

Latitude 38

Latitude 38

VOLUME 438 December 2013

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DECEMBER 2013

VOLUME 438



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National News (the good kind)

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Mike Mannix bought *Harp*, his Catalina 38, brand new, in 1984. Mike has won his share of races over the years, and this year *Harp* won the Catalina 38 Nationals, held here on San Francisco Bay this past July.

Mike has taken good care of his boat and in 1996 began replacing his sail inventory with sails from Pineapple Sails. *Harp* has been 'Powered by Pineapples' ever since.

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*Harp**

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Cover: One of the unexpected pleasures of sailing down the Baja coast in the Baja Ha-Ha Rally is the occasional spectacular sunset, like this one.

Photo: Latitude/Andy

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

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Latitude 38

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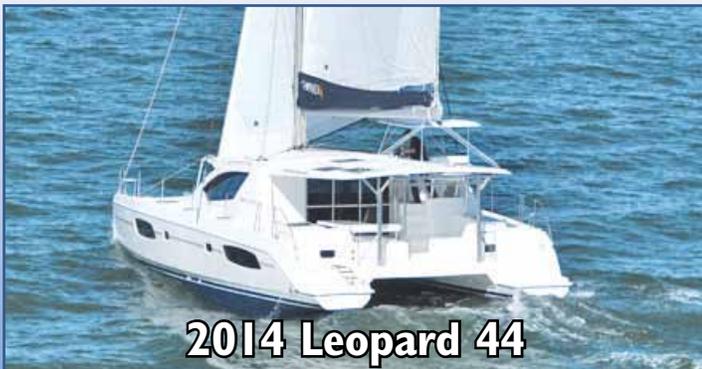
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CALENDAR

Non-Race

Dec. 1 — Subasta Auction at Marina de La Paz, 9 a.m.-4 p.m. This fundraiser for needy kids in La Paz is hosted by Fundación Ayuda Niños La Paz (FANLAP) and sponsored by Club Cruceros. Info, www.FanlapSubasta.com.

Dec. 1-20 — Christmas Boat Decorating Contest at Marina Mazatlan. Any boats with decorations are automatically entered. Prizes awarded Christmas Eve. Contact Jaime Ruiz at Marina Mazatlan, jaimeruiz@marina-mazatlan.

Dec. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Dec. 4-18 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfy.com.

Dec. 5 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Conservancy. Info, www.angelisland.org/angellights.

Dec. 7 — 37th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. This year's theme is 'Global Holidays'. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 7 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 7 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 7 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 7 — Petaluma YC Lighted Boat Parade, 6 p.m. Info, www.petalumayachtclub.com.

Dec. 8 — Monterey Peninsula YC Lighted Boat Parade, 5:30 p.m. Info, www.mpyc.org.

Dec. 11 — Singlehanded TransPac race seminar #3: Rigging & Sails at Oakland YC, 7:30 p.m. All seminars are free and open to the public. For more about the race or future seminars, email transpac@sfbaysss.org.

Dec. 12 — Sailing Stories From Abroad presentation by Modern Sailing's John Connolly at Presidio Sports Basement in San Francisco, 6-7 p.m. RSVP to aj@modernsailing.com.

Dec. 13 — Shop our online chandlery for the perfect gift for your favorite sailor. Go to www.latitude38.com and be sure to order by today for delivery in time for Christmas.

Dec. 13 — St. Francis YC Lighted Boat Parade, from Pier 39 to Ft. Mason, 6 p.m. Info, www.stfy.com.

Dec. 14 — Holiday celebrations at Hyde St. Pier with live music, activities and a visit from the Big Guy himself, 3-4:45 p.m. Kids under 16 free, adults \$5. Tour historic vessels from 6-9 p.m. Free, RSVP required. Info, (415) 447-5000.

Dec. 14 — Sausalito YC Lighted Boat Parade along the waterfront, 6 p.m. Info, www.sausalitoyachtclub.org.

Dec. 17 — Sail under the full moon on a Tuesday night.

Dec. 21 — Summer Sailstice for those in the Southern Hemisphere. It's still six months away for the rest of us.

December, 1983 — It Was Thirty Years Ago from the *Latitude 38 Interview with Lin & Larry Pardey*:

On the basis of their magazine articles, books and slide presentations, Lin and Larry Pardey are one of the better known cruising couples in the world today. Somewhat ironically, they've only been on one cruise — but it lasted 11 years.

By their own admission, the Pardeys are 'intense' cruisers. They built their last two boats themselves, using traditional wood construction. Neither boat was equipped with an engine or even the most basic electrical system. The Pardeys like

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Catalina 42, 1989.....	SOLD!
Catalina 400, 2001.....	SOLD!
Catalina 380, 1997.....	92,900
Catalina 36 MkII, 2001.....	SOLD!
Catalina 34 MkII, 2007.....	SOLD!
Catalina 309, 2009.....	SOLD!
Catalina 30, 1988.....	28,000
Catalina 30, 1979.....	13,950
Catalina 28 MkII, 1997.....	SOLD!

Catalina 250, 2005.....	REDUCED! 19,900
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Ranger 29 Tug, 2011.....	224,000
Ranger 25 Tug, 2010.....	105,000
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Ranger 21 Tug, 2009.....	NEW LISTING! 44,000
Ranger 21 Tug, 2008.....	39,000

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CALENDAR

their boats small and simple. Lin — and Larry in particular — do not have a merely casual interest in sailboat design and construction; when not sailing or building boats, they spend a lot of time examining and thinking about them.

The Pardeys' first boat as a married couple was the 24-ft *Serrafyn*, in which they took their 11-year cruise. Their latest boat is the 30-ft *Taleisin*, which was launched on October 29 in Newport Beach. Both are full-keel Lyle Hess designs. Neither boat would be to everyone's fancy, but they suit the Pardeys' philosophy of cruising just fine.

With the completion and launching of *Taleisin*, 44-year-old Larry and 39-year-old Lin are back home on the water again, eager to resume cruising.

38: Give us the general idea behind your new boat. Did you want to have a little more room or what?

Lin: It was an excuse. We really didn't need another boat, but Larry was dying to have a project again, to build something big. We'd been to 40 or 50 of the best boatyards in the world and Larry wanted to use some of the techniques that he'd learned.

Larry: We didn't have to come back after three years to build a new boat to keep the creative thing going, because we had the writing. A lot of guys *have* to come back and build the 'perfect boat'. Usually they build a boat too big for their wallet and can't afford it. I see guys who are carpenters like myself, average wage earners, who build 40-ft boats. And then they don't go sailing anymore. A mainsail costs \$1,000 or some damn thing. Everything else is proportionally as expensive.

So while they've got the base money for the boat that size, they can't buy the stuff they need for it. They just don't have it and end up screwing themselves by building such a big boat.

38: Are you willing to divulge what you have in the new boat?

Lin: Far too much.

Larry: \$38,000.

Lin: \$10,000 of that we didn't have to spend, if we'd been trying to save money. But we found we had the extra money and made some expensive choices. Like upholstery, bird's eye maple doors, and stuff like that.

38: We must say the boat looks like a jewel. Very, very impressive.

Jan. 1 — Clear away last night's cobwebs with a daysail.

Jan. 1 — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, IslandYCEvents@yahoo.com.

Jan. 8-12 — 54th Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 11 — Auction of remaining vessels at Nelson Marine in Alameda, 1 p.m. Previews 1/9-11. Info, www.michaans.com.

Jan. 14-Feb. 2 — Seattle Boat Show Indoors + Afloat at CenturyLink Field & South Lake Union. The largest boat show on the West Coast. Info, www.seattleboatshow.com.

Jan. 23-26 — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, www.bigbayboatshow.com.

Jan. 23-26 — Progressive Insurance San Francisco Boat show at AT&T Park and McCovey Cove. Check out this inaugural event featuring an in-the-water show and dozens of exhibits. Info, www.SFBoatShow.com.

Jan. 26 — Pacific Offshore Academy prep seminar #3 at Richmond YC, 8 a.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$18 for others. Pre-registration strongly advised! Info, www.pacificcup.org.

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CALENDAR

Racing

Dec. 7 — Perry Cup/Midwinters. MPYC, www.mpyc.org.

Dec. 13-17 — Banderas Bay Blast & Pirates for Pupils Spinnaker Run. Includes three days of fun cruiser-only racing, free berthing at Marina Riviera Nayarit and Paradise Marina, and the annual opening of the Punta Mita Yacht & Surf Club. Info, www.vallartayachtclub.org.

Dec. 14 — Fall Series #5. SSC, www.stocktonsc.org.

Dec. 22, 29 — Aquatic Center Winter Racing Club at Mountain View's Shoreline Lake, 2-4 p.m. All small boat sailors welcome every Sunday through March 16 to sail six races in Capri 14.2s. Info, www.ShorelineLake.com.

Dec. 29 — Christmas Race. MPYC, www.mpyc.org.

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan. 19-24 — 27th Annual Key West Race Week by Quantum. Info, www.premiere-racing.com.

Jan. 25 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Midwinter Regattas

BAY VIEW BC — Midwinter Madness: 12/4, 1/11, 2/8, 3/8. Info, tmahoney22@gmail.com or (408) 210-0517.

BERKELEY YC — Midwinters: 12/14-15, 1/11-12, 2/8-9. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Patrick, (415) 328-2819 or psman99@hotmail.com.

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

CORINTHIAN YC — Midwinters: 1/18-19, 2/15-16. Kim, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 1/18, 2/15, 3/15. Info, rearcommadore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 12/7, 1/4, 2/1, 3/1. Info, (916) 215-4566 or raceoffice@ggyc.com.

ISLAND YC — Estuary Midwinters: 12/8, 1/12, 2/9, 3/9. John, (510) 521-2980 or iycracing@yahoo.com.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. Jim, urrailmeat@yahoo.com.

REGATTAPRO — Winter One Design & IRC: 12/14, 1/11, 2/8. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. Opti Midwinters: 12/7, 2/1, 3/1. Info, RaceChair@richmondyc.org. Laser Sundays: 12/15, 12/22, 1/12, 1/19, 1/26, 2/9, 2/16, 2/23, 3/16, 3/23. Info, rycsunday.myfleet.org.

SANTA CRUZ YC — Midwinters: 12/21, 1/18, remaining TBA. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA YC — Winter Series: 12/21, 1/18, 2/15. Info, www.santarosasailingclub.org.

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

SEQUOIA YC — Winter Series: 12/7, 1/4, 2/8, 3/15. Redwood Cup: 11/23, 12/21, 1/18, 2/22, 3/29. Info, www.sequoiayc.com.

SOUTH BEACH YC — Island Fever Midwinters: 12/14, 1/18, 2/15, 3/15. Info, www.southbeachyc.org.



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CALENDAR

TIBURON YC — Midwinters: 1/11, 2/8, 3/8. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/7, 1/25, 2/22, 3/22. Info, www.vyc.org or (707) 643-1254.

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.

December Weekend Tides

date/day	time/ht.		time/ht.	
	HIGH	LOW	HIGH	LOW
11/30Sat	0215/2.1	0844/6.3	1525/-0.5	2221/4.6
12/01Sun	0301/2.3	0924/6.6	1608/-1.0	2313/4.8
12/07Sat	0323/5.4	0834/2.5	1429/5.6	2057/-0.4
12/08Sun	0415/5.5	0952/2.2	1538/5.0	2153/0.2
	LOW	HIGH	LOW	HIGH
12/14Sat	0233/2.4	0855/6.3	1550/-0.4	2250/4.7
12/15Sun	0320/2.6	0932/6.3	1627/-0.6	2335/4.8
	HIGH	LOW	HIGH	LOW
12/21Sat	0237/4.9	0734/2.9	1311/5.2	1950/0.1
12/22Sun	0312/4.9	0827/2.8	1356/4.8	2027/0.5
12/24Tue	0428/5.2	1032/2.4	1555/4.0	2154/1.3
12/25Wed	0508/5.4	1136/1.9	1716/3.7	2246/1.7
	LOW	HIGH	LOW	HIGH
12/28Sat	0043/2.4	0723/6.2	1418/0.0	2119/4.2
12/29Sun	0141/2.6	0810/6.6	1505/-0.6	2214/4.5
12/31Tue	0330/2.6	0948/7.1	1636/-1.5	2348/5.1

December Weekend Currents

date/day	slack		max	
	slack	max	slack	max
11/30Sat		0121/2.6E	0436	0735/3.0F
	1031 2357	1344/4.8E	1741	2038/3.6F
12/01Sun		0213/2.6E	0522	0820/3.1F
	1112	1431/5.3E	1826	2125/4.0F
12/07Sat		0137/4.1F	0504	0725/2.8E
	1055 2327	1336/2.6F	1626	1935/4.5E
12/08Sun		0233/3.8F	0555	0824/3.0E
	1207	1444/2.5F	1736	2034/3.8E
12/14Sat		0147/2.1E	0455	0751/2.8F
	1038	1356/4.5E	1756	2105/3.6F
12/15Sun		0233/2.0E	0542	0833/2.7F
	1119	1436/4.6E	1838	2148/3.7F
12/21Sat		0048/3.2F	0417	0630/2.2E
	0955 2224	1235/1.9F	1516	1836/3.8E
12/22Sun		0127/3.0F	0456	0715/2.3E
	1049 2302	1324/1.8F	1605	1922/3.5E
12/24Tue		0252/2.8F	0616	0854/2.8E
	1250	1518/1.7F	1810	2103/2.7E
12/25Wed		0339/2.7F	0658	0946/3.1E
	1351	1622/1.9F	1923	2159/2.4E
12/28Sat		0612/2.7F	0911	1226/4.5E
	1631	1925/3.2F	2244	
12/29Sun		0054/2.3E	0401	0704/2.9F
	0958 2340	1317/5.1E	1719	2018/3.7F
12/31Tue		0243/2.6E	0547	0845/3.3F
	1136	1458/5.8E	1855	2157/4.4F

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LETTERS

↑↓ ONLY TIME WILL TELL

I see the San Francisco Marina Small Craft Harbor is actively soliciting new tenants. It was long rumored that there was a 17-year waiting list, at least until the City changed the rules to be the most boater-unfriendly, unreasonable and expensive — \$16/foot/month — marina in the Bay Area. Maybe the waiting list will be a lot shorter now.

In the interest of full disclosure, I think they should talk about the following marina 'features':

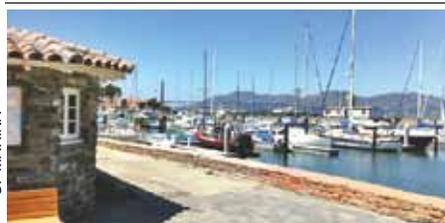
- You cannot sublease or 'lend' the berth, even for a short time.
- You can only register one boat to a berth. So if you own a sailboat and a motorboat, for example, and want to change from one to the other, you have to take out a new 'license' each time.
- Only one vessel is allowed in the berth. Dinghies aren't allowed, even if they fit.
- Your license is only good for one year. It has to be renewed each year.
- When you sell your boat, you lose the berth — unless you pay an extraordinarily high transfer fee to the City. The fee is \$365/foot, so that's \$14,600 for a 40-ft berth.
- There is just one public bathroom and it's far away from many berths.
- There are no carts.
- There is very limited parking.
- Due to many activities on the Marina Green, there is often limited or no access on many weekend mornings.

I'm afraid they will not fill the harbor unless the rules and conditions are modified to be more user-friendly.

Name Withheld by Request
San Francisco

N.W.B.R. — It seems to us that you are combining three somewhat separate issues.

First, there is the matter of the new transfer fee. For as long as we can remember, folks with boats in the most popular marinas on the coast — such as San Francisco and Santa Barbara — have been able to demand premiums when selling their



New rules are a tough blow to tenants who paid premiums for their boats.

boats if the prized slip could go with boat. For example, a High Winds 40 that might have a market value of \$60,000 in marinas with less-than-full occupancy might command \$100,000 or more

if she came with a slip in San Francisco or Santa Barbara. Buyers were usually willing to pay this premium because, based on history, they could be pretty confident that not only would they be able to charge a premium for the boat when they sold her with a slip, the premium would likely go up over time. Alas, various government agencies that control the slips and moorings from San Francisco to Newport Beach finally decided that private individuals have been profiting more from the public berths/moorings than they had a right to, and that the government should get a cut. In addition, they realized that such profiteering from berth/mooring rights discouraged the turnover of slips, denying new people access to the water. We find it hard to argue with the government agencies.

San Francisco, Monterey and Santa Barbara are among those places that have instituted one form or another of transfer



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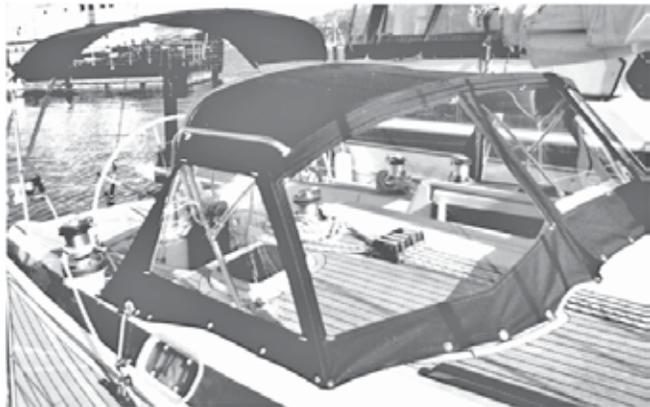
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LETTERS

fee. The two things we can say with certainty are that there never was going to be a perfect solution to what had become a genuine problem, and that those who paid a full premium for a slip in recent years are really getting the short end of the financial stick. They probably lost half of the premium they paid. You have our sympathy if you are one of them.

The second issue is the rules. Based on our experience, the more desirable a marina, the easier it is for the operator to be more rigid about the rules, which tends to make life easier for them. While the rules for the S.F. Small Craft Marina are certainly not as lenient or user-friendly as those at half-filled or family-owned marinas in more remote locations, only one rule you cited strikes us as being unusually draconian. We're referring to the one that requires that berthholders get a new 'license' for their boat each year. Our guess is that this was put in so the City will have a means by which to get rid of problem berthers.

The third issue is the lack of parking and facilities, and the difficulty in getting access when there are events going on at the Marina Green. Welcome to San Francisco 2013! The City is one of the most desirable and overcrowded urban areas in the States, fueled by the astonishing tech and social media boom. There is naturally great demand for public spaces and public facilities — many people are living in closets or 15 to a house. Small wonder public facilities are being overwhelmed. You again have our sympathy, as we also wish San Francisco were stuck in a 1967 time warp.

As to whether the marina will fill, and if the City has set the prices too high and made the rules too rigid, only time will tell. Our suspicion is that in a city where countless people are willing to pay \$2,000 to live in a closet, there will be plenty of people willing to pay \$640 for a 40-ft slip, or half that with a partner. After all, in the wildly overcrowded and congested Bay Area, it seems like a reasonable price to pay to be able to have a convenient sanctuary from the hordes, one where you can so quickly and easily keep your 'escape vehicle' to what are certainly the finest sailing waters in the world. Nor is it going to hurt that the new berths are a long overdue, tremendous improvement on the old ones.

↑↓ HOW WAS SAN FRANCISCO BAY DIFFERENT IN 1969?

I had the pleasure of meeting *Latitude's* Andy 'Mr. Puddle Jump' Turpin at this year's Puddle Jump Rally from Papeete to Moorea, in which we finished third. He kindly labeled us "the quick Aussie tri" in the August *Latitude*. I would like to comment on a couple of topics from the October issue.

First, careening. The accompanying photo shows *Triton*, our previous trimaran, which was built in Australia, in the foreground, with the tri *Highlight*, owned by Kiwi John Glennie of *119 Days Adrift* fame. Both our boats were Piver Lodestars,



TONY SPOONER

Try careening on Angel Island today and be sure you bring cash for bail.

and both of us were waiting for the tide to go out so we could scrape and repaint our bottoms. Here's the surprise: we had put the two tris on the beach at Angel Island. It was 1969, so nobody gave us any trouble. In fact, we attracted a pretty friendly crowd. If we did that today, we'd probably be taken straight to jail. I hope the statute of limitations has expired.

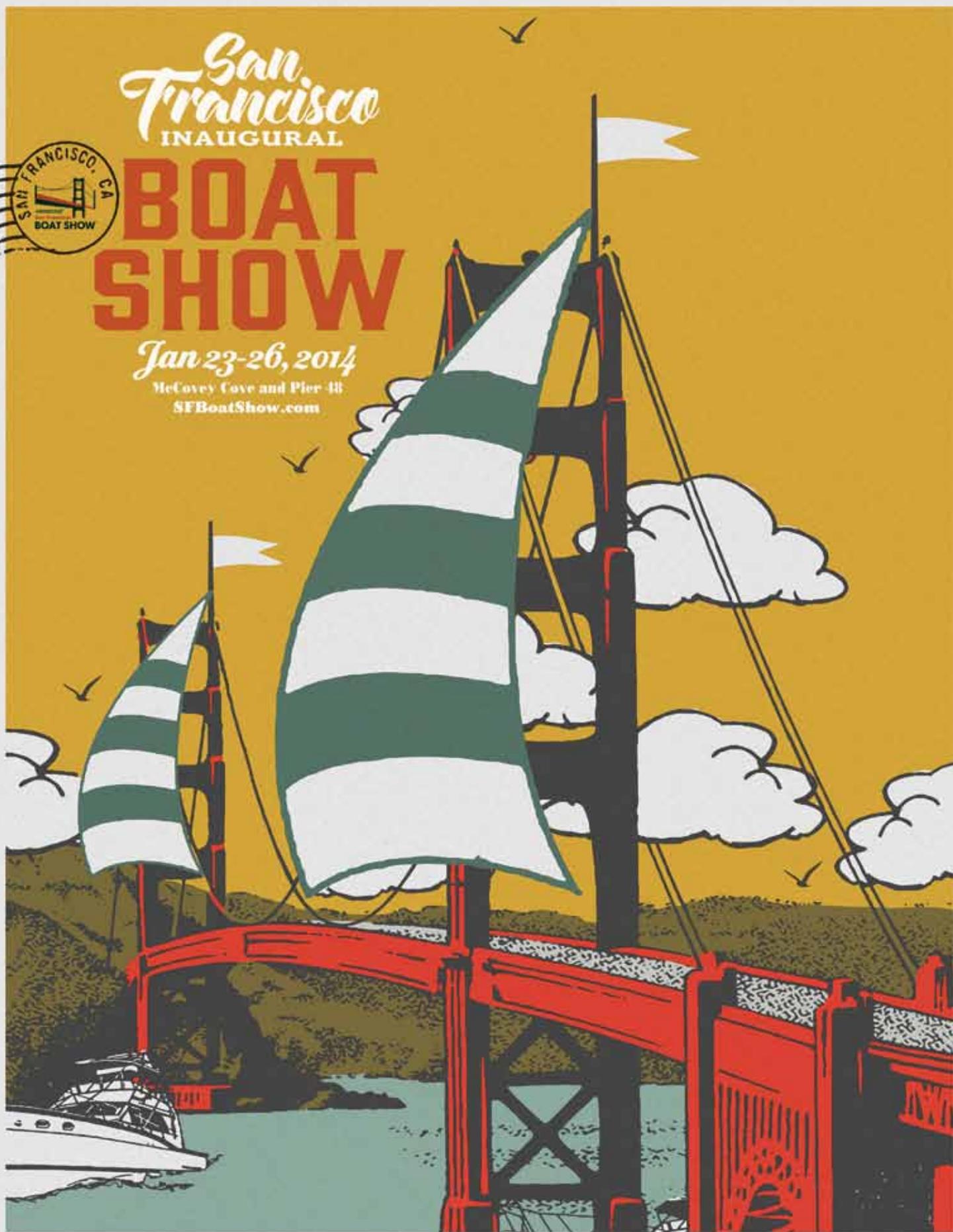
During my first Pacific cruise from 1967-73, we careened

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LETTERS

our Piver Lodestar trimaran in many places — New Zealand, the Marquesas, Hawaii, Angel Island, Mexico and Costa Rica. Bottom paint was only \$11/gallon in Costa Rica, so we did it every six months. We couldn't careen her in Tahiti because there is no significant difference in the tides.

We are, of course, so much more environmentally aware that we wouldn't do that sort of thing anymore. Besides, the four-foot deep rudder on my current tri won't let me beach her, so I have to use huge and expensive Travelifts.

Second topic: Tax assessors. I had a very similar experience to that of Mike of *Valinor*, but with the Orange County Assessor. I left Newport Beach with my family in June 2012 to do an open-ended cruise across the Pacific. The tax bill arrived while we were in Panama. I Skyped the assessor's office, and they insisted on all the marina receipts and so forth to show proof that we'd been gone. *Latitude* is correct about people in assessor's offices having no concept of cruising, as they think we spend every night in a marina. Anyway, we had to pay the bill pending our sorting it out when we got back.

We paid the bill and sent all the paperwork, which did remove us from the county rolls. But on our return, I found that I had to deal with a different office, the tax collectors. The tax collector insisted that since I was the owner of the boat as of January 1, 2012, I was liable for the tax year July 2012 to June 2013 — even though I was out of the county and the country by June 2012. I went up the chain of command and got the same answer every time: "The law says, the law says." It was like listening to your parents say, "Because I said so." What happens if you sell your boat on January 2? Are you still on the hook for the taxes up to July of the following year? If I had not paid, the bill would have increased a whopping 40% in three months. Short of an act of the legislature, I think I am out the money.

Tony Spooner
Macha, Haskins 39 Trimaran
 Formerly of Newport Beach

Tony — Wonderful historical photo of the trimarans on the beach at Angel Island. You're right, if you pulled a stunt like that today, you'd be in deep poop.

As for the business with the assessor's offices and tax collectors, you now know why so many cruisers establish legal residence outside California before they take off cruising.

DEFYING DOCTOR'S ORDERS

On August 6 of this year, my doctor solemnly explained to me that I had Stage 4 renal cancer. My immediate response was to inform her that she needed to do whatever she needed to do to me right away, because I was going to be starting the 20th Annual Baja Ha-Ha as part of my annual migration to Mexico on October 28.

"You don't understand," she responded.

"No, doctor," I replied, "you don't understand." One month later I was on the table for a slice and dice, which resulted in the removal of my left kidney and a tumor that we refer to as my "eight-lb Ugly Baby."

Two months later, I was participating — as I had told my doctor — in the Ha-Ha.

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LETTERS

an ingredient as Jimmy Buffett's music in the creation of the dream that gave direction to my wanderlust. The Baja Ha-Ha is an opportunity for me to see people that I care about and love deeply, many of whom I only get to see once a year.

The adage about 'the difference between an ordeal and adventure' may be old and a little tired, but it's true. I'm viewing my cancer with a tremendously positive attitude. For me it's easy, as I have my amazing Debbie in my life, and I have more people that I love and care about than is fair. Plus, I live on my boat in a slice of paradise, and I just completed my fourth Ha-Ha. Most of all, I'm positive that the chemo pills I am now taking will finish off the remaining cancer, allowing me to participate in many future Ha-Ha's.

How impressed was my doctor with my enthusiasm for sailing back to Mexico, my relentlessly positive attitude while in the hospital, and my quick recovery? She plans to visit us down here on Banderas Bay.

Glenn Twitchell
Beach Access, Lagoon 380
Newport Beach / Mexico

↑↓ THE SOUTH PACIFIC WITH PETS

We are currently in Panama with our two dogs, contemplating the next leg of our cruise. We would dearly love to do a South Pacific tour, but are struggling with how to get it done with dogs on board.

The comment in the November 6 *'Lectronic*, "Currently in American Samoa after having visited Hawaii, Palmyra and Fanning Island, Vicky is preparing to set sail for Tonga, Fiji, and hopefully New Zealand," gives us great hope. But I was wondering if Vicky Plett would consider sharing her experience in clearing in with pets.

P.S. Not only am I a longtime *Latitude 38* reader and an admirer of the Grand Poobah, but I sent this message from my kayak.

Lauri Hamilton
Ashika, Fuji 45
Panama City, Panama

↑↓ BRINGING BOOTSIE

We brought Bootsie, our cat, into New Zealand on November 1, 2011, and have been in New Zealand off and on ever since. While we don't take Bootsie back to the States with us — it's way too much for her to deal with airlines and for us to deal with the expenses — we do take her in to and out of New Zealand.

We went to Vanuatu and New Caledonia last season, and coming back here to New Zealand was not too big a problem. Bootsie had to go into quarantine for 10 days. This is a problem if you arrive at Opuia, as most boats do, as it will cost you big bucks to have your pet transported to the nearest quarantine facility. The first time we entered New Zealand was at Marsden Cove, and it cost us \$500 just to have our cat transported. But since then we have been based out of Gulf Harbour Marina in Whangaparaoa, and officials pick up Bootsie for around \$110.

As Vicky already will have been to Hawaii, I don't think there will be a problem, as she already had to have the Titer rabies tests and all of the shots necessary for Hawaii, just as she would for New Zealand. Just get the paperwork done way before necessary. Our only problem was that the paperwork had to be on New Zealand forms, and it *must* be stamped by a state health department official. For us, that meant Arizona.

If Vicki wants to contact me, I would be more than glad to

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LETTERS

talk to her. We are planning to head back to Hawaii, possibly in August 2014, and will need all the requirements for Bootsie to get there.

Paulie Grover
Storm Haven, Nordhavn 46
Arizona / Currently in Auckland, NZ

↑↓ IT'S NOT IMPOSSIBLE, BUT IT IS EXPENSIVE

Suzanne has been dealing with the hoops necessary to legally get our dog Vienna in to and out of countries in the South Pacific. She'd be happy to explain each country's rules to Vicky, but to summarize:

1) Pets need to be chipped.

2) All shots and vaccination records need to be up to date,

and you need to carry proof of them with you. Each country will have a different list of requirements.

3) You will have to quarantine the pet. It might be on your boat or it might have to be at an official — and expensive — facility.



It wasn't cheap to take Vienna cruising, but Dietmar and Suzanne say it was worth it.

It varies from country to country, but if you're going to New Zealand, Australia or New Caledonia, understand that you'll need to bring a wad of cash with you. That's because your pet will be required to be examined by a MAF-authorized vet and submit to several blood tests.

To give an example, when we arrived in New Zealand in 2009, Vienna had to be quarantined for 36 days. The total cost was \$7,500 U.S.

When we sailed back to Fiji in 2011, Vienna had to be quarantined for eight days. The cost was \$600 U.S.

When we sailed back to New Zealand in 2011, Vienna was once again quarantined, this time for 10 days. The cost was \$3,500.

When we sailed to New Caledonia this year, Vienna was quarantined for 10 days, which cost \$400, plus \$500 in lab and vet fees.

When we returned to New Caledonia after six months in Vanuatu, we had to pay another \$400 for quarantine, plus the lab and vet fees.

So yes, you can bring your pet with you when you cruise the South Pacific — as long as you bring lots of money and have lots of time for paperwork. As far as Suzanne and I are concerned, watching Vienna bark at whales, dolphins and frigate birds has been well worth it.

Dietmar Petutschnig, Suzanne Dubose & Vienna
Carinthia, Lagoon 440
Las Vegas / South Pacific

↑↓ THIS IS HOW RUMORS GET STARTED

I just got back from New Zealand on business, and can report that it's not a cat-friendly country. In fact, a bill was introduced in Parliament to eradicate all cats from the country, cats being a non-indigenous land predator with a penchant for killing birds.

Marty Czarnecki
Kokiri, Cavalier 39
Treasure Island

Marty — According to former Latitude Racing Editor Sutter



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Schumacher, who now lives in New Zealand, a well-known social commentator has pushed for a policy that bans the replacement of pet cats when they die — not their eradication — but it didn't get anywhere near Parliament.

↑↓ THE RULES AREN'T DESIGNED TO PISS OFF VISITORS

I think *Latitude* already has the best page of information when it comes to the requirements for bringing cats and dogs to New Zealand. We don't have rabies — or many other nasties — in our country and we want to keep it that way. I have personally witnessed a few visitors moaning about some regulations, which is not an attitude that fosters a friendly response from locals. These regulations are not designed to piss off visitors, but are rather part of a day-to-day battle to maintain New Zealand's environmental and economic standing. The same thinking exists with weapons. We don't believe guns are a particularly good idea, so please don't bring 'em to New Zealand. And if you do turn up with your 'self-defense' arsenal, you will need to surrender it until you leave.

Perhaps the best advice for travelers would be, if you think that your destination will not meet your personal requirements, stay at home.

Dean Wallis
Auckland, New Zealand

↑↓ NEW CALIFORNIA BOAT REGISTRATION FEE

Has *Latitude 38* done any research on the new \$16 fee that has been added to the boat and dinghy registration renewal we pay to the Department of Motor Vehicles? The fee is supposedly to prevent the spread of quagga and zebra mussels, via boats, from California lakes and reservoirs to other California lakes and reservoirs. The mussels can only live in fresh water.

The information accompanying the DMV billing says vessels that are used "exclusively in marine waters" are exempt



LATITUDE / LADONNA

from the fee. But nowhere in the information provided with the registration is there a definition of 'marine waters'. I read the actual statute, which is Harbors & Navigation Code Section 675, and "marine waters" isn't defined there either.

Planning to go to the Delta? You'll need to pay extra for your quagga mussel fee.

So I called the Department of Boating &

Waterways and asked for a citation of what "marine waters" means. I was told that the DBW defines it as salt water, including San Francisco Bay and as far upriver as Suisun Bay. But they couldn't tell me where to find the definition.

In federal law, "marine waters" is defined in different places as any navigable waters, or those subject to tidal influence, which could extend above Stockton and Sacramento.

Assuming you pay the \$16 fee per boat — I'm being assessed for my Catalina 27 and my two dinghies — you are issued a sticker to apply next to the boat's registration sticker. I assume that anyone who decided to not pay the fee and get a sticker would likely get stopped in the Delta. If I don't pay the fee, and go farther upriver than, say, Pittsburg, am I at risk of being fined \$1,000?

If "marine waters" means salt water, I have tasted the water as far upriver as False River, and it definitely has a slight salinity taste there. It also bothers me that DBW has provided this rather loose definition with no written citation that can

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LETTERS

be relied upon.

I did some more checking and found that the extra fee is new this year, as the enabling bill only passed the legislature and was signed by Governor Brown in September. I also learned that these pests have only been found in freshwater lakes, and only one reservoir in Northern California has ever had them, and this was back in 2008. However, there does exist a response plan to an invasion in the Bay and Delta.

What I find especially interesting is there is talk in the press releases of "closing the body of water to all boating" to prevent the mussels from being introduced to "other reservoirs in the state." It seems as though the government doesn't know the difference between the Bay, a river and a reservoir! And how would they close the Bay and Delta waters? Since the mussels don't live in salt water, why does the government need to worry about an invasion of the Bay? Whoever wrote the response plan doesn't seem to know what they are doing!

Peter Hine
Enigma II, Catalina 27
Richmond

Peter — As we understand it, there hasn't been a significant quagga/zebra infestation in Northern California, but the fear is that there could be a devastating one in Northern California's lakes and reservoirs — and inland waters, such as the Sacramento River. We say places such as the Sacramento River because there are places in the upper river where the salinity is not high enough to be lethal to the pests. The average ocean salinity is about 35 parts per million, while experts say 10 to 12 ppm are lethal to the mussels. It's unclear to us where the 'boundary' should be in the Delta.

So which boats have to pay the fees and which are exempt? We contacted the DMV for a definitive answer on who exactly is exempt from the new fee. The woman who answered when we called the special press phone number absolutely assured us we would hear back from someone at the DMV by the end of the day. We're shocked, but we never heard from them.

↑↓ WHAT RETIRED MALE SAILORS TALK ABOUT

Visualize the Ericson 34 *Great Escape* and the CS30 *Unanimous* berthed transom-to-transom at the visitor's dock in the Petaluma Turning Basin. The two boats and seven sailors from Palo Alto had made their way safely up the Petaluma River from San Pablo Bay the prior afternoon, cruising past the raised D Street Bridge by 5 p.m.

The next day, after a seven-mile hike up Sugarloaf Ridge and back, and after showers and changing into clean clothes, Capt. Tom opened up the bar for happy hour in the cockpit of his 34-footer. Brie and Gouda, spinach dip and scoopers, crackers and salted almonds all complemented the IPAs, pinot grigio and pinot noir.

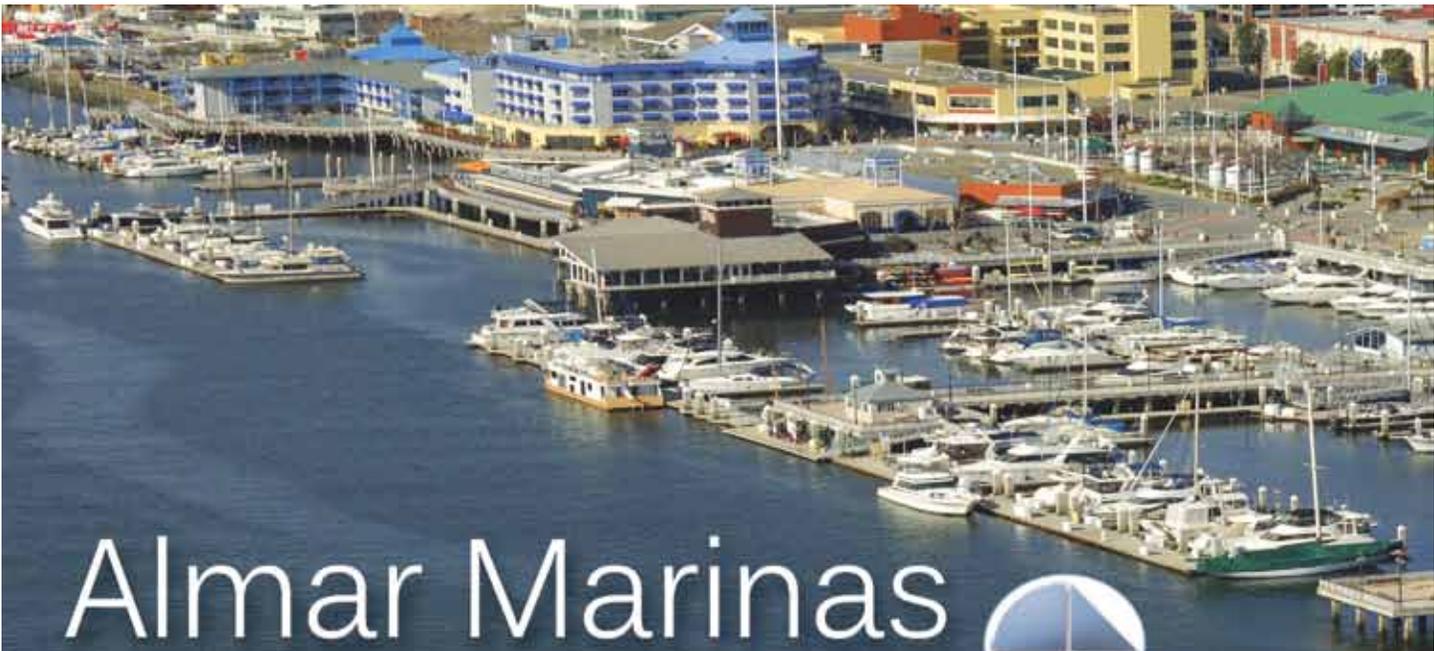
It was a pleasantly cool October evening, and the sun was setting as we imbibed and entered into the important discussions that retired guys have while they are off together on an adventure. Capt. Steve had studied the tide tables and charts, and determined that the optimal time for us to depart the next morning would be 7 a.m.

After we purchased and stowed breakfast provisions, Tom asked about coffee. "Couldn't we get it from the Starbucks on Petaluma Boulevard?"

"Is it open that early?" asked Leon.

"Yeah, I washed up in the Starbie's restroom a couple of times and checked their hours — open at 6 a.m.," chimed in Leon.

"Outstanding! While Jerry and I are returning the rental



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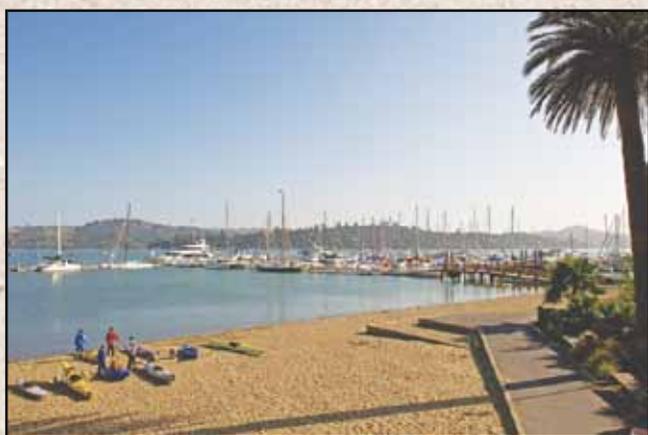
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cars, a couple of you guys could get the coffee," said Stew. "Think one of those cardboard carafes would be enough?" wondered Leon.

Jerry pulled out his iPhone and did a search on Starbucks and said, "They call the big containers 'Travelers', and you get 96 ounces for \$18."

"But would just one be enough?" asked Steve.

At this time all minds lapsed into the division calculation algorithm.

"That would be about 13 ounces each, right?" said Fred.

"That's like two six-ounce cups each," said Jerry, "plenty for breakfast."

But it's a long ride down the river and into the Bay," said Leon. "That's \$28 worth of coffee. I have a good Thermos that must hold six cups. What if we filled that also?"

"Yeah, Tom's boat with four aboard could take the carafe, and Steve's with three aboard could have the Thermos," said Stew.

All minds started recalculating again.

"Whoa, that would be six cups for three to share on Steve's boat and 16 cups for the four on Tom's boat," said Steve.

"Well," said Tom, "when we get out on the river we could come alongside and pass part of the carafe over to you guys,"

"Or all of us could have an early morning cup from the carafe right before we cast off," said Leon. "Then Tom's boat keeps what's left in the carafe and Steve's boat has the full Thermos."

"That would work," said Steve, who agreed to go to Starbucks with Fred.

Thus ended the most important group discussion on our weekend sailing adventure to Petaluma.

Stew Plock
Palo Alto

Stew — While considering retirement about five years ago, we asked a gentleman how well he liked it and if he found meaningful things to do with his time. He said he loved retirement and found plenty of things to do. For example, he explained that he'd spent the previous day getting the oil changed on his car. We were stunned, because if we go more than 24 hours without doing what we consider to be meaningful work, we have a hard time justifying being alive. As a result of this man's comments, we were terrified into working for another five years. No offense, but having now read your group's comment about coffee, we're good for at least another 10 years of hard work.

QUOTE OF THE MONTH

I came across an interesting quote in the book *Portable Curmudgeon*, which was edited by Jon Winokur. On page 164, the curmudgeon Paul Fussell is quoted as saying: ". . . the upper class never allows itself to be uncomfortable — except on a yacht."

Denny Kavanagh
Sausalito

Denny — That's pretty funny, but we don't think it's very accurate. While the upper class certainly produces its share of lazy derelicts, it also seems to punch above its weight with men and women who are in search of extreme adventure.

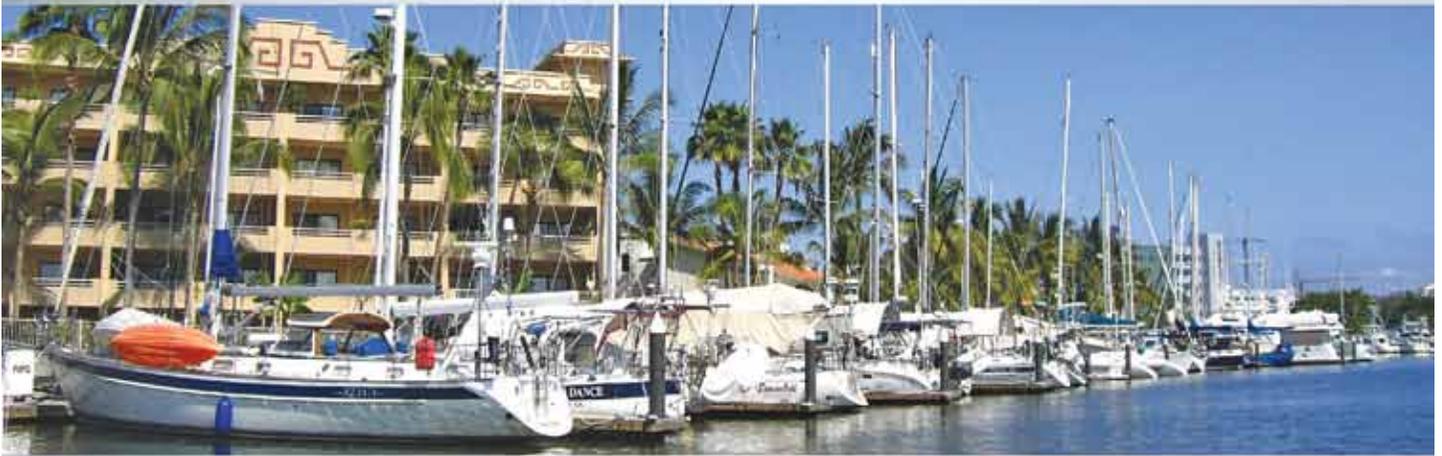
THE 'OLD DAYS' IN SAUSALITO

I lived in Sausalito in 1954 and 1955. During that time we kids used to fish off a pier in the downtown area. Moored off-shore of downtown was a beautiful schooner. I can't remember for certain, but I always thought her name was *Ramona*.



