in reverse, so we developed a quick case of thruster envy when we were instructed to back into the lift area. Nevertheless, the skilled handlers threw the lines accurately, and we were in the lifting slings before we knew it. Then a diver was sent into the water to make sure our lifting straps were in the right place and didn’t snag any of the appendages. In more than 40 years of owning boats, we’d never seen that.

Boatyard staffs take their cues from the yard manager, and when we met Noel, we understood why the yard ran so well. He quickly established a great rapport with us, and we were impressed with his obvious competence and experience. He is no-nonsense, so our boat was quickly pressure washed, after which the bottom was sanded and a first coat of paint applied.

Life aboard on the hard is not easy. There was no running water, so that meant no cooking or washing up, no showers, and worst of all, no toilets. The good news is that the folks at Rebak Marina, which is part of Rebak Resort, fully understand the needs of the cruising sailor. As such, we spent a lot of time at the Hard Dock Cafe — love the name! — just 100 yards from our boat. The Hard Dock has good food, inexpensive wine, and high speed internet. But that’s not all. It’s just 200 yards to the four-star Taj Hotel, where we were welcome to use the pool and other facilities. Happy hour drinks were 50% off, and because we were yachties, we got another 20% off. There is a God! It’s hotter on the hard than when in the water, as the heat radiates off the ground. So we frequently had temperatures of over 100° in the cockpit. Yes, it’s warm in this part of the world. We were happy to be rescued by the rascals we crewed for in last year’s Raja Muda Regatta. They took us to their amazing Langkawi home for drinks, dinner and an overnight stay. We also saw our good friends from Singapore on their boat *Telaga*. They picked us up at nearby Telaga Harbour and took us for a short cocktail cruise.

The next day *Dreamcatcher* was back in the water and Henry and I had big smiles on our faces. The people at Rebak...
that comprise the island kingdom of Tonga, and without a doubt Tonga’s main attraction for us.

Unlike Vava‘u, where each year almost 500 cruising boats — plus a couple dozen charters — clog up the 30 numbered anchorages, Ha‘apai plays host to fewer than 75 boats in a typical year. And these 75 boats are spread out among 62 islands scattered across 4,000 square miles of ocean. So you often can go for days without seeing another cruising boat, and finding an anchorage to yourself is usually a matter of just picking one out. Only 17 islands of the Ha‘apai Group are inhabited, and only four of those have electricity. The residents tend to be more outgoing and friendly toward the palangi, which is us.

Many of the humpback whales of the Southern Ocean make Tonga their winter home. While the whales can be found everywhere in Tonga, they are most prevalent in Ha‘apai. We’ve seen whales every day for two weeks, often within two boat lengths of Kailani. As we write this at anchor behind Ha‘afeva Island, we are listening to the whales’ eerie singing coming through the hull.

The other day, while on a lazy seven-knot inter-island passage under jib alone, we actually had to pinch up to avoid a pair of courting adults. They were barrel rolling, slashing the water with their flukes, and showing their flukes. Jennifer, who has sea kayaked in Alaska, the Pacific Northwest and the Sea of Marina had been so good to us and had done such a good job — and all in such a lovely setting. We couldn’t resist enjoying a last swim, a last round of cocktails and a last million-dollar view from the resort.

Our next jobs were to refuel and then load up on Langkawi’s great bargain — booze. Yes, it strikes us as odd that an Islamic country has great deals on booze, but all the cruise ships load up here.

We moved on to lovely Telaga Harbour, where the marina is surrounded by attractive buildings — including a colonial-looking customs house that features a clock in a tower that goes off every hour. It’s surrounded by jungle hills where countless monkeys run wild.

Our plan was to buy provisions, booze and fuel. Alas, a combination of the Chinese New Year holiday and the Holy Muslim Day meant we had to put off our tasks for one day. Our planned

Marina

having sailed around the world, Harley and Jennifer, with little Sophia, think the Ha‘apai Group is as close to paradise as they’ve found.

IN LATITUDES

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Cortez in search of close encounters with whales, was so enthralled that she forgot to take photos until it was too late. Sophia, at the wise age of almost five years, thinks that encounters with whales are just part of everyday life.

The waters in most places in Ha’apai are crystal clear, and the coral is healthy. Consequently, the snorkeling and diving are fabulous. Sophia never really learned to swim in her home waters of Northern California for the obvious reasons of cold and murky water. But the water here is so clear and warm that the hard part is not getting her in, but getting her out. She hangs on our backs as we snorkel the reefs, and excitedly points out every bit of sea life — which she assumes that we can’t see because otherwise we would be as excited as she is.

Sophia has also taken well to being schooled in formal topics on the boat. She’s so enthusiastic with the routine that she often starts the day’s lessons before her teachers — that would be us — are ready.

Harley and Jennifer didn’t want Sophia to have a typical Northern California childhood, and she’s certainly not having one.

The Ha’apai are much as we remember them from our time here seven years ago, although there have been some changes. The Tongan bureaucracy has evolved a bit, so boats must go through a rigorous checkout process just to move from Vava’u to Ha’apai, or to the capital of Nukualofa. And woe to the boat that gets caught not complying, as the fines are $600. Cruisers need to then check in with customs on the island of Lifuka in Ha’apai, and then check out again before moving on within the kingdom. Since Lifuka is upwind of most places in the Ha’apai, it makes it inconvenient when you need to leave.

