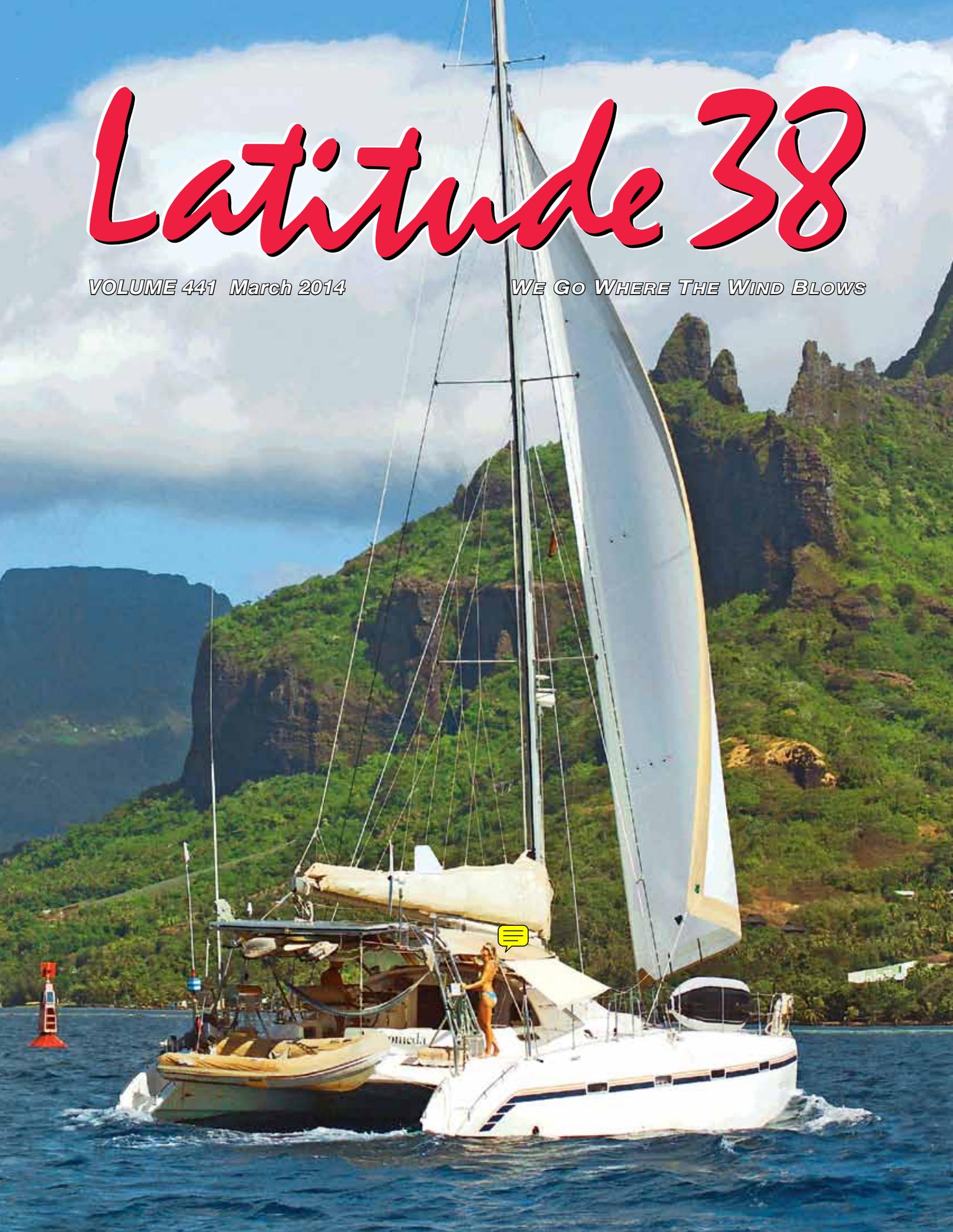


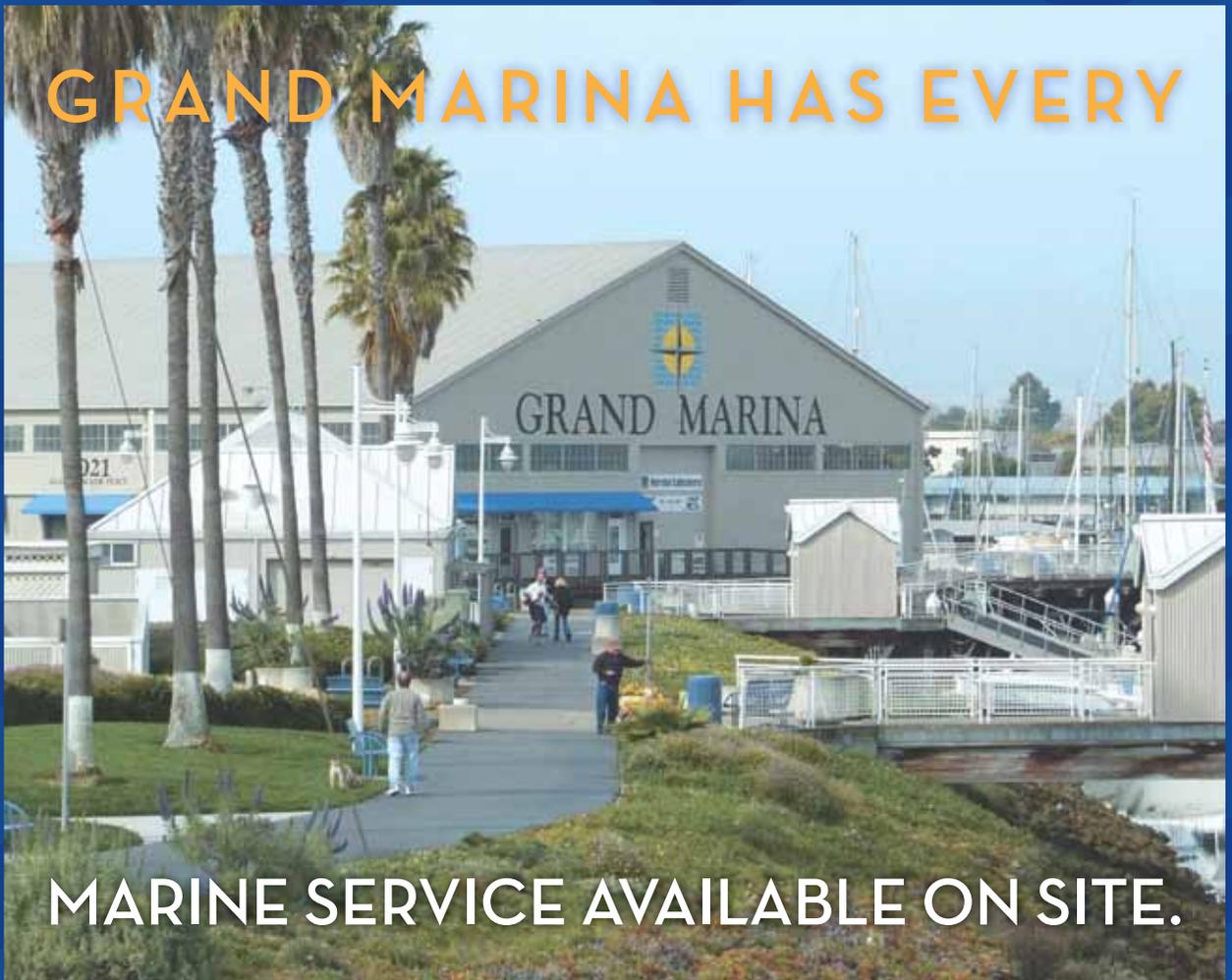
Latitude 38

VOLUME 441 March 2014

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*Kite**

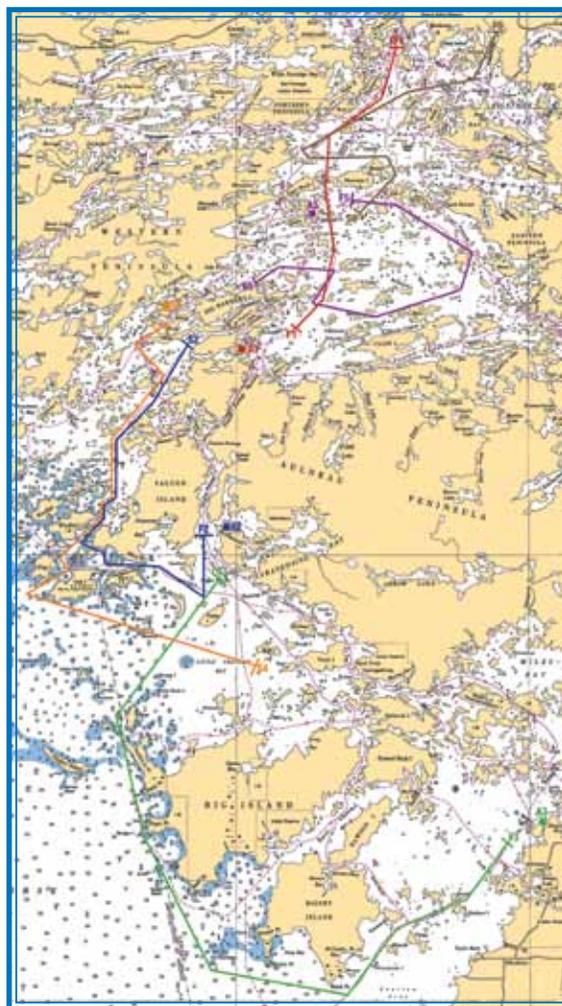
We'll let David Nelson and his Antrim 27, *Kite*, of Ontario, Canada, tell you the story!

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Cover: The Dean 44 cat *Andromeda* makes landfall at Cook's Bay, Moorea. Puddle Jumpers will set sail for Polynesia this month from all along the West Coast.

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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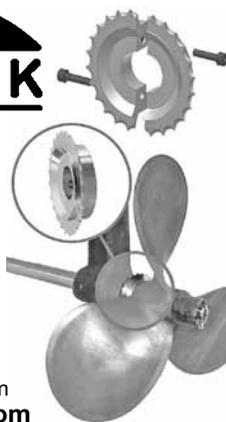
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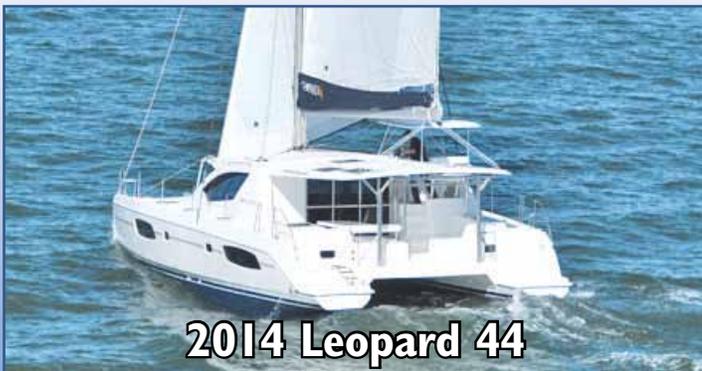