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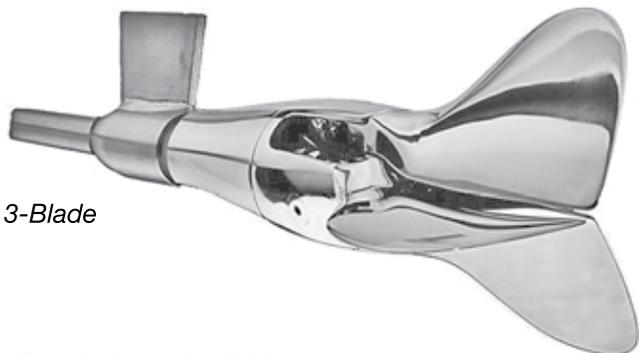
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Guess what? While doing some research for another boat I sailed on in the mid-'60s — the yawl *Jada*, which by the way was built in Stockton in 1938 — I came across a schooner by the name of *Ramona* in the book about the history of the TransPac. A *Ramona* participated in the 1955 TransPac Race and was skippered by her owner, William A. Pomeroy of the St. Francis YC. According to the TransPac records, *Ramona* was 109 feet in length and had a fireplace. Anybody know what happened to her?

By the way, I attended Central Elementary School in Sausalito, and played Little League Baseball for the Sausalito Fireflies. Maybe there are some old chums of mine in the *Latitude* readership.

Keith Fullenwider
Sanguine, Tartan 3800
San Pedro

Keith — We haven't a clue what became of Ramona. What we want to know is if you're old enough to remember when they had cattle drives down Bridgeway. The late sailmaker Pete Sutter used to tell us about them.

↑↓ ANOTHER VERSION OF THE EVENTS AT CHUUK

I'm writing in response to the first *Changes in Latitudes* in the October issue of *Latitude*, the one written by Bob Bohn of the Pacific Northwest-based Amel 52 ketch *C'est La Vie*. Bohn wrote that his boat had been seized and allowed to be destroyed by officials at Chuuk [Truk Lagoon] in Chuuk State of the Federated States of Micronesia.

Since we are contemplating a stop at Chuuk in the next six months, I was alarmed by Bohn's report, as he recounted a horror story of getting thrown in jail, the police letting his boat go on the reef, and people looting her while he had to stand by and watch. So I have done quite a bit of asking around trying to determine the circumstances and background of this incident.

The source of most of my information is American Bill Stinnett, the owner of the Truk Stop Hotel and Dive Shop. He's lived and worked in Chuuk since 1979, and was the two-time director of public safety in Chuuk, a former Investigator for the Micronesian Bureau of Investigation, and U.S. federal special agent based in Chuuk for about seven years.

Stinnett says the Bohn situation was a tightwalk for him. "I was trying to help this American while at the same time respecting the work that the National Police were doing."

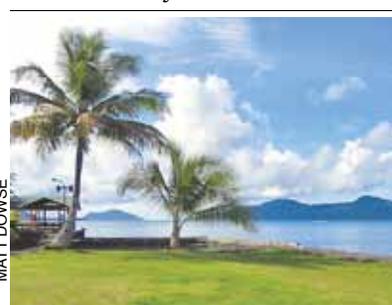
I was particularly interested in exactly how Bohn's boat got on the reef. Bohn's version implied that she had been left in the care of the police, who then let it go on the reef.

Stinnett says that *C'est La Vie* left on the same weekend

she arrived. And that prior to his departure, Stinnett told Bohn and his lady friend the same thing he tells other visitors, which is that if something didn't make any sense to them, they should feel free to come and talk to him.

The next time Stinnett heard from Bohn was when Bohn called him from jail.

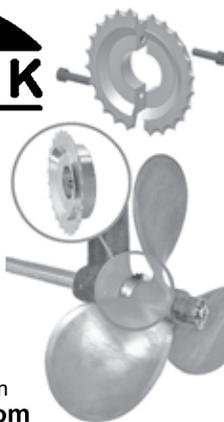
They talked, and Stinnett says Bohn told him that he and his lady friend had gone "sightseeing" in the lagoon and had run up on a reef. Bohn also reported being very unhappy because



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he couldn't raise anyone on the radio to help him, and that he was stuck on this reef for three days before help arrived. According to Bohn's account via Stinnett, it wasn't really help that arrived, but the police, and they arrested him and his lady friend.

Stinnett says that he got the feeling that the FSM national and state authorities felt Bohn was trying to leave without having completely cleared in, and that he had certainly not cleared out. There is a \$10 per day fee for anchoring within the lagoon that might have been unpaid, and that might have been an issue, too.

Stinnett says that he went down to the police station as soon as Bohn called, and he spoke with both Bohn and the head of the National Police based in Chuuk. Stinnett says he'd hired the officer when he ran Public Safety in Chuuk from 2005-2007, and that Stinnett considered him to be as "sharp, honest, and professional as any officer in Micronesia." When Stinnett left Public Safety, the officer also left, and took the job with the National Police Force. The two remain friends and have respect for one another.

Stinnett suspects that Bohn may have clashed with the customs and culture of Chuuk. When he emailed me, he said that people and families own the reefs in Chuuk. When there is a funeral or some major event, these families can put the reef off limits for swimming, fishing, and boating. Violations can result in fines of thousands of dollars or the loss of one's boat.

Stinnett says that the family that owns the reef Bohn grounded on believed that he had damaged their reef, which impacted their fishing and livelihood. Bohn spoke with Stinnett about this, and says Bohn made a trip out to his boat with a sack of rice to offer to the family. They apparently didn't accept it.

Stinnett says that he considered helping Bohn pull the boat free himself, but his Chuukese wife said that the owners of the reef could claim Stinnett's boat if he tried to help.

Stinnett says that the Chuukese people are wonderful and, if treated fairly and with respect, will give you the shirts off their backs. On the other hand, he had been responsible for several visitors being removed from the country for being "culturally insensitive."

I haven't been to Chuuk and wasn't there, so I can't say whose account is correct. It's possible that Bill Stinnett is distorting the facts to protect his tourism interests in Chuuk, but I don't think so. It is possible that the full truth is somewhere in between. But from the information I have, I think it's unlikely that Bohn's version, as published in *Latitude*, is gospel. But each person has to decide for him-/herself.

We're going to stop in Chuuk early next year, and we'll let everyone know how our visit turns out.

Dave & Sherry McCampbell
Soggy Paws, CSY 44
Currently in the Marshall Islands

Dave and Sherry — What we found most interesting is Stinnett's admission that the allegedly "wonderful people of Chuuk" feel that they may be entitled to someone's quarter-of-a million-dollar boat if she goes aground on their reef. And that if anyone tries to assist the stranded mariners, they may lose their boat, too. One can excuse this as a "cultural thing," but only if you have 'CHUMP' tattooed on your forehead.

There are certainly many unknowns in this story. Among them, why Stinnett didn't explain the reasons Bohn was arrested multiple times. While we're not taking either side in this incident, we can't think of any possible justification for Bohn's uninsured boat's being lost. At the very least, Chuuk authorities

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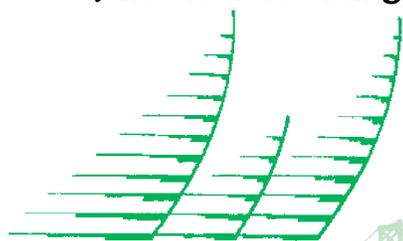
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*- Chris Vandervert
Catalina 30*

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LETTERS

should have made a legitimate effort to help him save his boat. After that was done, they could have looked into whether he had properly cleared in and out, and whether he owed a \$10 anchoring fee.

↑↓DON'T UNPLUG A HOT SHOREPOWER CORD

I read the November 13 *Lectronic* piece about the boat fire on the Beneteau First 44.7 *Foggy* caused by a shorepower connection.

There is another shorepower cord problem, which is caused by not turning off the power at the dockbox before unplugging the shorepower cord, or not turning off the power at all. If you unplug with power on, there will be a spark that contributes to corrosion of the plug, which leads to increased resistance, which may eventually result in a fire. And if you unplug from the boat and leave the switch on at the dockbox, the poor soul who trips over your hot 30-amp plug and falls into the Bay with the cord will be electrocuted. It's a pretty simple concept, but most sailors don't get it.

So please, turn off the electricity at the switch before you unplug. And never leave a hot wire on the dock.

Bruce Adornato
Pelagic Magic, True North 38
South Beach

↑↓IT WAS THE MARINA'S FAULT

A couple of years ago, I had a brand-new shorepower cord for my boat, new receptacle for the 110-volt power, and 12-volt wiring professionally installed on my boat as part of an extensive rebuild. During the winter, when I was running two 15-amp heaters, the cord burned at the plug end. I had to buy a new cord and a new 110-volt, 30-amp receptacle to replace the very same brand-new components.

What went wrong? My electrician maintains that the problem was low voltage supplied by the ancient electrical infrastructure in the marina. He said the marina refused to admit to the problem, but that it was most likely the cause.

Tom Van Dyke
En Pointe, Searunner 31
Santa Cruz / Currently in Fiji

↑↓WHEN ARE 30 AMPS NOT 30 AMPS?

Thirty-amp shorepower cords are rated for 30 amps — but only for a short time. Their continuous rating is 80% of

30, or 24 amps. This is mostly an issue in the winter months when heaters are most frequently used on boats.

The SmartPlug is definitely a better choice when it comes time to replace your cord. In fact, many Canadian insurance companies give a 10% first-year discount when a SmartPlug is installed on a boat. That's often enough of a discount to pay for the SmartPlug.

Brian Stannard
Mi Tiempo, CS27
Victoria B.C.



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Brian — *The SmartPlug seems like a great product to us. It was one of four products to win West Marine's Innovation*

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LETTERS

of the Year Award in 2011, and really does seem superior to regular shorepower cords and plugs. Google for details.

↑↓ CHECK THE BACK OF YOUR INLETS

My last two boats both had burned or melted shorepower inlets. The shorepower cords themselves were fine and the inlets looked fine from the outside, but on the inside of the boat, where the boat's wiring connects to the inlet, one or more terminals were burned. This is likely the result of corrosion or a loose screw terminal. It was only a matter of time before it got hot enough to start a fire. Please have your readers check the backside of their inlets, too.

Paul Goyke
Cariad, Caliber 38
Alameda

↑↓ GIVE FORECASTERS A BREAK

I suggest that you take the opportunity to spend a little time with a National Weather Service forecaster, particularly at the National Hurricane Center in Miami. It might improve your perspective on the complexities of forecasting. It might also improve your attitude about government employees.

Larry Smith
Harmonia, Leopard 43
Sacramento

Larry — You're missing the point entirely. Neither we nor anybody else has been questioning the difficulty — actually impossibility — of long-range hurricane forecasting. What everybody is saying is that until long-range hurricane forecasting can be accomplished with any sort of accuracy, perhaps the National Weather Service should follow the example of the Canadian Weather Service and refrain from making such forecasts. Why? Because consistently being wrong tends to make you look incompetent. If the National Hurricane Center insists on making long-range hurricane forecasts, we believe they should boldly preface them with a proviso such as, "To the best of our very limited abilities at this time, we think the following is something that might happen."

As the Grand Poobah, we pay lots of attention to late-season tropical storm development in the Eastern Pacific, and therefore have an inkling of the complexities of forecasting tropical storms — even after they have formed. If you look at five different computer models of any given storm, they often vary tremendously. And it wouldn't be unusual for all of them to be off the mark. We're not disrespecting anybody's skills or efforts; there are just too many variables to deal with.

We also know that it's difficult, if not impossible, to make much sense of hurricanes from historical data. A few years back we did a piece on all the hurricanes that have hit St. Martin in the last 150 years. The most striking thing was the lack of any kind of logical pattern. For instance, while St. Martin has taken a direct hurricane hit an average of once every 6.5 years, it has also gone as long as 12 years without being hit by even a much more common tropical storm. In 2000, everyone was freaking out in St. Martin because they'd had six hurricanes in seven years. Yet there wasn't even a tropical storm for the next 10 years.

We don't have a bad attitude about government employees, as we personally know many government employees — including members of our extended family and crew on Profligate — who are extremely hard-working, competent and caring. Our problem is with the system, because we also know that thanks to a one-party system in California where that party is all but owned by government employee unions, even the most



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LETTERS

incompetent and uncaring, if not downright criminal, people can find a comfortable career with lavish pay and benefits, and often a spectacularly generous early retirement. If you're not aware of this, you need to pay a little more attention to the news, and what a fraud it is if anyone claims that California has a balanced budget. Mind you, it's not that much skin off our butts, but such extravagant and reckless vote-buying is already taking a terrible toll on cities and communities, and it's going to be devastating to future generations. Before anybody accuses us of being a Republican, we believe their motives are equally unaltruistic.

↑↓ **SHORT-TERM FORECASTS AREN'T GREAT EITHER**

People have complaints with the long-range forecasting of hurricanes. How about the 'short-range' forecasts for regular weather in the San Francisco Bay Area? Take yesterday, for instance. If anyone looked at the National Weather Service's forecast in the morning, they sure would have been surprised by the 30-knot winds off Alcatraz. There have been other big weather surprises this year.

Pat Broderick
Nancy, Wylicat 30
Santa Rosa

Pat — *The best that meteorologists can provide are weather predications, not weather guarantees. We're confident that our forecasters do the best they can with data and tools that are currently available to them. Asking them to be 100% accurate — or anything even close to it — is simply asking for the impossible.*

↑↓ **FORECASTS ARE AS REAL AS GLOBAL WARMING**

The National Hurricane Center's poor record in forecasting the number of tropical storms and hurricanes each year should get classified right along with the claims of 'global warming'. Our weather forecasters can't predict what the weather will be like in a couple of days, to say nothing of coming hurricanes or global warming. Cap and trade is just a joke based on computer projections — the same computers that predict daily weather, but with just a few more 'projections' dialed in.

Curt Simpson
Palm Desert

Curt — *We're skeptical by nature, and the while there have been some recent setbacks in the climate change narrative — what's with the 62% increase in Arctic ice over last year? — we're willing to give the benefit of the doubt to the overwhelming majority of scientists who believe in climate change. But having staked so much of its reputation on it, the scientific community had better be right. We should know in 30 years or so.*

↑↓ **SAILBOATS ARE NOT AN EASY SELL THESE DAYS**

Do you have an overall professional opinion of the yacht sales business? Good, fair, or poor, and what are the influencing factors?

My 1983 Nauticat 44 has been on the market with a local broker since June. While she's been getting a lot of attention, nobody has made an offer, not even with deep discounts. Is there a soft market now due to the economy, or has there been bad marketing on my part? Any advice?

Bill Kelly
Saoirse, Nauticat 44
Sacramento Delta

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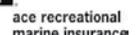
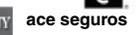
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LETTERS

Bill — There are a couple of things working against boat sellers and in favor of boat buyers. First, the mid '70s to the mid '80s were prime time for Baby Boomers to buy boats. These



WEBB LOGG

A clean boat will sell much more quickly than a dirty, neglected one.

days more of them are buying retirement homes and sitting on couches rather than sitting in cockpits. It's a pity, but it's reality. Second, unlike cars, fiberglass sailboats last almost indefinitely. So while the number of sailboat buyers has been continuing to shrink, the number of sailboats available

has continued to grow. That's not a supply/demand equation that works out well for boat sellers, but again, it's reality.

There are, however, things you can do that will give you an advantage over most other boat sellers. Specifically, make sure that your boat has 'curb appeal' and shows well. Too many boatowners, particularly with boats that are decades old, go for a last sail, put the boat away wet, then call up a broker to list the boat, expecting her to sell quickly. This isn't going happen often in a very competitive seller's market, even with a steep discount in asking price.

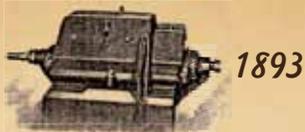
At the very least, make sure your boat is cleaner than she's ever been before you put her on the market. Particularly the heads. If your boat is dirty or messy, you are going to immediately disgust the female half of any potential boat-buying couple, and in most non-racing boat purchases, the female rules — or at least has absolute veto power. Indeed, since your boat isn't a racing boat, you'd be wise to play to the female. Bring a female friend in for an honest assessment on how to make your boat more attractive to a woman. You don't have to follow up on all the suggestions, but you should listen carefully and not skimp on the colorful pillows. Got a great photo or two of your boat, or perhaps a Jim DeWitt painting of her? Don't hide them, as anything that makes your boat stand out helps.

Guys care about mechanical stuff and factual information. Make sure all the sails and sail systems are in good repair. Make sure your engine runs well and the engine room is orderly. Make sure that all the systems on your boat work. Nobody is going to be interested in buying somebody else's boat problems — at least not if there isn't a tremendous discount. If you have the most recent survey available, as well as maintenance records, it's going to make you look more caring and responsible than others. That's a good thing.

The last thing we'd suggest is that you try to find a sistership for sale and do a little comparative shopping of your own. See how your boat stacks up, then pretend you're a buyer and see which boat you'd pick. Now that it's winter, boat buyers are few and far between, but it gives you a few months to really prepare to market your boat. Good luck.

↑↓ BEING THRIFTY IS NOT A CRIME

About 10 years ago I wrote a letter to *Latitude* about the 'contest' to see who could spend the least money cruising. Sort of like the 1950s game show *Name That Tune*. And here we are, 10 years later, with the same stuff. You mention that the late Mike Harker ate Costco canned chicken and had just a cup of coffee each morning. Wow, that sounds like fun! Go to a foreign country and all you can say you've experienced of the culinary culture is a cup of coffee. I think Harker won



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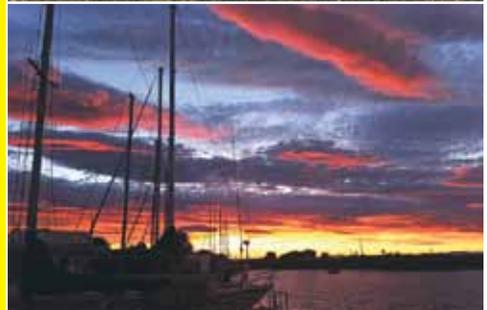
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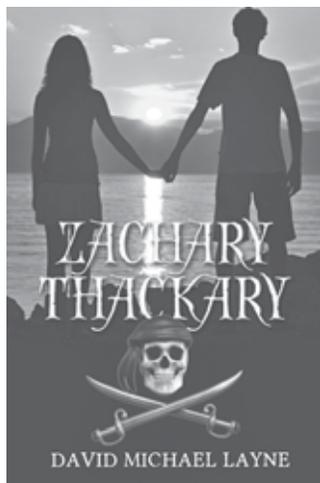
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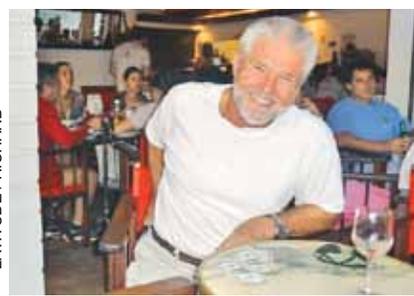
LETTERS

the prize. I can't imagine a letter from someone in the next month saying they undercut that.

(Mr.) Leslie D. Waters
San Jose

Leslie — It's not "the same old stuff." We wrote about Harker in 2003 because he'd just singlehanded to Europe and then sailed to French Polynesia with crew. We wrote about him in more recent years because he'd done a circumnavigation and continued to cruise in the Caribbean.

Apparently you don't understand people like Harker. He was not poor. He bought a new Hunter 34 in 2000 to learn to sail and to do the Ha-Ha. He later bought a new Hunter 406 to sail to Europe and then the South Pacific. After that he bought a new Hunter 49 to do his circumnavigation. Harker also owned a beachfront triplex on Santa Monica Bay and, until it



LATITUDE / RICHARD

Mike Harker loved to people-watch but preferred eating canned chicken on the boat.

burned, a cabin in the mountains where he kept several beautifully restored motorcycles. Everything he owned was first-class and well maintained. Harker was never interested in buying stuff for the sake of buying stuff, and we admired him for that.

Mike's thing was people-watching. He

was always the quiet guy who listened to people go on and on about their minor sailing exploits. Only after people got to know him for a month or so would Mike let on that he'd sailed around the world singlehanded — despite a horrible hang-gliding accident that had left him bedridden for a decade and forever unable to stand upright without having to touch something.

Mike loved to get a cup of coffee and observe people for long periods of time. That's what people do in Europe. Heck, in Capri they darn near set up grandstands so people can nurse a sundowner while watching everybody strut by in their fine Italian threads. Mike would go to the same coffee bars or restaurants over and over again, and become friends with the waiters and owners. He was more interested in them than the high-rolling vacationers. Despite his ultra-unassuming way and physical limitations, Mike somehow managed to attract some very lovely women to sail with him. And they often came back for additional legs.

As for his preference for Costco canned chicken when he could easily have afforded more refined fare, that will forever remain a mystery to us — although we don't have much use for pretentious tourist restaurants either.

Want an even more extreme example of a sailor living well within his means? When one of the richest men in the world — worth many billions — wanted a boat, he built a modest 44-footer himself. When he wanted to buy a professionally made cat, he bought the smallest in the manufacturer's line. Not everybody thinks bigger or more expensive is necessarily better.

It seems to us that you think the more money a cruiser spends, the more integrated he/she becomes in whatever culture he/she is visiting. We think you have it backward. Money is often a barrier, especially when visiting Third World places, to really getting to know or become part of a community.

From time to time we've written about Glenn Tieman of Southern California. He spent 10 years cruising a homebuilt 26-ft catamaran from California to Asia. During the first five years,



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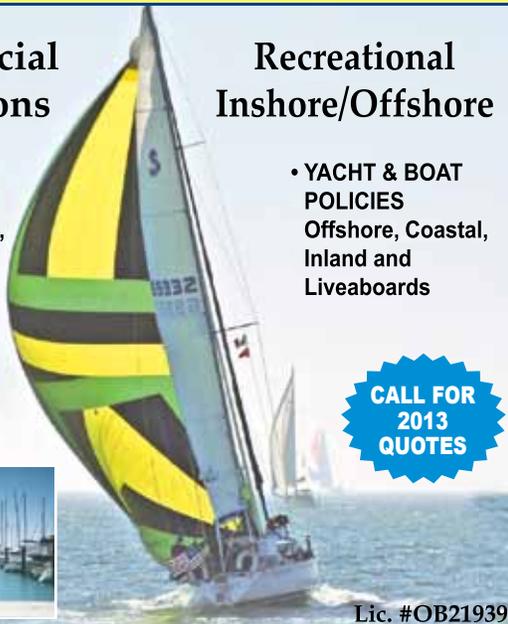
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LETTERS

he told us he lived on about \$1 a day. During the second five years, he lived on about \$3 a day. Tieman's goal was to completely integrate himself into remote communities for months at



BILL BARKER

Glenn Tieman sailed to Asia in his first homebuilt cat. Who knows where he is now?

a time, and he did to a much greater degree than most cruisers. Because of the near insistence of family and friends, Tieman returned to Southern California after 10 years to teach school. Dissatisfied after a few years, he built a 38-ft replica of an ancient Polynesian cat for \$14,000 and took off again. We expect he's now part of a community on some island we've never heard of.

If you read Latitude regularly, you know that a few years ago Steve and Charlotte Baker were sitting in the hot tub behind their home in Santa Rosa when they came to the realization that they were spending a lot of money on a not-particularly-satisfying lifestyle. So they bought a humble Catalina 27, pointedly christened her Willful Simplicity, did the Ha-Ha, and subsequently became an integral part of the small and modest Mexican community at Evaristo in the Sea of Cortez. Before long they'd been adopted and became the godparents of several local kids. We don't know how much money they are living on, but since there aren't any real stores or restaurants near Evaristo, it can't be much. The Bakers have been at Evaristo for a while now, so they must like it. In fact, we just heard they finished building living quarters for a teacher.

And surely you've read our reports on Jack van Ommen of the Gig Harbor, Washington-based Nadja 29 Fleetwood.



JACK VAN OMMEN

Jack van Ommen sailed 'Fleetwood' all over the world.

After a severe business reversal at age 60, all van Ommen had to his name was a kit-built 29-footer he'd sailed in a Singlehanded TransPac decades before and a limited ability to pay his rent. Despite monthly Social Security income of just \$1,700, in the last seven years or so he has cruised to 43 countries in all parts of the world, while putting about \$1,000 a month in the bank. If you think he's not living a more interesting and locally integrated life than

95% of the rest of the people in the world, you haven't been reading his blogs.

(Editor's note: See Sightings for the story of van Ommen's loss of Fleetwood near Ibiza last month.)

There are countless people happily cruising for less than the various poverty levels in the United States. That's not to say that we could do it, but we have utmost admiration and respect for those who can and do. We suspect that's also true for the people in the places these cruisers visit. After all, it's easier for Third World people to relate to a cruiser living on \$1,000 a month than those struggling to get by on \$10,000 a month.

↑↓ THE POOBAH'S THOUGHTS ON THE SPOT SATPHONE

In a recent issue you said that the folks at Spot had given you a new Spot Global Phone to test. What do you think of it for people cruising to Mexico? How does it compare with



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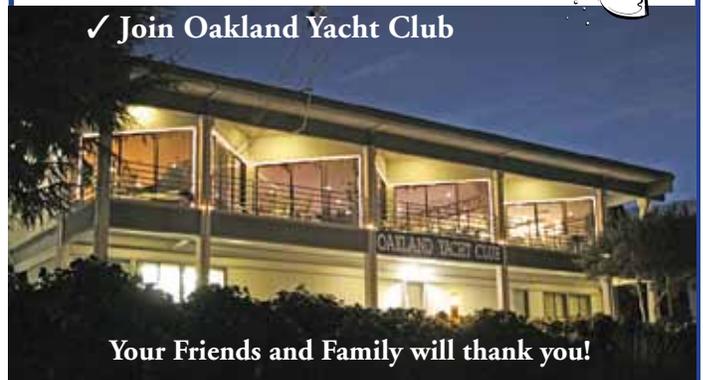
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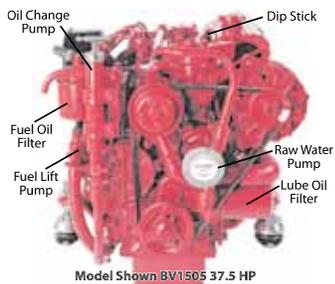
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LETTERS

the Iridium satphone?

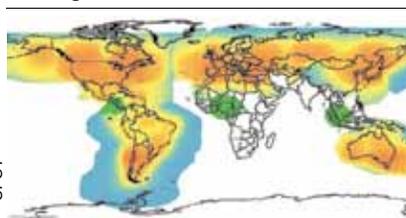
Eric Alderson
Melanie, Catalina 42
Seattle

Eric — Based on our experience, the Iridium wins hands down over the somewhat misnamed Spot Global Phone.

We attempted to use the Spot phone — it retails for about \$500 — on many occasions during the Ha-Ha. The sound quality was always excellent on the caller's end, but receivers reported choppy clarity — and that was, of course, when it worked. The problem was that it often didn't work. Calls either wouldn't go through or were dropped. Sometimes we'd have four bars, then we'd have none, then four bars again. And reliability wasn't just an issue at sea, as we repeatedly couldn't get the Spot phone to work while in the marina in Cabo San Lucas.

Our Iridium phone — which retails for about \$1,050 — was much more reliable. And when you have medical or mechanical emergencies — as we did on this year's Ha-Ha — reliability trumps price. This was our first year with a second-generation Iridium phone — which has actually been around for years — and the sound quality was easily superior to the original Iridium phones. You can get a used version of the original Iridium for about \$100 — from us, among others — but we wouldn't recommend it.

The Spot Global Phone and Iridium use different technology. Iridium has 66 active satellites, plus spares, that cover the globe and provide service around the world. Spot says that its phone is 'global', but that's not supported by a map claiming to show their area of coverage. What's more, and what's disturbing, is that we don't believe the coverage map is accurate.



SPOT

Don't take the Spot Global Phone's coverage map too seriously.

Back when Globalstar phones used the same technology, they provided virtually the same coverage map, and it definitely was not accurate. We tried and tried and tried to use the Globalstar phone across the top of South America and other places where they claimed to have coverage, but the phone never worked.

Spot says its phone is powered by 'satellite technology', but it's different from that of Iridium. Spot uses Globalstar's 48 low-orbit satellites in a 'bent pipe' system. When you make a call, it goes up to a satellite, down to a ground station, then travels by landline to the number you're calling. Globalstar claims their system is superior to that of Iridium, but we haven't found it to be the case.

The Globalstar system that Spot uses also has a black mark in our minds. A number of years ago, Globalstar was a Ha-Ha sponsor. While the Globalstar calls were often dropped on the Ha-Ha, if we kept at it, we could usually get a call or calls through to Commander's Weather to get the daily weather report for the fleet. Before the start of one Ha-Ha, we made a call to confirm that the system would work in Mexico. It didn't. When we called Globalstar, they explained that the satellite they needed to provide service for the coast of Mexico was out of service. They had made no attempt to inform their users of the lack of service. Their irresponsibility would have meant we'd be leading the Ha-Ha without an easy way to contact Commander's Weather. Fortunately, there was an Iridium retailer open on Sunday, the day before the start of the Ha-Ha.

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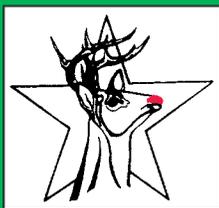
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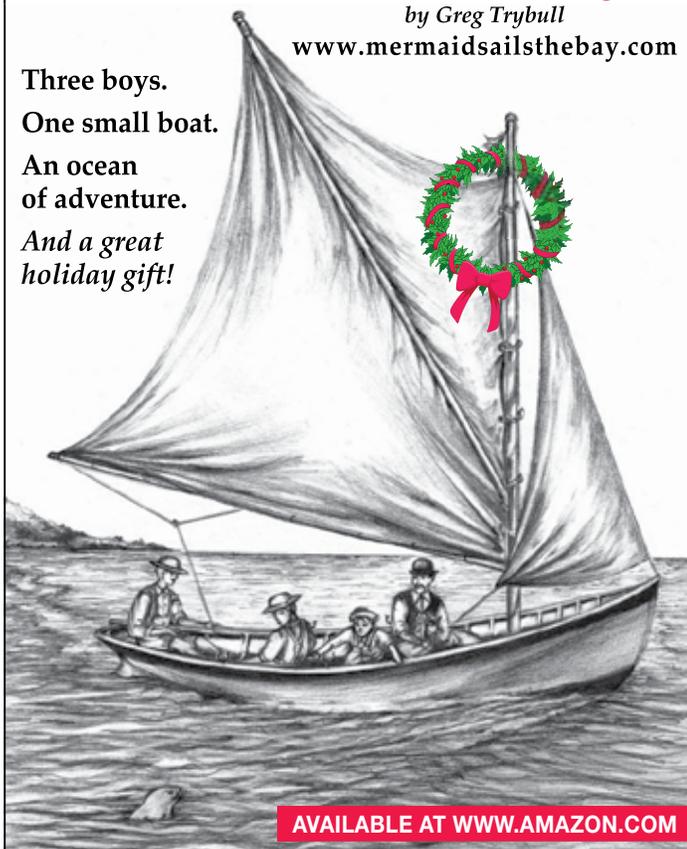
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The one other knock we've got against the Spot is that the screen is too dark and hard to read. Iridium's screen is bright with big letters and numbers.

The Spot is less expensive and may be adequate for a sailor's non-emergency needs in Mexico. But if you want reliability, a readable screen, and a phone that will work everywhere you can cruise, our recommendation would be the Iridium. You can also download GRIB files for about 80 cents each from an Iridium.

While we're not big fans of the Spot Global Phone, we are very big fans of the Spot Messenger, which we think offers mariners a great safety, tracking and messaging device. But once again, the area of coverage has limitations for cruisers, and we're not sure how accurate it is.

↑↓ **BETTER 44 YEARS LATE THAN NEVER**

With regard to Max Ebb's recent article on latitude and longitude, and radio etiquette, I think a young Coastie can be forgiven for not knowing where Hospital Cove is. He or she may never have heard the name.

For years I had wondered about the location of Hospital Cove on Angel Island. No one I spoke to seemed to know for sure where it was. It was listed on page 10 of my tide book under locations for current differences from the Golden Gate, but didn't appear on the chart.



LATITUDE / LADONNA

After some modest research, I discovered that the name of this cove had, in 1969, officially been changed to Ayala Cove, after the Spanish naval officer and explorer. In 2011, I informed NOAA's National Ocean Service, the federal agency that is responsible for tidal data, of the change. Notwithstanding the government's reputation for red tape and dawdling, within a day or two they had updated their online database to reflect the correct name.

Where in the world is Hospital Cove?

However, the tide books we commonly use are printed by private companies, not the government, and I was unaware that they do not automatically download the new data from the NOS. So when the 2012 books came out, the old name was still there. I alerted the publisher, San Francisco's Tidebook Company, and lo and behold, the 2013 volume finally displayed the correct name, 44 years late.

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Tony Johnson
Whisper, Catalina 22
San Francisco

↑↓ **CRUISING SAFELY BUT ON A BUDGET**

We are now preparing our new-to-us Dehler 41 for the 2014 Ha-Ha. Just like everyone else, we're on a budget. Our boat has the very minimal standard wind/speed/depth nav pods, a VHF radio, a VHF handheld radio, a Garmin 76C handheld GPS, a Davis sextant and paper charts. I am also computer-savvy.

New equipment is expensive, fun, cool, and 'safe'. But our bank account can better handle used, reliable and proven, along with a few new items such as an EPIRB. Research online and talking to marine equipment suppliers yields the entire spectrum of opinion of what's needed. I think it would be interesting to read what Max Ebb and Lee Helm have to say about the topic. They will both agree on safety being

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LETTERS

paramount, but are likely to differ on what should be new versus what can be picked up lightly used.

I always enjoy reading my *Latitude* cover to cover. And while I work in a technical field, I don't always see things Lee's way.

Dave Johnson

Flying Squirrel, 1975 Balboa 26
Flying Squirrel II, 1998 Dehler 41DS

Dave — If you don't mind, the *Wanderer*/Publisher, who founded the *Ha-Ha* and has done 19 of the 20, will field your question, as we've had more experience doing *Ha-Ha*'s and cruising foreign waters than Max or Lee.

1) An EPIRB. We would have no hesitation buying a used one, as it's easy to test them to see if a unit is working. Some of the newer ones do have additional features, such as GPS,



ALL IS LOST

What kind of movie would 'All Is Lost' have been if the sailor'd had an EPIRB?

which would make it slightly easier for you to be found. We would never let our kids sail offshore on a boat that didn't have an EPIRB.

2) A satphone, which would be either be an Iridium or a Spot Global phone. A satphone is important because, unlike an EPIRB, it allows two-

way communication to describe the nature of an emergency, in addition to being useful for regular communication and getting weather and email. As you'll read in Sightings, we think there are several excellent reasons — reliability being number one — to chose the Iridium over the Spot. We see no problem buying used satellite phones, although the newer generation Iridium M115s have superior sound quality to the original ones. There is also a water-resistant version of the Iridium phone in case you plan to have to get into a liferaft. Iridium satphones can be rented from any number of places for the duration of the *Ha-Ha*. We would not let our kids go offshore without an Iridium satphone.

3) A product that sort of fits in between the EPIRB and the satphone is the Spot Messenger, which allows: 1) friends to follow your almost-constantly updated track; 2) friends to follow your position and track on a constantly updated position; and 3) you to send a distress message to the Coast Guard. The Spot Messenger is the poor sailor's version of an EPIRB/satphone for those not going to the South Pacific, where it doesn't work.

Some sailors go offshore with none of the above, most go with at least one, and lots go with all three for redundancy. EPIRBs are a one-time cost of between \$500 to \$1,000 for the fancy models. Older model Iridium satphones can be bought for \$200, or the latest model for \$1,050. Air time is less expensive in bulk, but the minimum is \$150 for 75 minutes, so it's not cheap. The Spot Messenger is \$150 with an annual \$100-150 service plan.

As we said, we'd buy any of these items used as long as they checked out and obviously weren't abused.

4) If you'd be going cruising for more than one season, we'd also recommend an SSB radio with SailMail. The SSB is necessary for listening to the various radio nets, which are the lifelines when crossing the Pacific. See this month's Changes from Pacific Highway to see why SSBs are considered necessary by most cruisers. Unlike with satphones, everybody is allowed to listen in on SSB, which makes for greater safety and fun. And with the addition of SailMail, you can communicate in relatively short

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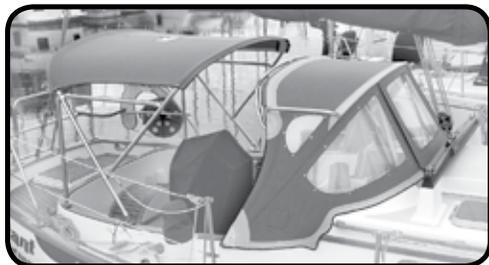
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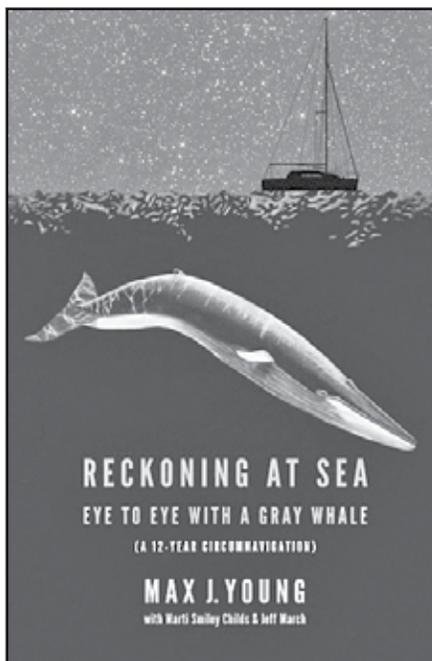
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LETTERS

messages with friends at home, and you can download GRIB files for weather. By the time you get the entire package going, it's probably going to run \$3,000. We consider SSBs to be very nice, but not essential, except for those crossing the Pacific.

5) Navigation: No matter if we're in the Caribbean or the Pacific, we navigate with the Navionics programs on our iPhone or iPad. You do not need to have internet access for this great navigation combo to work. Considering the number of charts you get with each Navionics package, they are bargains.

6) Radar is wonderful for navigation and in fog, and we think all Northern California boats should have one. But if you're patient and careful, you don't have to spend the \$2,500 to \$3,500, especially if you get an AIS. Most boats have both radar and at least receive-only AIS. We wouldn't let our kids go offshore without at least radar, although once south of Bahia Santa Maria and when the Ha-Ha is over, you don't really need it.

7) Communication: When in Mexico you'll want to get a modem from TelCel. This will give you internet access pretty much anywhere you can get cell phone coverage. If you're spending a season in Mexico, you'll almost certainly want a cheapie Mexican cell phone or — see this month's Changes — an old iPhone

If anyone is going cruising on a really low budget, please remember that when we started publishing Latitude, cruisers sailed all over the world before the following were even invented: reliable EPIRBs, satphones, sat messengers, SailMail, reliable SSB radio, GRIB files, reliable radar, AIS, modems or cell phones. Some will argue that while cruising wasn't as safe back then, it was a heck of a lot more adventurous.

We hope that covers it. We welcome comments or differing opinions from experienced cruisers.

↑↓ AN UPDATE ON 'TI PROFLIGATE

My having read your musings about the Caribbean in the June issue, a longstanding question of mine has come to the fore. As I recall, several years ago the publisher bought a used Leopard 45 catamaran that had been in service for The Moorings, then placed her in a yacht management program with BVI Yacht Charters of Tortola. Given your extended high-season usage of the vessel, how does your balance sheet look on an annual basis? Is there still sufficient charter income to make ends meet, or do you have to put something in the kitty yourself?

Andrew J Ritchie
East Coast

Andrew — Keeping in mind that we bought our cat outright and therefore don't have a mortgage, we have been able to use the boat extensively in high season without having to put any more money into her, or having to pay for berthing or insurance. Mind you, the boat has constantly been updated: new sails, new bimini, new StackPak, new tramp, new dinghy and outboard, excellent engine maintenance and so forth. Plus, she's a simple boat, which Anthony, who is in charge of maintenance at BVI Yacht Charters, says really helps. We do virtually no work on the boat. When we pick her up, everything is working. When we return the cat three months later, we usually have a small list of things that need to be taken care of. If a tropical storm approaches — as has happened several times during our ownership — BVI Yacht Charters takes care of everything. Most times we don't even hear about it until after the fact.

One thing that works in our favor is that 'ti Profligate, being simple and older, is about the biggest 'bang for the buck' 8-person, 45-ft bareboat cat in the BVIs. So she stays very busy. Contrary to what a lot of people assume, our experience has

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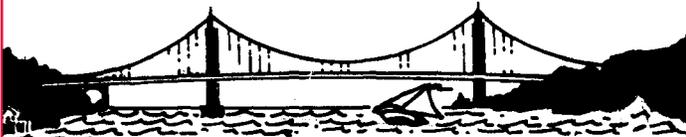
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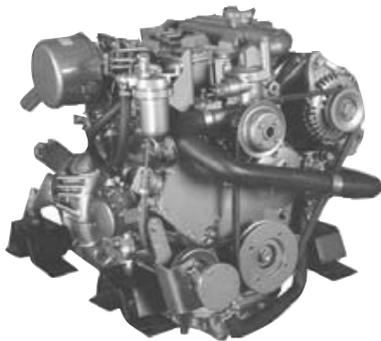


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LETTERS

been that a simple, well-cared for charter boat ends up in much better condition than most seldom-used private boats. Nelson knew what he was talking about when he said, "Men and ships rot in port." But remember the 'well-cared for' qualifier.

We haven't had any experience with other yacht management companies, but as far as we're concerned, BVI Yacht Charters has done us right in keeping our cat in very good condition. It hasn't been cheap, but the cost has been worth it. The best indication of our overall satisfaction is that we intended to keep the boat for just three years, but are now about to start our seventh year. We're not guaranteeing a yacht managed by some company in the Caribbean is a good idea for anybody else, but it's worked great for us.

One of the main reasons we went with BVI Yacht Charters is that their program allowed us to use our boat as much as we wanted, when we wanted — including the high season. This was unlike The Moorings and Sunsail programs, which only allowed a max of two weeks' use in high season. That just wasn't going to work for us. However, we've been told that starting this year, The Moorings has a new program for people who want to use their boats for as long as they want in the high season. Mind you, you'd be buying a new boat, they aren't cheap, and you'd be losing a ton of charter income. That said, we were also told that there were buyers waiting in line to buy new cats for the slots in The Moorings program. Furthermore, all the Moorings 46 cats that were timed out of the program after five years were snapped up like hotcakes.

↑↓WHO SHOULD GET OVER WHAT

I don't know why others worry about why we refer to ourselves as 'Americans'. In 1776, or thereabouts, this nation became the United States of America. That is our official name. There are no other countries that carry that distinction. The Estados Unidos de Mexico is the closest one to that. Canada is just Canada. None of the other countries in North America, Central America or South America use 'America' in their name.

I don't know for sure, but I believe there might be a little jealousy involved when people from other countries say they are 'Americans', too. All I do know is that we have always used the term 'American' to denote our people. Like it or don't like it. Get over it and don't let your sails luff. There are more important things to concern yourself about.

J.R. Smith
Manhattan, KS

J.R. — "Get over it," you say? That's the kind of self-centered attitude that rankles all the Americans who don't live in the United States. All you know? Why don't you ask people who live elsewhere in the Americas what they 'know'? And if you don't know why people "worry" about what we call ourselves, why should you worry what they call themselves?

By the way, next year's J/24 North Americans aren't being held in the United States. They're being held out of Paradise Marina in Mexico.