Mother Nature has wrought a few changes as well. Some of the barrier islands that make up our favorite anchorages have been rearranged by the cyclones and tropical storms that have come through since our last visit. But all in all, this is still as close to our idea of paradise as we have found.

— Harley and Jennifer 08/15/12

Geja — Islander 36
Andrew Vik and Friends
Another Adriatic Summer Cruise (San Francisco)

When the summer fog settles in along the Northern California coast, I can’t think of a much better place to be than the Mediterranean, celebrating life with happy, vacationing, scantily-clad Europeans. Thanks to a ‘boat for sale’ ad in ‘Lectronic Latitude’ back in ’07, I’m able to kick back there aboard my own sailboat, the ’76 Islander 36 Geja that departed from the Bay back in the ’90s. This was my fifth straight summer aboard Geja, and it consisted of 37 days and 36 nights, with 27 different overnight stops, and two overnight sails. I covered nearly 700 miles, 60% of them under sail alone — the highest percentage in my five summers. It was also the hottest summer to date, with typical highs around 95°. While it wasn’t horribly humid, it was definitely more humid than in inland California.

The best part of my little summer jaunts is being familiar with the central Dalmatian coast history and with the many friends and acquaintances who have joined me for one-week legs. I had 10 friends join me this summer, most of them veterans of previous trips on Geja. Over the five years, I’ve hosted 55 great people on my Islander 36, sharing experiences that none of us will ever forget.

This summer I set sail from Geja’s home port of Split, Croatia in mid-July, just as the summer tourist season was getting into full swing. I’m clearly not the type of person who is afraid of crowds, as July and August are prime time in the Med. These are also the months in which fickle European weather is most stable. Or so I thought.

I kicked off the summer with Mariken, a Norwegian crewmate. The first weather forecast to come over the Navtex receiver called for gusts the next day of up to 65 knots. For the record, Navtex is the most flawless way to get forecasts — always in English — while sailing the Med. An unlocked iPhone or iPad with a local data-enabled SIM card is the way to go if you would be sticking around in one country.

Given the forecast, it was a good thing that I’d become familiar with the most of the ‘hurricane holes’ in the central Dalmatian coast. I decided on the immensely
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cessionaire, as I was quoted a minimum charge of 230 euros — about $300 U.S. — a night to tie up to the noisy main quay. With all the megayachts around — many of them more than 200 feet in length — it’s hard to blame the Croats for being opportunistic. Nonetheless, I chose to moor at a nearby yacht club for 40 euros instead, still a bargain compared to the government-run ACI Marina’s price of 85 euros. Taking a 45-footer there would have set an owner back 111 euros — or about $140 at this summer’s relatively favorable exchange rate.

Dubrovnik is a fantastic place to hang out for a few days. The walled town is enormous and extremely well preserved. The walking tour atop the walls is a must-do. Dubrovnik also has an international airport, making it an ideal place to take on crew.

The second week brought additional crew aboard Geja for the trip south across the border into stunning Montenegro. There are formalities to contend with when crossing international borders, and most southbound pleasure yachts check out of Croatia at Cavtat. It took plenty of jostling to squeeze into the small customs zone on the quay, designated by a simple rope railing. Knowing from experience that it would take up to an hour to check out, I told my crew to enjoy some coffee at a café while they waited. Part way through the three-step checkout process, I was summoned back to Geja to reposition the metal ring atop the forward mooring buoy had burst open, too, releasing our forward line. Luckily we had a back-up line attached to a neighboring buoy, though we still had to scramble to get some lines onto neighboring boats to keep us in place. When cruising the Med, you’re bound to have such excitement now and then.

With high pressure settling back in, accelerating the typical northwest afternoon winds, we had fast off the-wind sailing down the island-strewn Dalmatian coast. We ended the first week in the southern Croatian town of Dubrovnik, one of Europe’s most impressive medieval walled towns. Since my last visit two years ago, it seems that control of the public quay had been transferred to a private con-

popular town of Hvar. The place has lost some of its local charm since my first visit by land in ’02, as it’s now overrun by English-speaking backpackers. But it’s still as magnificent a harbor town as you’ll find anywhere, and the ‘after beach parties’ at the Hula Hula Bar are excellent, as hundreds of young people, some still in their swimwear, drink, dance, and swim until well past sunset.

Most sailboats visiting Hvar line up like sardines in the mooring field on the harbor’s west side, attaching to a forward buoy with a long stern line aft, as it’s too shallow to back all the way to the quay. I felt very secure as the wind picked up during the night — and pick up it did!

Powerful gusts hit Geja broadside, inducing quite a bit of heel. During one such gust, I felt a strange tug, and soon discovered that the metal ring on shore had popped out of the cement! Worse yet, the metal ring atop the forward mooring buoy had burst open, too, releasing our forward line. Luckily we had a back-up line attached to a neighboring buoy, though we still had to scramble to get some lines onto neighboring boats to keep us in place. When cruising the Med, you’re bound to have such excitement now and then.