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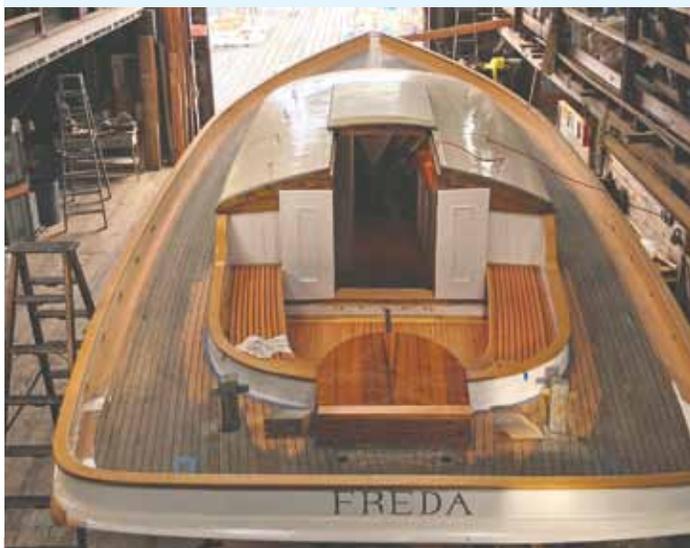
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Feb. 28-Apr. 6 — Tall ships *Lady Washington* and *Hawaiian Chieftain's* California schedule includes 2/28-3/2: Antioch; 3/4-12: Sausalito; 3/14-30: Redwood City; and 4/1-6: San Francisco. Info and tickets, (800) 200-5239 or www.historicalseaport.org.