↑↓NEW COLUMBIA 50 OWNERS' WEBSITE

I wanted to let *Latitude* readers know there's a new website just for Columbia 50s. While it's far from complete, it's at least now 'up for comment'. The address is columbia50.weebly.com.

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

Kevin Reilly
Skylark, Columbia 50
Coronado

Readers — Ah, the Columbia 50s, with the famous 'blister top' common to all the Bill Tripp-designed Columbias of the

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1960s and '70s. Columbia made them in darn near every two-foot increment from 22 to 57 feet in that company's heyday.

When the first Columbia 50 was launched in 1965, it was the largest production yacht built in the United States. Based on the



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fact that the 50s displaced 32,000 lbs and were built before the oil crisis of 1971, their hulls are nearly an inch thick of solid fiberglass. Sixty-two 50s were built between 1965 and 1972. Perhaps the most famous was Steve and Linda Dashew's *Intermezzo*, which they sailed around the world before coming up with their Deerfoot line of boats.

The Columbia 50s were available as sloops, yawls and schooners, although we never saw any of the schooners. The only yawl we ever saw was *Simoon*, originally owned by actor John Hall, who raced her successfully in the 1967 *TransPac*. The next owner sailed her to Tahiti, then abandoned her in front of the Tahiti YC for four years. It was then that our friends 'Broken Bottles' Bob and Gayle Jensen of Ukiah, along with three others, bought *Simoon*. When they got to Tahiti, the new owners had to hack two feet of coral off the bottom. Despite never having sailed offshore before, the partners headed north to Hawaii with a French navigator who didn't speak much English. He wasn't that good a navigator either — they had to let him dinghy ashore at some island in the Tuamotus to find out which one it was.

When the boat got back to San Francisco, the Jensens bought out the partners and, unable to sell her, decided to take her cruising. Bob and Gayle ultimately would make five long trips into the Pacific with *Simoon*, covering over 100,000 miles in 15 years. This was in the days before GPS and its precursor *SatNav*, and Gayle did all the navigation.

↑↓ **BABY, ONE MORE TIME**

Did you guys catch the report in *Market Watch* that ships in



WEBB LOGG

the Indian Ocean and approaches to the Red Sea have been using Britney Spears music to scare off Somalia pirates?

Tom Van Dyke
En Pointe, Searunner 31
San Francisco

What's not to like about a little Brit-Brit?

Tom — We didn't catch the report, but we're not sure if that's such good strategy. Correct us if we're wrong, but we thought most terrorists had secret carnal lust for young blond American temptresses such as Britney, particularly when they are half naked and slither through lyrics such as: "I'm a slave for you. I cannot hold it. I cannot control it. I'm a slave for you." We think those lyrics are music to the ears of terrorists.

↑↓ **LOOKING FOR INFO ON THE MACGREGOR 36 CAT**

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lots of sail area and a very small cabin. Is there any information on how these boats are for bluewater sailing or coastal cruising? Or what could be done to make them safer for ocean passages? I saw a picture of one sailing at a heel of about 45 degrees.

Chris Cunningham
Lake Tahoe

Chris — We're not experts on the MacGregor 36s, which were built in the late '70s and early '80s, but do have some conflicting information on them. On the positive side, Bob Smith of the Victoria, B.C.-based custom 45-ft carbon cat Pantera tells us he did the long 1979 Tradewinds Race in the Caribbean on one, and he thought the MacGregor was just fine. We were a bit astonished, as it's rough-water sailing in the Caribbean, and the '79 Tradewinds Regatta was no light-air affair. Smith is a superb long-distance multihull sailor and multihull boat-builder, so we respect his opinion.



WEBB LOGG

On the other side of the coin, a MacGregor 36 was doing very well in one of the Doublehanded Farallones races in the 1980s, but came apart while surfing just a few miles west of the Golden Gate Bridge. As we recall, one of the two crew was killed.

The MacGregor 36s are 35.5 feet long, 18 feet wide, and displace a mere 3,000 lbs. According to the company brochure, they reach at 24 knots and sail close-hauled at 18 knots, although we'd like to see the latter with our own eyes. They can be disassembled for trailering on a normal trailer. There is a MacGregor 36, complete with mooring, advertised for \$19,000 in Newport Beach. She looks as if she might need a lot of work, and her being nearly 35 years old, the entire rig and all metal fittings would need close examination.

The MacGregor 36s were not designed as offshore cruisers, but we would be surprised if someone hasn't sailed one from California to French Polynesia. Lord knows any number of French sailors would do it at the drop of a chapeau. Maybe some readers with MacGregor 36 experience would like to share their thoughts. Email them to richard@latitude38.com.

By the way, any cat being sailed at a 45-degree angle is either being sailed very poorly or is in great danger of going over. Just ask Emirates Team New Zealand.

↑↓ ALL IS NOT LOST

I saw the report Editor LaDonna Bubak wrote for the November 4 *Lectronic Latitude* saying she'd wait for the DVD of Robert Redford's sailing film *All Is Lost* based on reviews from sailors. I think she should go see it. I know a lot of sailors who enjoyed it.

Okay, so he didn't have an EPIRB, jacklines or a PFD, but whatever. I don't need to prove how smart I am by pointing out all the film's errors. I was actually grabbing my friend's arm because of the challenges our hero found himself in. I enjoyed the film and recommend it.

Dave Dobbs
Tenacious, Lafitte 44
Bay Area

↑↓ WHAT WOULD A KARDASHIAN DO?

I saw the movie *All Is Lost* and thought the comments by

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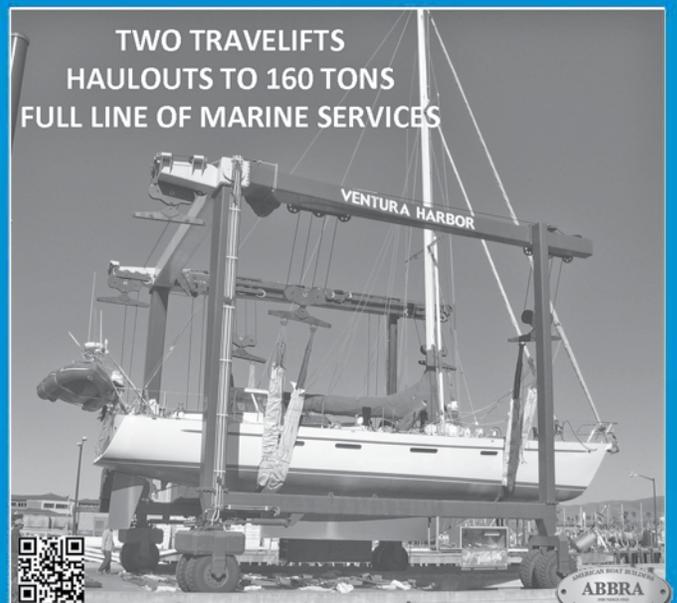
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LETTERS

your reviewers were overly harsh, and some incorrect. Granted there were some inaccuracies, but I think a score of about 80% isn't bad compared to how other Hollywood movies portray sailing.

To correct the reviewers in the *'Lectronic* piece: The liferaft

ALL IS LOST



Focus on the story, not the sailing errors.

was a modern Win-slow, not some WWII relic; he had flares, but used them up; he started a fire in a pan when he ran out of flares as a way to signal to a boat but it got out of control; he had water in the raft but it got contaminated; there's no date set so it could have been before EPIRBs were easily available; and why have a PFD when you are solo?

People should jump on mistakes less and concentrate more on what a good job the movie does in portraying sailors. He shows how a typical sailor can handle things when confronted with one problem after another and figures out a way to address them without panicking. What would a Kardashian do in the same situation?

Steve Haas
Tesa, Catalina 42
San Jose

↑↓GOOD IN SPITE OF DISTRACTING MISTAKES

I thought it was a very good, suspenseful movie, and Redford was outstanding. But I was distracted by several scenes where the boat was 'sailing' along nicely with the headsail furled and main flaked on the boom; a storm scene that showed a folded sail sitting nicely on the deck; and Redford spending the night sleeping in a liferaft *tethered to the sinking boat!*

Despite these and other technical flaws, I recommend the movie to any waterman. My wife, who is not a sailor, loved it. The problem is, she didn't want me going to sea ever again! It took quite the song and dance about my equipment, skills and so on to settle her down.

Jim Swartwout
Skipjack, Catalina 350
Redondo Beach

↑↓"OUR EXPECTATIONS WERE LOW...AND UNMET"

We'd been looking forward to seeing *All Is Lost* but didn't have high expectations because of Hollywood's weak history in portraying sailing. Beyond the sailing inaccuracies — he cut away his mast with a single swipe of his knife! — the story and 'action' were also disappointing. But the absolute worst part was that they sank three Cal 39s during filming!

Mike Robinson
New Bern, NC

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

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

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transat jacques vabre drama

This year's Transat Jacques Vabre — a 5,450-mile professional doublehanded transAtlantic race from Le Havre, France to Itajal, Brazil — has been full of suspense and drama from start to finish. There were weather delays, a class leader capsized, another one dismantled, and rudder failures were almost commonplace during the first week. Along with the doom and gloom, we've also been treated to some fantastic racing as top-notch ocean sailors pushed themselves, and their boats, to the limit.

The transAtlantic MOD 70 match race we were looking forward to never quite materialized, but it was a thriller nonetheless. Sébastien Josse's *Edmond de Rothschild* extended out to a small lead after Cape Finisterre and held off Sydney Gavignet's *Oman Air-Musandam* all the way to the finish. The Omani boat attacked at the doldrums and cut into *Rothschild's* lead, but in the end came up just over five hours short. *Edmond de Rothschild* blazed across the course in just 11d, 5h, 3m at an average speed of just over 20 knots.

The 10-boat IMOCA fleet was classic Transat Jacques Vabre the entire way across. Pre-race favorite *MACIF* jumped out to an early lead before pulling into Portugal for a quick pit stop. In her wake, the rest of the 'famous five' (*MACIF*, *PRB*, *Safran*, *Cheminées*

Poujoulat and *Maitre Coq*) each took a turn leading the fleet. By the time the Open 60s hit the northeast trades, the race had become a two-boat match race between *MACIF* and *PRB*.

When the sailors on *PRB* took their turn at a quick pit stop to replace a rudder in the Cape Verde Islands, *MACIF* reclaimed her ranking atop the fleet. *PRB* came charging back to catch and briefly pass *MACIF* in the doldrums, setting the table for an epic match race to the finish. *MACIF* struck back, sailing aggressively and pushing to a 20-mile lead before the top two-thirds of her rig came crashing down 150 miles off the Brazilian coast, handing the lead to *PRB*. As this issue went to press, *PRB* was 300 miles from the finish and looked poised to win the IMOCA fleet, while *Safran* and *Maitre Coq* engaged in their own match race for second place.

After a rough start and resultant weather stop in Roscoff, Portugal, the TJV's biggest fleet — the Class 40s — have had a long and arduous Atlantic crossing filled with technical stops, challenging weather scenarios and the unrelenting pressure of a huge fleet of racing boats. Pre-race favorite *GDF SUEZ*, skippered by Sebastian Rogues, has persevered to lead since the start, fending off repeated challenges from Jorg Reichers' *Mare* and Spanish upstart *Tales Santander 2014*. At last word, *GDF SUEZ* maintained a 100-mile lead over her two main rivals with some 1,700 miles to the finish.

It's not surprising that the Multi 50 class saw the most dramatic failures of the race. First it was *Maitre Jacques*, challenging for the lead at the time, damaging the structure of the boat and then ripping off the front of the starboard ama. The boys nursed the wounded tri into port just as *Arkema-Région Aquitaine* capsized. The brand-new boat was slowly towed to Madeira where she was righted. With two of the fleet's four 'fast' boats MIA, the Multi 50 class turned into a two-tri race. *FenêtréA-Cardinal* jumped out to an early lead over defending TJV champ *Actual* in the North Atlantic before *Actual* came fighting back at the doldrums. *Cardinal* re-claimed the lead with *Actual* close behind, setting up a jibing duel down the coast of Brazil. *Actual* jibed early toward Itajal in a last-ditch effort to overcome her rival, but encountered light winds and lost to her rival.

Get the final results at www.transat-jacques-vabre.com.

— ronnie simpson

local marine worker

Well-known East Bay woodworker Kyle Miller was found dead on November 21 inside his 1989 Mercedes, which was partially submerged off the Sugar Dock facility on the south side of Richmond's Santa Fe Channel.

After entering the gated facility at an unknown hour, the car apparently struck a concrete piling that was laid horizontally along the edge of the wharf, causing the piling to topple into the channel, with the Mercedes evidently following it into shoaling waist-deep water. When the



COURTESY MACIF

The 'MACIF' crew saved their boom to set up a jury rig.



'Arkema' was towed to port and righted after capsizing and dismantling. Her crew were uninjured in the incident.



The Transat Jacques Vabre, from France to Brazil, is chock-full of world-class ocean sailors.

dies at sugar dock

upside-down vehicle eventually was lifted out, Miller's body was found lying against the headliner — not restrained by a seat belt. The windows were all rolled up.

For the past seven years, Miller lived aboard his Chris Craft motor cruiser at the Sugar Dock, where he occasionally acted as caretaker when the facility's owners, Bill and Grace Bodle, were out of town. Among other Bay Area employers, Miller had worked for designer Tom Wylie and naval architect Andy Davis. He had a

continued in middle column of next sightings page

jack van ommen loses *fleetwood*

We're sorry to report that, on November 16, Jack van Ommen, one of the most inspiring sailors we've ever met and written about, lost his Naja 30 *Fleetwood* in a rocky cove near the Spanish island of Ibiza after a three-night battle with stormy weather. The good news is that the vigorous 76-year-old from Gig Harbor, WA was able to scramble up the rocks to safety, and even managed to carry his passport, wallet and laptop.

The indirect cause of the loss of the *Fleetwood* was getting a late start from Holland for the Canary Islands and Cartagena, Colombia, because van Ommen had been doing extensive renovations. When he tried to sail to the Canaries via the Atlantic in October, the winter storms had already started, making that impossible. So he decided to take

continued on outside column of next sightings page



SPREAD OLIVIER BLANCHET / DPPI; INSET COURTESY ARKEMA

SIGHTINGS

fleetwood — cont'd

Fleetwood back down to the Med via the rivers and canals of France.

Once he got to the south of France, van Ommen was trapped for days by November storms. And make no mistake, the Med can be a wicked place when the winter storms blow. He finally took off, thinking he could make one of the Balearics before the next storm hit. Unfortunately, the weather turned much worse before he could reach port.

"*Fleetwood* is flotsam," he wrote. "I shipwrecked at 4 a.m. on Tago Mago, a very small island near Ibiza. I have little energy left to tell the story. In short, I was lying ahull for the third night in stormy conditions when the wind direction changed while I slept. I had no battery power left to start the engine, and no battery power for the radio to call for help. Several attempts to sail into anchorages failed.

continued on outside column of next sightings page

sugar dock

keen interest in music, and reportedly rehearsed with a group of friends regularly. Miller is said to have been in his mid-40s.

Bill Bodle was the first to notice the vehicle, at about 8:15 a.m. that morning. He immediately called 911, which resulted in a huge response: as many as 10 Richmond police squad cars, five fire department vehicles, and eventually a large Coast Guard vessel, whose rapid approach to the scene generated such a large wake that it unfortunately dislodged the wreck from the shallows,



This photo of the wreck of 'Fleetwood', which van Ommen built from a kit to do the Singlehanded TransPac many years ago, is one of the most dramatic we've ever seen. Thousands of pieces of a once-globe-circling boat, now held together by just the tide and current. So weird and so sad.

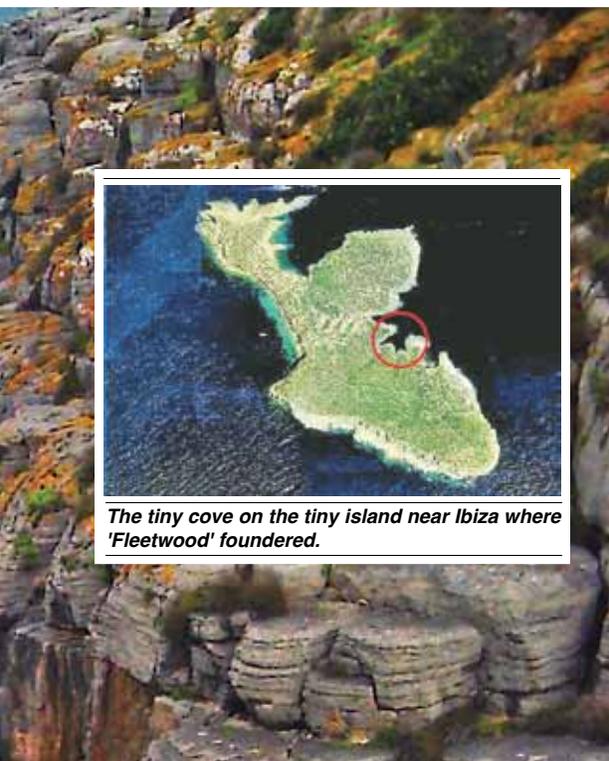
MARIA DE LOS ANGELES PEÑA MILLA

— cont'd

and allowed it to slip into deeper water, partially beneath a berthed sailboat. After some jurisdictional wrangling among the various agencies, a robot was deployed to assess the situation, followed by a fire department-affiliated diver. A large crane eventually pulled the wreck onto the wharf.

According to various media reports, police do not suspect foul play or suicide. However, it's yet unknown if factors other than driver error contributed to the tragic accident.

— andy



The tiny cove on the tiny island near Ibiza where 'Fleetwood' foundered.



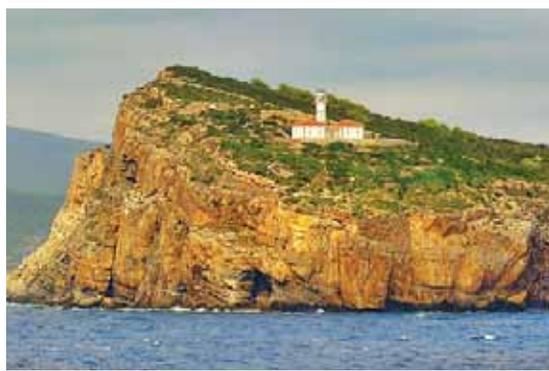
Jack (far right) found help ashore from locals.

COURTESY JACK VAN OMMEN

fleetwood — cont'd

After getting wrecked, I managed to climb up the rocks. The people in a home on the island have received me, but they were only able to give me ladies' clothes to wear."

The thing that made van Ommen so special in our mind is that he did so much with so little. Although he was once affluent, sudden business reversals in 2000 left him with little more than the *Naja 30* he'd built, which had been sitting on a trailer for 10 years. He spent two years fixing her up, then trailered her down to Alameda where, in 2005 at age 68, he set sail for the Marquesas. His voyage ended almost before it started, as rough weather had him asking for help from Coast Guard Monterey.



WEBB LOGG

Not far from the small cove in which 'Fleetwood' was bashed to bits are sheer cliffs that Jack could not have climbed.

He eventually set sail for the South Pacific from Santa Barbara, with nothing more than the provisions on his boat, a few hundred dollars, and the promise of \$1,450 from Social Security each month. After the first five years, van Ommen had singlehanded 35,000 miles, visited 30 countries and, in the early years at least, had managed to put a lot of each month's Social Security check in the bank.

We can't remember all the places he's sailed, but one of the more unusual was Haiphong, Vietnam. He later completed a circumnavigation via South Africa — except for the Caribbean Sea and back up to Santa Barbara. But the Caribbean, and later Europe — particularly Holland — beckoned.

In a most unusual trip, he decided to 'circumnavigate' Europe, using various rivers and canals to get over the continental divide to the Danube, which he eventually rode down to the Black Sea and Istanbul. He later travelled to the mouth of the Rhone River in France, and made his way back to his beloved Amsterdam.

Having already sailed to more than 45 countries, van Ommen's most recent goal was to sail to Cartagena, where he would base *Fleetwood* while spending several years exploring South America by land. Maybe he'll just have to fly there now. A deeply religious man, van Ommen says that he's already excited about what God has in store for him next.

In any event, Jack, *Latitude* salutes you for all that you've done, and for proving that you can lead an extremely rich and adventurous life on very little money.

— richard

good 'nuf for government?

Just before 2 p.m. on September 13, the 2,704-ton Washington State Ferry *Hyak*, with a passenger capacity of 2,017, rammed the Fisher PH 25 *Tasya* from behind shortly after departing Lopez Terminal in the San Juan Islands. The little sailboat was holed and sank, but fortunately the lone 68-year-old man aboard and his dog were rescued by another boat.

As is appropriate, an investigating committee was formed. They concluded that the *Hyak* had had adequate time, equipment capability and 'sea room' to avoid the collision, and that weather, visibility, tides and currents were not factors, nor were there any mechanical problems. The Board of Inquiry determined that the root cause of the

continued on outside column of next sightings page

SIGHTINGS

government — cont'd

incident was human error.

"Specifically, Captain [Patricia] Whaley's lack of situational awareness in combination with the Second Mate Hervey's inexperience at the helm of the *Hyak* resulted in an *in-extremis* situation. Captain Whaley lost situational awareness because she was overly reliant on radar observation and failed to monitor vessels on her intended route. In accordance with good marine practice, Captain Whaley did not use all available means to ascertain the accurate location of the *Tasya*



and take necessary actions to avoid collision prior to being in an *in-extremis* situation.

"The Captain, when in the *in-extremis* condition, gained situational awareness and took mitigative actions in an attempt to avoid a collision with the *Tasya*. Her actions included issuing a non-specific port rudder command that subsequently Second Mate Hervey incorrectly ap-

'Tasya' was rammed by a Washington State Ferry and sank as she was being towed to a boatyard.

plied with a starboard rudder. Upon recognition of the incorrect action taken by Second Mate Hervey, Whaley took the helm from the Second Mate Hervey, putting the Engine Order Telegraph to full astern." But by then it was too late.

Is it just us or does this sound like a *Three Stooges* short? The captain of a 2,000-person ferry doesn't monitor other vessels in her path. When she finally realizes there is an imminent collision, she gives a "non-specific" order for the port rudder. Upon hearing the order, the Second Mate applies the unclear order to the wrong rudder. Where do they find these people?

Who is the third Stooge? We nominate the highfalutin Board of Inquiry. In the conclusion of the report, they wrote, "In accordance with good marine practice, Captain Whaley did not use all available means to ascertain the accurate location of the *Tasya* and take necessary actions to avoid collision prior to being in an *in-extremis* situation." Are these folks numbskulls or is English their second language? In the world of corinthian sailors, at least, "good marine practice" *does* mean using all available means to ascertain the location of other vessels.

Did the Board of Inquiry recommend that the captain or mate responsible for the debacle be fired? Of course not. After all, Washington State Ferries are part of a heavily subsidized government monopoly, which means there are no consequences for employee mistakes or incompetence. The board recommended things like refresher courses and the always-popular reviewing of procedures. We don't know about the rest of you, but we wish we lived in a world where merit and competence counted for something.

— richard

it's enough to make you scream

We ran a photo of a frustrated Jane Roy of the Portland-based Columbia 43 *Adios* in the November 15 *Lectronic Latitude*, and asked readers to guess why she was so frustrated. We hinted that it might have something to do with the Spot Global Phone in her hand. In the photo in the next photo spread, you see that she's smiling . . . and not coincidentally holding an Iridium sat phone. Anyway, the following are some of the better responses that we received:

continued on outside column of next sightings page

life on the water:

Sausalito legend Ron MacAnnan is the subject of a new short film, part of Don Zimmer's planned series titled *Life on the Water*. Ron's amazing life story — from sailing in multiple TransPacs to moving the Horizons restaurant to its current location — is told by Ron himself.

He is also the owner of the 1929 M Class yacht *Pursuit*, which sits front and center at Sausalito Yacht Harbor. Ron, 88, works on *Pursuit* nearly every day



Tim Sell was thrilled to join Ron MacAnnan (with 'Freda B' skipper Paul Dines at the helm) for a daysail aboard 'Pursuit' last month.

ron macannan

even though, according to the film, he's "slowing down." But he has so many admirers and friends that he rarely has trouble enlisting the 12-20 people it takes to sail the stunning yacht, which goes out often.

The film is available for purchase at floatingrecords.com/life-on-the-water for \$22. Of course, it doesn't hurt our feelings one bit that such a legend is wearing a *Latitude* hat during his interview!

— *ladonna*

scream — cont'd

- "Her mom just informed her that she's stopping payments on the checks and that dad wants the boat back." Jay Bauer

- "She just found out that the Doobie Brothers broke up." J.R. Smith

- "She's got a useless Globalstar sat phone. We've got one. The first \$150 takes it." Barry Foster. (*Jane is actually holding a Spot Global Phone, which uses the old Globalstar system and thus has the same shortcomings for offshore sailors. BTW, \$150 is a lot of money for a paperweight.*)

- "If nothing has improved in four years, Jane is frustrated because the connection time for an Iridium sat phone ranges from less than one

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TIM SELL / WWW.SAUSALITODIVING.COM

SIGHTINGS

scream — cont'd

second to a world record of about 45 seconds. When my wife returned from Hawaii a few years ago, I rented a handheld phone for her and the crew. When she called, the conversations would go like this: Call 1: 'Hi. We're eight hun—' Call 2: 'H—' Call 3: 'Hi. We're eight hundred miles west of Portland, and the weath—" Jim Vickers (*Jane is actually holding a Spot Global Phone. We've had very good luck with our Iridium, especially since we got the second-generation phone. What about the rest of you?*)

- "Jane is frustrated because she can't get a call through on her Globalstar satphone. Next time she needs to use an Iridium, which is

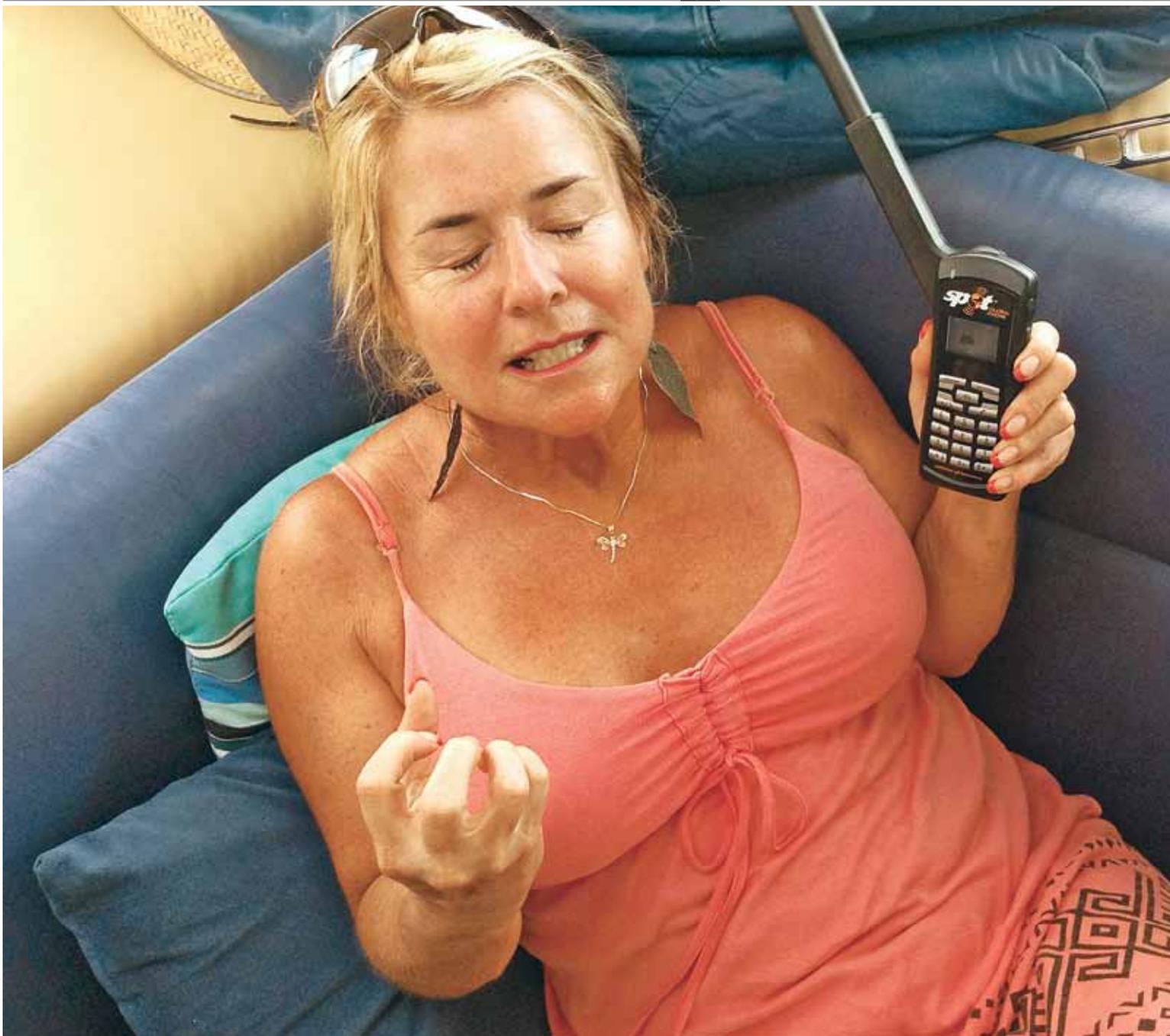
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registration opens for

Given the legendary beauty of French Polynesia's five archipelagos, its not surprising that the notion of cruising there is high on many sailors' bucket lists.

Every year several hundred sailors aboard a wide variety of boats make the 3,000-mile crossing to those fabled isles from the West Coast of the Americas. And many do so as members of *Latitude's* Pacific Puddle Jump rally.

Unlike the recently completed Baja



PHOTOS LATITUDE / RICHARD

pacific puddle jump

Ha-Ha, the PPJ is a 'rally' in only the loosest terms: There's no committee boat, there are no mandatory roll calls, and its members leave from a variety of West Coast ports anytime between February and June.

After signing up, however, 'jumpers' are invited to attend one of *Latitude's* annual sendoff parties in Puerto Vallarta and Panama (dates TBA), where they'll be

continued in middle column of next sightings page



Jane and Spot — See Jane use the Spot Global Phone. See Jane scream. Inset: See Jane use the Iridium satphone. See Jane smile.

scream — cont'd

a true satphone." Curt Brownlow, GS12, CWO3 (Comms) USCG Ret, District 17 Juneau, Alaska, Information Technology Specialist, C-LAN ISSO for CGD17 (*Actually, she's holding a Spot Globalstar phone, the successor to the 'bent pipe' technology. But we get your point.*)

- "She's frustrated because it's a PITA to figure out exactly how to dial a number with that thing." Chip Donnelly (*It's hard to dial with the Spot Global Phone because the screen is dark and the letters and numbers are small. It's actually not hard to make a call. You hit '+', then '1', then dial the area code and number. The Ha-Ha's Grand Poobah learned how to do it in just three years.*)

- "Jane is frustrated because she has to leave tropical Mexico and return to the cold and dreary Pacific Northwest. She just finished a satphone call to her folks back home, who informed her that it was raining and the temps were in the low 40s." Bill Crowley (*As soon as we got to Puerto Vallarta, it was grey as grey could be, and we had a night and morning of heavy rain from a weather depression. But it was warm rain and the future looks warm and dry.*)

- "She's frustrated because she dropped the phone in one of those giant margaritas at the Mango Bar." Steve Taylor

- "Jane just learned about her \$3,000 phone bill — like the one I got in 1996." Carl Mischka (*Must have been a lot of 'butt calls'. Prepaid time reduces the likelihood of ultra-excessive bills.*)

And in our opinion, the two best responses:

- "She's frustrated because she can't log on to *healthcare.gov*." Edward Hart (*Funny and topical, but Jane is Canadian, so all she needs to do is not leave Canada for more than six months a year and she has free health care.*)

- "Jane just found out she was using her satphone and not *Profligate's*." Moontide (*Very funny.*)

For our more detailed opinions on the Spot Global Phone versus the Iridium sat phone for offshore sailors, see this month's *Letters*.

— richard

socrates to receive blue water medal

During her brief stop in the Bay last month, Jeanne Socrates received the good news that the Cruising Club of America will be awarding her the prestigious Blue Water Medal for her nonstop solo circumnavigation. Socrates left Victoria, BC, on October 22 aboard her Najad 380 *Nereida* and returned on July 8, making her the first woman to solo circumnavigate nonstop from the West Coast of North America, as well as (unofficially) the oldest woman to accomplish the feat.

The deed of gift for the award, which was first given in 1923, stipulates that it be awarded annually "for a most meritorious example of seamanship, the recipient to be selected from among the amateurs of all nations." Most meritorious indeed!

Jeanne will be presented with the coveted medal at the CCA's annual awards dinner on March 7 at the New York YC. In the meantime, she can be found picking her way down the West Coast to Mexico, where she plans to cruise in company with friends, even occasionally bringing guests aboard from time to time. Though she's not planning any more assaults on world sailing records, she'll continue blogging at www.svnereida.com.



Jeanne Socrates got the news while she was visiting San Francisco Bay.

LATITUDE / LADONNA

— ladonna

express sailor rescued on bay

It's more a matter of preparation that Wolfgang Stehr is alive today and less a matter of luck — not that luck didn't play a part in the drama that unfold on San Francisco Bay on November 16. What started out as a terrific singlehanded daysail aboard his Express 27 *Summer Palace* turned into a potential tragedy.

"It was a perfect day," recalls Stehr. Fifteen-knot winds offered the perfect opportunity for the experienced racer to set the chute on star-

board tack, but when he went to jibe onto port tack, he wasn't able to complete the maneuver. "After tripping the pole, I couldn't connect the port spinnaker sheet in time and the boat went out of control."

Stehr decided to douse the now thrashing spinnaker into the cockpit on the leeward side, but as he started pulling it down, the halyard somehow got jammed. Holding onto the majority of the spinnaker, he jibed the boat onto port in hopes of he could move a little farther forward to get a better angle from which to get the chute down. Unfortunately, as he moved forward, the boat jibed back onto starboard and the boom knocked him overboard.

Though he wasn't tethered in, Stehr was wearing an inflatable PFD, plus he was still holding onto the bulk of the spinnaker. "I tried to get back



MISSY STEHR WOOD

A combination of preparation and luck helped Wolfgang Stehr survive his own solo overboard incident.

on the boat but it was moving too fast," he says. *Summer Palace's* two to three knots of boat speed was too great for him to gain enough traction to climb aboard. On top of that, as he was going over, something in his knee gave out. "At least I put it in cold water right away," he laughs.

But his situation was no laughing matter. He was holding onto the lifelines being dragged by his boat and unable to get back aboard, not even from the transom. It was grueling, even for someone who'd just competed in an Olympic triathlon earlier in the year. "After about 10-15 minutes of trying to get aboard, I started getting cold and exhausted," he says. As a physician, he knew he was starting to suffer from hypothermia so he pulled out the handheld VHF from his foulie pocket and called a *mayday*. "It was really hard to do one-handed while trying to hang onto the boat."

Little did he know that the Larkspur ferry *Sonoma* had seen his boat in distress and came alongside to offer assistance. The crew quickly lowered a ladder from the ferry's hull and Stehr had a decision to make. "It was a hard thing to do, but the hypothermia had gained over the fear of losing my boat," he recalls. "As I saw that ladder come down, I was ready to let the boat go." He was pulled to safety by the *Sonoma's* crew as hundreds of people lined the deck taking photos (see the November 20 *Lectronic* for video).

Stehr was taken to St. Francis Hospital and treated for mild hypothermia. He says that, while he can walk, the ACL in his left knee is torn and might need surgery.

In retrospect, Stehr says he'd do a few things differently. "It happened so fast and was so unexpected," he says, "that I think it's important to think about what could go wrong before it does, and to have a plan or three already in mind. In this case, I set the spinnaker in conditions at the upper limit of my skills, after not having singlehanded the kite for six months. I got too focused on dousing it, and didn't take the time to properly assess the situation and weigh my options, such as letting the sail flog or cutting it down."

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ppj

interviewed for profiles in the magazine. They also may attend the annual three-day Tahiti-Moorea Sailing Rendezvous (July 4-6), and each boat's detailed safety info will be held in a master database that is made available to Search & Rescue agencies if emergencies occur.

But the factor that boosts the PPJ roster to over 200 boats each year is that registrants are eligible to participate in a specially priced package offered by



— cont'd

a Tahitian yacht agency, which gives them clearance in and out, duty-free fuel beginning in the Marquesas (\$2/gal savings) and exemptions from having to pay the dreaded repatriation bonds for every member of the crew. (Otherwise the value of a plane ticket home must be held in a bank in cash until departure.)

Learn more about the rally at www.pacificpuddlejumps.com,

— andy

rescue — cont'd

Stehr credits the Safety at Sea course he'd attended at San Francisco YC the weekend before for teaching him new survival skills, such as staying with the boat, hooking his elbow around the lifeline instead of trying to hold on with wet and cold fingers, keeping a waterproof handheld VHF in his pocket and learning how to swim with an inflated PFD (on your back). He also was dressed appropriately for the conditions and wearing his PFD with leg straps.

But there are plenty of things he plans to do differently in the future. "Carry waterproof emergency contact info on your body because the wet cell phone in your pocket will be useless and your memory will

continued on outside column of next sightings page

'Strega' lost two crew overboard during a November midwinter race when the windward lifeline broke. Both held on and were quickly hauled back aboard.



SIGHTINGS

rescue — cont'd

deceive you if you're suffering from hypothermia. While you're at it, keep important stuff — your ID, Vessel Assist/insurance card, cash, a car key — in a Ziploc in a coat pocket, and leave your wallet and other stuff at home."

Stehr also advises everyone to keep a towel and a set of dry clothes aboard at all times. "If I'd been able to get back on the boat, I would have been too wet, cold and exhausted to do anything but call for help." A quick-release ladder on the transom would have helped him climb aboard, even with an injured knee.

continued on outside column of next sightings page

a sailor and

Singing sea shanties at the top of his lungs, John Lennon seemed oblivious to the danger that lay before him as he steered the *Megan Jaye* through raging 20-ft waves and gale-force winds en route from Newport, RI to St. George's, Bermuda. Having just realized a lifelong dream to learn how to sail, Lennon likely never imagined it would come to this. It was 1980, just months before his life



The From Here to Eternity Kissing Contest is a much-loved tradition at the annual Baja Ha-Ha beach party in Cabo San Lucas. The idea is to imitate the passionate embrace between Burt Lancaster and Deborah Kerr that helped to make the film 'From Here to Eternity' an enduring favorite.

Unfortunately that famous black and white flick was made in 1953, so most contest participants have never actually seen it. But as you'll see here, they use their imaginations.

In the film, Lancaster and Kerr embrace and lock lips on a Hawaiian beach just above the shore break, where foamy wavelets barely splash across them. The classic mistake that uninitiated smoochers make is this: The guy will lift his lover in his arms, stroll out into chest-deep water and plop her into the surf where she's lucky if she doesn't swallow a gallon of sea water. Needless to say, the whole exercise can be pretty hilarious.

This year's winners were Wayne Hendryx and Carol Baggerly of the Brisbane-based Hughes 42 'Capricorn Cat' — seen at far right warming up for their amorous plunge. You'll find a complete recap of this year's rally on page 80.

— andy

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

a walrus

would tragically end, and Lennon was happier than ever.

It isn't too far-fetched to assume that Lennon fans the world over have heard about his voyage to Bermuda and the creative and fun-filled days he spent with his son, Sean. It's also where he wrote *Double Fantasy* after a five-year hiatus from both recording and the public eye.

continued in middle column of next sightings page

rescue — cont'd

"But most importantly, people need to ask for and accept help early, because things can go bad very quickly," he adds. "Nurse Abby Day, a passenger on the *Sonoma*, convinced me of that."

In the meantime, Stehr wants to extend his profound thanks to Captain David Noble and his crew aboard the *Sonoma*, Medic 87 from SFFD and Coast Guard personnel who worked with Vessel Assist to safely tow *Summer Palace* to Treasure Island Marina. But for all their help, if Stehr hadn't been as prepared as he was for the possibility of going overboard, this story might have had a very different ending.

— *ladonna*



announcing the pac cup village

Bay Area racers know about Richmond YC's great regatta parties — think Great Pumpkin and Big Daddy. So how about a party that starts before the race and lasts a whole week?

RYC's latest social-racing calendar addition is the Pacific Cup Village for participants in the 2014 Pacific Cup Race to Hawaii. It will be



LATITUDE ARCHIVES

The parties won't be just on the tropical end of the course.

the first time the Pac Cup will have structured social activities, other than the pre-race seminars and skipper's meeting, on this side of the starting line.

"We want to put some fun and relaxation into the often-frantic rush to accomplish last-minute preparation for the race, as well as to provide logistical services to the competitors, especially those from out of town, in concentration," says RYC's Tim Knowles.

Pacific Cup YC and RYC organizers obviously know their market. Boats on the already 70-strong race entry list hail from Australia, Fiji, the Pacific Northwest and Southern California, and will come from all over the Pacific to join Bay Area competitors.

Village festivities and facilities are planned for the week before the first start, as boats arrive

and competitors complete final preparations for the sequenced division starts beginning July 6.

The RYC marina will accommodate berthing and dry storage for as many out-of-area boats as possible provided they are no more than 55 feet long and draw no more than 10 feet. Space is on a first-come, first-served basis. On land, RYC is providing its permanent facilities, plus a large tent for competitors, friends and family to take a break from boat prep or check out race sponsors like Alaska Airlines and Sonnen BMW. The large tent will accommodate support services and a concierge table staffed by RYC volunteers, and will supplement the club's entertainment facilities at night.

RYC volunteers are organizing continental breakfasts, and lunch will be provided most days by the RYC galley or food trucks. Evening food, be it dinner or heavy appetizers, will be offered at most, if not all, of the evening events.

Entertainment will range from a relatively quiet opening evening with music and RYC's legendary appetizers, to evening talks on topics like last-minute prep, weather and strategy, or steering at night under spinnaker.

And since beer can races are such a part of the yacht club's pedigree, Knowles hopes that some Pac Cup entrants will join the Big Bad-Ass beer can race and traditional RYC post-race fun.

There will also be a July 4 BBQ and annual firing of expired flares (and San Francisco fireworks viewing, fog permitting), perhaps another evening of dance music, and the traditional Pac Cup Skippers' Meeting and Bon Voyage party with appetizers, Tahitian music and Tahitian dancers.

Race sponsors are coming to the party, too, which means that competitors who stop by the Village are the real winners. For example, Alaska Airlines will raffle four round-trip tickets to anywhere Alaska flies, while Sonnen BMW is providing vehicles for shuttle rides and a Ride and Drive event. Sonnen is also providing BMW Sport shirts for the skippers.

Knowing where to find marine supplies, services and even provisions can be an issue for out-of-town participants, so the club is partnering with marine businesses so racers can place orders from the Village, which suppliers will fill and deliver the next morning. Marine services like electronics, rigging, sails and so on, are also being coordinated so racers have prompt responses to calls for help.

continued on outside column of next sightings page

lennon

But for sailors who don't know every gritty detail about Lennon's life, this might have the ring of the unexpected. John Lennon the sailor?

Lennon and a small crew set sail to Bermuda in idyllic conditions, only to face gale-force winds. Each of the crew, save for Captain Halsted and Lennon, succumbed to seasickness, forcing Halsted to take the helm for 48 hours straight. He eventually taught Lennon to helm the 43-foot Hinckley in the incredible seas.



— cont'd

Halsted recounts coming up for his shift to find Lennon singing songs. After six tumultuous days at sea, the crew arrived in Bermuda with only minor damage to the boat and Lennon knowing that he'd accomplished his lifelong dream of learning to sail.

A new app has been released detailing the lyrics he wrote and the pictures he drew during part of the cruise. Find it at www.lennonbermudatapes.com.

— ross

pac cup — cont'd

There's even a mobile app to provide instant information about RYC services and events, local services, marine services and suppliers, sponsors, and direct access to parts of the Pacific Cup website. This will be rolled out in June. (A similar app will be created for the Kaneohe YC logistics.)

"Kaneohe YC does an outstanding job of entertaining folks at the finish when the work is done," Knowles says. "We want the Village to provide this end of the race with some of the same entertainment and fun during the work, and also supply as many logistical aids as we can."

If this is the final incentive you need to sign up for the 2014 Pac Cup, it's not too late. But there are just a couple spaces left as of this writing, so act fast! Complete entry info is at www.pacificcup.org.