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Clothing isn’t a big thing in Croatia

Yes, that naughty Andrew Vik cruised the Adriatic again this summer. Spread; Norwegian crew Mariken at Hvar. Insets top and bottom: Andrew once again spent hours tirelessly furthering international relations. Center inset: Andrew patriotically ‘flew the flag’ for most of his summer cruise.
her a bit. While I was onboard and adjusting Geja’s lines, a guy from the port authority asked where my crew was. He was less than thrilled to learn that they were not on the boat.

“Your crew must remain on ship when at the customs dock!” he hollered at me.

“This is the rule everywhere in the world! Where did you get skipper’s license?! You can be fined 150 euros per crew-member!” With that, he disconnected my lines. “Go float in the harbor for four hours before you come back!”

As I floated 100 feet away, my confused crew returned to the quay. “Oh, the princess is done with her coffe!” the asshole official sneered at Marikken. Despite my crew’s efforts, he would not reduce my one-hour sentence. Marikken then took matters into her own hands. She swam out Geja and took over the helm, allowing me to paddle the dinghy back to shore to complete the paperwork and fetch the remaining crew.

While in line at the police office waiting for passport stamps, other sailors sympathized with me. A charter skipper mentioned that an incoming boat was once fined when one of the crew took a quick dip in the bay while waiting for a spot on the customs quay. Seriously, what country routinely fines its visiting sailors/tourists?

With all of the paperwork sorted out, we were happy to leave town immediately. Actually, once you get your exit stamp, you must depart immediately.

Given her choice, Marikken decided she preferred sitting in a treehouse overlooking boats to being yelled at by nasty officials.

which is another Croatian rule. And don’t even think of stopping for a swim in that little bay 15 miles down the coast.

Because of this one official asshole, who no doubt is a poorly paid guy who gets off by bossing others around, we were fed up with Croatia. Government workers seem slow to shake off the bad habits of the region’s Communist past, casting a poor light on an otherwise lovely country. Thus my love-hate relationship.

Some 20 miles south of Cavtat is the Montenegrin border and the entrance to a series of bays, including the spectacular Kotor Fjord, which goes 15 miles inland. With a full-boat crew of five onboard, we sailed into Montenegro, bypassing the commercial customs pier at Zelenika for the more yacht-friendly one at Kotor. In just 20 minutes, I had a cruising permit and stamped passports in hand. Both the harbormaster and police official were smiling and friendly. How nice to be in a country that seems to appreciate its visitors!

Stunning Kotor Fjord is surrounded by steep mountains, some of which are over 5,000 feet tall. Think Yosemite Valley partially submerged in the sea, or a Norwegian fjord with the heat turned up. No wonder it has UNESCO designation. The megayachts have certainly discovered the place, but as there is no charter base, there were relatively few private sailboats to battle with for mooring space. Mooring costs were a relative bargain, too, as we paid just 30 euros for a spot on the quay just outside of Kotor’s town walls. This included water, power, and mooring lines.

Our week ended in the raucous and raunchy Montenegrin town of Budva, the country’s biggest tourist destination. One would never guess that a Pippi Longstocking film was shot here in the ’70s. Surprisingly, Budva is off the map of most western tourists, and is instead frequented by Serbians, Russians, Ukrainians, and others of Orthodox affiliation. Yet there is eye candy everywhere, day and night, and the folks come to party. When the outdoor bars in the old town shut down, people head for the clubs, the newest being the awkwardly-named 5,000 person capacity Top Hill.

Outdoor dining.

After three nights and new crew in Budva, it was time for a complete change of scenery and an overnight sail to Italy. As Geja remained in the marina, I began the checkout process with the police. Despite not being at the customs quay, and with the crew still wandering around town, I completed the exit paperwork with little fuss — a far cry from the previous week’s exit from Croatia.

Winds were forecast to be 11-16 knots on the beam for the 24-hour crossing to Italy, which sounded great. But 10 hours into an initially fast and pleasant crossing, in the middle of the night, the seas picked up and little Geja started being tossed around like a toy boat in a bathtub. Sleeping and eating were difficult, and an increasing amount of water from some unknown source squirted up from the shallow bilge when we heeled too much. I dreaded sunrise, as I didn’t really want to see the sea state. Feeling it was bad enough.

Daylight confirmed that the sea was a raging mess. The wind was only 20 to
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the old clubhouse was literally picked up and set to the side to allow a grand new sailors’ facility to be built on the original site.

Club Cruceros, located on the grounds of Marina de La Paz but open to everyone, is the hub of the sailing community in La Paz. The club boasts 570 members, each of whom has paid the minimum contribution of $7/year for the privilege of relaxing around the cabin at any time, hailing friends on the VHF, borrowing books and videos, receiving mail, and joining the morning coffee hour. The club also runs the La Paz VHF net, maintains an extensive list of suppliers and services, and helps the local community in various ways.

“Everyone is a long way from their family down here, so we’re like a second family,” says Commodore Mike Rickman of the Prout 37 cat Amazing Grace. “When something happens, we rally around. When someone gets hurt, we jump.” Clubmembers have already led three hands-on rescues this summer.