Mar. 1 — Pacific Puddle Jump Send-off Party, Balboa YC, Panama, 12-4 p.m. Info, www.pacificpuddlejumps.com.

Mar. 1 — Sail a Small Boat Day at Richmond YC. 10:30 a.m.-3:30 p.m. Free boat rides; free hot dog lunch. Info, Greg Pfeiffer, (707) 548-8281 or www.richmondyc.org.

Mar. 1 — North Sails Sausalito Open House, 11 a.m. Meet the team; food & drinks. Info, (415) 339-3000.

Mar. 1, Apr. 5 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in San Francisco, 8-12 p.m. Dress warmly; bring a mug for hot cider served from the ship's galley. Free. Info, www.nps.gov/safr. Reservation required, (415) 561-7171.

Mar. 2 — Mariners Sunday, St. Luke's Presbyterian Church in San Rafael, 10 a.m. Ecumenical service dedicated to mariners with StFYC Sons of the Sea Chorus singing traditional nautical hymns. Info, www.stlukepres.org. Followed by brunch at Loch Lomond YC; reservations, (415) 707-0924. Going by boat? Contact Ken of LLYC at (707) 799-4057.

Mar. 2, 16, 23 — Petticoat Progressives, Playgrounds, and the Birth of Aquatic Park: 1909-1939, 3 p.m. SF Maritime Museum. Info, (415) 447-5000 or www.nps.gov/safr.



Treasure Island was created 75 years ago for the Golden Gate International Exposition. To celebrate, 'Little Island, Big Ideas' runs through June. Info, www.treasureislandmuseum.org.

Mar. 2-30 — Veterans Go Sailing, every Sunday, 10 a.m., followed by Sunday Sail, noon, at Pier 40 in San Francisco, courtesy of BAADS. Free. Info, (415) 281-0212 or www.baads.org.

Mar. 3-31 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or orn8kraft@gmail.com.

Mar. 5-9 — San Francisco International Ocean Film Festival, inspiring people to appreciate and care for the ocean by revealing its wonders on film. Info, www.oceanfilmfest.org.

Mar. 5-26 — 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.stfyc.com.

Mar. 7 — Pacific Puddle Jump Send-off Party at Vallarta YC in Paradise Village Marina, Nuevo Vallarta, Mexico, 3-6 p.m. Info, www.pacificpuddlejumps.com.

Mar. 8 — Roaring '20s Party at Oyster Point YC in South San Francisco, 5 p.m. Big band, dinner and dance. \$40. RSVP by 3/7 to (650) 873-5166 or entertainment@opyc.com.

Mar. 8 — Spring Series on Folsom Lake cancelled due to low water level; BBQ at the FLYC clubhouse instead, 11 a.m. (3/22 & 3/29 TBD.) Info, www.flyc.org.

Mar. 9 — Spring forward: Daylight Saving Time begins!

Mar. 12 — Singlehanded TransPac race seminar 'Com-



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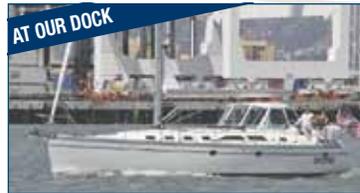
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CALENDAR

munications at Sea' at Oakland YC, 7:30 p.m. Free and open to the public. Info, www.sfbaysss.org.

Mar. 12, 14 — Stretching at Sea workshop for cruisers by Pat Henry at La Cruz Marina in Banderas Bay, Mexico. Free intro class 3/11. \$95 per person/\$145 per couple includes DVD. Info, www.pat-henry.com/organicstretching.

Mar. 13 — Amateur Radio class, Petaluma, 9 a.m.-3 p.m. Cram Tech or General class/exam. \$25. Registration required. Repeats on 4/12. Dale (707) 762-9414 or wb6tms@arrl.net.

Mar. 13 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Mar. 13 — Club Nautique's Winter Seminar Series continues with 'Coastal Tides Explained' by Kame Richards in Alameda, and concludes on 3/27 with 'Cruising with Club Nautique's Captain & Admiral' by Don & Judy in Sausalito, 6:30-8 p.m. \$10 members/\$15 non-members. (510) 865-4700 or www.clubnautique.net.

Mar. 13 — In-the-water liferaft training class by Sal's Inflatable Services at Golden Gate YC, 3:30-5 p.m. \$29 if you reserve by 3/5, \$39 after. Reservations & info, (510) 522-1824.