Happy

Holidays

from the crew at

Latitude 38

BAJA HA-HA XX RECAP —

The allure of sunny skies, warm water and shirts-off sailing conditions has been inspiring North American sailors to explore Mexican waters for close to a century. But it wasn't until 20

claimed Grand Poobah (*Latitude's* publisher Richard Spindler). At that time US-to-Mexico races had been run for more than 40 years, but there'd never been a non-competitive sailing event simply focused on getting would-be adventurers to stop procrastinating, throw off their docklines, and baptize themselves in the cruising lifestyle south of the border. The original route remains the same today: three legs of decreasing length, punctuated by rest stops and parties at Bahia Tortugas (Turtle Bay) and Bahia Santa Maria, plus additional fiestas at the beginning and end of the two-week event.

Although this year's rally drew 165 entries, compared to Ha-Ha *numero uno's* 39, certain characteristics have remained constant: The type, size and value of entered boats has always varied wildly, and the backgrounds of the men and women who sail them have always been equally diverse. From blue-collar tradesmen to brain surgeons and billionaires, they all share the same dream of exchanging the pressures of the workaday world for the exhilaration of offshore sailing, the

"jumping into the cruising dreams" of her boyfriend, Bill Horne, who skippers the Ericson 32 *Just Dandy*. Many other entrants had sailed for decades but had never spent a night at sea.

By contrast, at least one-fifth of the fleet's members were 'repeat offenders', including at least four who'd done the original rally in '94: John and Jan-

Roughly 10,000 sailors aboard more than 2,600 boats have completed the 750-mile course.

ice Barker of Long Beach, still sailing aboard their time-tested Downeast 38 *Dulcinea*, and Mark and Cheryl Mitchell of San Diego, who crewed in '94 and now sail their Beneteau 47 *French Curve*.

Other notable repeaters were: Harry Hazzard of San Diego sailing his Idylle 15.50 *Distant Drum* for the ninth time, seven-timer Patsy Verhoeven of the La Paz-based Gulfstar 50 *Talion*, seven-timers Myron and Marina Eisenzimmer of the San Francisco-based Swan 44 *Mykonos*, and six-timer Craig Shaw of the Portland-based Columbia 43 *Adios*.

There was a contingent of other rally vets who came back to run the course again just for laughs, despite having done much more challenging voyaging elsewhere. Jeff and Debbie Hartjoy first did the Ha-Ha in '99 aboard their Washington-based Baba 40 *Sailors Run*. They then cruised the South Pacific for six years before doing the Ha-Ha again in '06. Since then, they cruised South America extensively and Jeff singlehanded around Cape Horn. Having done the '08 Ha-Ha, Kent and Jim Milski of the Colorado-based Schionning 49 *Sea Level* recently completed a three-year circumnavigation. The Powell family of Tiburon did both the '06 and '08 Ha-Has aboard their Jeanneau 47 *Calou*, then did a South Pacific loop via the '10 Pacific Puddle Jump.

Then there's globetrotting Liz Brown, who established a new Ha-Ha benchmark: Having done the Ha-Ha last year as a *Latitude Crew List* recruit aboard Bill Lilly's Lagoon 47 *Moontide*, she hooked up sometime afterward with Ha-Ha '11 vet Joe Pfeifle. Together they doublehanded 3,000 miles to French Polynesia last spring aboard Joe's Hermosa Beach-based Beneteau 42 *Set Me*

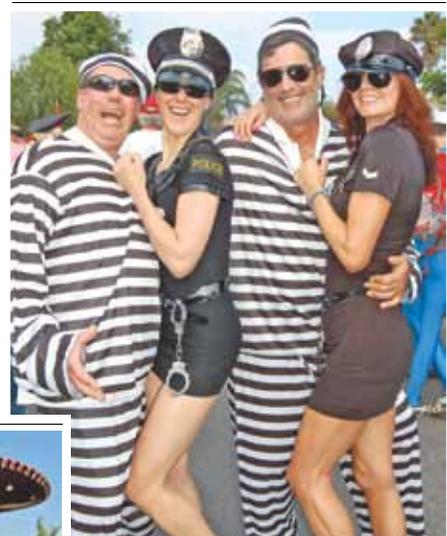


Blue meanies? Oh, heck no. It's the 'Indigo Star' crew showing their Ha-Ha spirit, while being serenaded by an authentic mariachi band.

years ago — when the first Baja Ha-Ha rally headed south from San Diego — that the annual autumn migration became codified into a cruiser's rally with a concrete starting date. As the name implies, it was focused on fun, then as now. Since that inaugural run, roughly 10,000 sailors aboard more than 2,600 boats have completed the 750-mile course to Cabo San Lucas. And the promise of doing it *someday* has become a 'bucket list' item for thousands more.

As regular readers may remember, the Ha-Ha concept was dreamed up in early 1994 by the event's self-pro-

Below: 'los tres tacos' were looking good, but their infant chili was unenthused. Right: these sexy cops had a firm grip on their jailbirds.



pleasure of making new friends, and the promise of experiencing unpredictable adventures.

There were plenty of first-timers on the entry roster of the 20th Ha-Ha — dubbed the Platinum Edition — including Kim Tullis, who'd only done a few daysails around San Diego Harbor before

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FIN BENEN

Free, then logged another 2,200 miles three months later on the passage up to Hawaii, followed by another 2,200 to get back to the West Coast in time for the Ha-Ha start!

As if those sailing resumes weren't impressive enough, the Swedish Boye family of the Borghegn 49 *Ariel IV* holds a unique distinction. We've had other Swedes on the rally before, but none who'd recently transited the Northwest Passage.

As always, this G-rated event attracted a number of families with kids, the youngest of whom was three-year-old Samantha Reichert of the Seattle-based *Wauquiez 42 Appa*.

Most mature women are reluctant to reveal their ages, but when you are as fit and agile as Maurine Gary you wear your age as a badge of honor: "I'm 86 and a half," she explained without hesitation. Apparently Wes, her son and partner in the Newport Beach-based *Islander 55 Good News*, knew better than to worry about her. In fact, we learned later that she had not only provisioned the boat, but insisted on cooking all the meals during the trip south. (He built the boat in 1977, by the way, and had been hoping to cruise her beyond the Channel Islands ever since.)

There were at least 17 other crew over 70 years old, including 80-year-old 'hired gun' Jim Tantillo, who'd done five previous rallies over the past 14 years. This year, Jim crewed for one of the rally's most remarkable participants, John Berg, of the *Nordic 40 Sequel*, the first completely blind sailor ever to run the course.

The Baja Ha-Ha officially begins every



We like to think the Ha-Ha 'wenches' would be standouts in any group of pirates. Not only are they pretty but they have all their teeth.

year with an elaborate pre-Halloween Costume Party (October 27 this year), co-sponsored by West Marine at their Shelter Island complex. This time, in addition to a predictable assortment of swashbuckling pirates and saucy wenches, there were superheroes, *lucha libre* wrestlers, a bevy of flight attendants in drag, the cast of Gilligan's Island, a cluster of giant jellyfish and more. Needless to say, all this silliness established a lighthearted tone for this

"nothin'-too-serious" event.

While the crowd of 500 sailors enjoyed a "Mexican tune-up lunch" and cool libations, they were serenaded by a six-piece *marachi* band, thanks

to the generous support of Mexico Tourism. Two dozen other event sponsors were on hand to discuss their products and services, including several Mexican marina operators.

Although the weather was warm, skies were unseasonably cloudy during the *fiesta*, hinting that the next morning's start might be less than ideal. We learned

from the weather gurus at Commanders' Weather (a longtime Ha-Ha sponsor) that a tropical disturbance was brewing far to the south of Cabo, and it might affect the rally's weather.

Departure day (October 28) dawned with weather conditions best described as yucky: gray skies, cool temperatures and an unwelcome drizzle of rain.

It was a real shame, as the annual pre-start boat parade through San Diego Harbor was better coordinated than ever. At precisely 10 a.m., a blast from the San Diego YC's official America's Cup shotgun saluted the departing fleet, while local dignitaries, Mexico Tourism officials and representatives of TV, radio, and print media observed the procession from the deck of the fishing vessel *Dolphin* (courtesy of the Sportfishing Association of California).

Fortunately, though, an hour later, when the Rally Committee's start-

With her tanbark sails, the Idaho-based Ingrid 38 'Mintaka' was looking real cruisy at the start. Left: Playful dolphins were abundant.



LYNN MILLER



BAJA HA-HA XX RECAP —

ing horn sounded outside the harbor, the drizzle had abated and patches of blue were starting to break through the cloud cover. There was a very light breeze, but it was fluky, so a "rolling start" was instituted, whereby every boat could motor down the rhumbline at no more than six knots. (Actually, motoring is allowed anytime, this being a rally rather than a race.)

An hour later the breeze had built, so engines were shut down and the official timing was begun. For the first time ever, the fleet began its south-bound trek with light headwinds of 6 to 10 knots from the southwest instead of the usual northwesterlies. For nervous first-timers, however, an easy beat on nearly flat water might have been preferable to the strong tailwinds and big seas that often characterize Leg One.

These gentle getaway conditions

continued through the night and into day two, leaving little if any on-deck drama and few gear failures to report

"We could sense the smiles all along the course."

on the next morning's 7:30 radio net. The worst problem was that one boat's holding tank was full and its macerator pump had failed, leaving the crew no way to eject the waste. Although not

life-threatening, it was indeed a shitty situation.

Although no speed records were being set, on starboard tack many boats — including some multihulls — had been able to sail almost right down the rhumbline toward Turtle Bay. Several boats had already caught fish, but with the promise of warmer water as the fleet moved south, the biggest prizes were yet to come. By mid-morning on day two the 8- to 12-knot breeze had clocked far enough to the west for many boats to set spinnakers.

With mellow conditions throughout the day, even novice offshore sailors

Clockwise from upper left: Seven-year-old Beto Eichen swings at a gentle lob from the Poobah; Debbie of 'Sailors Run' finds an able dance partner; The 'Unleashed' crew conquers the mountaintop; Reza of 'Whiskey Tango Foxtrot' is a passionate drummer; the ladies won again; the broad crescent of Turtle Bay; a potluck feast; Craig does his high-wire act; TB's rickety dinghy dock.



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were settling into the cycle of 'round-the-clock watches. And with clear skies overhead on the second night out, helmsmen experienced the muted joy of driving through a moonless night beneath a spectacular sky, salted with countless stars and constellations.

By day three (Wednesday) the fleet was sailing in classic Ha-Ha conditions: 12-20 knots from the northwest with following seas and a southbound current. We could sense the smiles all along the course. The biggest drama heard over the VHF was *Adios* having to take evasive action to avoid colliding with a whale.

With its crude wooden pier, dusty

streets, modest homes and sparsely stocked grocery stores, the remote fishing village of Turtle Bay (360 miles south of San Diego) often leaves first-time visitors asking, "This is it?" But once they start interacting with the town's exceedingly friendly residents, the place's inner beauty is revealed. As in other isolated Mexican coastal towns, the people here are genuinely interested in meeting adventurous travelers, and often go out of their way to assist with their needs — expecting nothing in return. The Ha-Ha fleet's annual three-day visit is by far the most unusual thing that happens here all year.

By Thursday morning the whole fleet of 131 starters had arrived, and on the morning

net all were encouraged to attend the traditional Ha-Ha baseball extravaganza. Although there's not a single blade of grass in the town's four-year-old ballpark, it is a great source of community pride. Evidenced by the fact that there are at least three traveling teams here (with uniformed players as young as six), many townspeople are crazy about baseball.

The Ha-Ha fleet's version of the sport is definitely a variation on the norm, however: The Poobah gives each batter as many slow-pitch underhand lobs as he or she needs to get a hit, and there are typically so many fielding errors that completion of an accurate throw to first is acknowledged by uproarious applause. For the locals who come around to join in or watch the fleet's blundering antics, this goofy spectacle is a source of almost nonstop belly laughs.



UNLEASHED



FINNENEN



BAJA HA-HA XX RECAP —



SUSAN FLIEDER

As colorful as an Easter Parade, billowing chutes were flying all along the course. Seen here are 'Sosiego' and 'Scout'.

At least 100 players took a turn at the plate, including Swedish skipper Eric Boye of *Ariel IV*, who got one of the longest hits of the day — although it was his very first time swinging a baseball bat. Likewise, an Aussie crewman named Robert walloped an inside-the-park home run. His only mistake was that he carried the bat with him the whole way around the base path.

It being Halloween, that afternoon fleet members shared candy with the local kids, many of whom wore homemade costumes and improvised face paint. At the town's principal restaurant, the Vera Cruz, crews swapped tales and cruising plans, while nurturing new friendships over tacos and cold *cervezas*.

Among other notable catches, the crew of 'Cake' accidentally boated this spooky mako shark — not exactly what they were hoping for.



CAKE

The fleet's final day at Turtle Bay is always reserved for an annual beach party on an undeveloped stretch of beach a mile east of town. By this point in the trip, fleeces and heavy jackets had been packed away and replaced by shorts, tank tops and swimsuits. Seawater, even out on the ocean, had warmed to 70°, with the promise of getting warmer and warmer as the fleet continued south.

While a few kids played in the gentle shore break, cruisers of all stripes hiked the wind-eroded hills, played volleyball, and compared passage tales. Several fishermen who'd caught more dorado, yahoo and tuna than their freezers could hold, grilled it up on a makeshift barbecue, while others laid out dishes for a massive potluck. Just for fun, the Poobah cranked up the PA and called for everyone to join in a snaking conga line that eventually found its way to the potluck chow line.

Having traveled close to 350 miles south of the border, the first-time off-

Spinnakers began popping open as far as the eye could see.

shore sailors had something to be proud of. They'd spent two or three nights at sea, as far as 100 miles offshore, without major calamities or injuries. And those who'd been itching for decades to reinvent themselves as vagabonding voyagers were smiling from ear to ear — especially when they learned it had been rainy and cold back home.

As always, stacking the deck insured that the women won the tug-of-war contest, and both local and Ha-Ha kids had fun trying to catch (biodegradable) water balloons without bursting them, as they were tossed by the Poobah. But the biggest laugh came when six-year-old Ana Eichen of the Sausalito-based Farr 44 *Compañera* climbed up on a crewman's shoulders, snuck up behind the Poobah, and smashed her balloon on his head.

Via frequent satphone calls to Commanders' Weather, the Rally Com-

mittee had been keeping track of a building tropical depression well south of Cabo, but by the fleet's scheduled departure time November 2, it had begun to fizzle, so we were good to go.

At the 8 a.m. start time only a faint land breeze was blowing, so a rolling start was announced yet again. But by 10 a.m. it was called off, as a light north



SUSAN FLIEDER

When dolphins jump rapidly in a frenzy, they're often feeding over a school of tasty fish. Sailing near them, you might snag dinner.

breeze of about 10 knots had filled in. Spinnakers began popping open as far as the eye could see.

These were the conditions the Ha-Ha brochure would have promised — had there ever been a Ha-Ha brochure. The only morning mishap reported concerned the British Columbia-based Saturna 33 *Sunshine*. Some sort of boom fitting had failed, so they returned to the anchorage for repairs shortly after departing, but were back out on the course within a couple of hours.

Around noon an excited voice came over the fleet's VHF channel: "We've just

been 'schooled by a marlin' who took all our line and got away." A second later someone else reported: "The same thing just happened to us!" While that cunning billfish was making a mockery of some fisherfolks' efforts, others were boating all sorts of future menu items.

The breeze held throughout the day, building to about 12 knots and clocking to the northwest by late afternoon. Swells became a bit lumpier, but they were also giving every boat a helpful push down the 240-mile



A PLATINUM EXPERIENCE



SUSAN FLIEDER

course to Bahia Santa Maria.

Late that night the most unusual drama of the whole cruise began to play out aboard the committee boat *Profigate*. As detailed extensively in *Changes*, a longtime crew member was experiencing excruciating

Ana, Beto and their dad, Paul, watch wildlife from the bow of 'Compañera'.

upper abdominal pain. After a series of satphone calls to the US Coast Guard SAR center in Alameda, she was eventually whisked off to a medical clinic in San Carlos (at the head of Mag Bay) by a Mexican Navy patrol boat — and she lived to tell the tale.

Not surprisingly, the sexy owner-built 50-ft cat *Kalewa* from Kauai was the first boat to sail into Bahia Santa Maria, completing the 240-mile rhumbline distance in about 29 hours. But it turned out that while she and a few other speed machines were lying peacefully at anchor, they were missing the best winds of the entire event. Offshore, sev-

Normally serious racers, the French Canadian owners of 'Gravlox' hadn't realized before the rally how much cruiser fun they'd been missing.

eral boats were reporting 24-30 knots. "Fantastic conditions," reported three-time Ha-Ha vet Glenn Twitchell of the Mexico-based Lagoon 38 cat *Beach Access*. "We're having a helluva good time."

On the Monday morning net, eight-year-old Beto Eichen checked in for *Compañera* with the comment, "We saw dolphins!" Someone on the Coronado-based Island Packet 48 *Solstice* countered that they'd been greeted by a turtle as they entered the enormous circular bay.

Crew aboard the Vancouver, BC-based Stevens 47 *Thea* trumped both sightings: "We nearly hit a whale right in front of us, but we had a great time." Rob Benson of the San Diego-based Hunter 46 R&R *Kedger* was proud to report: "We got our chute up for the first time and sailed all the way!" Many others had also done so on this leg.

Among the many fish tales, Barry Foster of the San Diego-based Hans Christian 38 *Tillie* reported snagging a 5-foot, 60-lb wahoo, but it was too heavy to lift into the boat. The most unusual fish report came from Robb Kane, who noted that he and his crew had enjoyed squid omelets for breakfast aboard their Emeryville-based R&C 45 cat *Triton*. (These inky creatures often launch themselves onto the decks of passing boats — and occasionally, right

through open portholes.)

No specific activities were scheduled for the first of two R&R days at Bahia Santa Maria. It's meant to be a laid-back 'lay day' when crews can catch up



LATTITUDE / ANDY

The well-traveled Boye family from Sweden was a welcome addition to the fleet. Their upbeat Ha-Ha spirit earned them a special award.

on their sleep, make a few repairs, or perhaps play in the shore break, hike the adjacent hills, or stroll along the seemingly endless beach, where they're likely to find a wide array of shells and sand dollars, but no human footprints.

The only residents of Bahia Santa Maria are fishermen who base their operations here for several months at a time before returning to their homes in the isolated village of Lopez Mateos, roughly 30 miles across the desert. Needless to say, when the Ha-Ha armada drops its hooks in the bay, it presents quite a curiosity to the fishermen. But they apparently look forward to the fleet's arrival as a highlight of their otherwise predictable year.

A rough-looking, yet big-hearted character named Victor has long been the Ha-Ha's partner here. Every year his family and friends put on an amazing dance party on the bluff above the beach the afternoon before we depart for Cabo. Find the bay on Google Earth and you'll appreciate what a colossal effort it is to bring a full rock 'n' roll band here each year to play for Ha-Ha revelers.

After loading up a full drum set, two amps, a guitar, a bass and a PA system, this power trio drove 140 miles up the main highway from La Paz to Constitucion, then transferred their gear to a truck for a 40-mile trek across the desert. They crossed an estuary on a crude ferry, then drove another 30 miles down the beach at low tide to the party site. And after all that, they played only for tips!



LATTITUDE / ANDY

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In addition, Victor and his crew trucked in an untold quantity of beer, ice, fish and shrimp for the *fiesta*. The fishermen's wives made a rare visit to the encampment to prepare supper for several hundred fleet members at \$15 a plate.

Thanks to a number of recent storms, the normally scrubby hillsides that line the west end of the bay were greener than we'd ever seen them — really, it could have been Ireland except for the 75° water and 80° air.

By this point in the trip, folks who'd met for the first time in San Diego greeted each other as old friends. We've always found it fascinating to observe how quickly friendships and relationships accelerate during the Ha-Ha. Here's our theory: Working in a maze of office cubicles (or living on a residential street), you might give a casual "What's up?" to your neighbors over a period of years without ever really getting to know them. But during the Ha-Ha, everyone is focused on the same life-altering experience; they've got their eyes wide open, their antennas up, and are

Clockwise from upper left: Cheryl of 'Tramp' customized her Ha-Ha T-shirts into a unique Ha-Ha dress; an SUP headstand in the estuary; surveying the broad BSM anchorage; Tom of 'GravlaX' blows some blues with the band; lovely Morgan of 'Beach Access' trolls for tips; the fleet glides south shortly after dawn; pangas double as taxis; Shirley from 'Distant Drum' boogies to the beat at BSM with 'Eric' from Good News; blond lovers off 'Odissea' in a steamy 'From Here to Eternity' embrace.

living fully in the moment, rather than daydreaming about the weekend. You might meet some folks in the beer line at San Diego, share a bite of tuna with them at the Turtle Bay beach party, then cross tacks with them out on the ocean. By the time you meet up again on the gravel 'dance floor' at BSM, you'll feel as though you've known each other for years.

Because many fleet members cruise onward for months or years after the rally, it's a real bonus for them to start out with a whole passel of Ha-Ha acquaintances whom they'll undoubtedly encounter later in anchorage after anchorage. These fast-track friendships are also a plus for able crew who are eager to hitch rides beyond Cabo. In years past, some watch-standers secured crew positions to Antigua and Tahiti before they even arrived at the Cape.

We've been to plenty of night clubs and dance bars, but none more surreal than the pebble-strewn site of the BSM

party. With absolutely no development on the entire 7-mile-long bay, the band, shaded beneath a weathered Pacifico Beer tent, and surrounded by several hundred gyrating sailors, appears to have been beamed down from outer space. The singers may not understand all the rock-anthem lyrics they sing — from Santana, the Eagles, The Doors, The Beatles, and others — but their chops are rock-solid, right down to covering classic guitar solos note for note. This year Debbie of *Sailors Run* — who has the nonstop enthusiasm of the Energizer Bunny — grabbed a mic and led a rousing version of *La Bamba* that got everybody dancing. Not surprisingly, this shindig is typically the favorite event of the whole rally.

It's become a longtime Ha-Ha tradition to begin Leg Three at 7 a.m. so the slower boats can avoid spending a second night at sea on the 180-mile run to

A PLATINUM EXPERIENCE



Cabo.

It might have been tough for some to get up before 7 if they'd had too much fun at the beach party. But once they stumbled up on deck, they were greeted by a brilliant golden dawn that bathed the departing fleet in painterly hues of orange and yellow. A gentle land breeze allowed spinnakers to draw smoothly just outside the anchorage.

The final day and night en route to Cabo is usually a cherished portion of the cruise, as the air is warm, everyone is stripped down to shorts or swimsuits, and they're acutely aware that this festive southbound procession will soon come to an end.

A light breeze of 8 to 10 knots ushered the fleet south throughout the day; glorious, sunny conditions under a nearly cloudless sky. But our weather prognosticators warned that a powerful Norther was beginning to roar down the Sea of Cortez, and might give us headwinds near the Cape, plus prevent boats from sailing on to La Paz for several days.

The final brilliant sunset of the trip was unimpeded by cloud cover, leaving everyone on deck straining to see the

ever-elusive green flash. The air was so warm and the mood so mellow, that some crews stayed up well beyond their watches to savor the scene.

But by the middle of the night the breeze had lightened up and clocked to the east, inspiring many crews to kick on their engines. As the bulk of the fleet approached the Leg Three finish line off Cabo Falso, reports came in that it was raining hard in the Cabo anchorage — a Ha-Ha first.

The precip soon abated, though, and apart from strong winds, it was life as usual in this notorious party town. Thanks to streamlined cooperation from the Cabo Marina staff, we were able to shoehorn 80 boats into slips or raft-ups, including several with equipment issues: the headstay on the Ventura-based tri *Orange* was dangerously close to parting and needed replacement. The Moss Landing-based *Mayflower 48 Celtic Traveler* was one of several boats with tranny issues, but they managed to reverse all the way from the anchorage into the marina. Contrary to the norm, almost every boat that requested a berth got one.

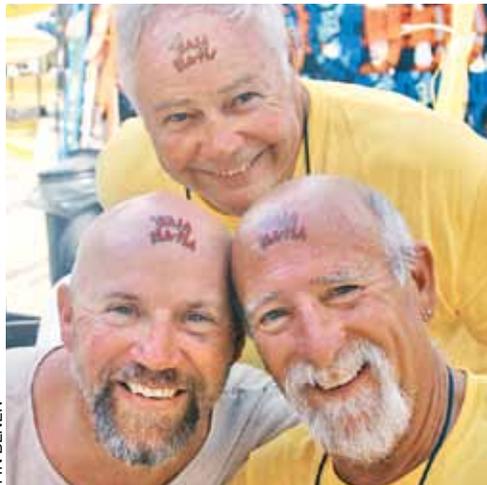
After 750 miles of offshore sailing,

many sailors were ready to cut loose a bit, and the legendary dance bar Squid Roe provided the perfect venue for doing so. With several hundred Ha-Ha'ers wearing their orange or yellow rally shirts, fleet members dominated not only the dance floor, but the go-go platforms.

The next day's big activity was the annual Cabo beach party, adjacent to the anchorage at the Baja Cantina. With no major agenda other than cementing relationships, swapping cruising plans, and celebrating the fleet's safe arrival, it was a laid-back affair that concluded with another longtime Ha-Ha tradition, the always-sensual and often-hilarious *From Here to Eternity* kissing contest. (See the photo spread in *Sightings*.)

At the Awards Ceremony the next evening, generously hosted by the marina, every boat owner was brought up to center stage. First and second place finishers in each of 15 divisions were recognized, with all others — astonishingly — being tied for third. The idea was that everyone was actually a winner, having successfully completed the course while jump-starting their cruising dreams. For comic relief, special

BAJA HA-HA XX RECAP

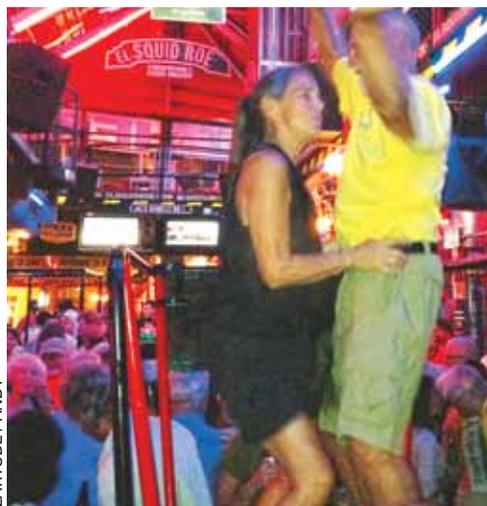


FIN BENEN

You know you're having fun when you agree to wear a rally tattoo on your forehead. They don't rub off for a week.

awards were given in categories such as Extreme Snoring and Spinnaker Disaster, in contrast to the sincere thanks given to Alan Katz (aka Dr. Electron) and rigger Craig Shaw for their selfless assistance to many boats.

The crews of six boats (see results) earned the lofty moniker of Soul Sailors, having sailed the entire course. And this year's Spirit of the Ha-Ha award went to the Swedes, who showed genuine Ha-Ha spirit on the Turtle Bay ballfield, out on the ocean and even on the dance floor at Squid Roe.



LATITUDE / ANDY

Circumnavigators Kent and Jim Milski couldn't resist climbing up on a Squid Roe go-go platform to show the youngsters how it's done.

Will there still be a Baja Ha-Ha rally 20 years from now? That's anybody's guess. But there will definitely be one next year from October 26 to November 8. We'd love to see you there.

— **latitude/andy**

2013 Baja Ha-Ha Results

+ indicates sailed all of one leg; \$ indicates sailed entire course: "Soul Sailors" (131 finishers with 506 sailors aboard.)

Agave Division

- 1) **Nashira**, Ingrid 38, Mike Floyd;
- 2+) **Sosiego**, Westsail 32, Joe & Debbie Graham
- 3+) **Mintaka**, Ingrid 38, Mark Bennett & Robyn Rogin
- 3) **Jatimo**, Odyssey 30, Jan & Ramona Miller
- 3) **Odissea**, CSY 33, Shane Cianciolo
- 3) **Roughneck**, Roughwater 33, Cameron Smithers
- 3) **Sunshine**, Saturna 33, Bob Coulson & Dee Dee Brown
- 3) **Dulcinea**, Downeast 38, John & Janice Baker
- 3) **Tillie**, Hans Christian 38, Kathy Crabtree & Barry Foster
- 3) **San Souci**, Aries 32, Baron Weller

Burrito Division

- 1+) **Moondance**, CS 34, Joe Frommann
- 2+) **Serendipity**, Columbia 35, Steve Lane
- 3) **Pez Vela**, Ericson 29, Dan Krammer
- 3) **Oleana**, Morgan 30, Ron Capasso
- 3) **Jolin**, Nonsuch 30, Joe Helfand
- 3) **Just Dandy**, Ericson 32, Bill Home & Kim Tullis
- 3) **Sea Swift**, Southern Cross 35, Barry Bartholomew
- 3) **Sea Horse**, Island Packet 35, Jon Hatstrom & Kim Muzr

Ceviche Division

- 1+) **Cygnus**, Cabo Rico 38, Joe Lavash
- 2+) **Four Choices**, Islander Freeport 36, Bob Scholl
- 3+) **Pamela**, Pacific Seacraft 37, Dennis Maggard & Pamela York
- 3+) **Starshine**, Shannon 38, Dave & Gail Kenyon
- 3+) **Adventure**, Island Packet 38, Frank Stair
- 3) **Paragon**, Bayfield 36, Douglas Floyd
- 3) **Miss Adventure**, Islander Freeport 36, Stuart Polzin
- 3) **Maluhia**, Pacific Seacraft 37, Grant & Denise Stejskal
- 3) **Jo**, Island Packet 38, Jay & Kelly Pacheco
- 3) **Sea Otter**, Island Packet 38, Mike & Julie Dillard

Desparado Division

- 1+) **Enchanté**, CS 36, Alan Rosen & Lindy Early-Rosen
- 2+) **Moments**, S2 36, Adam Hughes & Rachel Harper
- 3+) **Ponga**, Catalina 36, Murray & Marty Hooper
- 3+) **True North**, Hallberg Rassy 36, Gregg & Anne Brickner
- 3+) **Cool Change**, Beneteau 37, John Caletti
- 3) **Winterhawk**, Beneteau 34, Rick & Patti Nordby
- 3) **Green Flash**, Beneteau 35, Bob Rittner & Joan Chen
- 3) **Hazel Rose**, Islander 36, Ron Brown
- 3) **Seamore Pacific**, Freedom 36, Gary & Betheny Rodden
- 3) **Ebenezer III**, Catalina 36, Richard Schaper
- 3) **Cake**, Beneteau 36, Ken & Sheri Bliss
- 3) **Blade**, Esprit 37, Eddie Lare
- 3) **Saltydog**, Tartan 37, Steve Woodruff & Joan Hively
- 3) **Camelot**, Hunter Legend 37, Neil & Shelley Stephens

Enchilada Division

- 1) **Sailors Run**, Baba 40, Jeff & Debbie Hartjoy
- 2+) **Much of Time**, Tashiba 40, Wayne Bourque
- 3+) **Pacific Breeze**, Fast Passage 39, Lon Schofield
- 3+) **Pyxis**, Tayana 42, John Holt Condon
- 3) **Trial Run**, Passport 40, Chuck Johnson & Kathy Pickup

Fais do do

- 3) **Fais do do**, Fuji 40, Rick Greyson
- 3) **Sand Dollar**, CMS 41, JC & Shauna Walgren
- 3) **Antara**, Westsail 42, Don Russell & Joyce Goodlatte
- 3) **The One**, Beneteau 43, Mystery Man

Frijole Division

- 1) **Curiositas**, Valliant 40, Wayne Lidstone & Judy Thompson
- 2+) **Gravlix**, X-40, Gael Simon & Renee Grondin
- 3+) **Opportunity**, Beneteau 39, Dennis & Jeff Klingelhofer
- 3+) **Resolution**, Beneteau 40, Tammy Sumner & Mike Wright
- 3) **Surface Charge**, Ericson 38, Tommy Shafer
- 3) **Buenos Aires**, Ericson 38, Emilio Cvitkovic
- 3) **Ilean**, Catalina 38, Andy & Eileen McDonough
- 3) **Hotel California**, Catalina 375, Michael & Linda Stafford
- 3) **Seaquel**, Nordic 40, John Berg
- 3) **Phantom Mist**, Beneteau 40, Roger Inledon
- 3) **Diamond Girl**, Beneteau 40, Larry & Neldia Read

Guacamole Division

- 1+) **Appa**, Wauquiez 42, Marcus & Jennifer Reichert
- 2+) **Simpatica**, Catalina 42, Ken Flint
- 3) **Tercer Deseo**, Hunter 41, Rod Granger & Pam Boyd
- 3) **Elysium**, Catalina 42, Dan Ohlemacher & Patty Nolte
- 3) **Dolfin**, Catalina 42, Rick Lino
- 3) **Hoku Ie**, Catalina 42, James & Jean Ellis
- 3) **Starfishette**, Beneteau 42, Stevie & Sandy Kolb
- 3) **Set Me Free**, Beneteau 42, Joe Pfeifle & Liz Brown
- 3) **Coyote**, Jeanneau 42, Steve & Andrew Meyer
- 3) **Serendipity**, Jeanneau 42, Jonathan & Rebecca Mote

Huevos Rancheros Division

- 1) **Adios**, Columbia 43, Craig Shaw & Jane Roy
- 2) **Roller Coaster**, Peterson 44, Scott Schreiber
- 3+) **Happy Dance**, Jeanneau 43, Marty & Sue McDaniel
- 3+) **Angelina**, Hallberg Rassy 43, Jerry & Carol Kvalheim
- 3) **Compañera**, Farr 44, Phil Eichen & Susan Flieder
- 3) **Endless Summer**, Kelly Peterson 44, Jerry Gahan
- 3) **SeaQuester**, Hunter 44, Dean Laurin
- 3) **No Remorse**, Catalina 44, Jack & Suzanne Lutchansky
- 3) **Mykonos**, Swan 44, Myron & Marina Eisenzimmer

Iguana Division

- 1+) **Fury**, C&C 44, Fred Hazzard
- 2+) **Morning Light**, C&L Explorer 45, Scott & Kelli Thomas
- 3) **Fool's Castle**, Nautic 43, D. Scott Bonomi
- 3) **Cavatina**, Pacific 43, Doug Wilson
- 3) **Odyssey**, CSY 44, Jan & Ramona Miller
- 3) **Unleashed**, Hardin 44, Paul Bailey & Carol Dabub
- 3) **Dawn Treader**, Columbia 45, Jim Lussier
- 3) **Woodwind 1**, Custom 45, Brian & Richelle Neill
- 3) **Two Shadows**, Morgan 46, Vanessa Kelly & Ron Chapel

Jalapeño Division

- 1) **Talon**, Gulfstar 50, Patsy Verhoeven
- 2+) **Betty Jane**, Hans Christian 52, Mark Novak

- 3+) **Thea**, Stevens 47, Doug & Martha Towle
- 3+) **Ariel IV**, Borghegn 49, Eric & Birgitta Boye-Freudenthal
- 3) **Celtic Traveller**, Mayflower 48, Doris Welch & Mick Slack
- 3) **Indigo Star**, Tayana 48, Doug & Mary Tracey
- 3) **Tramp**, Roberts 55, KO Arney

Kilo Division

- 1) **Ocean Echo**, Hallberg-Rassy 45, Hellmuth & Angelika Starnitsky
- 2) **R&R Kedge**, Hunter 46, Rob & Rose Benson
- 3) **Aldebaran**, Olympic 47, Rob & Lynne Britton
- 3) **FO**, Davidson 44, Robert & Bobbie Kuschel
- 3) **Asparas**, Hunter Passage 45, David & Melissa DeLong
- 3) **WaveLength**, Beneteau 46, Sandy & Bill Schwartz
- 3) **Stella Maris**, Hylas 46, Tom Madden
- 3) **Lauren Marie**, Petersen 46, Marty Swank

Langosta Division

- 1) **French Curve**, Beneteau 48, Mark & Cheryl Mitchell
- 2) **Celebration**, Beneteau 47, Richard & Audrey James
- 3+) **Calou**, Jeanneau 47, Powell Family
- 3+) **Scout**, Jeanneau 52, Greg Himes
- 3) **Agave Azul**, Catalina 47, Robin & Kathryn Weber
- 3) **Girl Four**, Beneteau 47, Tom & Emily Martinez
- 3) **Snardragon**, Beneteau 47, Russ & Jonelle Johnson
- 3) **Carbo**, Beneteau 47, Tom Taylor
- 3) **Ahmeek**, Celestial 48, Dennie Gray & Sherie Gibson
- 3) **Dolce**, Island Packet 48, Eric & Gisela Gosch

Margarita Division

- 1+) **Distant Drum**, Idylle 51, Harry Hazzard
- 2+) **A Good Day**, Island Packet 52, Charlie McCullough
- 3+) **Rocket Science**, Bieker Riptide 55, TJ Duran
- 3) **Solstice**, Island Packet 52, Bruce & Mary Bock
- 3) **Purusha**, Spencer 53, Hope-Goldsmith/Burt
- 3) **Good News**, Islander Custom 55, Wes & Mo Gary
- 3) **Ticket II**, Jeanneau 58, Rick Niello
- 3) **Whisky Tango Foxtrot**, Beneteau 58, Reza Malek

Dos Tacos Division (multihulls)

- 1) **Sea Level**, Schionning 49 cat, Jim & Kent Milski
- 2+) **Kalewa**, Custom 50 cat, Kevin & Marcie Millet
- 3+) **Skabenga**, St Francis 44 cat, Bruce Harbour & Aimee Higgins
- 3) **Orange**, Contour 34 tri, Paul Martens
- 3) **Beach Access**, Lagoon 380 cat, Glenn Twitchell
- 3) **Capricorn Cat**, Hughes 45 cat, Wayne & Carol Hendryx
- 3) **Tigriss**, Prout 50 cat, David & Elena Esser
- 3) **Neko**, Switch 51 cat, Peter Malloy & Mary Perica
- 3) **Profligate**, Surfiri 63 cat, The Grand Poobah

No Comprende (motoryachts)

- 1) **Scout**, 60-ft Trawler, John Hartung
- 2) **Paramour**, Offshore 66, David & Anneke Dury

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BAJA HA-HA MELTING POT

One look at the Ha-Ha XX entry roster at www.baja-haha.com shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sailed them were as colorful as in years past.

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

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

You'll find a complete recap of this year's rally on page 80. See *'Lectronic Latitude'* for 2014 updates at: www.latitude38.com.

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MEET THE FLEET

Ever since the first Baja Ha-Ha in 1994, these rallies have drawn a diverse mix of sailors whose professions and backgrounds are as varied as the boats they sail on.

You can get to know the basics about the 2013 fleet members by downloading the September, October and November editions (free) at www.latitude38.com. In each you'll find an installment of fleet profiles.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

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IMPORTANT DATES

Although you may have missed
 Baja Ha-Ha #20, there's always
 next year. The 2014 event will
 follow a similar timeline to below.

2013 Dates

- Oct. 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 26 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 27, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 27, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 28, 10 am — San Diego Harbor Ha-Ha Parade.
- Oct. 28, 11 am — Start of Leg 1
- Nov. 2, 8 am — Start of Leg 2
- Nov. 6, 7 am — Start of Leg 3
- Nov. 8 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- Nov. 20, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.



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PLEASE NOTE:
 Correspondence relating to
 the event can be emailed to
 andy@baja-haha.com.
 Please don't call Latitude
 38 with questions. The Ha-
 Ha is a separate operation.

2014 SAILING

The holidays are upon us and, almost before we know it, it'll be time to set our New Year's resolutions. The gang here at *Latitude* decided to come up with our sailing resolutions a little early so we have one less thing to worry about during the holidays. We highly recommend the exercise because when we did it, everyone got excited about what they're going to do in the coming year. We hope ours inspire you to make your own list of sailing resolutions for 2014.

Richard, Publisher

Sails on *Profligate*, 63-ft surfing cat

- Do the Les Voiles de St. Barth with DRandy and H.Q. West aboard their 74-ft Spronk ketch-rigged cat *Palu* in April.



A Caribbean legend and our catamaran guru, DRandy has been lusting over this classic cat for ages. Now that he and his bride H.Q. have her, we can't wait to be part of that fun-loving team at one of the most fun-loving regattas in the world. Epic sailing fun anticipated.

www.lesvoilesdesaintbarth.com

- Resume the SoCal Ta-Ta, which was introduced in 2012 and postponed this year because of the America's Cup. The



Southern California version of the Ha-Ha starts in Santa Barbara, and spends two nights at Santa Cruz Island, one night at Paradise Cove, one night at King Harbor and one night at Two Harbors, Catalina. It's all reaching and running. The dates have yet to be determined, but we're thinking the first half of September. It was a blast the first time, and we think we know how to make it even better the second time around.

www.socaltata.com

- Resume the engineless Olson 30 antics with *La Gamelle* in St. Barth. Last year's five solo circumnavigations might have been a little irresponsible, given the messing around with the Grenadiers and Arthaud Rock when huge seas were



running. This year we're thinking more solo half-circumnavigations, as from Corossol to Baie St. Jean, where we could anchor, swim ashore and grab a freshwater shower — and maybe a rose or two — at Nikki Beach. We'll then jog along the beach, past the airport, and over the Tournamont to Gustavia to make amends for the morning croissants we'll be having at Patisserie Choisy. The next day we reverse the process.

- Do a June-July cruise up into the Sea of Cortez when the water has gotten warm, but the air hasn't gotten too warm. We West Coasters are so lucky to have this incredibly unique cruising area so close at hand and so unspoiled by crowds. We've been telling the owners of the four or five boats that want to cruise in company that this is dependent on getting a hard bimini for *Profligate*, but that can always wait, can't it?

- Do another Santa Barbara to King Harbor Race. We've done a lot of them, but missed out last year. The race is a great excuse to kick around Santa Barbara for a couple of weeks before the its start. The 80-some miles of reaching and running are just perfect for a cat, and the fleet pileup between scenic Santa Cruz and Anacapa Islands is always fun. And for a special fatherly treat, our daughter lives just a couple of miles from the finish line.

sbycracing.org

- We assume we don't have to mention



that we plan to do yet another Baja Ha-Ha, another Little Ensenada Race, another Banderas Bay Blast, and a bunch of other stuff. Events we wish we could do, but can't, are the old Silver Eagle Long Distance in the Bay Race and the Midnight Moonlight Marathon. So much sailing to do, so little time.

www.baja-haha.com

www.southwesternyc.org

www.vallartayachtclub.org

Andy, Managing Editor

Sails on *Little Wing*, Cross 45 tri

- End a long daysail at Oakland's Jack London Square, grab a slip to overnight in (reserved in advance), then have some



sushi and sake at Yoshi's, and take in a world-class jazz concert in their acoustically perfect concert hall.

www.jacklondonsquare.com

- Sail out to Drakes Bay with a few buddyboats for an overnight on the hook far from the rat race. Then possibly continue on to Tomales Bay the next day and run the bar.

- Sail down to Santa Cruz for a long summer weekend. There, we'll spend a night on a mooring at Capitola, perhaps with dinner at the famous Shadowbrook. Then spend a second night in the Yacht



Harbor, from which the waterfront boardwalk is walkable, and ride the roller coaster for old time's sake.

www.santacruzharbor.org

- Cap off a Central Bay daysail with an overnight — or two — in Aquatic Park. While there we'll play tourist at Hyde Street Pier, Fisherman's Wharf and Pier 39. Naturally, we'll need to make a stop

EMMY NEWBOULD

at Ghirardelli's chocolate wonderland, and pay a visit to the newly refurbished and under-appreciated Maritime Museum to reconnect with the Bay's colorful maritime heritage.

www.maritime.org

- Reserve a guest slip at South Beach Harbor when the Giants have a night



game against a particularly evil rival. After a daysail, pull into our slip, fire up the 'cue for an onboard tailgate party, take in the game and spend a peaceful night aboard — without having spent a moment of driving in heavy traffic.

www.southbeachharbor.com

LaDonna, Editor

Sails on *Gazelle*, *Wauquiez Centurion 47*

- My husband Rob and I are leaving the Bay and turning left next spring with the goal of setting a world record for the slowest active cruise down California to Mexico. Rob's goal is to spend every night at anchor (preferred) or in a marina.

- Rob initially wanted to be in Mexico by next summer but this cool-weather-loving gal nixed that plan. Instead, we'll spend the summer exploring the Channel



BRUCE NESBIT

Islands. He wants to anchor at Cat Harbor so we can dinghy to shore and walk across the isthmus to Two Harbors for coffee every morning. Sounds good to me!

channelislands.noaa.gov

- Since we'll be in the area around the time the Poobah wants to hold the SoCal Ta-Ta, I'd like to join the event. After five years of running the Delta Doo Dah, it'll be fun to *not* be in charge for once (don't listen to anyone who says I love being in

control!).