More than 60 members came to watch the lift-off of the old club as it was swung to the side to make room for the new clubhouse. But for a group of six members, the fun was just beginning, as they had volunteered to fit out the new clubhouse. The arrangement with Marina de La Paz was that the marina would build the main structure if the club took care of the interior. “It’s a joint effort between the club and the marina,” says club Treasurer Don Mitchell of the Litton 42 Sara Anne.

Although Marina de La Paz doesn’t gain anything directly from accommodating the Club Cruceros, it has certainly won the respect of the cruiser community over the years, thanks to its open attitude to cruisers in general — including those who anchor out in the

25 knots, but the seas had built over a distance of about 300 miles. I was completely disheartened to see that we still had 60 miles to go. But it wasn’t all bad, as daybreak brought a pod of dolphins, and I got to watch them surf down waves. This was something that I didn’t think I’d ever see in the Med. In addition, we were under sail, and able to point to our desired section of the Italian coast.

We were tired and hungry, and Geja was heavily reefed as we neared the Italian coast. I’d heard bad things about Bari, so we pointed toward a little port just north of it. But when we reached Santo Spirito, there was nobody around to guide us to a dock, and there were no apparent open spots. The pilot books had been — as they often are — annoying optimistic about finding a place to tie up. So down to Bari we rolled in the ongoing swell.

Once we were at Bari, an attentive yacht club employee helped us to a nice side-tie, at which point we all collapsed onto the floating wooden docks. Cold beers in hand, of course. Two cops showed up soon thereafter, officially checking us into the European Union with little fuss and no cost. Bari turned out to be a great overnight stop, with the yacht club next to the busy historic old town.

It was great to be back in Italy! I’ll tell you more about it next month.

— andrew 08/15/12

Club Cruceros
New Clubhouse
Scott Andersen
(La Paz, BCS)

Celebrating its 25th birthday this year, the Club Cruceros of La Paz is receiving a well-earned face-lift — or perhaps I should say air-lift. I use the term ‘air-lift’ because
bay. Access to the club via the Marina de La Paz dinghy dock costs just 15 pesos (slightly more than $1), and includes unlimited drinking water, which alone costs 23 pesos a jug in some other ports.

Club Cruceros was founded in ’87 “from the back of a pickup truck, where cruisers were selling a bunch of spares for the benefit of the kids of La Paz”. So it’s fitting perhaps that the brains behind the new structure was Mac Shroyer, who has been here all along and runs the marina with his wife Mary and son Neil.

The new clubhouse is now open, well in advance of the arrival of this year’s cruising fleet.

— scott 09/15/12

Cruise Notes:
“Do we need Mexican liability insurance before we get to Cabo in case something happens to us on the way down?” ask John and Susan Campbell of the San Francisco-based Choate 40 Wizard, entry #46 in this year’s Ha-Ha.

You almost certainly won’t need it unless you somehow manage to kill some Mexican with your boat, as nobody is going to stop you if you don’t have it. But if you eventually plan on going into any marina in Mexico, most are going to require proof of it. Since the standard Mexican liability insurance policy is readily available from marine insurance agencies in the States and in Mexico, as well as online, and there doesn’t seem to be much difference in the cost for one day or six months, we see little reason not to get it before you cross the border. For what it’s worth, in nearly 30 years of taking our boats to Mexico, we can’t recall anybody’s ever filing a claim with their Mexican liability insurance. It must be a lucrative business for somebody.

“We’re on the west coast of Sumatra, where we’ve been traveling and surfing the Mentawai Islands for the last month,” report Jim and Kent Milski of the Colorado-based Schionning 49 catamaran Sea Level. “Our son and his wife joined us in Penang, Malaysia, and have been traveling with us for the last six weeks. We are now in Padang, Indonesia, where they fly out and where Kent and I prepare for our next leg to South Africa via Rodrigues, Mauritius and reunion. Our loose plan is to be in South Africa by Christmas, then head for the Panama Canal in January. We’ve really enjoyed our stay in Southeast Asia, but our cruising kitty is running low and we’re looking forward to returning to our home waters. It’s hard to believe that we started this cruise four years ago!”

While generally quite safe, offshore sailing nonetheless involves the risk of injury and death — even for the most careful and experienced sailors. This was tragically proven once again on September 1, when Dr. Edmund Ned’ Cabot, 69, was washed overboard during a knockdown of his J/46 Cielita while sailing off the west coast of Newfoundland. While the helmsman managed to stay with Cielita when she righted, Cabot could not, nor could his crew reach him with lines they attempted to throw to him. The chain in the steering mechanism had broken during the knockdown, making it impossible for the crew to retrieve Cabot’s body. It was recovered the following day by Canadian authorities.

A graduate of Harvard University, a surgeon for 25 years, an instructor at Harvard, and the scion of a Boston Brahmin family, Cabot had retired from medicine 10 years ago to dedicate himself to philanthropy and sailing. For the past seven years, he and friends had sailed Cielita from Nova Scotia to Greenland, Iceland, Scotland and the coast of Norway and back. Peter Ellis, a sailing friend of 40 years, said Cabot loved Newfoundland and Labrador in particular, not just because of their beauty, but because the people were so friendly, tough and self-reliant. “I kind of think the area reminded him of earlier times, and a more simple and maybe more authentic way of life that has largely disappeared from most of the United States.” Ellis added that Cabot was "the most careful and responsible sailor" he had ever met.

Change is good? Liz Clark of the Santa Barbara-based Cal 40 Swell is eight years older than when we first met her in ’04, which is when she was preparing to make her extended voyage to Central America and French Polynesia — the latter being where her boat is now. After a long and delightful conversation with Liz in San Diego last month about everything from boat systems, to her being in her 30s, to her briefly living with her parents, to personal relationships, to what’s next for her — we migrated on to the topic of natural foods and natural food meals, which are a central facet to her philosophy of life. That got us to thinking that we at Latitude should make a change to our 35-year old policy of banning poems and recipes from our pages. We’re still going to ban poetry, of course, but next month we’re going to feature some of Liz’s favorite meals, all of which are going to be natural, healthy and delicious. But after that, we revert. No poems, no recipes.
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“We’d like to put in a good word for Ensenada Cruise Port Village Marina,” write Umberto and Karen Zampieri of the Sacramento-based Morgan Out-Island 41 ketch Contez. “We’d previously visited the marina and made arrangements for our visit, but were a bit concerned because we were going to be arriving on a Saturday night, and the marina offices weren’t going to open again until Monday. Nonetheless, members of the marina staff were there to help us tie up when we arrived, and assisted us with everything we needed. We were delighted by the squeaky-clean shower facility and the restaurant recommendations. The service and security were all beyond our expectations. When Monday morning rolled around, Harbormaster Jonathan Cervantes Rodriquez drove us to immigration, customs, the port captain’s Office, and the fishing license office — all of which are conveniently located in one building. Harbormaster Cervantes helped us fill out all of the required paperwork, and assisted in every way possible during the 90-minute process. He expected nothing in return.”

“We feel lucky to have participated in the first ever Solomon Islands’ Annual Cultural Festival — and yacht gathering — that was held July 16-17 at Roderick Bay Hideaway, Nggela Sule Island, in the Florida Group,” report Philip DiNuovo and Leslie Linkkila of the Kingston, WA-based Mason 33 Carina. “Our crew was one of those from eight yachts — plus tourists from a nearby resort and some dignitaries — who for two days were enveloped in the rich culture of the Solomons. We’ve been cruising the Pacific for nine years, and this was the best festival that we’ve attended. It was organized and orchestrated by the Ruka clan at Roderick Bay, with some consul-

The Atlantic Rally for Cruisers (ARC), from the Canary Islands to 2,700-mile-distant St. Lucia in the Eastern Caribbean, was started 28 years ago by noted sailing author Jimmy Cornell, and continues to be a roaring success. Now owned by World Cruising Ltd., this year’s ARC starts on November 25, and had the maximum 230 slots filled by February! Because the event is so popular, the World Cruising Ltd folks decided to open up to entries for the ‘13 ARC, even though it’s still 14 months away. Five days later they had received 60 entries.

Boats in this year’s fleet range in size from the Hanse 325 Quickie to the 92-ft CNB Bristolian. Two of the entries, Peregrine and Peter von Seestermuhe, were built in ’36, which is nearly 80 years ago. A surprising 18% of this year’s ARC boats were launched within the last 24 months, and 26 of them — including six Lagoon catamarans — were launched this year. Compare this with the fact that the average Ha-Ha entry is 17 years old. While the ARC is always dominated by boats from Europe, particularly Brit and German boats, there are 10 U.S. entries this year, most of them large and expensive yachts: They are: Arabella, Mike and Vicky Wallace’s Oyster 575; Easyrider, Barry Bezner’s Gianetti Star 64; Carrick, Allan Dobson’s Rustler 42; INNcredible Sea Lodge, Brian Fitzpatrick’s Lagoon 450 catamaran; Kinship, Tim Szabo’s Saga 43; Kiwi Spirit, Stanley Paris’ Paris 63; Matilda, Paul Herzog’s Trintella 47; Naos, Charles Devanneaux’s Lagoon 400; Rivendelle, Benjamin Jackson’s Oyster 82; and Sun- downer of Tortola, Lurelle Verplank’s Oyster 82. We’re sorry that the ARC doesn’t give the hailing ports of the entries, so we don’t know how many, if any, of the U.S. entries are from the West Coast.
tation and sweat equity from the crews of *Jubilee*, *Tenacious* and *Love Song*. We visiting yachties felt truly welcomed by the wonderful clan and people of the surrounding area, and felt more deeply touched by them than other locals we’ve met over the years. Other participating cruising boats included *Tribute*, *Distant Shores*, *Kalalau*, *Stella*, *Love Song*, *Fifth Season* and *Vida Nova*. Currently there is no cell phone/digital coverage at Roderick Bay, but we’re helping to change that, and hope that by next year both Wi-Fi and more moorings will be available.

When we crossed paths with Pete Caras of Port Angeles, WA at Smuggler’s Cove on Santa Cruz Island last month, he was a little perplexed and pissed off. For most of the many years he lived in Sausalito, he had put his heart and soul into maintaining *Foxen*, his classic 40-ft Alden wood sloop. After moving to Ventura for a few years, he was approached by a man who said he wanted to buy the boat. *Foxen* hadn’t been for sale, but Caras decided that it was an offer he couldn’t refuse. Five years or so later, somebody called Pete to say they’d seen what was left of *Foxen*, cut up and being hauled away in the back of a trash truck. Even though Caras no longer owned the boat, it was a heartbreaker for him to see the object of so many years of his hard work and affection headed for the dumpster. It’s also a lesson to those who love wooden boats, but may not appreciate the commitment required to keep one alive and well.