- We'd like to spend a good amount of time exploring the Pacific coast of Baja, including hanging out in Ensenada and



at Cedros. Rob would like to continue his no-overnighter plan as far south as good seamanship — and my comfort — allows.

- Spend Christmas in Puerto Vallarta. Our ideal would be to rent a small house on shore and invite our families down for visits. From there we'll take stock and decide if we'll continue with our long-term plan of doing a North Pacific loop: Hawaii, the Marshall Islands, the Marianas, Japan, the Aleutians and back down the coast.

Ross, Racing Editor

Sails on OPBs

- The Jazz Cup is one of my favorite races on the Bay. I raced it aboard the Olson 30 *Hoot* four years in a row, but I missed this year's event, so I have to race it in 2014.

www.southbeachyc.org

- Right up there with the Jazz Cup is the Great Vallejo Race. These long-



distance races are a blast on a ULDB, and we usually place pretty well . . . if we don't mess things up too badly.

www.yra.org

www.vyc.org

- Although I haven't raced the YRA's Second-Half Opener in a couple of years, I always think of the amazing spinnaker run from Pt. Bonita all the way to the Encinal YC. I really want to do this one again. I'm usually grinning the whole way if I'm not too busy holding onto the boat.

www.yra.org

- The Woodies Invitational at the St. Francis YC is a three-day event inviting

Bears, Birds, Folkboats, IODs and Knarrrs for competitive one-design racing on the



Cityfront. It's wet and wild but it's a total blast. Competition should be fierce — this year each class but the Bears and Birds had their international regattas in San Francisco. It would be fun to get back out on the Folkboat *Thea* to see which of the top boats we can challenge.

www.stfyc.com

- For the last three years I've been invited to race the Chicago-Mackinac



MICHELE ALMEIDA

Race. Although you never know what sort of conditions to expect, leaving Chicago Harbor is as dramatic as arriving at beautiful Mackinac Island. Anything can happen in between but racing on Lake Michigan is something I'd really enjoy doing again.

www.cycracetomackinac.com

- If I'm not too busy racing, I hope my buddy James won't forget to invite me sailing for some much needed, non-racing time on the Bay. His Catalina 38 *Flashtail* has a custom self-tacking jib, which means I hardly ever have to put down my beer.

- Last but not least, the Corinthian YC's Friday Night Racing Series. No



PHOTOS LATITUDE ARCHIVES UNLESS NOTED

matter how hard my week's been, this is the best way to start off the weekend.

2014 SAILING

Spending a few hours racing with friends then heading over to the Corinthian for drinks, dinner, and maybe even a trophy is my idea of fun.

www.cyc.org/racing

Christine, Webmistress **Sails on Stink Eye, Laser 28**

- Maintain or improve our second-place standing in the Island YC Island Days Estuary Midwinters Series aboard the Moore 24 *Sparrowhawk*, being sailed by the Gutoff family.

www.iyc.org/wp/racing

- Sail (preferably race) to Drakes Bay with the OYRA and Singlehanded Sailing



FRED FAGO

Society's Drake's Bay Race(s). (The plan at this point is for SSS to join the OYRA Drakes Bay Race.)

www.sfbaysss.org/main/racing
www.yra.org/OYRA

- Improve our position in the standings for the SSS Doublehanded Monohull Division.

www.sfbaysss.org

- Cruise farther up the Sacramento River, at least as far as Clarksburg and Courtland. Previously, we've only gone as far as Walnut Grove. Go to the Delta



COURTESY ZODIAC

more than twice this year. (Normally, we do the Delta Ditch Run and the Delta Doo Dah.) One possibility is to leave the boat up there for a portion of the summer and take some long weekends to visit it.

www.deltadoodah.com
www.stocktonsc.org

- Do some small boat sailing: racing and/or simply messing about, and become more comfortable sailing a single-

handed dinghy.

Annie, Photo Goddess **Sails on OPBs**

- As a very infrequent sailor, I resolve to get out sailing more than in the past.



It might be a good year for me to learn the difference between sailing the Bay and in Miami, where I first learned. I'll make it more of a priority to wangle up some daysails. The *Latitude 38* Crew List should come in handy for this!

www.latitude38.com

Mike, Ad Sales **Sails on OPBs**

- I'd like to do a charter in either the BVIs or Desolation Sound with my family, as well as my siblings and their families. We know the BVIs so it would be simple for all of us to have fun. But I've heard great things about Desolation



Sound, plus it's closer and more convenient. If the time I can carve out of my schedule is in the summer, I think it will be Desolation Sound.

www.desolationoundyachtcharters.com
www.conchcharters.com
www.sailtmm.com
www.bviyc.com

- Now that my sons are older — one has left the nest, the other is 16 — I have more free time, so I want to sail more often. My youngest is more of a golfer than a sailor right now, but I'm sure he'll come along. I want to race most Fridays at Corinthian YC on my friend Kim Von Blohn's Beneteau 36.7 *Chances R*.

www.cyc.org

- In addition to that, I'm going to sail more frequently with my friend Dave Ballintine on his Hobie 33 *Espresso*. Dave's one of my closest buddies and this is the best way to hang out. Plus it helps me achieve my first goal to sail more.

- I passed my USCG Captain's license test in May so I need to finish the paperwork by next May. It's a very detailed process with many components. I have passed my Homeland Security clearance and drug tests, I've taken First Aid and



CPR training; and I'm finishing my log of time spent on boats. I still need to fill out the formal application, and I need a physical that confirms I'm not color blind and can see and hear well enough.

- I'd like to update and hone my skills with some formal sailing instruction. I'd most like to take a sail trim course, but also possibly a diesel maintenance and/or a race preparation class.

John, Associate Publisher **Sails on Summer Sailstice, Ranger 33**

- At the top of my list is Summer Sailstice, on the weekend of June 21.



RESOLUTIONS

I created the event in 2001 in an effort to unite the very diverse, eclectic world of sailing in a global celebration while helping the general public see everything the sport has to offer. The general public really only sees it as extravagant displays of wealth or in unfortunate sailing tragedies but the majority of sailors are just normal people. Besides, it's such a fun event!

www.summersailstice.com

- This year, I'd like to take more friends sailing, focusing on maximizing the use of sails and minimizing the use of the engine. I sail for fun, so I love to take along anyone who wants the same, regardless of their skill level. Luckily, I've got lots of friends who enjoy sailing but don't have their own boats, so I should have no problem fulfilling this resolution.

- We'd love to do a charter with our daughters, possibly in Belize or Croatia. Just as long as it's somewhere we haven't been before.

- I'd like to do more overnight cruises to new-to-me Bay Area destinations. I have a sailboat and it's such a great way

to 'unplug' and reconnect with family and friends. We're now empty nesters, so we need to replace the very best possible crew — our kids.

- Of course I'd like to race more, at



Corinthian YC (my club) and in other races as well, but particularly the Rob Moore Memorial Regatta. Having worked with Rob for 20 years, and knowing how hard he worked to support the Bay Area racing scene, I'd like to race to honor his



efforts and memory while supporting the great cause of the National Lung Cancer Partnership. Plus, I know he's watching to make sure!

www.bayarearacingfederation.org

There you have it. Nearly 40 sailing resolutions for the coming year. Since ours are undoubtedly different from yours, take a few moments to consider what you'd like to accomplish this year. Regardless of what makes your list, there's one resolution we should all have at the top of our lists: sail more!

— **the latitude crew**



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FOOD FOR THOUGHT —

"It is easy to look at charts and get hung up on how big the world is," say Kurt and Katie Braun, "and how daunting it might be to cross oceans and deal with different people." Today, though, after 10 years and 56,000 miles, they say the world looks much smaller to them.

We'll continue here with installment two of their cruising tips, gleaned while visiting 80 countries. Along the way they've observed: "People everywhere want the same things: jobs, food, shelter, laughter and companionship."

Favorite Stops

Suvarro, Cook Islands: You know you have arrived at a laid-back place when the park ranger's view of official clearance is having you stamp your own passport and hand him a jug of fuel to seal the deal. Thrice weekly, cruisers would join the ranger for a culinary scavenger hunt, fishing for barracuda, capturing coconut crab, and harvesting coconuts or tern eggs for the evening's potluck. Forget visiting unless you can get there by private yacht, as this national park is located in the middle of the Pacific, two-thirds of the way from French Polynesia to American Samoa, and is not serviced by a ferry. Did we mention getting chased out of the water and having our dinghy attacked by dozens of sharks?

Onotoa, Kiribati: In the middle of an equatorial archipelago that covers an area the size of the USA, Onotoa is so far off the beaten track that it only sees a handful of visitors a year. On the charts it looked inhospitable, but our SSB net alerted fellow travelers about the friendliness and industriousness of the locals. Settled weather allowed us to anchor two miles offshore. Every bit of housing was handmade from coconut or pandanus trees, two of the few plants that can grow on a remote coral atoll. A supply ship visited only every six months, yet this community of several hundred people living off the grid were healthy, happy and

Cruisers joined in the action during this casual baseball game on Maloelap, in the U.S.-administered Marshall Islands.



thriving, giving us faith that humanity could survive a massive solar flare.

Playa Francesca, Isla Graciosa, Canary Islands: We've been accused of lacking much drive for exploring due to our habit of intensively researching an area and then staying put at the nicest spot. But why settle for Cold Duck when you have Cristal? Most cruisers crossing the Atlantic, including those on their way

Every bit of housing was handmade from a coconut or pandanus tree.

to the ARC Rally, spend time anchored off this national park island which is bordered by a broad, white sand beach.

Staying put there for seven weeks, we had the opportunity to meet hundreds of sailors during daily *petanque* games and the numerous potluck beach parties that we helped organize, and which earned us the titles of Mayor and Mayoress. We received many reports that marinas in the Canaries were not well protected in storms and most people we met wished they had spent more time at Playa Francesca. We spent over a month in the area between Graciosa and Lanzarote, and when a storm threatened, at anchor in the port of Naos.

Île des Pins, New Caledonia: With two beautiful back-to-back coves bordered by white sand, we could find secure shelter with a 180-degree frontal wind shift. Joined by Kiwi and Aussie cruisers possessing pyromaniac tendencies, we provided music via guitars or MP3 at bonfire beach parties that even saw one birthday girl dancing commando. (Hold onto your imagination, she was two years old dancing in her father's arms.)

Asanvari, Vanuatu: This spot defined paradise with a huge fresh-water swimming hole at the bottom of a spectacular waterfall, ridge hiking through the jungle into thatched-hut

villages guarded by a machete-wielding five-year-old, and vine diving just one anchorage away. Another comfort factor was the strong missionary influence that helped to abolish cannibal warfare in Asanvari — not necessarily a given in some of the other islands we visited in this area. Overall, little has changed since Michener was inspired by Vanuatu to write his famous novel *Tales of the South Pacific*.

Best Cruising Grounds to Spend a Season In

The Kingdom of Tonga: Along the north shore of Tongatapu we saw massive ocean blow holes for miles. In Niuatoputapu, guided by friendly local teenagers, we spent all day hiking up a brush ridge for a spectacular ocean view. Best of all was Vava'u: Within this archipelago are dozens of protected anchorages. If you get tired of the cave diving, snorkeling with whales, full moon beach parties and sportfishing — or just need supplies — the main town only a few miles away offered freshly baked cinnamon rolls and croissants, wild bars with female impersonators, massively attended church services featuring Polynesian singing, fresh local lobster and ATV off-roading.

Phang Nga Bay, Thailand: Within a day's sail, a cruiser can sample James Bond Island, partying at Koh Phi Phi Don, a Muslim village built entirely on bamboo sticks over the water, and a phallic Buddhist shrine. Indulgent relaxation options range from \$5 pad thai meals and very affordable upscale spa treatments, to \$10/hour beach massages. Save up your health maintenance for Phuket or fly to Bangkok and visit the Bumrungrad Hospital for first class, incredibly affordable care.

However, the greatest attraction of this exotic country is the smiling, happy and hardworking people who are surprisingly tourist-tolerant and friendly.

Northeast, USA: From the historic whaling ports of Mar-



FOR SENSIBLE CRUISING, PT II

tha's Vineyard and Nantucket (that are now playgrounds for the rich) to the laid-back anchorages of Maine, the USA, north of Long Island, has dozens of easy-to-anchor-in and stunningly beautiful areas for a summer cruise. An area with a rich maritime history, the Northeast has broad white-sand beaches, \$10 fresh Maine lobster meals, numerous live music festivals, fresh oysters for \$10 a baker's dozen, robber baron mansions, and world-class museums to keep you busy and well-nourished. Friendly locals go out of their way to make cruisers welcome. Having experienced spectacular weather with only a handful of foggy days, we wished the cruising season were longer.

The Republic of the Marshall Islands: Migrating north of the equator for the cyclone season, a cruiser can spend 18 months on the hook in the tropics. For solitude, the Marshalls have dozens of atolls inhabited by only a few hundred locals, if not completely uninhabited. It is easy to find peaceful and remote anchorages with great diving and beaches. For socializing, the expat yacht club members on Majuro did a great job welcoming the 30 visiting cruising boats by organizing activities including weekend regattas, a Christmas potluck, musical jams, hotel dinner dances and weekend cruises. On free days we would scuba

In the Canary Islands Kurt and Katie fell in love with Playa Francesca on Isla Graciosa — site of many a cruiser beach party.

dive the passes to see bull sharks, giant manta rays, schools of barracuda, sharks and yellow-fin tuna all in 200 feet of clear, turquoise visibility. Breaking away from the yacht club, we traveled up to Bikini and onto Kwajalein, where there's an American army base that does missile testing. One day we hope to make the trip from the Marshalls to San Francisco via Alaska on a long reach around the Pacific High.

The West Coast of Mexico: Although Mexico had changed since we last cruised through ten years earlier, the changes, from a cruiser's perspective, were for the better. At the southern border, the new marina at Chiapas with its helpful and friendly staff made for an easy check-in. Returning to Banderas Bay we treated ourselves to a month in the new (to us) Marina Riviera Nayarit at La Cruz and enjoyed live music every night at numerous venues, cheap street taco meals, a Sunday farmer's market with fresh chocolate croissants, kayak and Laser races, beach walks and fantastic zip-lining nearby. The Sea of Cortez was one of our favorite cruising grounds but we ran out of time to revisit it. Ensenada, with the nearby Guadalupe Valley, rivaling California's Santa Maria and Napa wine regions, was a great stop that paid for itself with the cheaper-than-US fuel prices and easy clearance formalities.



As guests at a Kiribati welcoming feast, Katie and Kurt were adorned with headdresses of local flowers.

Overrated Cruising Grounds

(We know these are generalizations but we list the following in an attempt to help cruisers prioritize where to go.)

The Med: Best seen by land, the Med is crowded with European sailors who vacation two months a year and have little service or price sensitivity. This makes it expensive and unwelcoming for most world cruisers, evidenced by unfriendly officials and \$500/night marinas. Natural anchorages are few and far between and the ones that do exist are crowded with moorings. Although small inner harbors are an option, they are tough to negotiate as you must squeeze between resident fishing boats to stern tie at the quay. Additionally, the winters are brutal and the only alternative if you want to keep cruising is the Red Sea (see below).

The Red Sea: Yes, we went diving. No, the diving was not that great. Our theory is that Europeans can't see anything other than sea grass in the Med so when they see a lion fish they go crazy. In this salty, 1,200-mile-long body of water there are few places to anchor and the ones that would be natural places to enjoy have been designated off-limits by the Saudi government. Heavy shipping traffic, no rain, sand storms and north winds that create steep seas all combine to blast the paint off your hull and make sailing tough.

The Maldives: While a short stop at Uligan has merit as a break from crossing the Indian Ocean, cruising the rest of this archipelago is expensive and limited. Most of the tightly controlled Muslim islands do not accept visiting yachts and those that do strictly limit interaction, with rules that disallow the exchange of gifts or music, do not allow locals to come aboard, and require cruisers to be back aboard at sunset.

Panama: The Panama Canal is a great short cut, but it is poorly managed.



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INTERLUDE

FOOD FOR THOUGHT —

Although Panama does not get hurricanes, it has a rainy season and while the indigenous Kunas are unique, they have picked up nasty habits like begging and indifference to the ubiquitous plastic garbage. Anchoring is abundant, but crime is worrisome. Even with all the canal shipping, delivery of parts was expensive and difficult, and marine services were expensive. We cut our time short in this Central American country and felt little desire to stay.

The Caribbean: We would be the first to say that the British Virgin Islands are a top-ranked charter destination. If you want to experience a fun facsimile of the cruising lifestyle, charter a crewed yacht or bareboat for a week and circumnavigate Tortola. However, if you have your own boat, keep it well maintained and have the time, far better cruising grounds await. Most anchorages in the BVI are now filled with moorings to make parking easier for bareboaters and derelicts. Bars and restaurants have been upscaled to accommodate the superyacht crowd and quaint beach bars are now family-oriented malls with pirate shows. Crime is also a serious problem

Leap of faith: Needless to say, tower jumpers in Vanuatu have to measure their 'bungee-jumping' vines very carefully.



ALL PHOTOS INTERLUDE

on many of the islands. We would not make a special trip to anywhere in the Caribbean for extended cruising, but if you stop while passing through, we recommend Antigua or the BVI.

Best Cruiser Traits

Strong Work Ethic: Cruising is not a vacation, it is a lifestyle. It requires hard work and discipline to keep your boat ship-shape. During constant chores we have noticed things that are easy to fix, but if left unattended could have been catastrophic. We try never to procrastinate; whether reefing, eating, cooking, provisioning, exercising, sleeping or repairing. We keep an ongoing list of proactive maintenance and set aside two months a year in a First World port where chandleries and professionals are available to help us. Everyone has to work on their boat. Our advice is to be organized and do it at your own convenience. The reward will be less time and money needed, and more time at anchor enjoying nature and the company of old and new friends.

Generosity: We try to leave a 'clean wake' by not encouraging welfare. That is, just giving things to locals without any effort on their part to connect with us. However, if we hire some locals to help us clean our boat, we always try to pay a fair wage knowing that basics such as rice and fuel are the same price worldwide. If an islander befriends us, we bestow useful gifts of clothing and dishes. If we are invited to a community feast, we ask about and make an appropriate donation to a suggested charity. No matter how small the compensation, gift or contribution is, in exchange we always receive a smile, an experience that is priceless.

Inclusiveness: Our Deerfoot 74 *Interlude's* size tends to give locals and other cruisers the idea we are unapproachable, so we try to be proactively friendly. We often instigate potluck gatherings, offering to play our guitars for entertainment, and we make it a point to invite every boat in the anchorage. This has resulted in our meeting people from all walks of life, and we have found it is usually the ones that — on the surface — we have the least in common with that are the most interesting. If a local comes by our boat we always have a few kind words for the adults and a cookie for the kids. Due to this attitude, we've spent many an enjoyable afternoon learning about local life.

Flexibility: The unexpected will happen and the ability to look at your change in plans as an opportunity will make

your cruising life more enjoyable. Our top priority for moving the boat is favorable weather, and we have considered missing a scheduled rally departure to facilitate a safer, more comfortable pas-



When in Rome. . . Or in this case, New Caledonia, do as the locals do. Here, Kurt samples giant land snails on the île des Pins.

sage. If your better judgment or circumstances force you to change plans, take a breiflath, look at your alternatives, and remember that a bad day on the water is better than a good day in the office.

Goal-Oriented: It took us twenty years from the time we first decided to go cruising before we even bought a boat. Our goal influenced the decisions we made during that time such as forgoing vacations and working long hours, but our dream eventually materialized. We have a friend who sustained himself through cancer surfing the Internet shopping for a boat while reading cruising blogs. He eventually recovered to sail from the States to Australia. Have a vision, make a plan, stick with it, and be willing to make necessary sacrifices; the reward will be worth the wait.

Bad Behavior

Wiping Out Local Resources: If a local came onto a cruiser's boat and took his/her belongings, the owner would understandably be upset. Yet we have seen well-off cruisers come in and stock their freezers with lobster, spearfish a reef to near-extinction, and pick fruit from the bush. Be sensitive to the fact that cruisers are invited guests and island culture dictates that one is supposed to share proportionally. We like to fish but limit ourselves to pelagic fish caught while underway. If you are from a developed economy, remind yourself you are on your own yacht because of the resources and opportunities already

FOR SENSIBLE CRUISING, PT II

available to you and ask yourself if you need something desperately enough to take it from a local.

Being Ungrateful: We know of several instances where boats came adrift and cruisers banded together for hours to re-anchor the vessel, yet they received an inappropriate show of gratitude afterward from the owner. Conversely, a group of cruisers took care of a single-hander, whose body was close to shutting down from shock caused by overexertion. He was so grateful that he threw a birthday party for himself and invited the whole anchorage. Appreciative after such a close call, he was living proof that getting older sucks, but it beats the alternative.

Scamming: 'Potluck' means you are supposed to bring something. Do you really think no one will notice? Even a singlehander can bring a can of peanuts. If your cupboard is truly bare, be upfront in telling everyone you are prepared to sing and dance for your dinner, and wait until the end of the line to eat.

VHF: Okay, maybe you will get away

with this, but we wish we could strike the offenders with a plasma beam. Mariners are required by law to listen to channel 16 while underway, so take your non-hailing and/or foul mouthed traffic elsewhere. Remember VHF is a public airway.

Polluting: We try to exercise good judgment using our holding tank. If you're in a crowded anchorage and/or there is little tidal range, your effluent will end up in someone else's watermaker. In a marina we always use shoreside facilities for solid waste and laugh at the folks who think we won't notice that they had corn for supper. We have seen piles of toilet paper while diving on our anchor in the Med. So unless you are buying expensive and hard-to-find biodegradable toilet paper, you are creating a trash heap every time you flush TP. We prefer to dispose of used TP while burning plastic, or holding both



Kids in the remote isles of Kiribati are fascinated by the few visiting yachts that pass through each year.

until a major port. Storing food scraps in a large plastic container with a screw top lid, we wait until we're underway or after dark to dispose of it overboard, when we know our neighbors are finished with swims and bathing.

— kurt & katie braun

Look for a final installment of the Brauns' cruising tips soon.

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SEASON CHAMPIONS, PART II —

Time spent aboard sailboats is valued in different ways by different people. For some, the goal is simply "messaging about" with no particular agenda (as was famously noted in *The Wind in the Willows*). For others, sailboats provide the means to venture beyond the horizon to far-distant landfalls. But the sailors you'll meet in these pages have a completely different focus: They use their boats primarily to race in the challenging conditions of San Francisco Bay.

As the headline implies, the sailors profiled here are the best of the best, season champions within a complex structure of handicap designations and one-design classes. As you'll read below, several of these water-borne warriors won more than one season title, which is quite an impressive feat.

In this second installment of champs profiles we'll cover a wide variety of divisions, including the popular Party Circuit. Our hearty congratulations to each and every one of them. Look for our final end-of-season accolades in January.

**Express 27 Season Champ,
Long Distance Series Winner &
E27 Party Circuit Winner —
Motorcycle Irene**

Will Paxton/Zachery Anderson, RYC

Zachery Anderson and Will Paxton set a goal to win the season championship (and nationals) during the midwinters, and from that point on made wise decisions accordingly. First, they secured a great bow person in Sherry Smith. Second, they sailed the boat outside of races more than usual, both for pleasure and practice. Third, they tried different setup options, a lot of which did not work, until they had something that worked smoothly.



Zachery Anderson & Will Paxton

The final keys to their success included the number of very talented Fourths to round out their crew, including: Angie Rowland, Dan Morris, Marcia Bravo, Parker Mitchel and Julia Paxton. Will and Zachery also worked closely with

Quantum to get a set of sails that really worked for how they sail the boat.

"In particular we got the main cut flatter than we have had it in the past," Anderson explained. "That seemed to be really quick."

Season highlights for the team included Will winning the Delta Ditch Run on his birthday, taking first in every race but one at the Nationals, and winning the midwinter series with Will driving on Saturdays and Zachery on Sundays.

Nice work!

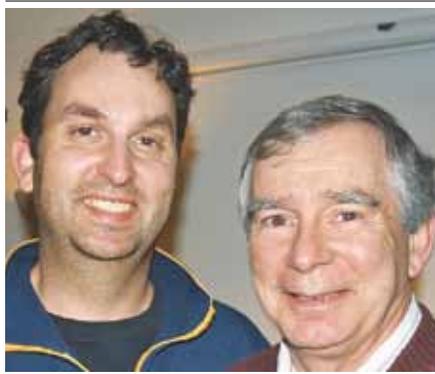
Championship: 2) **Wile E Coyote**, Dan Pruzan, EYC; 3) **Get Happy!!**, Brendan Busch, StFYC. (33 boats)

Long Distance Series: 2) **El Raton**, Ray Lotto, StFYC; 3) **Wile E Coyote**. (33 boats)

**Islander 36 Champ &
I 36 Party Circuit Winner —
Windwalker**

Richard & Tom Schoenhair, SSS

Even though owner Richard Schoenhair was off the boat for much of the summer due to a bicycle injury, once again *Windwalker* notched up a season



Tom & Richard Schoenhair

champion win thanks to regular crew Randy Hinz, Myke Smith, Donna Domino, Scott Hauser, Tony Lofthouse, Steve Crawford, Avi Patil, John Poppelwell, Philippe Lamy and Hal Chapman.

The fact that Team *Windwalker* has campaigned their boat for a very long time — since the mid-1980s — certainly pays off, however Richard's son Tom insists that it's all about the crew. "This year we had a fantastic crew that is extremely confident and consistent. Our teamwork was incredibly strong this year, as everyone knew what everyone else was doing."

Windwalker's highlight of the year was surviving the Pt. Bonita race on June 8. "It was howling on the Bay that day," Tom recalls. "Upon turning back to the finish we realized the wind speed

was gusting over 40 knots. We had to put up our storm jib just to barely make it back to the finish. Withstanding those conditions was a crew-bonding experience, and led us into the second half of the season."

2) **Califia**, Tim Bussiek, NoYC; 3) **Kapai**, Richard Egan, SSS. (4 boats)

**OYRA, PHRO 1 Division
Santa Cruz 50 — Hana Ho
Mark Dowdy, SFYC**

Mark Dowdy has been campaigning *Hana Ho* for 18 months, and while he has previously won PHRO in his Express 37 *Eclipse* as well as other class championships in the E37 class, this win marks his first in *Hana Ho*.

Dowdy attributes his success to his regular crew: Craig Page, Jason Bright, John Kernot, Sonny Lopez, Jeff MacDougall, Jamal Berkeley, Toné Chin, David Parker, David Krausz and Chris Morris. "We have a great crew who has sailed thousands of miles together, and on the water we have a fun time together."

His season highlight? "After sailing 40 miles out in the ocean on the last race of the season, three Santa Cruz 50s duked it out to the finish at the Corinthian YC in light air, with the lead changing several times in the last half mile of the race!"

He adds, "We're challenged by lots of newer/faster boats, but we hung in there all season long. I love the tactical situations out on the ocean where there is a great variety of conditions you don't see in the Bay."

2) **Emily Carr**, SC50, Ray Minehan, CYC; 3) **Criminal Mischief**, R/P 45, Chip Megeath, CYC. (4 boats)



Mark Dowdy

**OYRA, PHRO 2 Division
Express 37 — Elan
Jack Peurach, SSS**

Congratulations to Jack Peurach, owner of the Express 37 *Elan*, on his first



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PAUL KAMEN

LATITUDE / CHRIS

YRA, OYRA & PARTY CIRCUIT



won the season because when we did not win we were second or third in many races."

Races were well attended by the fleet this season and, as always, according to Newell, the competition in PHRO 3 was close, fun and friendly. In OYRA, he's frequently challenged by other top boats in the fleet like *Green Buffalo*, along with *Maggie*, *Avion*, *GavlaX* and *Made Easy*.

The best part for Newell about racing? "There's always more to learn."

2) **Maggie**, C&C 37, Dave Douglas, BYC;
3) **Avion**, Bianca 414, Tom Abbott, EYC. (12 boats)



Andy Newell

OYRA Shorthanded J/105 — *Racer X* Rich Pipkin, EYC

Is shorthanded ocean racing gaining in popularity? Is the racing competitive in a big ocean with a small crew? Happily, "Yes and yes" was the story for the 2013 OYRA Shorthanded Division.

Participation increased to ten entries for the season, and the nine-race series came down to the final race before the overall winner was decided. With three boats in contention for overall honors, *Racer X* benefitted from "J/105 conditions," earning first place for the season

season champion win. He's only been campaigning his boat since 2011, but has already figured out that a consistent crew is the biggest factor in winning races.

His regular crew this season included Jimmy Morales, John Duncan, Ann Hadley, Brent Piercy, Scott Davidson, Rebecca Hinden, Ben Westenburg and Charles Almy.

"One thing that has always been big on *Elan* is relentless sail trimming," Peurach said. "The same hands at the same positions prevents major mishaps and subsequent losses. On long ocean legs it's easy to get complacent, but the wind's always changing and you can always do a little better."



Jack Peurach

"Aha" moments during the season included the Farallones race, said Jack. "We had a good clean race, and at that

Will Paxton, Zach Anderson and their crew pulled off a trifecta of wins this season aboard their speedy Express 27 'Motorcycle Irene.'

point we knew we were in contention for the whole thing." Another was during the Drake's Bay race when we decided to take some chances and deviated from the pack based on what we thought the wind was doing. It doesn't always pay off, but it did that time."

2) **Whirlwind**, Wyliecat 30, Dan Benjamin, OYC; 3) **Aero**, Hobie 33, Joe Wells, SSS. (16 boats)

OYRA, PHRO 3 Division Santana 35 — *Ahi* Andy Newell, BYC

Andy Newell's been campaigning *Ahi* since July 2010, and since then won HDA in 2011, and OYRA in 2011 and 2012. His crew, all of whom did at least one OYRA race on *Ahi* this season, with some doing most of them, included: Bob Walden, Ben Eastwood, Cory Schillaci, Gabriel Serafini, Jason Lakis, Jeff Raby, Kelvin Taylor, Ken Kiernen, Lori Tewksbury, Mark Schieble, Tripp Floyd and Valerie Suzawa.

Andy's recipe for success seems pretty straightforward, "We started all the races and finished all but one, and just lost fewer races than our competitors. We



Rich Pipkin & Mary McGrath

ahead of Dylan Benjamin's *Moonshine* and Pat Broderick's *Nancy*.

This was the second year that *Racer X* has sailed in and won the shorthanded division.

LATITUDE / CHRIS

SEASON CHAMPIONS, PART II —

"I am fortunate to have my wife Mary as crew. Early last season we worked through that husband-wife thing that can happen on the race course and our focus was on having fun, enjoying our boat, and developing the ability to sail well in the variety of conditions that ocean racing offers," Pipkin said.

2) **Moonshine**, Dogpatch 26, Dylan Benjamin, RYC; 3) **Nancy**, Wyliecat 30, Pat Broderick, SSS. (10 boats)

YRA Series PHRF 1 Champion & Party Circuit Overall Champion Farr 36 — *Red Cloud* Don Ahrens, EYC

Don Ahrens bought *Red Cloud* in 2001, sailed the boat for a year and then spent seven years refurbishing it. He started campaigning the boat in YRA races in 2011. This year's PHRF fleet and

Party Circuit wins are his first championships.

Ahrens first sailed on the boat in the early '80s when she arrived in the Bay Area, and while she didn't do particularly well, his suspicion was that the boat was fast,

but just needed better sails to do well in races like the Big Boat Series.

"It was the boat's character on the ocean, a very stable platform in the breeziest of conditions, that was the beginning of my fascination with the boat," Don explained.

After a serious refit and new sails, Don found *Red Cloud* had speed to burn. Sails aside, he attributes his success to a core group of people who are almost always on the boat and who have worked hard over the last couple of years to make the boat as fast as possible.

"We've experimented with rigging tension, mast rake, and sail adjustments. And this year we really started to understand what makes the boat go fast in various conditions."

Red Cloud's regular crew include Rich Benallack, Kevin Clark, Ryan Galeria, Shawn Grassman, Marcy Hart, Hans Kaufman, Greg McCuen, Mary McGrath, Rich Pipkin, Curtis Powell-Ford, Tom Rankin, Tony Shaffer, Will Schwartz and Gail Waldron.

2) **Mintaka 4**, Farr 38, Gerry Brown, BYC; 3) **Ahi**, Santana 35, Andy Newell, BYC. (9 boats)



FRED FAGO

YRA Series, PHRF 2 Schumacher 30 — *Shameless* George Ellison & Harry Macartney, BYC

George Ellison and Harry Macartney, co-owners of *Shameless*, have won their fair share of HDA and Party Circuit races since they bought the boat in the summer of 2004 — exactly how many they just can't recall, but they do know that having one of the best crews on the Bay consistently on the boat is the largest contributing factor to their success.

"Keeping the boat in top shape — not fancy, but everything works, very little breaks — is another factor, and I believe it helps to keep good crew," Ellison said.



Harry Macartney & George Ellison

"Harry feeds them well too."

George recalls that the season was not without its challenges on the water. "It seemed like there were either killer winds, like 35 to 40+ knots in the HDA Pt. Bonita Race, or floaters, especially late in the season. There were a few races where we 'raced' on the current as much

Few sailors have climbed the ladder to racing success faster than Lori Dennis, seen here (foreground) during the Second Half Opener.

as the wind, which requires lots of crew concentration and patience."

One particular WTF moment came when sailing the Second Half Opener in the South Bay (rather than the usual Point Bonita course due to AC racing). As George remembers, *Shameless* was in the middle of a jibe set at the weather mark near AT&T Park. Just as he cleared the pole to jibe back, they had Emirates Team New Zealand cross their bow at speed.

"The turbulence off their sails, coupled with the wake from three very large RIBs, wrapped the kite multiple times around the headstay," George described. "A definite mixed-emotion incident — they are *very* impressive machines from 30 feet away...but didn't we keep clear of their course?"

2) **Mimicat**, Hinckley 38, Robert Long, Carolina YC; 3) **Dreamkeeper**, Hawkfarm 28, Larry Vito, SSS. (12 boats)

YRA Series Sportboats & Party Circuit Sportboats JS9000 — *JetStream* Dan Alvarez, SSS

Taking season champion wins in both YRA Series Sportboats and Party Circuit Sportboats made an entirely successful season for Dan Alvarez and crew Robert Blackmore and Andrew Hura, racing on *JetStream*, Dan's JS9000.

Among the winning ingredients of Dan's season, he counts simply showing

YRA, OYRA & PARTY CIRCUIT



up to race, "You have to show up to win! We have also had a small and stable crew that knows the boat well and makes very few mistakes."

Although the *JetStream* team have many years of experience racing on the Bay, Dan says he's surprised many times every year by the knowledge of the overall fleet, which offers good competition and opportunities to learn.

He probably wouldn't change his boat for anything, however, "The JS9000 has the best fun/\$ ratio of any keelboat racing on the Bay. With a total of three crew, organizational overhead is minimal."

Expect to see *JetStream* out again next year. Dan says they'll be trying out some new things over the midwinter season and

ing as much as life allows. "Alongside the YRA, we've been working hard to establish a sportboat fleet and schedule for next year. I encourage all other sportboat owners to reach out to me or the YRA to get involved."

2) **Ragtime**, J/90, Trig Liljestrand, SFYC; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, SSS. (5 boats)



Dan Alvarez

Party Circuit Multihull Division Sig45 — *Vamonos!* Tom Siebel, StFYC

Racing its second season on San Francisco Bay, *Vamonos!* won this year's YRA Party Circuit in the multihull division. The winning crew was led by helmsman Tom Siebel and his son Riley Siebel. The tactician was Charlie Ogle-tree (four-time Olympian in multihulls). The remaining crew included Zan Drejes, Matt Noble, Javier Cabildo, Paco Cabildo and Skip McCormack.

"It was really fun to put the newly-designed carbon-hull Sig45 to the test," said Vaughn Harrison, spokesman and team manager for Tom Siebel's MOD 70 *Orion*. "We found ourselves to be pretty competitive, both in speed around the

course and rating, especially when the wind was up and we could fly a hull."

He credits success on the circuit to teamwork, with most of the team spending the summer training together on *Orion*, as well participating in some of the regular YRA races, a SSS doublehanded race and the CYC Friday night series.

"There is a group of really fast cats that regularly duel it out, like Urs Rothacher's SL33 *Bridge-Runner* and Peter Stoneberg's ProSail 40 *Shadow*," Harrison said. "We look forward to more great YRA races on the Bay next summer!"

Party Circuit Shorthanded Division J/35 — *Pegasus* Marc Sykes, SSS

After campaigning *Pegasus* for seven years, Marc Sykes and crew Paul Armstrong finally hit the jackpot with their first season championship after winning the YRA PC Shorthanded Division and Spinnaker Cup doublehanded race this past summer.

"The Summer Sailstice race was our best race, however," Marc said. "*Pegasus* is at her best beating up the Slot in heavy air. She's an old-school, heavy-air, Bay boat, and we were able to keep sailing when almost all the rest of our class



Paul Armstrong & Marc Sykes

dropped out."

In a class stacked with talent, Sykes cites that his road to success was in large part due to a great doublehanded crew, and figuring out how to make a good heavy-air boat go in light winds.



Tom Siebel

COURTESY FORBES

"Our competition in class is Pat Broderrick on *Nancy* — he sails the wheels off the Wyliecat 30. Out of class, the Express 37 fleet have huge experience and J/35s rate the same, so it's fun to see how we stack up doublehanded through the year."

Marc "absolutely" plans to be back next year, "Thanks to the YRA Race Committees. They put on great events. SSS racers, this is a great doublehanded series. Give it a try!"

Party Circuit Non-Spinnaker Cal 2-27 — *Jack Aubrey* Lori Dennis, RYC

Season champion or not, Lori Dennis isn't sure if she fits the description of a serious racer.

"Campaigning? Seriously? I enter beer can races, the Great Pumpkin Regatta so that I can decorate my boat, and the 'Party' series," she laughed.

After taking her first sailing lesson in 2008, over the next two years Lori sailed 450 days. In 2010, having become tired of paying to charter boats, she bought *Jack Aubrey* complete with a 210 handicap. Later the same year she entered her first race and came in dead last.

A self-stated glutton for punishment (or for accumulating DFL swag) she

continued to enter races in 2011 and 2012. Her strategy this year was to sail hard, focus and *not* call out to friends on other boats as she drove.

The strategy paid off. As Lori totaled her points at the end of the season she felt secure knowing that the coveted series champion jacket would not elude her again this year. "It's been hard work but it was exhilarating," Lori said.

A highlight of Lori's racing career has been teaming up with her devoted crewmate, Dave Gardner. Together they took first place in all but one of the Party Circuit races — both this year and last. Not bad for a near-neophyte skipper.



Lori Dennis

This writer and the entire *Latitude* staff salutes each and every one of these champion skippers and crews. Well done! Look for our final installment of 2013 Season Champs' profiles next month.

— michelle slade

MAX EBB

"I'll bet I have more time steering with the pole tripped than you have trimming the chute," bragged one of my dock neighbors as he observed the scene.

It's an old brag, and one that made a lot more sense back when boats had heavy displacement, narrow sterns, small rudders and short keels with more ballast on the top of the keel than the bottom.

"Drivers on new boats have it easy," he continued, "what with these newfangled ultralight displacement boats and sport-boats, the wind practically goes away when you turn downwind, and if your spinnaker is an asymmetrical then you don't even have to worry about free-flying with the chute full and drawing, cuz it has to collapse during the jibe anyway."

The gentleman doing the bragging had every right to brag, because he had in fact gone many, many miles downwind on those heavy old beasts back in the days of the IOR rule.

"You won't be able to say that for much longer," I suggested, "because those novice crewmembers holding those spinnaker sheets are poised to beat even your accumulated free-flying time, and do it in one afternoon."

Lee Helm was behind it, of course. She had been offered the helm of a big boat for the midwinter races, and was running her own style of training program for the crew she had recruited.

"That's, like, the coolest part this gig," she explained when she first told me about the project. "It's a laboratory of crew training."

Crew training was critical for one very important reason: Lee had brought along a boatload of friends, all novice sailors or windsurfers, and the boat she was driving for the series was way too big for beginners. I was not invited to the training sessions, but I had noticed that one of the university sailing club boats, still tied to the dock, was flying a spinnaker and doing imitation death rolls right there in its berth.

"That's not the usual way to dry out a wet sail," I thought to myself, and walked

over to see what was up, as had several other curious sailors.

The setup was actually pretty simple: A small keelboat, tied to face downwind, mainsail still furled, with only the spinnaker hoisted, no pole. The spinnaker-trimming student was standing in the cockpit holding both sheets, learning how to control the sail. She could let both sheets out to move the sail up, pull them both in to pull it down, or pull one side in or let the other side out to stop a luff or position the sail left or right.

"The game here is to learn how to place the sail in space," Lee explained. "That's the most important part of a jibe. If it's done right, the pole just fits between the new tack of the sail and the mast, no grinding needed. If the trimmer knows how to steer the spinnaker left and right and up and down, and the driver is on the same page, you can nail every jibe without coming off the foils."

After figuring out that "without coming off the foils" was the new way to describe a perfect jibe, I stood back to watch the show. The wind was in the 5- to 10-knot range, and the 10-knot puffs seemed to put a lot of strain on everything, in addition to causing heavy rolls port and starboard, much more than I would have expected in that breeze.

"No boat speed," remarked Lee as the boat took an alarming roll to port, "so the apparent wind equals the true wind. You have to do this exercise in a lot less wind than you'd think."

The trimmer, who I learned had only started sailing last summer, was indeed getting pretty good at it.

"People who only know the normal sailing mode don't always learn that letting out the pole side or windward side is often a faster way to get the spinnaker working than pulling in the sheet," added the older spectator.

"Can she write her name with the sail?"

"Almost," said Lee. "That means it's time to advance the game to the next difficulty level."

Lee hopped onto the boat, uncleaned



How to become an expert spinnaker trimmer in less than an hour.

a line, and let out the spinnaker halyard about fifteen feet. The sail stayed full, but flew up and forward, and the rolls got even worse during those 10-knot puffs.

"This is why we don't do this under sail with the boat moving," Lee explained. "If the sail dumped in the water with the halyard halfway out, we'd cut it in half. Tied to the dock, no damage."

"If you could anchor stern-to out in the cove, you'd have much more steady breeze," suggested the older sailor. "And you wouldn't be risking locking rigs with the boat in the next berth."

"But then we couldn't stand here and watch," I pointed out. "One question, though. On the big boat, how can one person hold both sheets? Even on this little boat, she can't pull the sheets in by hand when the puffs hit."

"I still like to have one person holding both strings, and a grinder on each side focused on grinding as called," answered Lee. "We tried it with separate guy and sheet trimmers during free-fly, and it's way harder for them to coordinate."

The wind settled down to a more

— LEE'S DOCKSIDE ACADEMY



Lee's Dockside Academy dramatically improves a trimmer's on-the-water performance.

LATITUDE ARCHIVES

reasonable 5-6 knots, and the student was getting good at flying the kite, positioning it up, down, left and right, even with the halyard halfway out.

"What does the rest of your curriculum look like?" I asked.

"I assign homework," she said. "First, everyone has to have a countdown stopwatch, and everyone has to demonstrate that they know how to use theirs. That means starting a countdown, stopping it as if for a postponement, resetting to a different countdown time, and then restarting it. You'd freak about how many people with fancy watches can't do this."

I didn't mention that I was not sure how to do it on my new watch.

"I also make them memorize the signal flags — numeral pennants and the first 10 letters. And download and read the sailing instructions."

"You're tough!" said my dock neighbor, the former ocean racer. "Reminds me of a skipper I sailed with once who insisted that everyone take a celestial navigation class."

"I sort of do the same," said Lee. "If they have a handheld GPS, they have to have all the marks stored as waypoints,

and know how to get range and bearing to any mark without fumbling around for, like, forever."

"People with GPSes in their smartphones are the worst," I added. "They say, 'The GPS in my phone can do that!' and then they're afraid to take it out during the race, and if they do, or if it's in a protective case, then they can't figure out how to make it do anything useful for tactics or strategy."

"We're also doing a lot of marking up sheets and other controls," Lee said as she held up marking pens in various colors, "so we can repeat settings quickly. The most important one is the spinnaker sheet marks, where the reference trimming mark is for the 'all the way out' setting. That's where the sheet is just long enough for the shackle to reach the forestay, and it's a sort of default setting for free-flying."