*How To Cruise When You’re Young And Broke, 101:* "My name is Zachary Shane Orion Lough. I am a photographer and naturalist who enjoys discovering new places, eating new things, and watching lots of movies. I always have a camera, and always use it. I guess you could call me ‘Nature’s paparazzo’. I have never broken a bone, and I never want to break a promise.

"I graduated from college in ’08, and was a 20-something with no desire to plug myself into the rat race. I knew the economy wasn’t ready for me to start a career, so I decided to get a job, invest in my passions for photography, and save up as much money as I could, with the intention of traveling, and spend as much time as I could in Nature, my muse.

"Brainstorm! Money is useless unless you have a good way to spend it. For me that was for travelling. My travel plans
went through many stages: teaching English in Southeast Asia, backpacking through South America, and every other post-college cliché travel idea. But the idea of a sailing trip became the dominant and most lofty one.

"Karen, my girlfriend of the time, and I had founded our relationship during SEA Semester: a semester-aboard program we both participated in on a tall ship that sailed through the Caribbean. It just made sense to come full circle and take a sailing trip of our own.

"We found our boat, The Mighty Quinn, a Hunter 30, in June of ’10. The boat was in Northern California — where boats sell for 25% less than elsewhere — and we were living in Seattle. Since we were already paying for a slip in Oakland, I moved down and aboard to save cash. Karen would visit from time to time. We planned to take off a year later, figuring we could save $10,000 during that time, and I could hone my sailing skills.

"Our Hunter 30 was a great daysailer, but she lacked the gear to qualify as a coastal cruiser. After six months, we started looking for a new boat that would be completely turn-key for open ocean sailing. It would take four months and a loss of $6,000 to sell our boat and buy our new boat, the Catalina 30 Panache.

"Then, just before the start of the Ha-Ha, Karen dumped me, leaving my plans in limbo. I scrambled to raise just enough money to find crew and take off on the Ha-Ha. At the end of the Ha-Ha, I was awarded the 'Spirit of the Ha-Ha' award for — I guess my gumption and irrepressibility.

"Some might laugh at the idea of a Catalina 30’s being a cruising boat. Well, Tony Barra, the previous owner of Panache, had lived on her since ’78, and spent seven years cruising her through Mexico, the South Pacific and Australia. As for me, I’ve sailed her down the coast of Central America and to the Galapagos, and am now in French Polynesia. Readers can follow my adventures, buy my photos — or simply donate to my cause — by going to sailpanache.com."

Zach is young and may be a little brash for some older cruisers, and he may have a young man’s disregard for certain rules and conventions. But we admire the fact that the irrepressible dude is going places with what little he has.

Gas prices can give you indigestion!

While doing the Ta-Ta, we noted the

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high price of fuel at Two Harbors, Catalina. It was $7.02/gallon for diesel, and a little more for unleaded. Fuel and food have always been expensive at the island, and understandably so because of high transportation costs. But ouch, those are Caribbean prices! So consider yourself forewarned. If you’re looking for more pleasant numbers from Catalina, try 70 through 75, as in degrees of water temperature. This has been one of the best weather summers in years in the Southland, with much more blue sky than fog, and delightful water temperatures.

We also want to forewarn you that Two Harbors’ busiest and wildest weekend of the year is coming up, and it’s been expanded to four days. We’re talking about Buccaneer Days, October 4-7, which used to be just a one-day affair. But it became so popular — and no doubt profitable — that this year it’s being extended to four days. While there might be some kiddy fun and games in the afternoons, make no mistake, this is mostly an adult dress-up and drink-up affair. We’re talking guys in full pirate gear, and gals with their boobs scrunched up and nearly exploding out of their tops. We’re also talking loud music and boisterous behavior, so you’ve been warned. We used to do Buccaneer Days, and we had a lot of fun, too. But we made sure we were back on our boat before about 10:30 p.m. For those interested, the Two Harbors folks are guaranteeing moorings throughout the weekend for the first 200 boats. This is no small deal, as all the moorings will be taken, and the anchorage areas will be packed.

“Thank you for responding to our inquiry regarding marinas in the Puerto Vallarta area,” write Bill and Patty Meanley of the San Diego-based Pacific Seacraft 37 Dolphin. “We were hoping for a brief email reply, but then I saw your very informative and thorough response in last month’s Cruise Notes. It was very helpful to us, and I’m sure many others. Coincidentally, it appeared right after the item on Jim and Ann Cate — now of Australia and the Sayer 46 Insatiable II — whom we had the pleasure of meeting while cruising through French Polynesia in ’87. It’s amazing how many good friends you make, even if cruising for just a short period of time.”

It’s true that the world of cruising is as small as it is big. And a big de nada on the marina information, as that’s what
we’re here for.