"Oh, yes, indeed. That mark is critical for singlehanded on small boats doing end-for-end jibes," said the retired racer, "because it marks how much slack you need in the new afterguy for the pole to be set on the new side without having to run back to the cockpit to re-adjust. You can't really appreciate that till you've been on the foredeck, all alone with the

autopilot steering, trying to attach the pole to the mast on the new jibe, and discover the afterguy is cleated off just an inch too far in. You can't just leave the pole dangling there."

"For dip-pole jibes," Lee continued, "the topping lift mark is the crucial one. We put a knot at the mark, and have the topper in the clutch. Then we just pop open the clutch and the pole drops right down to where the knot in the topping lift stops it, pre-set to the right height to pass under the forestay. Jib sheets all get marked, too, so we can duplicate trim on each tack without even thinking about it. With reference marks, the grinders know when to stop even if they don't know anything about jib trim."

We were interrupted by another young woman coming down the dock, apparently another one of Lee's crew.

"My turn!" she said as she swapped places with the student spinnaker trimmer, after Lee had raised the halyard back up to the beginner position.

Lee pointed out that the first student, who had just stepped off the boat after 45 minutes of pole-free trimming, now had the equivalent of five years of spinnaker experience. I asked Lee if she had any other dockside drills up her sleeve with the same bang for the practice-time buck.

"Nothing this good," she admitted. "We do the usual pole-only mock jibes, but that requires most of the crew to be present and in position. Also jib changes at the dock, and spinnaker packing and banding races. All the other drills have to be out sailing on the water. But we don't just run through a bunch of jibes and think we're good. The hard part is the mark roundings, especially leeward mark roundings, so we find practice marks for a short windward-leeward course, and do at least one leeward mark rounding for every two tacks and jibes."

"That's tough on the spinnaker packers," said the retired ocean racer.

"It would cause a mutiny if I tried to make my crew do that," I sighed. "And I can never seem to get everyone together for a practice. They all have such a complicated schedules."

"That's what's so great about the ground school curriculum," Lee explained. "Hardly any logistic overhead, only a couple of crew required. And I almost forgot: Part of the boat's training gear is a couple of dual-line stunt kites — not a spinnaker, these are totally real kites — and we send new trimmers over to the park to fly them for an hour or two. It gets them that much more prepared for

MAX EBB

this dockside free-flying exercise with the spinnaker."

"Hmm, that gives me a shopping idea," I said to myself, thinking of how to check a few of my crew members off the holiday gift list.

"But with all this crew training and boat prep," asked the retired racer, "are you also practicing your starts?"

"For sure," answered Lee. "And that's another exercise that doesn't need the whole crew. Just two people to tack the jib, plus me. We find a buoy, start the watch, and after 10 practice starts, I'm an awful lot better at the eyeball time-speed-distance thing, although I still do a formula start with a big boat."

"What's the homework assignment for next week?" asked the newly trained trimmer who had just come off the boat.

"Watch the second 30 minutes of the Tom Whidden video," she said as she handed the student a card with the URL youtu.be/PzKeugdhtac written on it. "We'll do the practice exercises based

on that material during our next on-the-water session."

"I see you have 'flipped the classroom'," I said. "Shouldn't you be assigning the Khan Academy video on spinnaker jibbing?"

"I wish," said Lee. "But the Tom Whidden video is the best one I've found so far. It's a little dated, but actually it was made about the same time the boat we're sailing was, like, built, so it's not really any more obsolete than the boat. The instruction in the video is pretty good, considering."

The retired racer had never heard of Khan Academy or flipping the classroom, so Lee and I tried to explain.

"Salman Khan is this uber-geek and world-class math and science teacher who puts free videos on the web," Lee summarized.

"The concept is to have the students watch the video lectures at home, at their own pace," I explained, "and then do the homework in school, where there's a

teacher to help them out. Seems to be where education is going."

"And it applies to crew training as much as to math and science. Check out www.khanacademy.org for the TED talk."

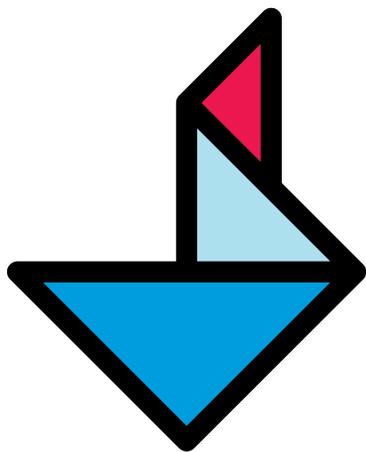
That's when another liveboard joined us to observe the training session. He was an older man who lived on a small powerboat near the end of the dock, and unlike our first guest, was not a former sailboat racer.

"I never crossed an ocean on a sailboat," he admitted, "but I was chief engineer on a bunch of tankers and darn near lost count of how many times I sailed around the world. Steam turbine-powered, back in the day."

"I did a stint as an engineering cadet on a container ship when I was a college student," remarked the former ocean racer. "Direct drive diesel."

The older man responded appropriately: "I'll bet I have more time backing down at sea than you have."

— max ebb



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THE RACING

November signaled the beginning of the midwinter racing season throughout the Bay. Although light-air sailing is the norm, big breeze found its way into some regattas. Get all the details about the **Jack & Jill + 1**, the **Fall Dinghy Regatta**, the **Islander 36 Nationals**, the **Great Pumpkin Regatta**, the **Seaweed Soup** and **Berkeley Midwinter** races, **RegattaPro** and the **Mini Transat**, and don't forget to read **Race Notes**.

Jack & Jill + 1

The only triplehanded race in the Bay Area that we're aware of, Island YC's Jack & Jill + 1 on November 3, once again lucked out in the weather department. The women's skipper regatta – Jill drives – enjoyed fair weather with an adequate breeze wafting down the Oakland-Alameda Estuary. The wind direction made for a windward-leeward race course, with port tack slightly favored, as usual.

The spinnaker division got a slightly longer course than the non-spinnaks. The fastest boat in the race, the Azzura 310 *Outsider*, reportedly suffered a spinnaker wrap from hell, leaving Lucie Mewes' non-spinnaker Van de Stadt 41 *Georgia* the gun for first to finish. Following close behind, and correcting out to first in the non-spinnaker division, was Kathy Williamson on David Ross' Merit 25 *Faster Faster!*, sailing her first race as skipper. Next came the first spinnaker finisher, Dawn Chesney, with her J/24 *Dire Straits*. Chesney was happy to be back on the water; a car crash back in February interfered with her sailing season.

Appropriately, the first- and second-place Jills were awarded pails (which

Jack & Jill + 1, Fehr sailed her Santana 22 *Meli'ki* in IYC's Sadie Hawkins, OYC's Rites of Spring, and EYC's Gracie & George Regatta.

— latitude / chris

JACK & JILL + 1 (IYC: 11/3)

SPINNAKER – 1) **Dire Straits**, J/24, Dawn Chesney; 2) **Meli'ki**, Santana 22, Deb Fehr; 3) **Nice Turn**, Cal 2-29, Jocelyn Nash (4 boats).

NON-SPINNAKER – 1) **Faster Faster!**, Merit 25, Kathy Williamson; 2) **Georgia**, Van de Stadt 41, Lucie Mewes; 3) **Intermission**, Hawkfarm, Cheryl Belleville (6 boats).

Complete results at www.iyc.org

StFYC Fall Dinghy and Olympic Classes Regatta

St. Francis YC's Fall Dinghy and Olympic Classes Regatta, held October 26-27, boasted 82 boats/kites spread over seven classes. The fleets were split between two courses. The Alpha Course stationed near StFYC hosted the 29ers, 420s, Laser Radials and kiteboards. Laser Standards, 505s and Finns raced on the Bravo Course just off the west tip of Alcatraz.

Saturday morning's light air put the regatta on hold temporarily. Once the westerly filled in to 10-15 knots, each



a bit later as their start was postponed in anticipation of stronger afternoon winds.

The regatta was a great success and it was awesome to see kites and dinghies play well together on the same course. It was also nice to see living legends in the sport — such as Howard Hamlin (505), Mike Martin (505), Henry Sprague (Finn), Erika and brother Johnny Heineken (kiteboards) — out on the water.

— harrison turner

StFYC FALL DINGHY AND OLYMPIC CLASSES REGATTA (10/26-27: 6r,1t)

29ER — 1) **The Implication**, Michael Pacholski/Hayden Stapleton, 5 points; 2) **Impetus**, Neil Marcellini, 10; 3) **No Name**, Casper Ladefoged, 14. (7 boats)

420 — 1) Kyle Larsen, 5 points; 2) Thomas Samuels, 12; 3) Will Paulson, 16. (7 boats)

505 — 1) **Mike's Boat**, Mike Martin, 5 points; 2) **IBIWYHI**, Tad Conrads, 11; 3) **Miracle**, Jeff Miller, 20. (14 boats)

FINN — 1) **Red Ferrari**, Henry Sprague, 5 points; 2) **Nowy**, Andre Skarka, 7; 3) **Fortress of Solitude**, Andrew Nelson, 12. (9 boats)

LASER RADIAL — 1) Will Dana, 11 points; 2) Lindsay Baab, 12; 3) Lawson Willard, 13. (17 boats)

LASER STANDARD — 1) Peter Shope, 5 points; 2) Tracy Usher, 7; 3) Christine Neville, 13. (19 boats)

KITEBOARD — 1) Johnny Heineken, 5 points; 2) Erika Heineken, 10; 3) Adam Vance, 12. (12

PHOTOS LATITUDE / CHRIS



Kathy Williamson, holding a future 'Jill' (her daughter Lenora), and Dawn Chesney were the division winners of the Jack & Jill + 1.

contained bottles of wine rather than water). Second place spinnaker skipper Deb Fehr was nominated on the spot for another honor, that of Queen of *Latitude 38's* Unofficial Women's Circuit. Besides



Queen Deb "if you wanna win" Fehr accepted her accolades at November 19's YRA Trophy Party.

class completed three races. Sunday's cold front brought in gray skies, cooler temperatures and most importantly, 15-20 knots of wind, allowing three more races per class. The kiteboards finished



505s enjoy spunky conditions in the St. Francis YC Fall Dinghy Regatta.

flag. About 30 minutes later a westerly filled in and held relatively steady at around 10 knots. Then, it was all about course management. As PRO of that course, one big advantage I had was that my RC crews were racers, so we anticipated what had to be done to keep the course square and make sure that each of the three races was completed by the 4:30 p.m. time limit. We didn't want anyone missing out on the evening's serious Great Pumpkin partying, after all.

—fred paxton

RYC GREAT PUMPKIN REGATTA DEEP WATER COURSE (10/26: 3r.0t)

PHRF 5 — 1) **Twisted**, Farr 40, Tom Thayer, 4 points; 2) **TNT**, Tripp 43, Brad Copper, 6; 3) **Bodacious+**, 1D48, John Clauser, 8. (5 boats)

PHRF 6 — 1) **Ocelot**, Fox 44, Kevin Flanigan, 4 points; 2) **Wicked**, Farr 36, Richard Courcier, 6; 3) **California Condor**, Antrim 40, Buzz Blackett, 10. (5 boats)

J/111 — 1) **Madmen**, Dorian Mckelvy, 3 points; 2) **Symmetry**, Howard Turner, 6; 3) **Topzy Turvy**, Warren Konkel, 10. (4 boats)

PHRF 8 — 1) **Desdemona**, J/120, Brian Gauny, 6 points; 2) **Golden Moon**, Express 37, Kame Richards, 7; 3) **Peregrine**, J/120, David Halliwill, 8. (9 boats)

J/105 — 1) **Cal Maritime**, Dillon Lancaster, 3 points; 2) **Juju**, Tim Sullivan, 6; 3) **Javelin**, Sergei Podshivalov, 10. (4 boats)

PHRF 10 — 1) **Eight Ball**, Farr 30, Scott Easom, 6 points; 2) **Ragtime**, J/90, Trig Liljestrand, 9; 3) **Family Hour**, Henderson 30, Bilafer Family, 14.5. (10 boats)

PHRF 11 — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 5 points; 2) **Sweet Okole**, Farr 36, Dean Treadway, 6; 3) **Mintaka 4**, Farr 38, Gerry Brown, 9. (7 boats)

OLYMPIC CIRCLE COURSE

J/70 — 1) **DFZ**, Tom Jenkins/Eric Kownacki, 5

boards)

Complete results at www.stfyc.org

Islander 36 Nationals

The Islander 36 Fleet held its annual Nationals this year in conjunction with Richmond YC's Great Pumpkin Regatta (see the next story) during the Saturday 'round the buoys racing on the Olympic Circle.

Fleet captain Kit Wiegman decided this would be a great opportunity to get several races incorporated within one day of racing for the Nationals, and since the regatta is popular, more of the 'grand old ladies' of Bay racing would likely turn out. He was correct, as six Islander 36s showed up.

This year's YRA season champion in the I-36 fleet, Richard Shoenhair's *Windwalker*, proved to be just as tough to beat in the Nationals as he was during the season. But the competition for the remaining spots was high, with the next three scorecard positions changing hands every race.

The Islander 36s have been sailing on San Francisco Bay for almost 40 years. They still have an active association, which welcomes racers and cruisers, and still maintains a presence on the YRA

racing schedule as a one-design fleet. Just goes to show that you — and your boat — are never too old to race on the Bay and do well.

— bill o'connor

ISLANDER 36 NATIONALS (10/26: 3r.0t)

OVERALL — 1) **Windwalker**, Richard Shoenhair, 4 points; 2) **Some Day**, Roy Samuelson, 10; 3) **Zingara**, Steve & Jocelyn Swanson, 11; 4) **Vivace**, Bill & Pattie O'Connor, 12; 5) **Kapai**, Richard Ega, 13; 6) **Cassiopeia**, Kit Wiegman, 15. (6 boats)

For more info on the I-36 Association, go to www.islander36.org.

Great Pumpkin Regatta

The Richmond YC hosted its annual Great Pumpkin Regatta on October 26-27, with 65 boats starting on Saturday. That day's racing took place on three separate courses on the Olympic Circle, Southampton Shoals and the deep-water course. Sunday, racers participated in a pursuit race sending them around Alcatraz and Angel Island any which way they wanted, finishing near the Richmond Harbor entrance.

The seven fleets racing Saturday on the Southampton Course had difficulty getting to their 11:30 a.m. start on time due to light winds, but fortunately, the Race Committee experienced similar conditions and hoisted a postponement

CHRIS RAY

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com.

November's racing stories included:

- GGYC Midwinters • SDYC Lipton Cup • Transat Jacques Vabre • Clipper Race
- ISSA Singlehanded Challenge
- California Dreamin' • BYC Chowders
- RYC Laser Sundays • The Big Sail
- SeqYC Winter Series • IYC Island Days
- ICSA Big Boat Nationals • Jack & Jill + 1
- Previews for Audi Melges 20 Winter Series; LWSC Turkey Shoot; IKA Course Racing Worlds; ABYC Turkey Regatta; PresYC Lady Skippers Regatta; Intercollegiate Laser Performance Singlehanded Championships; Bay Area midwinters, awards and seminars; and more!

THE RACING



Richmond YC's Great Pumpkin Regatta and party (clockwise from top left): Kristy Lugert's Santana 22 'Kitten' sports a bandido; Barry Stompe's 'Iolani' Steam-punk crew looking excellent; J/111 'Madmen' giving it their all; Elmo calls tactics on 'Tartanic'; Mermaid's got moves; 'Whirlwind' and 'Uno' in close quarters; Rune Storesund and 12-day old son Ronan with RYC Commodore Gary Troxel; The J/70s 'Jennifer,' 'Javelin' and 'Sugo!' make their Great Pumpkin debut; Vikki and Rowan Fennell with Emmy (ladybug) and Lucy (bumblebee) won best costume; 'Topgallant,' 'Wind Speed' and 'Bay Loon' duke it out in the SF30 fleet.

points; 2) **Jennifer**, Chris Kostanecki, 8; 3) **Javelin**, Norman Davant, 9. (6 boats)
WYLIE WABBIT — 1) **Jack**, Melinda Erkelens, 4 points; 2) **Mr. McGregor**, Kim Desenberg, 7.5; 3) **Kwazy**, Colin Moore, 8. (9 boats)
EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan, 7 points; 2) **Peaches**, John Rivlin, 8; 3) **Magic Bus**, Paul Deeds, 9. (17 boats)
WYLIECAT 30 — 1) **Uno**, Steve Wonner, 3 points; 2) **Whirlwind**, Dan Benjamin, 6; 3) **Crinan II**, Don Martin, 10. (4 boats)
SF Bay 30 — 1) **Topgallant**, Tartan Ten, Jim Lindsey, 7 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 10; 3) **Wind Speed**, J/30, Tony Castruccio, 11. (8 boats)
ISLANDER 36 — See previous story.

SOUTHAMPTON COURSE

PHRF 18 — 1) **Wild Rumpus**, Santa Cruz 27, Stephanie Schwenk, 4 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 5; 3) **Don Quixote**, Santa Cruz 27, Craig Smith, 10. (7 boats)
OPEN 5.70 — 1) **The Maker**, Tom Baffico, 5 points; 2) **Boaty**, Ben & CJ Anderson, 8; 3) **Revenge from Mars**, Dave Peckham, 9. (9 boats)
ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 7 points; 2) **Layla**, Tom Burden, 10; 3) **Salsa**, Matthew Boroughf, 10. (9 boats)
OLSON 25 — 1) **Shadowfax**, Mark Simpson,

3 points; 2) **Synchronicity**, Steve Smith, 7; 3) **American Standard**, Robert Gunion, 9. (4 boats)
J/24 — 1) **TMC Racing**, Michael Whitfield, 4.5 points; 2) **Downtown Uproar**, Darren Cumming, 5.5; 3) **Shut Up and Drive**, Val Lulevich, 8. (4 boats)
PHRF 23 — 1) **Siento El Viento**, C&C 29-1, Ian Matthew, 7 points; 2) **Wind Trails**, Harbor 25, Mark Werder, 11; 3) **Critical Mass**, Mancebo 24, John Dukat, 13. (11 boats)
SANTANA 22 — 1) **Byte Size**, Anna Alderkamp, 4 points; 2) **Oreo**, Garth Copenhaver, 5; 3) **Kitten**, Kristy Lugert, 9. (3 boats)
CAL 20 — 1) **Can O'Whoopass**, Richard Von-Ehrenkrook, 5 points; 2) **Raccoon**, Jim Snow, 6; 3) **Invader**, Byron Jonk, 9. (7 boats)

GREAT PUMPKIN PURSUIT RACE (10/27)

MONOHULL — 1) **Kwazy**; 2) **Frisky**, Open 5.70, Dale Scoggin; 3) **Can O'Whoopass**; 4) **Boracic**, Open 5.70, Michael Gough; 5) **Revenge from Mars**; 12) **Syzygy**, Wylie Wabbit, Simon Winer; 15) **DFZ**; DFL -1) **Kitten**, Santana 22, Kristy Lugert; DFL) **Taravana**, Catalina 310, Michael Meyer.
MULTIHULL — 1) **20/20 Vision**, Hobie 20, Scott Erwin, 6 points; 2) **Ma's Rover**, F-31, Mark Eastham; 3) **Rocket 88**, Ian Klitza, Spruitt D-Class Cat; 4) **Smart Recruiters**, Extreme 40, Jerome Ternynck.

Complete results at www.richmondyc.org

Manuel Fagundes Seaweed Soup #1

The Golden Gate Yacht Club's 43rd annual Manuel Fagundes Seaweed Soup Regatta Midwinter Series started on November 2. All but seven of the 67 registered boats competed in the first race.

Despite forecasts to the contrary, it was a beautiful warm day with mild 8- to 12-knot winds. Three courses were chosen for the seven divisions, with the faster boats sailing the longer 9.3-mile course. Winds were relatively steady; however, several of the fleets had at least one boat over early. Racers faced a building ebb throughout the race and were greeted with the large 'finish' flag used during the America's Cup.

— gary salvo

GGYC MANUEL FAGUNDES SEAWEEED SOUP SERIES (11/2)

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redel-



PARTY PHOTOS LATITUDE / CHRIS, SAILING PHOTOS WWW.NORCALSAILING.COM UNLESS NOTED

berger; 2) **California Condor**, Antrim 40, Buzz-Blackett; 3) **TNT**, Tripp 43, Brad Copper. (6 boats)
PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom;

2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Symmetry**, J/111, Howard Turner. (9 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 2) **Hawkeye**, IMX-38, Frank Morrow; 3) **Uno**, Wyliecat 30, Brendan Meyer. (14 boats)

PHRF 4 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Youngster**, IOD, Ron Young; 3) **Xarifa**, IOD, Paul Manning. (9 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **All Hail**, Page Van Loben Sels; 3) **Amandla**, Kurt Magdanz. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford; 2) **Knarr 134**, Eric Gray; **Gã**, Don Taylor. (10 Boats)

FOLKBOAT — 1) **Nordic Star**, Richard Kelsen; 2) **Polperro**, Peter Jeal; 3) **Thea**, Chris Herrmann. (6 boats)

Complete results at www.ggyc.com

Berkeley YC Midwinters

On November 9, 53 boats appeared for the first race of the 2013-2014 Berkeley YC Midwinters. The sun was shining, the wind seemed to be steady at about eight knots, and it looked like it was going to be an easy romp around the eight-mile windward/leeward course.

The first of nine divisions started on

time at noon but dying wind forced a 30-minute postponement. The last two fleets were given a shorter course.

Midway through the race, things got weird. Wind shifts on separate ends of the course created a unique vision of the course as spinnakers approaching the same mark from different directions.

The race committee had Mike Dvorak of www.sailorsenergy.com provide our wind models for the day. And just as predicted, around 2:15 p.m., about 10 knots of new breeze filled in. We could hear cheers from around the whole Olympic Circle as racers focused on finishing.

As in the past bunch of years, Sunday proved to be the finer day weather-wise. Patience was needed, but after a mere 40-minute postponement, a delightfully steady 10- to 12-knot breeze filled in.

The 24 boats in six divisions were sent on a eight-mile windward/leeward course. There seemed to be no holes and no shifts — an almost unheard of situation during the winter on the Circle.

— *bobbi tosse*

BYC MIDWINTER SERIES SATURDAY (11/9)

DIVISION A — 1) **Ragtime**, J/90, Tryg Liljestrand; 2) **Arch Angel**, Antrim 27, Bryce Griffith; 3) **No Name**, Lightspeed 32, Richard Elkins. (11

boats)

OLSON 30 — 1) **Hoot**, Andy Macfie; 2) **Chaos**, Raymond Wilson; 3) **Yankee Air Pilot**, Donald Newman. (3 boats)

DIVISION B — 1) **Baleineau**, Olson 34, Charlie Brochard; 2) **Ahi**, Santana 35, Andrew Newell; 3) **Frisky**, Open 5.70, Dale Scoggin. (4 boats)

EXPRESS 27 — 1) **Abigail Morgan**, Oliver Kell; 2) **Take Five**, Donald Carroll; 3) **Motorcycle Irene**, Will Paxton. (14 boats)

SF 30 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Heart of Gold**, Olson 911s, Joan Byrne. (5 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **Shadowfax**, Mark Simpson; 3) **Shark on Bluegrass**, Falk Meissner. (4 boats)

DIVISION C — 1) **Phantom**, J/24, John Gulliford; 2) **Achates**, Newport 30, Robert Schock; 3) **Harry**, Newport 30, Dick Aronoff. (3 boats)

DIVISION D — 1) **Oreo**, Santana 22, Garth Copenhaver; 2) **Critical Mass**, Mancebo 24, John Dukat; 3) **Huck Finn**, Bear, Margie Siegal. (4 boats)

CAL 20 — 1) **Can O'Woopass**, Richard Von-Ehrenkrook; 2) **Coyote**, Dave Gardner; 3) **Green Dragon**, Marcus Choy. (5 boats)

BYC MIDWINTER SERIES SUNDAY (11/10)

MULTIHULL — 1) **Foxtrot**, Corsair 24 MkII, Todd Craig. (1 boat)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford; 2) **No Name**, Lightspeed 32, Richard Elkins; 3) **Always Friday**, Antrim 27, John Liebenberg. (3 boats)

THE RACING SHEET

Olson 30 — 1) **Hoot**, Andy Macfie; 2) **Chaos**, Raymond Wilson; 3) **Yankee Air Pilot**, Donald Newman. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Libra**, Marcia Schnapp; 3) **Dianne**, Steven Katzman. (6 boats)

DIVISION 2 — 1) **Frogflips**, J/24, Richard Stockdale; 2) **TMC Racing**, J/24, Michael Whitfield; 3) **American Standard**, Olson 25, Bob Gunion. (6 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Critical Mass**, Mancebo 24, John Dukat; 3) **No Cat Hare**, Catalina 22, Donald Hare. (4 boats)

Complete results at www.berkeleyyyc.org

RegattaPro Winter One Design Series

RegattaPRO kicked off its 12th Winter One Design Series on November 9. Beautiful sunny skies greeted the 45 boats that came out for the day's two races

At the start of the first race, winds were blowing between four and six knots from the northwest. Then things shut down dramatically, frustrating many racers who weren't able to finish by the deadline.

Eventually, the forecast westerly developed and the second race was started 45 minutes later than expected. Racers enjoyed the 12-15 knots of new breeze, which made for some great racing.

— jeff zarwell

REGATTAPRO WINTER ONE DESIGN SERIES (11/9; 2r.0t)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 2 points; 2) **Chance**, Barry Lewis, 4; 3) **Twist**, Timo Bruck, 6. (3 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 5 points; 2) **Wonder**, Thomas Kennelly, 5; 3) **Cuchulainn**, Kevin Mullen, 7. (3 boats)

Melges 24 — 1) **Personal Puff**, Dan Hauserman, 3 points; 2) **M1**, David Collignon, 4; 3) **Nothing Ventured**, Duane Yoslov, 7. (4 boats)

J/70 — 1) **Small Craft Advisory**, Mark Howe, 2 points; 2) **Sugoi**, Mark Nelson, 5; 3) **Javelin**, Norman Davant, 5. (3 boats)

Moore 24 — 1) **Banditos**, John Kernot, 3 points; 2) **White Trash**, Pete Trachy, 6; **Mooretician**, Roe Patterson, 7. (9 boats)

J/24 — 1) **Snow Job**, Brian Geoptrich, 2 points; 2) **Broadside**, Jasper Van Vliet, 7; 3) **Frogflips**, Richard Stockdale, 9. (9 boats)

Complete results at www.regattapro.com

Mini Transat

For this year's Mini Transat fleet, the race has been as much of a seafaring epic as it has been a yacht race, owing to an angry Bay of Biscay that has been battered by gales all season. The single-handed transatlantic race in 21-ft boats was scheduled to depart Dournanez, France and sail 1,250 miles to the island of Lanzarote, in the Canary Islands. After



The unusual-looking 'scow bow' Proto, 'Prysmian', in the 2013 Mini Transat Race.

a brief stopover, the fleet would re-start from Lanzarote and sail 2,770 miles to their finish at Pointe-à-Pitre, Guadalupe in the Caribbean.

The start repeatedly having been delayed, and once abandoned due to harsh weather, the race organizers opted to move it from Dournanez in the northwest corner of France to Sada in the northwest corner of Spain, effectively eliminating the rough passage of Biscay. The single-leg race from Spain to the Caribbean spans a length of 3,700 miles, making it the longest leg ever sailed in Mini Transat history.

Finally underway after a month of delays, an abandoned start and harrowing tales of rough delivery sails on tiny boats, 46 Series Minis and 27 Protos got underway in ideal conditions and were scooting downwind past Cape Finisterre in no time. Farther south, a strong northeasterly breeze and cross sea built, which again tested the fleet, resulting in dismastings, canting-keel issues, flotsam-collision damage and even a rescue at sea. Blasting through the Portuguese Trades, past the Canary Islands and toward Guadalupe, the fleet was, as of this writing, in a light northeast tradewind scenario that should push them all the way to the Caribbean.

The Proto fleet was being led by the uniquely shaped 'scow-bow' Mini (#747) that won the 2011 Mini Transat with David Raison. Now skippered by Giancarlo Pedote as *Prysmian*, the scow-bow has again proven its merits, having led the race almost from the start. Showing superior downwind boat speed, *Prysmian* made an early move south at the Canary Islands and legged out on her competitors with only Benoit Marie (#667) able to stay close.

In the Series fleet, France's Aymeric Belloir (#810) used the same southerly option at the Canaries to stretch out to an 80-mile lead over a trio of boats in furious

pursuit. In the chasing trio is the French-Swiss sailor Justine Mettreux onboard *Teamwork* (#824) who is aiming to become the first woman ever to win the Mini Transat.

For more on this fascinating event, surf on over to www.minitransat.fr.

— ronnie simpson

Race Notes

Although Star Boats will not have a place at the table for the 2016 Olympics in Rio de Janeiro, you can't keep a good

class down, and the 102-year-old design has longevity on its side, not to mention competitors like Paul Cayard and Iain Percy. The new **Star Sailors League** will hold their first Grand Final in Nassau, Bahamas, on December 3-8. Only the best 18 skippers in the world are invited, and the Bay Area's Cayard is flattered to be among them. "The competitors are the top in the class today so I am just hoping not to be last in every race," he said. The crews from 13 nations have among them 16 Olympic medals and more than 30 Olympic Class world titles.

They'll be competing for \$200,000 in prize money, to be divided among the fleet. The Best Crew of the Year will receive the first Simpson Memorial Trophy, in memory of British Star sailor Andrew 'Bart' Simpson. For more information, see www.starsailors.com.

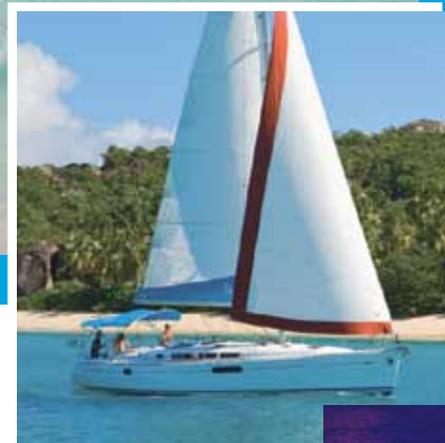
The king and queen of kiteboarding, Johnny and Erika Heineken of StFYC, spent the week of November 20-24 in King Bay, Boao, China. The Marinites were there to defend their champion titles against riders from more than 40 countries at the **IKA Kiteboard Course Race Worlds**. The breeze on the first two days favored the siblings, who are accustomed to San Francisco Cityfront conditions. On the first day, a breaking swell near the weather mark caused spills among even the top riders, before the course was shortened to avoid it. With the wind ramping up into the twenties, most competitors, including many of the women, put up their smaller kites.

Lighter winds on the final day of racing may have helped 19-year-old German Florian Gruber defeat Johnny, but Erika won her second Worlds in a row.

Among the winners at Alamitos Bay YC's **Turkey Day Regatta** in Long Beach on November 23-24 were brothers Dane, 17, and Quinn Wilson, 15, Olympic hopefuls from Santa Barbara, in the 29er class. See www.abyc.org for much more.

— latitude / chris

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WORLD

With reports this month on **Successful Strategies for Charter Planning**, a vacationer's look at **A Daysailing Thoroughbred**, and miscellaneous **Charter Notes**.

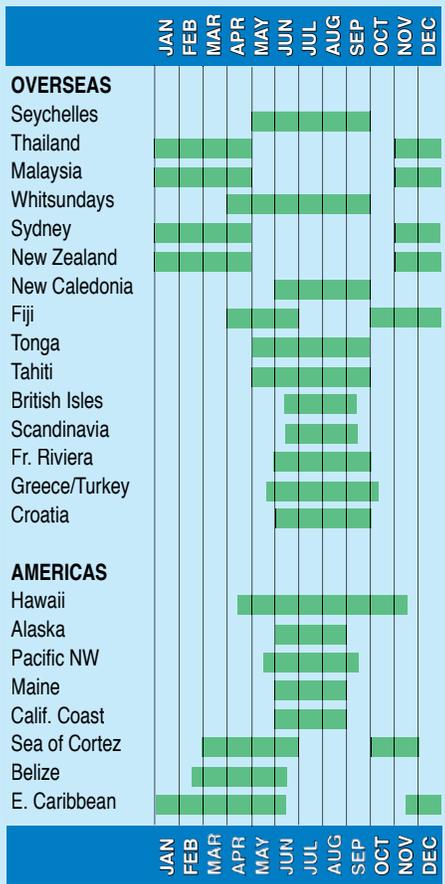
All I Want for Christmas Is a Bareboat Charter in the Tropics

Ask a dozen active sailors if they'd like to get away to the tropics this winter and do a bareboat charter with friends, and we'll bet at least 10 of them will emphatically answer, "Yes!" But many of them would probably never get it together to organize such a trip. Hopefully, the advice we give here can change that sad fact.

Once an experienced sailor steps aboard a late-model bareboat in some sunny, tropical setting there's usually no great mystery about how to run the boat and navigate the cruising grounds. The most challenging part of the whole deal is often planning the trip and getting solid commitments from your potential shipmates.

PRIME SAILING SEASONS

* The blocks below represent the *absolute best* months in terms of wind and weather. However, there's good sailing in many of these locations beyond the blocked intervals, as some venues are truly "year-round" destinations. (Data from industry sources.)



We're focusing on this issue this month, because the holiday season is a time when family and friends get together for relaxed conversations, and are potentially able to focus on topics beyond their day-to-day responsibilities at work or school.

Here's our strategy for planning a spectacular sailing vacation and converting that plan to reality:

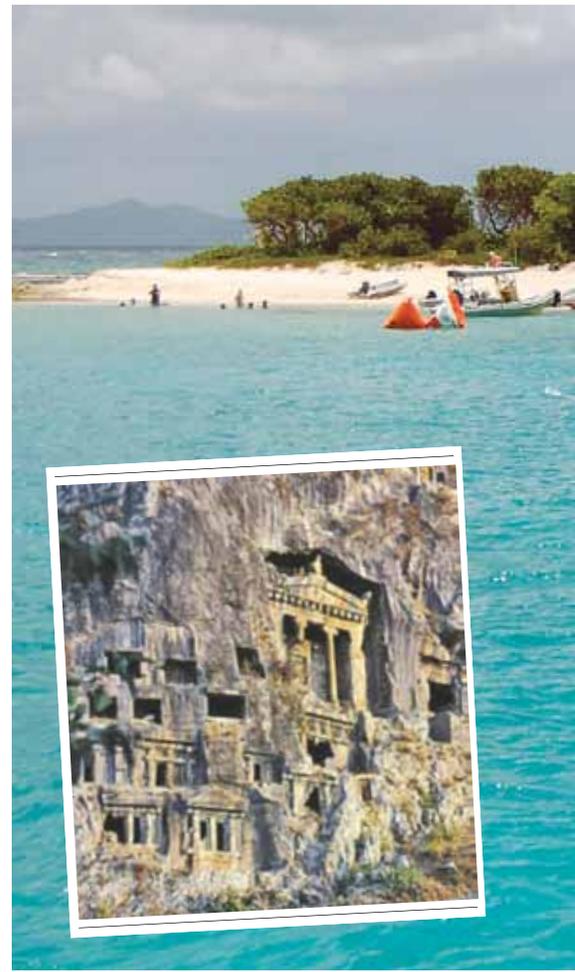
- **Select a crew** — It's important not to simply *fill* the boat, but to 'stack the deck' with folks you genuinely want to hang out with in close quarters for a week or more. While it's true that most modern bareboats have private double cabins, each with its own head and shower, even the largest charter boats can seem small if you get stuck with a chronic whiner or an obnoxious drunk. So pick your crew very carefully. Naturally, at least a couple of them should be decent sailors, but there's nothing wrong with bringing along a few neophytes too. In fact, their first-timer enthusiasm may even enhance the experience for the rest of you.

In today's world, with nearly everyone being over-worked and over-extended, it can be a real challenge for all of your A-list crew to get time off simultaneously. That's why savvy charterers start planning a trip six months or more in advance.

- **Assess your priorities before choosing a destination** — Rather than simply throwing a dart at the map (on the right) in order to pick your sailing destination, ask your potential boatmates a few key questions. What activities are most important to them: snorkeling and sunbathing, history and culture, or shopping and nightlife? Will the price of airfare to a far-flung destination be a deal-breaker? How important is it that they experience excellent sailing conditions?

As you look at the map, you'll see enough destinations to keep you busy throughout a lifetime of sailing vacations. But, needless to say, all venues are not created equal. If your group's top priority is to spend the maximum amount of time swimming and snorkeling in clear, warm waters, consider Belize, Mexico's Sea of Cortez, Tonga's Vava'u group, Tahiti's Leeward Islands, Australia's Whitsundays, or the less-traveled islands of the Eastern Caribbean.

But if an abundance of nightlife is



equally important, you can scratch off all but the later. Part of the reason the Caribbean's Lesser Antilles chain is so popular with charterers is that it combines warm, clear, water with excellent trade wind sailing conditions, and you can dance your tail off to calypso and reggae every night if you like — although compared to many other destinations its depth of history is relatively weak.

History buffs love sailing the waters of Greece, Turkey and Croatia, where they can explore towns, villages and fortresses built hundreds of years before the Pilgrims arrived at Jamestown. Nevertheless, the Chesapeake and Maine are historically rich as well. Along the Eastern Shore of the Chesapeake — America's largest estuary — you can drop your hook in front of buildings that pre-date the American revolution. Consider also Scotland and Brittany.

On the other hand, if your group is a bunch of party animals, they'd probably love Spain's Balearic Islands; the French Riviera; Sydney, Australia; and St. Maarten.

Or, if you want to get as close to the Robinson Crusoe lifestyle as possible during your precious vaa-caa, Tonga and the Sea of Cortez would be excel-

OF CHARTERING



INSETS, L TO R: TURKISH TOURISM, THE MOORINGS, LATITUDE / ANDY

SPREAD: LATITUDE / ANDY

You can choose from a wealth of worldwide charter options. Spread: The British Virgin Island's Sandy Cay. Insets, L to R: Ancient tombs at Dalyan, Turkey; one of many idyllic Sea of Cortez anchorages; for sunny trade wind sailing, it's hard to beat the Eastern Carib.

lent choices, as both are very sparsely developed.

If you simply want to sail in waters surrounded by natural beauty, you have many choices, including New Zealand's Bay of Islands, the Gulf and San Juan

Islands as well as Desolation Sound, the Seychelles, Thailand, and again, Tahiti and Tonga. That list is a long one, of course, because natural beauty is a prime criterion when charter operators select a base location.

The most truly exotic? It's hard to top Tahiti, the Seychelles and Thailand.

The best chance of finding great sailing conditions? Here again, the Eastern Caribbean gets high marks for its predictable trade winds, as do Tahiti, Tonga,

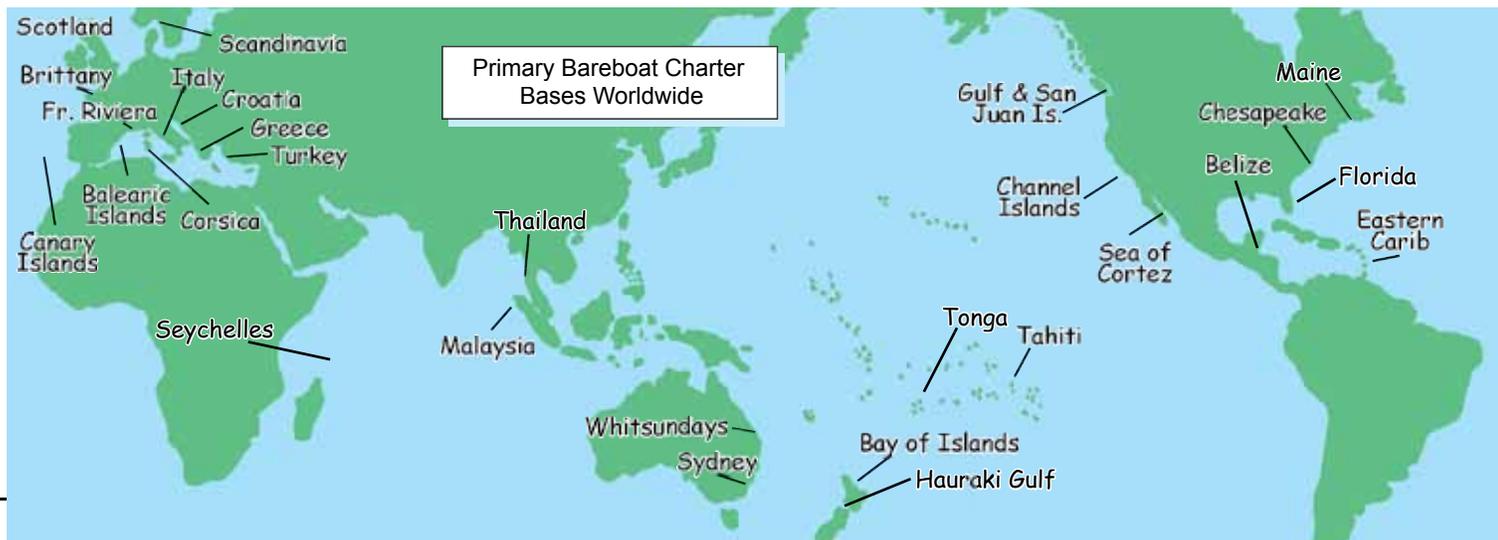
the Bay of Islands and the Whitsundays — in their prime seasons.

With some destinations it's wise to plan for specific portions of the season. For example, in mid-summer the Chesapeake is beautiful and warm, but the sailing is usually better in the 'shoulder seasons': that is, May or September. The same is true in Greece and Turkey: mid-summers there can be very hot, bustling with many tourists, and punctuated by very strong *meltemi* winds. May or September are usually best for good sailing winds.

If your group's budget calls for a destination closer to home, the Pacific Northwest is magical, although you won't be doing much snorkeling. It's also relatively cheap to fly to Belize or La Paz, gateway to the wonderful Sea of Cortez. And don't rule out our own Channel Islands, which can be accessed by rental boats out of Santa Barbara, Ventura, Long Beach and elsewhere.

• *Pick a date and get the check* — Once you've hand-picked your crew and decided on a destination, settle on dates that everyone can live with, and — before anyone leaves the building — get a check from each future boatmate for their share of the boat deposit. It's a simple fact of human nature that once someone has made a commitment backed up by cold cash, they will simply build their lives around the charter dates. Whereas if you only get a verbal commitment — the words "fur sure" come to mind — your own best friends may flake out on you at the last minute and leave you holding the bag, or in this case, the

Once you gather a group of potential shipmates, one of the first decisions to make is which venue to sail in. So many choices. . .



WORLD

charter contract.

The good news is that once you've gone on a successful charter trip with a great group of friends or an easy-going group of family members, planning the next trip will be easy, as they'll probably be asking themselves "Where to next?" even before they unpack their seabags.

A Thoroughbred Daysailer

At first glance down Waikiki Beach, you'll notice what appears to be a fine stable of day tripper catamarans waiting to be mounted by hundreds of beachgoers. What may not be initially apparent is that one of them is a famous thoroughbred ready to gallop at full speed over the wavetops. The *Waikiki Rigger* won the 1987 TransPac, when it was named *Wind Warrior*, and has been sailing Hawaiian waters ever since. She is advertised as the fastest cat on the beach, and that's easy to believe after sailing on this speedster, which happens



Blake (left) and Kendra get to take as many rides on the 'Rigger' as they please. Who knew it was Morelli's first boat?

to be the first boat designed and built by the now-famous Gino Morelli. She was launched in 1980.

The *Waikiki Rigger* is licensed to carry 40 passengers, but there was a light load of only 14 on the day we took a ride on her. Captain Dave had all of us sit on

the trampolines to add ballast up front as we motored through the reef. Afterward, we were free to sit anywhere, but most of us chose to stretch out on the tramps for a front row seat as we reached towards Diamond Head.

This lightweight cat is the only daysailer in the Waikiki fleet that allows guests to ride on the netting, and it was thrilling to feel the boat accelerate as the Hawaiian trade winds kicked in over the mountains. Mate Travis was agile and quick to hoist the main and hand out

beverages — he literally bounces all over the boat.

Within the mix of tourists and locals the day we went out were Kendra, 21, and Blake, 22, who recently transplanted themselves to the islands from Newport Beach. Kendra works as a beachfront sales gal for the *Waikiki Rigger* and as a benefit, gets to ride onboard anytime on her days off. Our trip was her and Blake's

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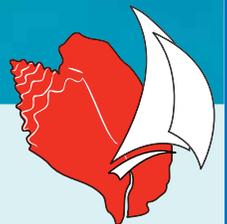
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OF CHARTERING

second ride of the day and they were having a blast — and taking full advantage of the bottomless passion fruit and rum concoction called the “Rigger.”

The Waikiki Rigger offers 2-1/2 hour snorkeling and eco tours, as well as 1-1/2 hour high-speed tradewind sailing and sunset sails.

“I never thought I would have a job that I absolutely love,” said Kendra. “I get to meet people from all over the world and make connections as I greet them in this island paradise.”

If you find yourself on Waikiki Beach and you're jonesing for a sailing fix, I recommend you take a spin on the *Waikiki Rigger*. You'll find her in front of the Hale Kulani Hotel, and she and her energetic crew will not disappoint. (For more info see: www.waikikibeachsailing.com or call 808-922-2210.)

— lynn ringseis

Charter Notes

If our memories serves us correctly, there were only about a dozen legitimate crewed charter vessels operating on the

Bay 20 years ago. But these days it's a real challenge to keep track of them all. That's one reason we put together an **annual overview of Greater Bay Area charter operations** that appears every spring in our April edition.

In it we endeavor to list not only every crewed yacht, but every bareboat too. Yeah, it's a headache. So **if you want your boat listed**, please send pertinent info, per the example below to events@latitude38.com by March 1.

The sleek **Dynamique 62 Magick Express** is one of the newest additions to the fleet. “She offers an elegant, smooth ride that lets passengers sit back and enjoy the beautiful San Francisco Bay,” says the staff of Afterguard sailing.

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CHANGES

With reports this month from **Mintaka** on sailing and surfing in Panama; from Kurt Roll on the **Phantom Quad/GoPro** as a cruising tool and toy; from **Profligate** on a medical emergency during the second leg of the Baja Ha-Ha; from **Pacific Highway** on losing a rudder near Tonga; from **Geja** on sailing and socializing in Croatia; from **Talion** on setting up an iPhone for use in Mexico; and **Cruise Notes**.

Mintaka — Triton 29 Stefan Ries Budget Cruising and Surfing (Punta Mita / Germany)

Hey now! I'm currently anchored at Playa Benao, Panama — sometimes spelled Venao — where there are small

waves and a free WiFi signal to be enjoyed. It was two to three feet this morning with a light offshore wind and just two other guys out. It's a fun beach break when there isn't much swell.

Last week I surfed a very good reef break at Santa Catalina with some sets that were head high. The downside is that the safe anchorage is a mile away and there are strong currents. So instead of making the long paddle, I sailed over both times, but both times had trouble getting my anchor up. So I still haven't found my ideal anchoring/surfing spot.

Here at Benoa, I walk one mile along the beach to get to the peaks while *Mintaka* stays comfortably anchored in 15 feet of water with a sand bottom. That's at low tide. It's 30 feet deep at high tide. Yeah, the tidal range on the Pacific Coast of Panama is impressive, which also explains the strong currents. It does get choppy here in the afternoon, and with Passage Weather forecasting 20 knots from the southwest for the week-

On occasion you get surf at Santa Catalina Island. But if you want really good waves and warm water, try Santa Catalina, Panama.

end, I think I'll ride that breeze back to Panama City. Besides, it's time to do a good reprovisioning.

I've also got another surf zone — Morro Negro — to check out, along with some island surf in the Chiriqui Province. Come December, the prevailing wind will switch to out of the north, so this will also mean a change in which anchorages will be viable. The dry season is supposed to run from December to April.

By the way, the Perlas Islands were very enjoyable, with nice scenery including whales and dolphins, and some very calm anchorages. Isla Espritu Santo was my favorite anchorage. The fishing was very good in the Perlas, too. Almost every time I trolled I caught a bonita — not very good tasting — or a sierra — delicious.

After Panama City, I will probably check out some more anchorages at the Perlas Islands and then keep searching for the perfect anchor/surf place. The sailing has been fine, as I've had to spend very little time drifting. Normally there is an onshore breeze from about 10 a.m. until dark, then an offshore from about 1 a.m. to 8 a.m. The days have been cloudy, rainy and sunny in equal proportion. There is something good in all three of them. Cloudy days keep the temperature down and save on sunscreen. Rainy days fill the water tanks and wash the boat. Sunny days charge the batteries and allow me to paint and varnish.

There are some interesting theories about where the name Panama came from. One is that it comes from the name of a commonly found tree. Another is that it comes from the term 'many butterflies' in an indigenous language. The most popular theory is that it comes from a village named for the abundance of fish. To keep everyone happy, the Ministry of Education has the textbooks say Panama means "an abundance of fish, butterflies and trees."

— stefan 11/05/2013

Drones for Cruising? Kurt Roll Why Not? (San Diego)

During this year's Little



Ensenada Race, crewman Kurt Roll of San Diego brought along his DJI Phantom quad copter, which is equipped with a gyro and a GoPro camera. As *Profligate* floated in place 200 yards from the starting line, Roll had his quad and GoPro hovering directly over and around the boats starting in the earlier classes. Two days later in Ensenada, he filmed part of the Todos Santos Race and took some great aerial video and stills of the Coral Hotel & Marina. Everybody who saw the results video was spellbound.

Roll also brought his Phantom and GoPro to the recently completed Ha-Ha, then quickly put together a six-minute preview clip of what will be a 20-minute video of the event. Wow.

For years we'd been wanting to buy something that would allow us to take aerial photos of boats and anchorages. We always assumed our only choice was a engine-powered paraglider. We know

MINTAKA



German budget sailor / surfer Stefan Ries.

SURF WORLD PIX



IN LATITUDES



AERIAL PHOTOS BY KURT ROLL / GROUND PHOTOS BY LATITUDE

Spread; A phantom shot of the bar and party site at BSM. Inset left; The deluxe system in a special case. Inset right; The Phantom in action.

people who have used them, but they are cumbersome to carry on a boat, expensive, and would put our life on the line. So we've refrained.

The Phantom does almost everything a paraglider does at a fraction of the cost, size and risk to our lives. The Phantom flies to 2,000 feet, at 20 miles an hour, and if it loses contact with you, it returns to your last position. At least when everything goes right. The GoPro can simultaneously take high resolution video and stills.

You can buy the Phantom/GoPro combination in two different price ranges. For about \$700, you can get the Phantom and the GoPro to start taking aerial photos and video. The limitations are that you can't change the angle of the camera, the results suffer a bit from

vibration, and you have to guess what your camera is seeing. You can have a lot of fun with this starter setup, but if you have some extra money lying around — say \$3,000 — you can get a much more professional setup and more professional results.

One major feature of the more expensive set-up is that you get a gyro, which enables you to move the camera in any direction you want while in flight, and it eliminates the vibration that reduces image quality. Thanks to a video screen add-on to the control console, you get to 'see' through the camera as it's filming — just as if you were bombing terrorists. In other words, you get much better quality and control. In addition, you get a special hard suitcase with laser-cut

foam slots for all the tiny parts. Trust us, there are lots of tiny parts.

The more expensive quad/camera versions are custom-made, not something that you can have shipped to you the next day from Amazon. We got our Phantom set-up from a phantom friend of Roll's. The custom packages suffer a bit from a lack of instructions, prototype-itis, and other issues, some of which can be quite expensive.

Since it takes some time to learn how to fly the quad properly — for example, it's hard to tell the nose from the tail of the square-shaped device when

it's a couple of hundred yards away — we suggest that you take baby steps by starting with the basic quad and GoPro. Once you have mastered the operation of the quad and the GoPro, you can move to greater sophistication.

If you want to start with real baby steps, start with just the GoPro, master it, and then move on to the quad. The GoPro is more complicated than a point 'n' shoot camera, but is a fantastic above- and below-water device itself. Roll's underwater video of dolphins taken during the Ha-Ha is right out of *National Geographic*.

In addition to taking mind-boggling aerial photos and videos of your boat and crew, you can use your Phantom to check out anchorages in drone-like fashion. For example, if we were more experienced, we could have checked out the bar conditions at Bahia Santa Maria

If you take the GoPro off the Phantom, you can attach it to a pole and get underwater shots like this, just as Kurt Roll did during the Ha-Ha.



Kurt Rolls lands his Phantom aboard 'Profligate'.



LATITUDE/RICHARD

KURT ROLL

CHANGES

with our quad instead having to do it in our dinghy. And say you're walking around the rim of an active volcano in the South Pacific, as Roll did. He could use

the Phantom to find out how close he could safely get to the edge.

You control the Phantom with a common two-joystick game console, and with practice, it's relatively easy to fly. However, we recommend you read the instructions first and don't attempt

your first flight in the front room of an ex-wife's house, as we did. No, it didn't go so well, particularly since there is no on-off switch on the Phantom to shut down the rotors after you've scared the cats and crashed into the ex-wife's flat screen.

Later that afternoon we had our Phantom flying beautifully in a nearby park. At least until we sent it screaming over some tall eucalyptus trees a couple of hundred yards away, heading in the general direction of LAX. It got so far away that we couldn't tell front from back, which made it hard to control. The Phantom instruction book advises operators not to panic in such situations. Easy for them to say. Fortunately, our son Nick, a veteran of a number of hours on video games, took over control of the console and brought the Phantom back to us. Daughter Lauren, with much less video time to her credit, was soon doing all kinds of tricks with the Phantom.

The quad uses lipo batteries and a **Still shots such as this of the Turtle Bay Beach Party site are great, but it's the high quality GoPro video that mesmerizes viewers.**



The Phantom is run by a simple controller.

special charger. The batteries are capable of exploding and catching fire — see examples on YouTube — and inexplicably, it's easy to plug the battery into the charger with the polarity reversed, which destroys the charger if not the battery, too. The batteries only last for about six minutes per charge, so you want five or six of them. They cost about \$30 each.

If you want to see what the Phantom/GoPro combo is capable of, order Kurt Roll's Ha-Ha video, which should be available December 1 from bulakurt@gmail.com for just \$25. Or you can visit the Phantom or GoPro sites. But be careful, as it may well be what you want under your Christmas tree.

— latitude 38/rs 11/05/2013

Profligate — Surfin' 63 The Ha-Ha Crew and Bob Hoyt Medical Emergency at Sea (Punta Mita, Mexico)

If you're the skipper of a boat or the organizer of an offshore event like the Baja Ha-Ha, it's the kind of wake-up call you don't want to get. It was 9 p.m. on the first night out of the 240-mile second leg of the rally from Turtle Bay to Bahia Santa Maria when the Wanderer and Doña de Mallorca were woken up.

"Suzi Q says there's a medical emergency," said crewman Dino, "and she needs Doña to come up right away." Suzi Q is a Ha-Ha regular aboard *Profligate* and, as a retired fire chief, is not one to become unnecessarily alarmed or need assistance with an EMT situation. If she wanted the help of de Mallorca, a mostly lapsed RN, it had to be serious.

Not being a medical professional, the Wanderer stayed out of the way in his bunk and wondered what the medical problem was, and what boat it was occurring on. It didn't take long to find out, as de Mallorca was back in a flash to get the baby aspirin.

"It's Suzi," she told Wanderer. "She's having trouble breathing, her chest feels constricted, and she has a lot of pain in her upper abdomen."

It sure sounded like a heart attack, and there we were about 90 miles from land and even farther from advanced medical care. This could be a life-and-death situation.

Andy 'Puddle Jump' Turpin got on the Iridium sat-phone and called the Coast



Guard Search & Rescue center in Alameda. We wanted to see if there were any medical assets in our area, be they cruise ships, Coast Guard vessels or even Navy ships.

Before the call could be completed, the evaluation of Suzi's condition began to change. It was quickly determined that her blood pressure and pulse were normal, her breathing had returned to normal, and the constriction of her chest was replaced by a "sharp, unrelenting severe pain in the upper abdomen." The good news was that it no longer appeared to be a heart attack.

The Coast Guard informed us that there were no military or commercial vessels in our vicinity, but they put us in touch with a Coast Guard flight surgeon who suspected pancreatitis or a gall bladder problem. His recommendation was the same for both — get to advanced medical care as soon as possible. That would be more easily said than done, as we were already offshore of the rhumbline. The Baja coast curves inland along this stretch, and we knew of no place along it with anything like advanced medical care.

On the second of third call to the



IN LATITUDES



Spread; The Mexican Navy boat looked mean, but the crew was friendly. Inset left; The Suzi Q transfer. Inset right; Suzi whisked away.

SAR center, the guardsman told us he'd alerted the Mexican Navy to our situation and that they were willing and able to meet us offshore. Given that it no longer looked like a heart attack, and that the seas were sloppy, we didn't believe it would be prudent to attempt an offshore transfer.

Even though Suzi was in extreme pain — worse than we had ever seen anyone in before — we decided that our original destination of Bahia Santa Maria, about 17 hours away, was the best bet. We knew people there and we knew the location of the nearest clinic and hospital. Coherent and aware of the situation despite the severe pain, Suzi agreed with our decision. "Go with the sure thing," she said.

She may have second-guessed her advice later, for after vomiting up all the bile in her system, the pain became even worse. "I just need a bullet," she moaned, as well as "Just throw me overboard." Although slight of build, Suzi is a hard-working country girl and a veteran of three back surgeries, so she's no wimp

or whiner.

Ever thoughtful of others, Suzi gave instructions to throw her body overboard if she died, not wanting to stink up the boat. In the gallows humor pervasive on *Profligate*, crewman Chris assured her not to worry, that we'd be able to remove enough food from the chest freezer to accommodate her corpse.

Although we weren't yet technically in the tropics, it had been warm all day and it was warm all night, so dehydration was a constant concern. De Mallorca and other crewmembers kept trying to feed ice chips to the dehydrated Suzi. Initially she was unable to keep them down, but later was able to accept some of them.

Daylight brought some good news. Suzi was no longer writhing in pain, searching for a pain-free position, and after she'd held down a pain pill, she even managed to nod off for short periods.

As *Profligate* passed Cabo San Lazaro a few miles from Bahia Santa Maria at about 3 p.m., the Mexican Navy was there, as promised, with a fast boat ready to rush Suzi to the 35-mile-distant clinic at San Carlos. With Suzi no longer

in severe pain, we waited to reach the calm waters of the bay before the crew of *Paramour* came alongside with their dinghy to transfer Suzi and Doña to the navy vessel.

As soon as the transfer was completed, the Mexican EMT tried to hook Suzi up with an IV, but her flatten veins made it difficult. She finally stuck herself successfully, but it was nearly impossible to keep the needle in once the vessel hit its cruising speed of 40+ knots.

It helps to have friends in remote places, such as our friend in the Mag Bay area, Bob Hoyt of Mag Bay Outfitters. He'd promised to meet Suzi at the San Carlos dock with an ambulance, and he was true to his word. In a matter of minutes she had been taken into the clinic via the back entrance.

The doctor, deemed competent by de Mallorca, had a regular practice in Ciudad Constitucion but came down to San Carlos once a week to volunteer his services. When they left later, de Mallorca noticed about 20 people in the waiting room hoping to see him.

The doctor diagnosed Suzi as having gastritis, and prescribed some heartburn medicine. But he insisted that she get to a more sophisticated facility as soon as possible for a more definitive diagnosis. He had no ultrasound or x-ray capability there.

Once out of the clinic, Suzi, Doña and Bob took off into the night for 45-minute distant Constitucion, hoping to get there before the pharmacy closed at 9 p.m. They just made it. After that, there

Bob Hoyt, the doctor at the San Carlos clinic, and Suzi Q. After a night of agony, she was in less pain the next day. But surgery awaited.



It was hard to keep an IV in at 40+ knots.



DONA DE MALLORCA

DONA DE MALLORCA

CHANGES

was another 45-minute drive in the dark over muddy, rutted roads to the village of Lopez Mateo, population about 2,000. This is where Bob has a house and basic quarters for clients of Mag Bay Outfitters fishing charters.

Suzi felt quite a bit better in the morning, and even spoke of returning to *Profligate* for the last leg of the Ha-Ha. But as she still felt some nausea and stomach discomfort, this idea was nixed.

Thanks to a ride arranged by Hoyt, Suzi caught a flight back to California the next day out of Loreto. In fact, she, the star of the only music video ever made about the Ha-Ha, felt good enough to take the stage the following night to perform with her band, the Random Strangers. The next day she was diagnosed as needing gall bladder surgery, often a quick and relatively safe procedure. Thank goodness.

For de Mallorca, traveling the 30 miles from Lopez Mateo back to *Profligate* in Bahia Santa Maria was a bit of an adventure. But she lives for that kind of thing. First, she would have to take a rudimentary ferry across the narrow inland waterway that runs from Mag Bay to an outlet 60 miles to the north. Once on the beach on the other side, she could be driven down the beach to Bahia Santa Maria. But this could only be done late in the afternoon when the tide was low, and thus the sand hard enough for the car to fly down the endless stretch of beach at 50 mph.

Since it wasn't going to be low tide until 4 p.m., de Mallorca had some time to kill. She decided to get a pedicure at one of the typical places in Mexican villages where a woman provides the service in the front room of her house. Alas, it didn't go so well, as after the old polish had been taken off just a couple of her toes, the woman's four-year-old boy came into the room with a guilty look on his face. Suddenly everybody smelled smoke. As all curious young boys do, the little fella had been playing with matches

Before Doña de Mallorca could make the 25-mile ride down the beach at low tide, she and others had to take the ferry at Lopez Mateo.

and managed to burn the back bedroom down.

De Mallorca reports that the ride down the beach was fascinating, as there were bunches of abandoned cars and the last bones of a wrecked ship, plus the bow of the Downeast 38 *Tachyon* that had gone ashore two years before while her skipper slept. To spice it up, the car behind hers with a fishing group kept breaking down. It was dark when they made it back, but they did make it.

Lessons: Having a satphone with lots of minutes is invaluable in the case of a medical emergency. The Mexican Navy is super-friendly and ready to help. Bob Hoyt is the man!

— *latitude/rs 11/15/2013*

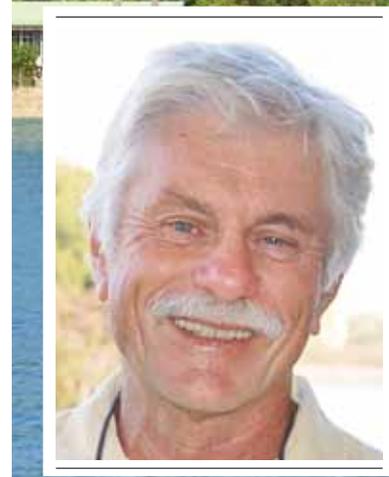
Pacific Highway — Davidson 44 Bruce and Laura Masterson Feeling Like a Rudderless Child (St. John, U.S. Virgin Islands)

After five weeks in Tonga, we decided to sail our Davidson 44 to Fiji for our final two months of cruising before heading down to New Zealand to wait out cyclone season. Our weather window was perfect: 8-12 knots of breeze and calm seas. We were able to sail downwind with reefed main and a poled-out jib. With a strong current behind us, we were doing 7-8 knots under a full moon. This was looking as if it would be our easiest passage since leaving Mexico last March.

Then at 1:30 a.m. — when else? — the autopilot started beeping, indicating the boat had veered off course to port and the autopilot wasn't able to correct. I shut off the autopilot and grabbed the wheel, which was hard over to starboard, but couldn't get the boat to respond. I yelled for my husband Bruce to come on deck. He confirmed that the steering system was working, which could only mean one thing — our rudder must be gone!

We dropped the sails, started the engine, and began the process of figuring out how to steer the boat without a rudder. Anybody who has had to try do this with a larger boat knows how close to impossible it can be.

First we tried using our spinnaker pole as a tiller/rudder. It proved to be too difficult to control and there wasn't enough surface area in the water to change *Pacific Highway's* course. Then we tried tying two fenders together, running a line under the stern and adjusting it so that one fender sat alongside



the hull just above the waterline. The theory was that when we pulled up one fender, the one on the other side would go deeper into the water, creating drag, and causing the boat to turn. Great in theory, but in reality it didn't work at all — except for covering the line with bottom paint.

Bruce's next idea was to attach a piece of plywood to the end of the spinnaker pole to make a more effective 'rudder' blade. But it was now 4:30 a.m., we were tired, and we were in no danger. *Pacific Highway* was drifting downcurrent at about two knots and the nearest reef was about 300 miles away. So we decided to get two hours of rest and come back to the problem after the sun came up.

Once the sun was up, Bruce jumped over the side to confirm that the rudder was gone. It was gone, having sheared off at the hull. Fortunately, there was no damage to the hull and we were not taking on any water. The weather was settled, and we were about 80 miles from Tonga and in no immediate danger.



IN LATITUDES



PACIFIC HIGHWAY

Spread; The St. John-based Davidson 44 'Pacific Highway' in Tahiti earlier in the year, with a rudder. Insets: Bruce and Laura Masterson.

Bruce drilled holes into our piece of plywood, then we lashed it to the end of the spinnaker pole. Next we lashed the pole into place with lines going to our cockpit winches to control the pole. What we hadn't anticipated was that the plywood would float. So we drilled more holes and added more lines to try to hold the 'rudder' in position. But it was impossible to keep it submerged. Plus it took way too much effort to try to control the spinnaker pole. Even if we could steer this way, we'd be exhausted after an hour. Even worse, it still didn't allow us to hold the boat into the wind and current.

We knew that there was a Southern Cross net on SSB Ch. 8191 at 8 a.m., so we checked in and let them know our position and situation. We reported that our intention was to return to Tonga. The folks on *Egret* said they had just arrived in the harbor and would put out word on

the VHF net that we would need a tow once we got back to Vava'u.

Our next project was to try to steer by dragging a bucket. Bruce drilled five holes in the bottom of a 5-gallon bucket so it wouldn't become a sea anchor, drilled holes in the side for running a tow line, and we put it behind the boat with lines led to winches. The bucket veered from side to side, resulting in the boat turning through 180 degrees — but making no forward progress. We put a second bucket behind the first to keep the first bucket facing forward — two buckets in a series like a drogue. This worked somewhat, but we still weren't making much progress in the right direction.

Bruce figured we needed a wider 'V' for our tow line, so we put the spinnaker pole across the stern with blocks lashed to the ends. The tow lines led from the bucket, through the blocks, and to the winches. It was then 5:30 p.m., but we were *finally* tracking in a straight line! We

were only doing about 2¼ knots, but it was in the right direction. It's hard to believe, but we were euphoric!

In addition to trying to create a 'rudder', in the 15 hours after we lost the rudder we'd experimented with every possible sail configuration. Motoring directly into the wind, we ended up using a triple-reefed mainsail sheeted way out and secured with a preventer. This seemed to steady the boat, and if we wanted to come up on our course, we would sheet in.

We arrived in Vava'u — 80+ miles and 52 hours later! — at daybreak and were met by a boat that towed us to a mooring.

As vets of both the 2012 Ha-Ha and 2013 Puddle Jump, we can't stress enough the value of having an SSB radio. If we hadn't had success with jury rigging a steering system, we could have gone to the net for suggestions. Having the SSB meant we knew that our position was being monitored, and if necessary, we could have arranged for a boat to tow us the 80 miles to Vava'u. The SSB meant we never felt alone out there, and meant we never felt in danger. Some cruisers are electing to carry a satphone in lieu of an SSB radio, but whom would you call or email in a situation like ours? Your sister in Cleveland? Your broker? Facebook? Our Icom 802 may be a technological dinosaur, but it connects us to other cruisers and provides a safety net that you don't have with a satphone.

All in all, this was a great 'McGyver' experience for us. We replaced our \$5,000 Autohelm with \$15 worth of plastic buckets. We were safe on our boat, and had friends watching our backs and a good story for happy hour at the bar. Short of a sinking boat, there

The shaft on 'Pacific Highway' snapped between the hull and the top of the rudder. If you have an older boat, the shaft should be a concern.



PACIFIC HIGHWAY

CHANGES

is probably a low-tech solution for any problem. Now we just have to make a new rudder and get some new buckets before the cruise continues.

Why did the rudder fall off? The remaining rudder stock indicates rust and resulting metal fatigue as the culprits. The Davidson 44s were built in the early 1980s. We are currently in Vava'u awaiting delivery of a new rudder that is being built in New Zealand, and hope to have it within two weeks. If all goes well, we'll be on our way to New Zealand by early December.



Tonga, not the worst place to be stuck.

If anybody is feeling bad for us, please don't. We're in a really protected place here in Vava'u, the water is clean, and we have lots of cruiser friends in the anchorage and new friends ashore. By the way, the South Pacific has exceeded all of our expectations, and sailing here was one of the best decisions we ever made. We can't wait to continue on.

— *laura* 10/15/2013

Geja – 1976 Islander 36 Andrew Vik A Quickie in The Med (San Francisco)

[This is Part II of *Vik's sixth annual report from cruising in the Med — mostly the Adriatic — aboard Geja*. Part I appeared in the October issue.]

After arriving in Zadar, I lost my Swiss crew Lukas, but picked up first-timers Henrik and Mats. Great winds took us from Zadar to Sali on the island Dugi Otok. Alas, the port was full. Actually, it

Oh no, they're back again?! Andrew Vik, left, and the so-called 'Geja Wolfpack'. Time to lock up the daughters and alert Interpol.

was our fault that we didn't get a spot. Another boat had entered the harbor and claimed the last of 50 spots while we were enjoying a refreshing swim just outside the harbor. Not getting a spot in a harbor is a common problem in the high season, so you always need to arrive with a backup plan. We had just enough time to reach an anchorage a few miles away before dark, enjoying a gorgeous sunset and moonrise on the way.

Crap weather hit us during the night, as had been forecast, robbing us of valuable sleep. But after all these seasons here, I've come to trust my anchor. It's no longer nerves that keep me awake, but rather the excessive swinging on the hook and the noise of the wind.

Once the cool morning rain had subsided, we sailed *Geja* into the Kornati National Park, a dense archipelago deforested by humans over many centuries. The landscape is very stark, but there is some great hiking. A National Park boat stopped by that evening to collect the usual visitor fee of \$45/boat/day. While Croatia recently was allowed entry into the European Union, government officials are not always as honest as most in the E.U. For example, the friendly rangers suggested that instead of paying \$45, we simply give them \$17 — which they immediately stuffed into their pockets.

We had another blustery night, but things settled down in the morning. We sailed off the anchor and eventually hoisted the spinnaker for a fast ride to the party town of Vodice. After two nights 'in the wild', it was time for some action, which, as usual, began with an onboard pre-party. Vodka and Red Bull anyone?

From midnight until 2 a.m., the place to be in Vodice is Makina, just a few steps from the marina docks. There we made the mistake of ordering bottle service — a vodka bottle, four Red Bulls, and a table for \$65. It's certainly not expensive like the South of France, but we certainly didn't need the extra libations — although it did lead to a fun little onboard after-party at sunrise.

More great wind allowed us to sail most of the way up the narrow Krka River to the town of Skradin, some 11 miles upstream of the Adriatic Sea. It's a most peaceful and romantic place nestled into a little bay along the river. It is also the gateway to the Krka National Park, home to a series of dramatic cascading waterfalls. By accident we discovered the restaurant Toni



in Skradin, where they cook each dish for an hour under a preheated iron bell. Compared to the bland, uninspired food at most Croatian restaurants, this place stuffed us with simple but fresh platters of meat, potatoes and veggies.

This year's three-week summer cruise — my shortest ever with *Geja* — went by much too quickly, as we found ourselves back in little Trogir on a Saturday night. Though small, Trogir has its fair share of nightlife, and my crew and I could not help but notice what I affectionately call the 'supermodel' parade. Girls from Croatia's Dalmatian Coast are naturally tall and thin, and they love to emphasize their body type with high heels and short skirts. It was yet another late night, but a fun end to an abbreviated season of Mediterranean cruising.

My crews and I covered 360 miles during the three weeks, 40% of them with the motor off. Usually this percentage has been higher, as much as 60%. We were underway 19 out of the 21 days, and overnighted in 14 different places,



ANDREW VIK

IN LATITUDES



PHOTOS COURTESY GEJA



Clockwise from above; A waterfall at Krka National Park. One of countless anchorages at Kornati National Park. Mats, who is still working on his diving, plunges into the clear water. Two of the buff crew at Kornati. Vodice has insane crowds. Henrik thought he'd gone to heaven, not Croatia.

six of which were new to me. Two hundred dollars/person/week pretty much covered the shared costs, such as on-board food, berthing and fuel. Groceries cost about 25% more in Croatia than in the Bay Area, despite income levels in the United States being several times higher.

Based on my six years of cruising Croatia and the Adriatic, I can vouch for its being a great place for sailing adventures. The afternoon winds are pretty consistent, the water is sparklingly clear, and there are so many spots to explore. The fact that there's a book called *777 Harbours and Anchorages* says it all. Development is greatly restricted, so you rarely see modern, multistory hotels along the coast. The historic villages are as quaint as can be. Croatia is as clean and as safe as any European country you can find. We seldom lock the boat, and I never worry about somebody snatching my iPhone out of my hand — as I do at

home in San Francisco. In many ways Croatia is more civilized than San Francisco.

As lucky as I was to buy an affordable boat in the Med, I'm even luckier to have so many good friends to share my sailing and social adventures with. In six years, a total of 59 people have joined me. As long as they keep showing up, count on me to continue my adventures in the Med.

— andrew 10/15/2013

Talion — Gulfstar 50 Patsy Verhoeven iPhones in Mexico (La Paz, ex-Portland)

I finally got the chance to singlehand from San Jose del Cabo to La Paz. I made it to my homeport with no problems, but decided that singlehanding is kind of boring. The best part was discovering that there's a new cell tower at the Los Frailes

anchorage. That may become my new favorite spot!

I love it! That 'it' I'm talking about is my iPhone.

While in the States, I became addicted to my iPhone 5 for email, Web searches, marine and land navigation, texting, and even as a cell phone. After my unlocked Blackberry — which I used with a Mexico cell phone number — died last year, I tried to do the Mexican smart phone thing by purchasing a Mexican Android LG phone for \$100. What a nightmare! No matter what I tried, it just wasn't easy. I could connect to WiFi to get my email, but even though I changed the language to English, the phone was in Spanish with Spanish icons, and extremely confusing. Forget any searches on the Web.

When I returned to the States, I contacted LG, and was told that my model was made only for Mexico and would never speak English any better. All right, chalk up that mistake to experience.

So I decided to take a risk on an unlocked iPhone on eBay. For an iPhone to be unlocked, it has to be an older model, and I found a 16 GB 4s for \$275. It arrived two days later in perfect condition. I took the old LG phone and the new iPhone down to the TelCel office in Tijuana, where I was rewarded with an agent who spoke perfect English. She switched the LG's SIM card for the mini iPhone type, and I was all set with my same Mexican phone number!

When I asked the cost of getting data and internet on the phone, she told me to deposit more money into the phone and purchase a pay-as-you-go plan, such as Amigo, just as I do for the Telcel Banda Ancha (broadband) modem for my computer. OMG, it was so simple! Now I'm riding around Cabo on a bus watching my location on Google Maps. Ain't

Patsy, aka la Reina del Mar, uses her iPhone to navigate the waters near La Paz, hoping to track down whale sharks. Technology rocks!



TALION

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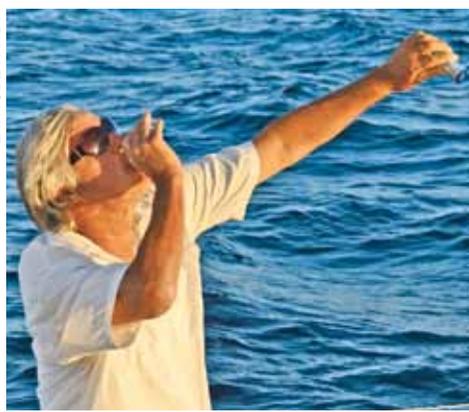
technology grand?

You can, of course, use any unlocked phone, and there are many available for under \$100. After the initial cost of the phone, the Mexican SIM card costs about \$12. The cell phone usage is pay-as-you-go. The Internet data is roughly \$30 for the 3 GB/30 day plan, but there are lots of plans from as little as 10 MB/hour for 40 cents. To purchase the data plan, send a text message to 5050. Put 'Alto30' in the message for the 3 GB/30-day plan, or 'Bajo1h' for the 10MB/hour plan.

If anyone wants to see a chart of the current rates and plans, visit www.patsysweb.com/TelcellInternetRates.pdf.

There are numerous way to add more money to your phone. If you go to a store with a 'Recarga Amigo' sign, the clerk will take your phone number and money, then put the credit on for you. Some businesses sell Amigo cards in different denominations. You then dial *333 and enter the scratch-off code that you got. You can also go to a Telcel office, give them your number, and they will recharge it for you. But my favorite

LATITUDE / ANDY



Just south of the Tropic of Taurus, the Grand Poobah salutes Don Sandstrom — and all other unheralded sailors — with a toast to Neptune.

is buying the credit on line. This can be done anywhere even from the U.S. just before you head south. You can find the instructions at: www.patsysweb.com/RechargeSimCard.pdf

What this means is that whenever I'm near a cell signal, my email, Passage Weather, 'Lectronic Latitude, Shazam, and news are all as close as my pocket.

Plus, I can finally find my way around Mexico's cities with audio directions from Google Maps!

— patsy 11/05/2013

Cruise Notes:

In the November issue of *Latitude* we promised the Sandstrom Family that we would happily remember and honor **Don Sandstrom**, who passed away last month at age 76, with a toast to Neptune during the Baja Ha-Ha. Below we offer photographic evidence of doing just that. It will be remembered that Sandstrom, after being afflicted with early onset Parkinson's at age 36, nonetheless built the Oakland family's 40-ft trimaran **Anduril**, then took his family on two circumnavigations. We not only toasted Sandstrom, but all those sailors who have accomplished so much, but who for one reason or the other have received so little recognition. RIP.

Speaking of health issues, a sailing friend called the **MariMed Hospital** in Puerto Vallarta the other day because of concerns about swelling in his legs.



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He was told to come in the *next* morning to be examined by — not a screener or a nurse — but a vascular surgeon. Our friend found the MariMed Hospital to be extremely clean and the staff very friendly. The vascular surgeon then spent 45 minutes with him, most of the time doing doppler sonograms of the veins in his legs. The cost? Just under \$160 U.S. If you're not a U.S. Senator, we wonder if you could get an appointment to see a surgeon so quickly, have him spend so much time with you, and charge you so little.

For some health issues an ounce of prevention, of course, is worth a pound of cure. Although it's a little late in life, the Grand Poobah decided to go on the **Baja Ha-Ha Diet** — which is actually the pretty much plant-based Mediterranean Diet as recommended by Kaiser. The Poobah has actually always been



The Poobah did yolk it up some because he forgot the egg whites, but he eschewed the bacon that even one vegetarian couldn't resist. But thanks to big plates of fruit, veggies and fish — you can eat tons it — he still dropped 13 lbs. You can, too.

on that diet, but had been augmenting it with steaks, Costco hot dogs, chocolate covered nuts, baked products, pizza, cheeses, dips — and anything else that remotely looked as though it might taste good. It might seem as though it would

be hard to change nasty eating habits during the Ha-Ha, as most of the rest of the 11-person crew were still eating pretty nasty stuff. But for whatever reason, the Poobah didn't find it hard at all. Indeed, after eating nothing but good food for a few days, the Poobah found that he was nowhere near as hungry as

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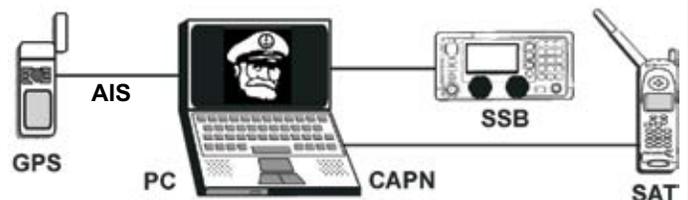
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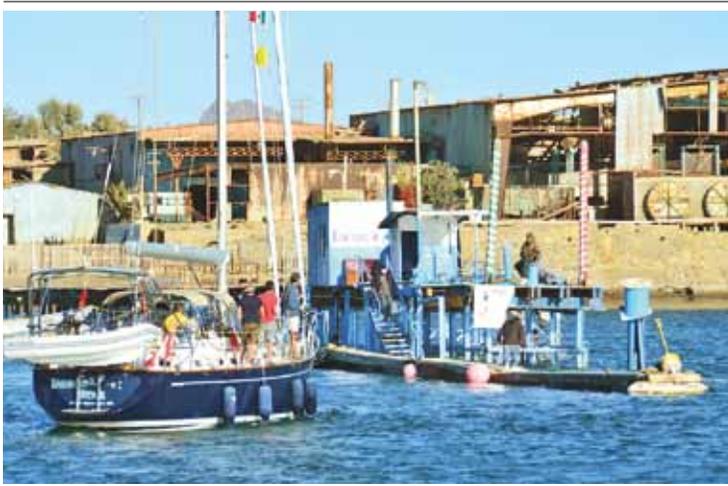
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when he'd been eating all the junk. It took the Poobah 10 days after the Ha-Ha to find a scale, but when he did, there were 13 pounds less of him. He was jacked, as it meant that in a very short period of time, he'd dropped more than half of the pounds he was hoping to lose. When last seen, the Poobah was in a mad search for a doctor's office to get some blood work done. "I think my numbers are going to be great!" he shouted as he ran down the street.



Good news out of La Cruz. The **Subway** store has closed. The fast-food franchise was as out of place as a _____ in a _____. Fill in the blanks yourself.

"On November 16, the **Hidden Port YC** in Puerto Escondido celebrated its 20th birthday with a party for almost 100, with a live DJ, fabulous weather, and a new *pizza/bread oven* made by cruisers for cruisers," report Marek Nowicki and Helen Chien of the Green Cove

Gordo's fuel pier in Turtle Bay is the default, but Servicios Anabelle may soon be a second option. Either way, prices have gone up.

Springs-based Cape Vickers 34 **Raireva**. "We became members because for 300 pesos per year you join a helpful bunch of cruisers and get to use an extensive library of books and DVDs, a very nice club house, our own landing beach, a

fabulous location — and now, a bread/pizza oven!" For further information, and dates of the **Loreto Fest**, google Hidden Port YC.

The **Banderas Bay Splash** welcome party for new cruisers to Mexico, with free T-shirts, food and other goodies, will be held on December 13 at the **Marina Riviera Nayarit in La Cruz**. It will be followed, after a 'lay day', by three days of Ha-Ha-style racing on the 15th, 16th and 17th, and will include free berthing at the

Riviera Nayarit and **Paradise Marinas**, the opening of the **Punta Mita Yacht & Surf Club**, and the **Pirates for Pupils Spinnaker Run**. Tune in on the Banderas Bay VHF cruiser net when you reach the bay for details.

"What's the story with getting **fuel in Turtle Bay**?" asks Tom Collins. "For years Enrique at **Gordo's** had a monopoly and charged very high prices. Then Reuben came along with **Servicios Ana-**

An aerial photograph of a small white motorboat on clear, turquoise water. The boat is moving towards the viewer, leaving a white wake. The sky is bright blue with scattered white clouds. The overall scene is serene and tropical.

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belle, and the competition made prices more reasonable. But Reuben passed away recently, and the prices went way back up. Word is that Reuben's son will be running Anabelle's again. What was getting fuel like when the Ha-Ha fleet went through?"

Enrique had a monopoly when the Ha-Ha fleet came through — unless you wanted to jug it from the Pemex station. But Anabelle's was supposed to get their certification a day or two later so they could resume service. The reality is that the cost of diesel has gone up substantially in Mexico, primarily because of the fixed price that everybody must charge. The difference in prices at fuel docks and Pemex stations is what the provider charges as a fee for the use of their dock or delivery service. Depending on which Mexican official you are talking to, such premiums are perfectly legal or absolutely prohibited. At any rate, unlike in previous years, diesel is now more expensive in Mexico than it is in San Diego.

We received a secondhand report that the dinghy and outboard from Britt

Finley's Denver-based Peterson 44 **Restless** were nicked while the boat was anchored at Turtle Bay on October 15. While dinghy and outboard theft is relatively low in Mexico, leaving a dinghy and outboard unlocked at night creates an 'attractive nuisance'. Please lock up.

By the way, we hope readers will again inform *Latitude* of dinghy and outboard thefts in Mexico this season, so we can alert people to 'hot spots'.

The **Baja Bash** has a bad reputation," reports Paul Marston of the Ventura-based Contour 34 **Orange**, "but it's not always that bad. After the Ha-Ha, my trimaran *Orange* made it to San Diego



The curiously named blue-hull Contour 34 'Orange' on a spinnny run out of Bahia Santa Maria. She had a quick Bash back to California.

in fewer than six days, and I've seen photos of my delivery skipper Jared Brockway lounging on the net in his boardshorts, and crew Danna Pomykal SUP-wakeboarding behind the boat for kicks. Jared said that the first day out of Cabo sucked, but the rest of the trip featured pleasant motorsailing at up

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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"

Wayne on SV Dante, his Harmony 42, in Neiafu, Tonga. Hydrovane mounted off-center to preserve the swim platform.



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to 10.2 knots. I must point out that *Orange's* Bash never would have been possible were it not for Jerry Gahan of the Dana Point-based Peterson 44 **Endless Summer**, Craig Shaw of the Portland-based Columbia 43 **Adios**, and Scott Schreiber of the Hayden, Colorado-based Choate 44 **Roller Coaster** showing the kind of spirit that makes the Ha-Ha so great. Jerry let us use his spare backstay so we could make a new forestay, and Craig and Scott worked long and hard all day to do the rigging."

"If I clear out of Cabo," wonders an anonymous reader, "can I go straight to the U.S. or do I have to stop in Ensenada?" If you clear out of the country at Cabo, you don't have to stop at Ensenada. Indeed, you're not supposed to stop anywhere else in Mexico. But if you just cleared out 'domestically' by calling the Port Captain on Channel 16 and leaving a voice message, you do have to stop at Ensenada to get your international clearance. We know that some sailors haven't done this, and simply blew by Ensenada on their way to



Although rigger Craig Shaw worked his tail off helping others, he did have some fun on the Ha-Ha. Seen here with Jane Roy and Jersey.

Cabo. That's not a good idea, as Mexican officials are making much greater use of computers to keep track of boats. So if you ever try to clear your boat back into Mexico without having checked her

out the previous time, you might have some serious 'splaining to do.

For a minute there after the conclusion of the Ha-Ha we thought we were back in Thailand rather than Cabo San Lucas. It's not that we could find pad thai and a 7/11 every 20 feet, but rather the startling number of young women in all black outfits going "Psssst, massage?" from what seemed like every tenth storefront. We have to say it's a lot cleaner look than when the tawdry hookers sometimes used to lurk in the dark around the corners from Squid Roe, but we found the sheer number of 'therapists' to be a little disturbing. As reporters, it was our duty to find out what a 'massage' costs and whether there were 'happy endings'. Alas, we shirked our journalistic responsibilities.

Are **four young adults and one dog** too many mammals for an extended cruise aboard a 31-ft boat? We're going to find out, for four idealistic young outdoor folks — Eric, Pam, Kevin and Tyler — plus Ketch, a dog they found abandoned during a snowstorm on a Navajo reserva-

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tion, set sail from Ventura on October 31 aboard the Columbia 31 **Emma Belle**. They propose an around-the-world sailing and surfing adventure that they plan to document extensively to inspire other young folks. What's more, they hope to finance it all through Kickstarter. As of the middle of November, they had made it to Ensenada.

We're sure that a lot of readers are scoffing at the notion that four people, particularly young people, could get along for more than a few days on such a small boat. We share your doubts. On the other hand, we love dreamers who try to make their dreams come true. Furthermore, no matter how long the trip lasts, it's going to be a great learning experience; thus there is no possibility of failure — as long as they stay safe. So good luck Eric, Pam, Kevin and Tyler. You folks got the spirit.

"We're back in the States for a couple of more weeks, but will be returning to New Zealand in early December to rejoin our boat, which is currently moored in Opuia," report Harley, Jennifer and

young Sophia Earl of the Tiburon-based Deerfoot 63 **Kailani**. "We plan to cruise New Zealand during the austral summer, and will head back to the tropics in May. While we were in the South Pacific we had the odd issue of *Latitude* dropped on us by fellow cruisers, and it was nice to get caught up. The America's Cup coverage was great, although it would be hard to beat watching it on YouTube at Musket Cove with a roomful of Kiwis each morning."

Want to make friends when visiting cruiser friends in the South Pacific? Bring a few *Latitudes*. (Or drop by our office and grab a bundle.) We're told you



Jennifer, Sophia, and Harley have spent plenty of quality time together cruising — including watching the America's Cup together in Fiji.

can trade a single magazine for two or three ice cold Hinano beers in Tahiti — and Hinanos don't come cheap.