Genial Geronimo Cevallas of Marina Mazatlan spends one week a month overseeing a sister marina in Mexico’s Yucatan. While he was at the Ha-Ha Crew List Party at the Berkeley YC last month, we asked him about the difference between Mexican officials on the Pacific Coast and those on the Yucatan. Geronimo told us that the officials in the Yucatan are much more hard-nosed, are sticklers for every rule, and charge $200 for a boat to enter Mexico. Officials on the Pacific Coast, he says, are much more easygoing, which is why nobody has ever been asked for a zarpe from the United States, and why it costs a fraction of the Yucatan price to check into Mexico. Let’s hope it stays that way.

"I was pleased to read Latitude’s August issue report on Coral Marina and on the Ensenada area," writes Aussie Lionel Bass, who last year purchased Pete and Sue Wolcott’s magnificent Morelli & Melvin 52 catamaran Kiapa, and who will be heading south after the hurricane season ends. "I’ve had Kiapa at Marina Coral for just over a year, and can report that it’s the best marina that I have ever had the privilege of staying in. The staff are always happy and helpful, and the marina and surroundings are safe — safer than some San Diego marinas. Did you know the police had to be called to a marina at San Diego’s Harbor Island twice recently to break up fights on the dock? Not a pretty sight."

It’s always nice to hear from people who are happy with the marina their boat is in, and we indeed had a great time in Ensenada and are planning to do early October’s San Diego to Ensenada Race. But for the record, we have to think the incidents at the marina at San Diego’s Harbor Island were abnormalities. In our book, that place is safe as milk.

Speaking of Ensenada, when we were there we took a photo of a large classic ketch named Aile Blanche, which appears to have been on the hard for many years. She looks to be about 90 feet long and maybe 50 to 70 years old. She must have been really something in her day, and we’d love to know her story.

And now, from the breezy Med. "On September 6, we departed Ancona, which is Italy’s main port on the Adriatic, expecting a downwind ride toward the boot," report Chay, Katie and son Jaime McWilliam of the Nevada-based Kelly-Peterson 46 Esprit, vets of the
'03 Ha-Ha. “We weren’t expecting gale force winds and 12-15-foot seas. But as a result, we did a lot of surfing at 9+ knots, and once hit 10.8. We made the 540-mile trip down the Adriatic Sea and across the bottom of Italy to Roccella Ionica in three days, which was much quicker than expected. Chay was able to get another coat of varnish on and Katie did another load of laundry before we set sail on the 90-mile passage to Siracusa on Sicily. Esprit was going so fast once again that we had to slow her down so as not to arrive before sunrise. During Chay’s watch there was a loud bang — the boom vang broke. Fortunately, we had a boom brake and a preventer on, and more fortunately, Chay was able to repair the vang once we made landfall. September must be the windy month in the Med, because we had to sit out another gale. Last month we mentioned that during a season in the Eastern Med we hadn’t seen any American boats. Thus we were surprised to come across four in Roccella, and at least that many in Siracusa. Anyway, we leave tonight on another 90-mile overnight passage, this time for Malta, and then will continue up the west coast of Italy.”

Sailors who are baseball fans know that the big game of the year is coming up. No, not the one in which the Giants win another World Series, but the really big game between members of '03 Ha-Ha. “We weren’t expecting gale force winds and 12-15-foot seas. But as a result, we did a lot of surfing at 9+ knots, and once hit 10.8. We made the 540-mile trip down the Adriatic Sea and across the bottom of Italy to Roccella Ionica in three days, which was much quicker than expected. Chay was able to get another coat of varnish on and Katie did another load of laundry before we set sail on the 90-mile passage to Siracusa on Sicily. Esprit was going so fast once again that we had to slow her down so as not to arrive before sunrise. During Chay’s watch there was a loud bang — the boom vang broke. Fortunately, we had a boom brake and a preventer on, and more fortunately, Chay was able to repair the vang once we made landfall. September must be the windy month in the Med, because we had to sit out another gale. Last month we mentioned that during a season in the Eastern Med we hadn’t seen any American boats. Thus we were surprised to come across four in Roccella, and at least that many in Siracusa. Anyway, we leave tonight on another 90-mile overnight passage, this time for Malta, and then will continue up the west coast of Italy.”

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22-FT J/22, 1983. San Francisco/ Monterey. $13,000/obo. Proven winner, 29% genoa, 2 jibs, spinnaker, roller furling jib, new standing and running rigging, life lines, furling gear, winches, line, Shore Land'r trailer, Excellent hull paint, excellent varnish on wood. (707) 499-9396 or alpsail@gmail.com.


25-FT CATALINA. Tall rig fixed keel, 1985. Portland, OR. $8,800. Asym spinnaker, 155% genoa, 2 jibs, 8hp outboard, sleeps 6, galley and marine head, custom trailer with 40-tongue extension. Contact (503) 957-6065 or (503) 799-9410 or alicie065@gmail.com.


25-FT CHEEY LEE “FRISCO FLYER”. 1957. Sausalito. $8,500/obo. Allegro is a classic, all-teak “Frisco Flyer” based on the traditional Folkboat design. Beautifully maintained, she is an excellent sailer designed to handle gusty SF sailing conditions. www.applog.net/allegro. (415) 332-8472 or allegro@applog.net.