We regret to report that because of technical difficulties, **Changes got shorted** two full pages this month. We promise we won't let it happen again!

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24 FEET & UNDER

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22-FT CAPE DORY TYPHOON SR, 1986. Marina del Rey. \$9,500/asking. This beautiful and rare for the West Coast pocket cruiser is now being offered for sale. Recent upgrades include: new mainsail, 120% genoa, and asymmetric spinnaker (2013). New 6hp Tohatsu outboard motor (2013). New VHF antenna on mast (2013), rigging surveyed and checked out as well. New 2013 AGM battery. Depth sounder. Knotmeter. VHF radio. Danforth anchor w/50' chain 250' rode. Whisker pole. 6 Coast Guard-approved life vests. 4 Lewmar single-speed winches. All lines led aft to the cockpit. Very clean, small boat with transferable slip with approved credit. More pics at: www.dropbox.com/sh/9s7gl5zcn159yrl/hlK1VM5qRf. Call (310) 994-2110.

25 TO 28 FEET

25-FT ERICSON, 1976. Santa Cruz. \$6,500. Great condition! 3-year-old Honda 5hp outboard with few hours. Roller furling jib. Fixed keel. Boat is fully equipped with Lifesling, jackets and cushions. Beautiful teak interior. Marine radio, Ritchie compass. (831) 818-7171 or steve@brenner.com.



CATALINA 28 MK II, 1999. Sausalito. \$43,000. Clean, well maintained, diesel low hours, 2 jibs, dodger, Dutchman, spacious fully equipped cabin, stereo, Autohelm, windpoint, auto meter, depth sounder, autopilot, Garmin chart plotter, zinc saver. Can email photos. (415) 897-3210, (415) 250-1968 or rtoller@comcast.net.



28-FT LANCER, 1987. San Rafael. \$6,000. Sloop with Evinrude 9.9hp outboard 2-stroke, starts on first pull. Excellent Bay cruiser, must sell. Will include all equipment necessary to sail, also includes tiller tender (autopilot). (415) 420-8575 or surftruck18@sbcglobal.net.

27-FT EXPRESS. With trailer, 4-stroke outboard. Call Warwick Tompkins. (415) 383-0949.



25-FT CAL 2-25, 1978. Monterey. \$11,500/offer. Consistently maintained and upgraded. All running and standing rigging replaced, Lewmar self-tailers, newer blocks, cleats, Harken furler, Santa Cruz sails, UK reacher, lazy jacks, VHF with DHS, stereo, Origo stove, onboard charger, plotter, mast painted, dripless seal, new shaft, Yanmar 8hp. Bottom stripped barrier coated, no blisters, race winner. Surprisingly fast, roomy, dry. Great pocket cruiser, weekender, excellent for PHRF racer. Recently hauled. No slip. Price reflects condition. Contact (831) 535-9270 or (831) 761-4436 or stevhyland1@yahoo.com.

27-FT CAL 2-27, 1975. Glen Cove Marina, near Benicia. \$6,500. Previous to 2010, boat kept and sailed in fresh water at Stockton Sailing Club since new. Red and white, looks nice and neat. Good sails with furling jib on self-tending boom. All lines go to the cockpit for easy solo sailing. New Raytheon 2000-Plus tiller pilot. Garmin chartplotter, depth gauge, ship's compass. New Garhauer mid-boom traveler. Atomic 4, runs great. Very strong hull. Contact larryoliverius@gmail.com or (925) 876-8822.



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27-FT PACIFIC SEACRAFT ORION. 1979. San Diego. \$39,500. Well equipped boat for sale as we are looking to downsize. Full details/specifications from anchor windlass to windvane and many pictures at: www.pacificseacraft27forsale.com. Contact simon@sdfinancial.com or (760) 415-2345.



27-FT CATALINA CRUISER. Standard rig, 1984. Balboa Yacht Club, Newport Beach. \$14,500. One of the cleanest and expertly maintained cruisers on the West Coast! New sail set, engine and overhauled trailer: brakes, tires, electrical, paint. See more at <http://vimeo.com/78999595>. Call (310) 739-4070 or (323) 573-2643.



30-FT OLSON, 1981. Brickyard Cove. \$9,000. Ready to race. Trailer. Always dry-sailed. Good: Quantum main, #1, Pineapple .5oz chute. Poor: #2 & #3, +storm jib. Nissan 6hp, 2-stroke, long shaft. Double spreader, strengthened mast step. Contact (530) 542-3641 or denewman2@charter.net.

30-FT WYLIECAT, 1997. Pt. Richmond. \$95,000. Dazzler, major refit 2007-08 all new Harken blocks and running rigging, Pineapple carbon sail, rewired, LED lighting, VHF, GPS plotter, speed/depth, XP5 and ST2000 autopilots, remote, iPod stereo. Yanmar 1GM10. Fast and really fun. (510) 381-0802.



30-FT BENETEAU FIRST 310R, 1991. Berkeley. \$45,000/offers considered. Deep keel, tall rig, Lewmar self-tailers. Documented, very well maintained. Volvo 18hp, SCAD holding tank monitor, Xantrex battery monitor, LED saloon/anchor lights. Bruce and Fortress anchors both with chain and rode, solar panels, 2 tiller pilots, stereo, VHF, EPIRB. liferaft. Older Pineapple carbon main and #3, excellent Pineapple 140, Nigh 155, new Pineapple spinnaker and practice kite. Perfect boat for an active sailing couple. Photos available. (408) 727-7208 or jf_ryan@msn.com.



25-FT CATALINA, 1987. Quincy, CA. \$10,500. Bristol condition Catalina 25 WKS.R. '08 Honda XL shaft electric start. '09/10 Ullman sails. CDI furling. TP 100 tiller pilot. Standing rigging replaced '08. New stainless bimini. Mast raising system. Dual axle trailer new tires, lights and bearings. All brightwork refinished 05/13. Contact bjmp@sbcglobal.net or (530) 848-7873.

27-FT CAL 2-27, 1978. Stockton Sailing Club. \$7,900. Catalina and back. Kept in fresh water. New 7oz main, self-tacking jib. Symmetrical and asymmetrical, 150 genoa. Atomic 4 30hp. Runs excellent! Seriously maintained! Maintenance record since new. 2nd owner. Many new items. (209) 824-3968.



28-FT WYLIE CUSTOM, 1982. Richmond. \$19,500. Singlehanded ocean racer or fast Delta cruiser. Proven winner, 3rd place 2013 YRA Division. 1st place Best Singlehander Plastic Classic. 2nd owner, Bristol condition. Custom mahogany interior. 7 bags of new carbon and Kevlar racing sails plus cruising sails, All new: carbon fiber rudder, standing rigging, lifelines, high-output alternator, nonskid, 2013 bottom paint, Delrin rudder bearings, Airex spinnaker, instruments and chain plates. Self-tailing winches, 35-gallon water tanks. Many more upgrades. See more at <http://plus.google.com/105407320077230827157/posts?banner=pwa>. Contact (707) 484-9486 or winefood@sonic.net.



30-FT SHIPMAN, 1974. Berkeley, CA. \$9,000. Designed for the North Sea. Ideal for Bay sailing and cruising. Yanmar engine, hard dodger, roller reef, storm, genoa and spinnaker sails, running water, large icebox, stove, self-flushing head, new cockpit cushions. (510) 685-4785 or BruceBaccei@att.net.

30-FT CATALINA, 1988. La Paz, Mexico. \$23,000. Full batten, roller furling, self-tailing winches, solid vang. 25hp diesel 2000hrs, Bruce and Danforth with 125 ft. chain, plus nylon rode. New dinghy and outboard. 2 solar panels that support fridge/freezer and power. Always maintained. Email srtreno@direct.ca.



28-FT SAN JUAN, 1978. Stockton. \$7,000. Atomic 4 motor, main, 150 and 105 jib, spinnaker, plus extra main and jibs lightly used, stereo, alcohol stove, aluminum gas tank, custom cabin cushions, lots of headroom. Sleeps six. (209) 470-6330 or wade_sherman@yahoo.com.



31-FT CHEOY LEE, 1970. Costa Mesa, CA. \$12,540/obo. Fiberglass hull, with Volvo engine, wood mast, newly painted. 70% completed, no sails. Lien sale from our storage yard for unpaid storage fees of \$12,540. Make offer. (949) 642-4909, (714) 815-7245 or mchan1023@gmail.com.

32 TO 35 FEET

32-FT O'DAY, 1987. Monterey. \$34,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, high-output alternator, 12-volt fridge, inverter, TV, stereo, propane stove. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. (831) 512-6842.



27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$12,000. Boat cover, teak cabin, deck and interior, brightwork in great shape. Head, stove, and sink w/pressure and pump water. Yanmar diesel, bottom job June '11. In great shape. (408) 267-9262 or cptjohn@pacbell.net.

29 TO 31 FEET

30-FT ALBERG, 1970. Richmond Marina Bay. \$12,500. GPS, depth sounder, AM/FM, VHF, working sails 180, 90. Solar, propane stovetop and heater. Dodger, legal liveaboard. Tabernacle mast, standing and running rigging and bottom 2 years old. Email jubilee1@sbcglobal.net.

30-FT SANTANA, 1978. Sausalito. \$9,000. Great, enjoyable cruiser/racer. Volvo diesel runs great, hand starts. Four sails. On liveaboard mooring in Sausalito. Ready for Hawaii/Mexico. (415) 368-2035.



31-FT BENETEAU, 1992. San Diego. \$45,000. *Lanterne Rouge* has been set up to be easily singlehanded. This is a turn-key boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email george@elwersfamily.com.



35-FT J/105, 1998. Sausalito, CA. \$81,000. Yanmar diesel, new Raymarine instruments, autopilot, dodger, Fortress anchor, full set of cushions in and out, main, jib and 130%, all sails and covers in great condition, stereo. Professionally maintained. Ready to sail. (415) 637-4851 or walkaboutsausalito@yahoo.com.

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33-FT RANGER, 1977. La Paz, BCS, Mexico. \$13,500. Hull 460 of 464, Kobota diesel, wheel, radar, solar, watermaker, HAM SSB, Garman 172C, fridge, propane stove/oven, BBQ, M/W, 32" LED TV, manuals, records and more. See 'Latitude Boat of the Month' for Ranger 33 (in Features). Merry Christmas. Contact (801) 897-6659 or tequilajimhart@yahoo.com.

33-FT SPAULDING, 1962. Alameda. \$12,000/obo. In original condition. Low hour Yanmar 30hp. New full tent cover and natural rubber cushions. New bottom paint 5/13. Will consider partial financing. Please email for pictures and more information: spaulding33alameda@gmail.com.



COLUMBIA 34 MK II, 1975. Moss Landing. \$15,000. Price reduced! Roomy Bill Tripp bubble top. Stable and dry. New upholstery, Magma BBQ, cold plate icebox. 3-burner Princess stove with oven. Perkins 4-108. Older electronics. New breakers. 4 sails. Harken boom. (209) 681-6828 or richnancy82@gmail.com.



35-FT YOUNG SUN, 1982. Monterey Municipal Harbor. \$50,000. Beautiful, beamy and comfortable Robert Perry design in good condition. Excellent liveboard amenities in a transferable Monterey slip. 30hp Yanmar diesel. Ready to sail. New AGM house/starter batteries. Contact (831) 402-3149 or ncondor@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901, (650) 712-1425 or pgclausen@gmail.com.



33-FT NEWPORT 326, 1995. Channel Islands Harbor. \$32,000. Aft cabin port, galley starboard. two-burner stove, two-sided sink and Cccold fridge. Hot water, pressure water. 35 gal fresh, 10 gal holding, 35 gal diesel. 30hp Yanmar approx 500hrs. 33# Bruce in bow locker on 250' chain and three-strand rode; no windlass. Danforth stored aft. Inflatable with 3hp OB. 110 and 150 genoa on roller furling with two-speed Lewmar sheet winches. Main with two reef points with lines led inside full dodger. Cockpit seats in the rails at the aft corners, wheel steering and Raymarine radar at helm. Teak and holly belowdecks, topsides plastic/SS. CG Documented vessel. (805) 440-7947 or amicitia326@gmail.com.



33-FT INTERNATIONAL ONE DESIGN. 1979. Tiburon, CA. \$28,000. Actively racing fiberglass IOD with recent sails. Good condition. Past owners include the infamous George Degnan. More at <http://sfiod.org/boats/9>. Contact (415) 306-6565, (415) 250-7854 or rspent@aol.com.

35-FT ALBERG, 1962. Richmond, CA. \$32,500. Full-keel sloop, pocket cruiser. New rigging, new lifelines, liferaft, Vari-Prop, electric windlass. Great condition, loads of extra equipment. (707) 485-5218.

35-FT CHEOY LEE LION, 1965. Rio Vista. \$25,000. Glass hull. Beautiful head turner. Fresh water last 20 years. Email mrmrsjacobson12@gmail.com.



32-FT PEARSON 323 SLOOP, 1978. Berkeley. \$21,000. Berkeley berth, great Bay boat, new prop in 2012, sails in good condition, excellent maintenance records. Contact (510) 282-3316 or (510) 868-0228 or mikecdolan@gmail.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.

33-FT SPAULDING, 1969. \$19,900. Quick, balanced, designed by Myron Spaulding, highly regarded Bay Area designer and sailor. 9th built with finest materials by talented pattern maker Ivan Davies. More info at http://en.wikipedia.org/wiki/Myron_Spaulding and www.spauldingcenter.org/myron-spaulding.html. Photos at http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mzdShDw. Email jonah_ward@hotmail.com.

34-FT CATALINA C-34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, bottom painted June 2013, engine serviced Sept. 2013. Very clean. Jib to be replaced soon. Pictures available by email: billsalabay47@hotmail.com.



32-FT ISLANDER, 1977. Alameda. \$20,000. New sails, new canvas, new standing rigging, new lifelines. New varnish, new cockpit cushions, new interior upholstery. New batteries, charger, and alternator. New dripless cutlass shaft seal. New head and holding tank. New stove/oven. Bottom cleaned every 3 months. This boat is ready to sail - no work needed. More at www.flickr.com/photos/75382361@N04. Contact (415) 912-9692 or leo@leosolomon.com.

35-FT CHRIS CRAFT CARIBBEAN. 1974. Bay Area. \$25,000. Refit motor-sailer, great cruiser and liveboard, 2 staterooms and heads, recently passaged Ensenada-SF Bay, details and photos at www.sailboatlistings.com/view/39307, half interest considered for right out-of-state or out-of-area sailor. (510) 545-4411 or jg@TongalslandLiving.com.



35-FT C&C LANDFALL, 1981. Alameda. \$34,000. Meticulously maintained, excellent handling sloop. Yanmar engine with low hours. Ideal for Bay sailing. Full specs, more pictures, and model review available. Choice slip adjacent to Encinal Yacht Club transferable. (650) 283-5544 or joe5geist@yahoo.com.

32-FT DREADNAUGHT, 1974. Costa Mesa, CA. \$12,000/obo. Builders, looking for a project boat? A dream that needs to be completed after an unexpected death. 32-ft Dreadnaught double-ended sailboat, with almost everything needed to finish. The boat is approximately 85-90% completed. The deal includes a brand new Yanmar diesel engine, 3-bladed propeller (2 each), custom self-steering stainless hardware, stainless deck and running rigging hardware, custom built stainless blocks, carbon fiber mast, Monel drive shaft, custom headsail roller furling, custom S/S masthead fitting and boom ends, new chain rodes, the tankage is installed. There are 100's of miscellaneous quality yacht hardware items included. (949) 642-4909, (714) 815-7245 or mchan1023@gmail.com.

36 TO 39 FEET



39-FT BENETEAU 390, 1990. Berkeley. \$73,000. Clean and well maintained Mexico vet. GPS-CP (x2), radar, SSB, VHF, Sat/FM radio/CD player, 24 GPH watermaker, wind and speed instruments, autopilot, EPIRB, optional 6-man liferaft, new AGM batteries (x3), electric windlass, dodger and bimini, recent bottom job. (209) 478-5411 or (209) 323-9657 or b390freespirit@yahoo.com.

CATALINA 36 MK I, 1988. Grand Marina. \$41,000. Buy yourself a great Xmas present. Well found C36, a fine example of one of the best Bay and coastal boats made. Clean and ready. Low time OH engine, feathering prop, new windows, dodger, GPS, AP with wireless remote, Haul and paint 9/13. I love this boat. Fantastic owners group. Contact (408) 221-8301 or sfrost@corpairtech.com.



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39-FT BENETEAU OCEANIS, 1993. Rio Vista. \$70,000. Recent main, roller furling jib, Yanmar diesel, wing keel, lazy jacks, full dodger/bimini, autopilot, 3 batteries with shore charger, 3 cabins, full galley, water heater, mahogany interior. Control lines led to cockpit. Very stable boat that is easy to sail. Comfortable for families on weekends or longer. Pictures on request. (775) 741-6427 or drbeck@sbcglobal.net.

39-FT FREYA, 1978. Berkeley Marina. \$59,000. Very clean, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanded, loaded with equipment. Don't miss this opportunity to own a legend. (510) 917-5229 or dalydolphin@aol.com.

37-FT CREALOCK, 1979. Monterey. \$59,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. More at www.crealock37forsale.com. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



38-FT CATALINA 380, 2000. Marina Village. \$110,000. Well maintained in beautiful condition. Recent survey. Deep keel, tall rig, all electronics, microwave, inverter, new batteries '12, new bottom '11, Westerbeke 40hp, 515 hrs, prof. serviced, beautiful interior, 6'9" headroom, Queen aft cabin. More at <http://catalina380bonneviedeux.shutterfly.com>. Contact (408) 828-0837 or billsails2@yahoo.com.



37-FT PACIFIC SEACRAFT, 1997. Marina del Rey, CA. \$168,000. Crealock 37. Turnkey and ready for cruising. Just add provisions. Singlehander's package, windvane, certified liferaft, EPIRB, SSB, radar. Custom storage, tools, spares and all manuals, etc. Full-batten main w/Tides marine track, QCR and Delta anchors, dinghy w/wheels and outboard. (310) 305-9192 or JimmyP0201@gmail.com.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$49,500. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Main sail, much more... Come see, make offer. (415) 297-4080 or art_epstein@yahoo.com.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$31,000. Proven cruiser from Alaska to New Zealand. *Good Bones*, needs new sails and little TLC to restore her to offshore condition. Monitor windvane, dinghy and more. USCG documented. (415) 337-5303 or svtekin@gmail.com.

38-FT ERICSON, 1984. Rio Vista. \$35,000/offer. Wind vane. Radar. GPS. Autopilot. Watermaker. Solar and wind generator. 35- and 45-pound anchors. Furling jib. Sails in good condition. Icom 802 radio. (530) 743-8781 or dfair@att.net.

36-FT ISLANDER FREEPORT "B", 1978. Loch Lomond, San Rafael. \$60,000. New full batten main, staysail, roller furling jib, Espar heater, Isotherm refrigeration, Lectrosan, rebuilt Perkins, new electrical panel, new dodger, sail cover and wheel cover. 2000 watt inverter. Pullman berth. (510) 410-5401 or tgrady7889@msn.com.



36-FT SCHUMACHER, 1989. Paradise Cay. \$39,900. *National Biscuit*. Located in Paradise Cay. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple spreader fractional rig. Call (415) 271-2722.

40 TO 50 FEET

47-FT PASSPORT, 1984. Grenada, BWI. \$185,000. Aft cockpit, 2 staterooms, 2 heads, Perkins 4-236, generator, watermaker, plus more. Excellent blue-water cruiser. An experienced world cruiser. Visit our website for photos and cruising history: <http://musetta.us>. Contact (360) 378-1188, (360) 298-4044 or js15@musetta.us.

40-FT C&C AFT CABIN, 1983. Marin. \$60,900. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or cc40sailboat@aol.com.

43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$148,000. Aft cockpit, 2 stateroom, 2 head, Spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See more at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.



40-FT CHALLENGER, 1974. MVYH, Alameda. \$40,000. Good stout cruiser. Radar, GPS, AIS, depth, etc. SeaTiger windlass. New: fridge, mainsail, furler, water tanks, holding tank, flatscreen TV. Hauled last year. Teak and holly throughout. SEE HER! (510) 847-5900 or (415) 385-5430 or ateamthree@gmail.com.

43-FT J/133, 2005. Redwood City. \$349,000. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, ICOM SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. (408) 234-4402 or john@castlerock.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$83,900. Price reduction!! Great condition. Extensive upgrades. Full spec and pics under: <http://leluya.blogspot.com>. Contact (650) 716-4548 or leluya123@gmail.com.



IRWIN 43 MK III SLOOP, 1988. South Beach Harbor, SF. \$45,000. Rare deep draft (6'-5"). Drastic price reduction for cash deal (\$45K). Check <http://irwin-yachts.com> for specs. Call or email Tom at (408) 505-9328, (951) 244-1116 or tenrightca2544@yahoo.com.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. See <http://TheOriana.com>. Contact info@theoriana.com or (480) 447-7316.



40-FT J/120, 2001. San Francisco. \$149,000. Very clean and well maintained 2001 J/120. Extensive Quantum race sail inventory, lightly used, full B&G instrumentation including GPS interface, Yanmar diesel, plus much more... Contact (650) 363-1390 or (650) 722-2389 or richferrari@yahoo.com.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtathoe@yahoo.com.

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40-FT SWIFT CENTER COCKPIT. Fiberglass ketch, 1978. San Francisco. \$76,000. Sparkman & Stephens design, hull No. 1, Lloyds certified construction. Pisces Marine (Isuzu 3AB1) 3-cyl 40hp diesel. Substantial deck hardware upgrades and improvements. Strong, stable, sea kindly. Berthed Pier 39 Marina. Email challengesea@yahoo.com.



46-FT KELLY PETERSON, 1982. Morro Bay, CA. \$149,500. Price reduced! Stretch/upgraded version of the Peterson 44. Built by renowned Queen Long Boatyard. Beautiful teak interior. Fully enclosed cockpit w/fiberglass dodger. Fiberglass decks. Solar panels, wind generator, genset, watermaker, separate freezer, 2 autopilots, Raymarine electronics, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready. Latest survey put replacement cost at \$545k. Contact (408) 710-0693 or (805) 459-1909 or eddiekamp@sbcglobal.net.



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47-FT VAGABOND FG KETCH, 1984. San Diego. \$159,000. 4 cabin aft queen stateroom, sleeps 8. 85hp Perkins. Radar, AP, GPS, depth, inverter, solar, Windgen. New tanks, 3 AGM batteries, tankless w/h/lifelines. 2 heads, showers/tub. Caribe and OB. (949) 439-5679.



45-FT FASTNET 45, 1974. Portland. \$75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.



40-FT ENDEAVOUR CC, 1983. Mazatlan, Mexico. \$79,500. Furler roller furling main, jib, staysail, 4 KW genset, 3000W inverter, VHF, SSB, Ham radios, Pactar modem, watermaker, radar arch, davits, solar panels, dual anchors, Maxwell windlass, Pathfinder, instruments, autopilot at nav station and helm, Doyle sails including spare main, 6 Andersen winches, controls in cockpit, SS port lights, hatches. Zodiac RIB, Honda 9.9, solid teak and holly sole, salon table with chart drawer, nav station with built-in PC, entertainment center, reefer, freezer. Contact (530) 589-7890 or svswansong@yahoo.com.



43-FT SPINDRIFT CENTER COCKPIT. 1980. Honolulu, HI. \$130,000. Rugged full-keel double-ender, 80hp Lehman-Ford, large tanks, autopilot, radar, 2 SSB's/Sailmail, VHF/AIS, triple-reef main (new), Profurl jib, hanked-on staysail, nine 2-speed self-tailing winches. 60-lb CQR, 300' chain, electric windlass; EPIRB, liferaft (new), sea anchor, two dinghies, two outboards, 2kw Honda generator, cockpit enclosure; 6'-10" headroom below; 4-burner propane stove, freezer/fridge, watermaker, two heads, shower, copious storage. Extensive features and equipped. One-owner/skipper boat, proven ~35,000 miles doubled-handed cruising - California to Mexico, Hawaii, BC Canada, Central America, Panama, Galapagos, Marquesas, Tahiti, Cooks, Samoas, Tonga, Fiji, Vanuatu, New Caledonia, and New Zealand (twice). Owner/skipper (now 81) says that's it! Boat ideal for experienced couple +1. Details and photos: www.sywindcastle.blogspot.com. Contact (808) 398-6703 or nashsail@aol.com.



49-FT BAVARIA, 2003. Seattle. \$175,000. Price reduction! World cruiser: 2 wheels, 4 staterooms, 3 heads, 75hp Volvo, bow thruster, roller main-genoa. Hydronic heater, electric heads, watermaker, solar, every Raymarine device - E120 plotter, radar. 12-ft Caribe RIB, new canvas. More at <http://2003bavaria.blogspot.com>. Contact Toddyoung@hotmail.com or (206) 841-8633.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$379,000, 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 more at: www.showcaseyachtsusa.com/tartini_time/tartini_time_home.html. Contact (530) 318-0730 or amgjohn@sbcglobal.net.

48-FT CAL YAWL, 1967. Juneau, Alaska. \$79,000. Very fast ex-racehorse. Full refit 2004 to liveaboard. Pilothouse, panels, rewired, re-cushioned, new diesel, MaxProp, rig, insulated, Dickinson and propane stoves. Full Furuno electronics, autopilot, Aries, windlass, steps, inflatable, outboard. More at www.cal48.com. Contact (307) 203-2109 or (307) 699-2254 or cal48koho@gmail.com.



41-FT CT, 1976. Vallejo. \$55,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. (415) 726-3322 or maspragg@aol.com.

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34-FT YAWL, 1930. Brisbane. \$8,900. 1930 Fellows & Stewart. Built in San Pedro, CA. 34-ft LOD, 45-ft LOA. Rich sailing history - served in the South Pacific in WWII. Major bottom job 2 years ago. Rebuilt Volvo diesel. (650) 771-1945 or hatchally@gmail.com.



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49-FT OUTREMER CATAMARAN, 2011. Ft. Lauderdale. \$780,000. Excellent condition Outremer 49. Carbon mast, Kevlar rigging, lithium batteries, electric winches, B&G and Raymarine electronics, KVH Mini-VSAT, US voltage, US duties paid. In San Diego from April 2014. (408) 234-4402 or john@castlerock.com.

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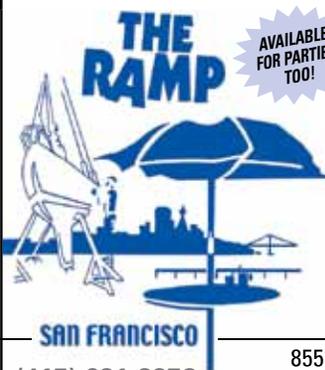
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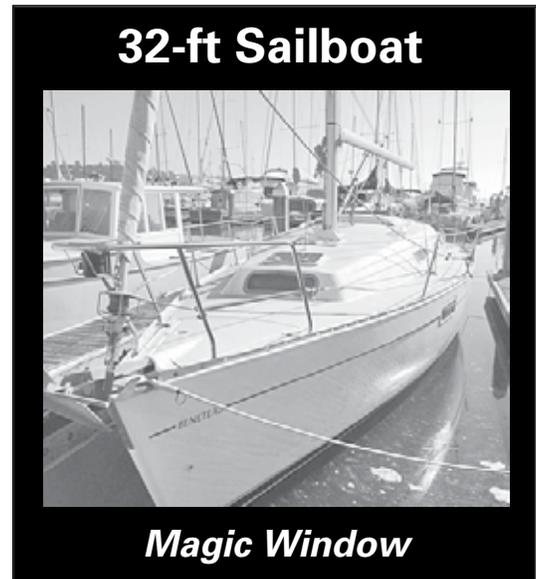
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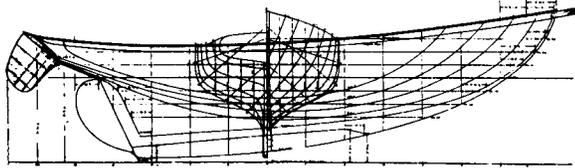
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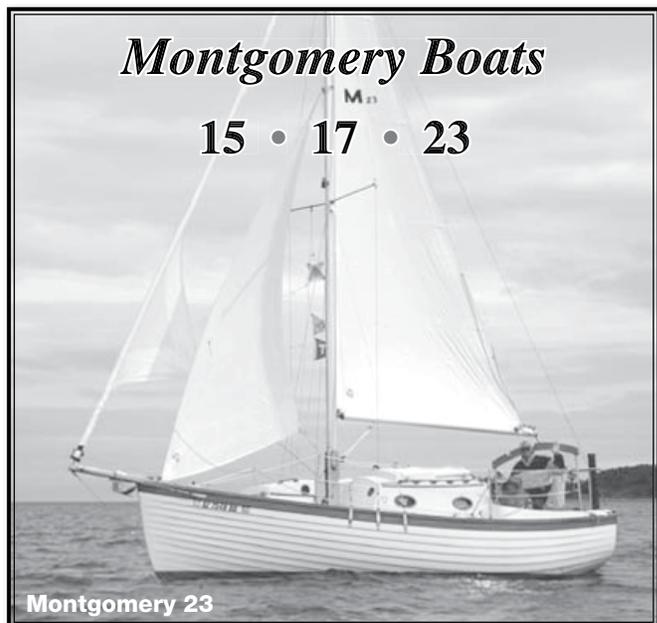
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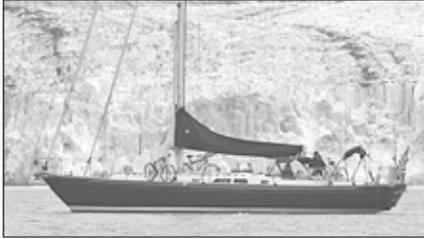
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THANK YOU

The entire Team at KKMI would like to thank the racers, cruisers, day-sailors, fishermen and all the boaters who made up the extraordinary Class of 2013. We appreciate the opportunity to have served you and wish you a Happy New Year!

Abigail Morgan, AbraXas, Absolute, Acania, Acey Deucey, Adagio, Adele, Adele Joseph II, Adventure, Aegea, Agua Azul, Ahava, Air, Airborne, Alrjaldi, Akela, Alcyone, Aldebaran, Alessandra, Alexandra, Altair, Amafutha, Amanda, Ambassador, Amble, Amilla, Amokura, Amorea, Ana Moon, Anabele, Ananda, Anastatia, Andiamo, Angelina, Aniasuma II, Anna Bee, Annabelle, Annie, Annika, Another Girl, Antares, Anthea, Aon, Aphrodite, Apples, Ara, Arabella, Arbitrage, Arch Angel, Arcturus, Ardea II, Aria, Ariadne, Arugula, Athena, Atsa, Audacity, August Ice, Aurelius, Avalon, Adventure, Aviana, Avocet, Ay Canumba, Ayala, Babushka, Back Bay, Bagheera, Bahia, Balaton, Baleineau, Bantham, Bantry, Barca a Vela, Barrett's Cure, Bavaria, Bay Bird, Bay Celebrations, Bay Voyager, Bayhill, Becky J, BeeCom, Bekah II, Bella Donna, Belle, Belle Amie, Beloved Stranger, Beowulf, Bessie's Girl, Beverly Jean, Big Dipper, Big Sue, Black Cloud, Black Swan, Black Witch, Blackhawk, Blazer, Blew Bayou, Bliss, Blizzard, Blown Away, Blue, Blue Chaser, Blue Coup, Blue Dog, Blue Express, Blue Eyes, Blue Mist, Blue Moon, Blue Parrot, Blue Pearl, Blue Star, Blue Streak, Blue Tango, BoB, Bobby McGee, Bonchance, Bonkers, Boston Accent, Bout Time, Bow Down, Brigadoon, Brilliant III, BruGar, Brundall, Butterflii, Cadence, Caesura, Calaloo, Calamaddy, Calico Dragon, Caliscotia, Call of the Sea, Calou, Calypso, Camelot, Cameo, Cancan, Canto del Mare, Cape Farewell, Caper, Captain's Angel, Care Free, Carmen, Carola, Carolyn Kay, Carousel, Carquinez Coot, Carroll E. Carronade, Casey Irwin, Cat's Meow, C-days, C-Deuced, Ce Ce's Rival, CeCee, Cellidh, Celtic Blue, Celebration, Centipod, Cest La Vie, Challenge, Chamdila, Chance, Chardonnay, Charette, Charge, Charilaos, Chasing the Horizon, Chason, Chayah, Cheers, Chelsea Ellen, Chimere, Chloe, Christabel, Christina, Ciao, Ciao Bella, Clio, Cloud Nine, Coast Starlight Limited, Coconut Express, Cohiba, Con Brio, Concor II, Confetti, Constellation, Convexity, Coquina, Corina, Corinne, Courage, Cowboy's Dream, Crackers, Crazy for Pancakes Too, Criminal Mischief, Cuchulainn, Cuckoo, Curlew, Cutter Jones, Cygnus, Cygnus Montanus, Czechmate, Czeckmate, Dad's Girls, Daisy, Dance Away, Dancing Angel, Daring, Dark Star, Dasha, Dauntless, Dawn, Dawn Trader, Dawn Treader, Debbie Marie, December Folly, Deception, Dee Dee, Desiderata, Desperado, Destiny, Diamond Lil, Dilemma, Dionysis, Disco Volante, Ditzzy, Divided Sky, Doctor Syn, Dolce, Dolce Vida, Dolce Vita, Dolce Vita III, Dominique, Dona, Donita, Donkey Jack, Dorade, Double Wide, Dover De, Dr. Quality V, Dream Catcher, Dream Reeler, Dreams, Duci, Dulce, Dulce Boy, E. Lutriss, Ebb Tide, Edelweiss, Eden, Edward Letter, El Dorado, El Nido, Elan, Electra, Elegant Lady, Eleutheria, Elise, Elixir, Elizabeth Muir, Ella D., Ellie Mae, Elsee Dee, Elusive, Emma, Emma Rose, Empress, Enchante, Encore, Endless Summer, Ensemble, Enterprise, Eos, Erin Ann, Erin Eliza, Erinn Gale, Ermeony, Esc, Escapade, Escape, Escape Artist, Esperanza, Espresso, Esprit, Estrellita, Evening Star, Evolution, Excalibur, Expeditious, Expression, Exquisite Delirium, Fandango, Fansae, Felix III, Fellwalker, Fever, Fiddler's Green, Fifth Season, Finally Home, Fine Art, First Crush, First Light, Fish Hooks, Fish Kebob, Fish Tales, Fishright 21, Flash Tail, Flight Risk, Flying Dutchman, Flying Fish, Flying High, Flying Moravian, Fogdog, Folk Boat, Follow You Follow Me, Forever After, Four Alarm, Freedom, Freerance, Freestyle, Freya, Freyja, Frog, Full Circle, Fun Runner, Further, Galaxsea, Gale Force, Gallini II, Gambit, Gandalf, Ganesha, Gem, Geraldine, Geronimo, Giorno Libre, Gjendin, Glory, Golden Moon, Goliard, Good Omen, Good Timin', Got d'Fever, Grace Note, Gratitude, GravLax, Gray Twilight, Great Escape, Green Buffalo, Green Hornet, Grey Goose, Grins, Gryphon, Gute Fahrt, Gypsy Fade, Hai Dozo, Haiku, Halcyon, Hamachi, Hammer Head, Hansiatic, Hasty Heart, Hathor, Haute Route, Hawk Eye, Heffalump, Henry Hannah, Hetairos, High Cotton, High Five, High Flight, High Roller, Highlander, Hobbes II, Home Office, Homus, Horizon, Hot Sake, Hot Tuna, Hotel California, Hula Girl, Hull Cat, Hummmdinger, Hydromatic, Hydrotherapy, Idaho, Iगतago, II Enjoy, Ilohale, Imagine, Impression, Inca, Indian Summer, Indigo, Infidel, Inflatable, Inshallah, Inspired Environments, Interlude, Intrepid, Invictus, Invisible Hand, Iolanthe, Irene, Irish Wake, Island Girl, IV Family, Iwa Lani, Jack Pot II, Jacqueline, Jakatan, Jalina, Jam Session, Jamani, Jandy, Janice of Wyoming, January's Child, Jazz, Jefferson Stars, Jennifer, Jocelyn Leigh, John Jack Flynn, Joie de Vivre, Joka, Jonathan, Jose Cuervo, Josephine, Jouet, Journey, Judy S, Jungle Cruise, Junoesque Jones, Just Enough, Kabrum, Kalani, Kallisto, Kama Hele, Kanaloa, Kapalua, Karavel, Kate II, Kathryn Grace, Katrina, Kealoha, Keiliana, Kells, Kemah, Kind of Blue, Kindred Spirits, Kingman Photography, Kiri, Kismet, Knarly Boo, Knotty Sweetie, Kokopelli, Konikoni, Kookaburra, Koulakani, Kranich, Kuuipo, La Bellezza, La Boheme, La Vida, Lady, Lady Jane, Laguna Verde, Lanikai, Lapis, Last Drop, Late Harvest, Latitude, Launer, Lauren Kate, Lee Hound II, Leeward Caye, Legend, Leopard, Leslie Jane, Liberty, Lil Wing, Lillith, Line of Sight, Lion, Liquidity, Liquidity Event, Little Boat, Little Fish, Little Friend, Little Lara, Livin The Dream, Lohengrin, Lola, Lolly Gag, Loophole, Lorna Doone, Louisa-Ann, Loya, Lucky Duck, Lucy Jane, Luego Se Va, Luke N 4 Susan II, Luna C, Madeline, Maeve II, Maggie, Magic Cloud, Magic Juan, Magnificent Madness, Makai, Makani, Making Way, Malolo, Mandy Jane, Marabella, Mare Amante, Mariah, Marika, Marnie Ellen, Ma's Rover, Masquerade, Mast, Matilda, Mauna Kea, Maura Jean, Maxine, Mayhem M3, Megalina, Melges, Mellita, Menbihan, Menehune, Meredith, Meri Mate, MetamorFish, Midori, Migrator, Mil Besos, Milagro, Mimicat, Mine Too, Mirage, Mirthmaker, Miss Anita, Miss Tress, Mission City, Mistral, Mitch-a-palooza, Mojo, Mojo II, Moloa'a, Moon Shadow, Moondancer, Moonset, Moonspun, Moose Boats, Moulin Rouge, Ms. Murphy, Murano, My Density, My Girl, My Jen, My Sweet Lady, Mykonos, Mystic, Nadia, Naiad, Naive, Natalie Ann, Nataraja, Natasha, National Park Service, Nazll'm II, Nefer, Nemo, Neptune, Neptune's Car, New Cap't Pete, New Easy Rider, New Focus, New Morning, New Salmon Queen, New Seeker, Nimbus, Njord, No Strings Attached, Nomad, Nordlys, North Star, Northern Light, Nouverania, Nova, Nuance, Number One, Ocean Gale, Odd Job, Ode to Joy, Olive Xtreme, On the Rocks, Once Again, One and Only, Oops, Open, Orel, Orion, Osolemio, Our Destiny, Our Destiny II, Outer Limits, Outta D'Bleu, Ouzel, Ozma, Pac Man, Pacem, Paco II, Paka'a, Pampero, Paoha, Papa Bill, Par Avion, Parker, Passage, Passages, Passion, Patience, Patricia Marie, Pau Hana, Pax Vobiscum, Pelagic Fantasy, Penelope, Peregrine, Pescadora, Phantom, Phantome, Phat Woody, Phoenix, Phoenix, Ping Pong, Pinguino, Pipe Dream, Pirates' Den, Play Mate, Playmate, Plus Sixteen, Pookie, Porto Bello, Portola, Portugal Princess, Pride's Crossing, Prima, Primzie, Principessa, Pronto, Psyche, Puff, Pursuit, Quantum Leap, Questuary, Quiet Splendor, Quiet Storm, Quixote, Quotsonet, Racer X, Radiant, Radio Flyer, Ramble on Rose, Rapture, Rasa, Rascal, Raven, Recidivist, Red Bull Youth, Red Rider, Redemption, Redhead, Reel Time, Regalo, Regardless, Relentless, Releta, Restless, Reveille, Reverence, Rhapsody, Rhodia, Rhumline, Ribbit, Richardson's Bay Harbor Patrol, RNR, Robert Croll, Rock & Roll, Rocket Science, Romantic Dancer, Rosella, Rosie, Rowena, Roxanne, Roxsea, Roy Fox, Rum Runner, Rum Tum Tugger, Running Easy, Rusalka, Rustler, Sabine Brown, Sacapas, Safeboat, Sahar, Sailor Dog, Sails Call, Sally 4th, Sally B II, Salmoon, Salsipuedes, Salty Dog, Sam, Samba, Samba Pa Ti, Sanary-sur-Mer, San Romani, Sans Souci, Santa Barbara, Santana, Santana 22, Saoirse, Sapphire, Sarah, Satori, Saty, Sawalineeah, Say Hey, Sazerac, Scarperer, Scoop, Scoots, Scorpio, Sea Angel, Sea Banshee, Sea Circus, Sea Diamond, Sea Dragon, Sea Duty III, Sea Eagle, Sea Fox, Sea Ghost, Sea Glub, Sea Hawk, Sea La Vie, Sea Lion II, Sea Pause, Sea Ray, Sea Rayer, Sea Reine, Sea Roamer, Sea Spirit, Sea Walker, Seabird, Seascapes, Seastainable, Seatime, Seawalker, Seaya, Second Story, Second Wind, Serafina, Seraphim, Serena, Serendipity Too, Serenisea II, Serenity, Shaba, Shadow, Shamaal, Shanti, Sharon, Shearwater, Sheeba, Sherpa, Shiraz, Shoo Fly, Sierra Fox, Silas Clyde, Silly Sally, Silver Dawn, Silver Fox, Silver Queen, Simpatico, Sirena, Sirene, Sirius, Slip Away, Slithergadee, Slo Flite, Smart Recruiters, Smokin' J, Snejkin, Solla Sollew, Solstice, Sonamara, Sonata, Soolz, Sophia, Sorpresa, Sosiego, Sospiro, Southern Comfort, Southerm II, Special Lady, Spellbound, Spill Chaser, Spill Spoiler II, Spindrift, Spirit, Spirit Venture, Splash Gordon, Sprinta, Spy vs Spy, St. Jimmy, Steadfast, Stella, Storm Rider, Story Maker, Stowe Away, Strider, Sudestada, Sultana, Summer Palace, Summer Wind, Summerwind, Sundance, Sunfish, Sunshine, Sunshine Daydream, Sunshine Girl, Supreme, Surprise, Suzie Que Too, Swank, Swazik, Sweet Okole, Sweet Pea, Sweet Spot, Sydney Marie, Tabi, Tahitienne, Tai One On, Take Time, Talisman, Tango, Tarot, Tascher, Teddie-Lou, Temblor, Tempest, Tenacious, The Easy Way, The Flying A, The Haida Queen, The Little Tom Thumb, The Lovely Martha, The Princess, The Right One, The Taproom, The Theory, The Tom Thumb, Three Boys, Three Hats, ThreeBond, Thunder Road, Tiama, Tiaramisu, Tilly Whim, Time Out, Tivoli, Tomboy, Tondeleyo, Top Kat, Topzy Turvy, Tradition, Tranquility, Treasured Moments, Tres Bien, Trigger Fish, Trilogy, Triton, Truant, True Blue, True Colors, True World, Trueblood, Truth, Tuna Tales, Tusitala, Twin Vee, Two Block Fox, Two-Can, Tyche, Tzigane, Unbroken Wings, Unity, Upbeat, USA 76, Vaitiare, Vakasa, Valentine, Vectis, Velocita, Venture, Verona, Vesla, Vesper, Viking Lady, Viking Princess, Vino del Mar, Vivant, Volador, Volare, Voyager, Vuja De, Walk the Line, Wanda, Wanda Lee, Wanderlust, Waste Away, Water Song, Water Wing, Water Witch, Water Wizard, Waterdancer, Wave Organ, Wenlemir, West, Whale Song, Whispering Wind, Why Not, Wicked, Widgeon, Wild Rose, Wild Streak, Wildflower, Willanina, Willie K, Wind Star, Wind Trails, Wind Witch, Windfall, Windhover, Windward Rhythms, Windward Star, Witch Doctor, Wolke, Wonder, Woodbury, Yachtsea, Yankee Air Pirate, Yankee, Yard Dog, Yikes!, Yonder, Z-4, Zambezi, Zapato Verde, Zenion, Zephyr, Zeus, & Zinger.