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26-FT CHEEY LEE SLOOP, 1969. Martinez, CA. $15,000/obo. SSS Seawitch is selling a 1969 Cheey Lee 26 ft sloop. The vessel is in great condition and has been recently overhauled. (707) 398-1173 or (415) 407-2715 or terryth@ymail.com. 308 Hamilton Drive.


29 TO 31 FEET


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30-FT CATALINA, 1976. Marina Bay, Richmond, CA. $9,995/firm. Universal diesel 25 rebuilt 04/11, new keel bolts. Contact steve@hulawyers.com or (408) 492-20.


32-TO 35 FEET


33-FT ERICSON III, 1977. Richmond YC. $39,000. Bruce King Design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website. www.ericson331977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.


34-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. $54,800. Proven blue water cruiser, ready to sail the world. Fully crewed equipped, designed by Robert Perry, same layout as Tayana 37, but at a bargain price. More info at http://youngsun.squarespace.com/specs. Email mohrmonte@gmail.com.


33-FT YKERTOWN, 1969. Ventura Yacht Club. $10,000. 40’ overall, factory-built Ykortown cutter. Perfect for beginner sailor: all roller furling, radar, spinnaker, good sails, 3 deep-cell batteries, inverter, 2-burner stove, 40gal water, 22gal diesel. Universal 24hp, new transmission. Contact (855) 315-5303 or (805) 674-5430 or ckdouglass@yahoo.com.

34-FT TIFFANY JAYNE, 1983. Richmond Yacht Club. $29,000. Elegant, beautiful and fast day-sailer/weekender. In the spirit of the Aleron class at 1/3 the cost. Excellent condition. Low hour Yanmar. See more at: http://sites.google.com/site/tiffanyjaneforsale/home. (510) 525-0279 or rjackard@berkeley.edu.

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36-FT ISLANDER FREEPORT MODEL B, 1978. Morro Bay, $49,000. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerant, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizzartz@scglobal.net or (505) 707-7344.

37-FT CRELACKO, 1979. Monterey. $50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4992 or dcd887@gmail.com.


39-FT BENEDETT OCEANIC, 1993. Hidden Harbor Marina, Rio Vista. $70,000. Quantum main with lazy jacks, recent Yanmar LH2E, new watermaker, bronze feath- ering prop, dodger, Lifestyles, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hrs. Excellent condition, professionally maintained. Mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversized bow/thwart, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or paulconnien@comcast.com.

36-FT FURNESS 180, 2007. Santa Barbara. $129,000. 35hp Universal, 140 hrs. Excellent condition, professionally maintained. In-mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversized bow/thwart, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or paulconnien@comcast.com.


38-FT CREALOCK, 1979. Monterey. $50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4992 or dcd887@gmail.com.


36-FT HUNTER LEGEND, 1989. Napa Valley. $62,500. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerant, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizzartz@scglobal.net or (505) 707-7344.


40 TO 50 FEET


46-FT RAIKFI, 1978. Long Beach. $58,000. Upgraded cutler, no teak deck! Ready to go south. 1600 hrs, heavy duty furling for stay/ genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed refrigeration, new interior. Upgrades. Too much to list, beautiful boat. (310) 251-8860 or bbtacolonty@yahoo.com.


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45-FT GARDEN YAWL. One-off, double-ended, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. $60K as is, or $7 to finish. Contact (916) 847-9084 or stevebarber46@gmail.com.

44-FT TARTAN 4400, 2003. Channel Island Harbor. $399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=c2ZhXEXAMec. Contact angjohnst@boglobal.net or (539) 318-0730.

41-FT SCEPTRE, 1986. Crescent Beach, B.C. $168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures: raceaway@shaw.ca or (604) 535-9373.

47-FT WAUQUIEZ CENTURION, 1986. BVI. $179,000. In the Caribbean, ready to cruise! Recent re-power, rigging, Odyssey batteries, Ultrasuede upholstery, electronics. Gorgeous boat, above and below deck. Very well equipped and maintained. Two boat owner. (802) 253-4555 or mirage@hurfbvi.com.


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47-FT CATALINA 2000. Long Beach, CA. $185,000. Excellent condition and priced to sell. Call or email for more details, photos and spec sheet. (626) 807-0061 or sailboat470@gmail.com.

41-FT NEWPORT, 1984. Bruno's Island Marina. $49,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-1 dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-8535 or raaddink@yahoo.com. 1200 Brannan Island Rd.

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32-FT DOUBLE ENDER TEHANI, 1926. Sausalito, $30,000. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/ info: pgae@tani@gmail.com or call (415) 246-7712.

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23-FT MULTI-23, 2008. Los Angeles. $19,000. Fast, fun boat that is perfect for the Bay. Price is firm. New 2hp Suzuki outboard still in the box. No trailer, but we can help with acquiring one. Please call for more details, (650) 814-7217 or email dave.licata@lanternservices.com.

28-FT TRADEWINDS, 1968. Pillar Point Marina. $9,000. Beautiful classic trimaran. Could use upgrades, but performs wonderfully as-is. $7k or vehicle of equal value. Call or email. (916) 220-4655 or (916) 225-2453 or mmdiversified@yahoo.com.


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