Mar. 13 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. \$5 for ages 25 and under (with ID)! \$7 for the rest of us (cash only please). Info, www.latitude38.com.

Mar. 15 — Laserpalooza III with West Marine Rigging at Alameda Community Sailing Center, 10 a.m.-4 p.m. Laser demo rides, racing clinic, rigging and boat repair demos, raffle and BBQ lunch. Free. Info, Ryan, (510) 421-2914 or Nick, (415) 601-7483.

Mar. 16 — Go for a sail under the full moon on a Sunday night.

Mar. 16 — Pacific Offshore Academy prep seminar #4 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.

Mar. 16, Apr. 13 — Open House/Introductory Sails at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Mar. 17 — Happy St. Patrick's Day!

Mar. 20 — First day of spring.

Mar. 21 — North U. Varsity Match Racing Clinic with Dave Perry at San Diego YC. Capped at 40 sailors! \$50 includes coaching, video debriefs, use of boats, dinner, and course materials. Free for coaches. Info, www.sdy.org/varsityclinic.

Mar. 22 — Maritime Crafts for Kids ages 3-12 aboard the ark houseboat on Hyde Street Pier in San Francisco, 3-3:45 p.m. Info, (415) 447-5000 or www.nps.gov/safr.

Mar. 25, 29 — Heroines at Sea: Adventures of Whaling Wives, aboard *Balclutha* at Hyde St. Pier, 3 p.m. Free-\$5. Info, (415) 447-5000 or www.nps.gov/safr.

Mar. 25-May 6 — USCG Auxiliary Boating Skills & Seamanship Course at USCG Station SF on Yerba Buena Island, Tuesdays & Thursdays 7-9 p.m. \$65 includes materials. Pre-registration required; limited to first 25 paid students. Info, bmcpPhillips.uscgaux@gmail.com.

Mar. 29 — Suddenly in Command USCG Auxiliary safety course at West Marine San Jose, 10 a.m.-2 p.m. \$15 + \$5 deposit. Reserve your space at (408) 246-1147.

Apr. 5 — Shields Intro Clinic. MPYC, www.mpyc.org.

Apr. 6 — Berkeley YC Swap Meet and Safety Day. Info, www.berkeleyyc.org.

Apr. 10-13 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 11 — Eric Stone in concert at Oakland YC, 8 p.m.,

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CALENDAR

\$10, or \$40 with dinner. RSVP to Elaine, (510) 522-6868.

Apr. 15-16 — Tides on SF Bay by Kame Richards at the Bay Model in Sausalito, 7 p.m. \$15. Reservations a must; email jimtantillo@comcast.net or call (408) 263-7877.

Apr. 22-May 8 — Ham Radio Class for Cruisers to prepare for Amateur Radio Technician License Exam, at Oakland YC, 7-10 p.m. Register by 4/8. Info, www.oaklandyachtclub.net.

Apr. 27 — Opening Day on the Bay, the official "start" of San Francisco's boating season. PICYA, www.picya.org.

Racing

Feb. 28-Mar. 2 — Team Race 101. Friday night classroom, Saturday on the water, Sunday scrimmage. www.stfyc.org.

Mar. 1 — John Pitcher Memorial Race. CPYC, Tom Fedyna, regatta@cpyc.com or www.cpyc.com.

Mar. 1 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 1-2 — Appleton High School Regatta on Richardson Bay. Info, SFYC Youth Office, (415) 435-9525, www.sfyf.org.

Mar. 1-2 — Jeremy McIntyre Team Race. Stanford & Cal at UC Berkeley. Info, www.pccscracing.org.

Mar. 1-2 — SCYA E.E. Manning Regatta. Alamitos Bay YC, www.abyc.org.

Mar. 2 — Whales Chase. BBYC, www.bbyc.org.

Mar. 7-9 — Harbor Cup Keelboat Interconference, hosted by Cal Maritime Academy at Los Angeles YC and sailed in Catalina 37s. Info, www.pccscracing.org.

Mar. 8, Apr. 12 — Santana 22 Team Racing. SCYC, www.scyc.org.

Mar. 8, Apr. 12 — Mercury Series. EYC, www.encinal.org.

Mar. 8 — Londerville Cup. HMBYC, www.hmbyc.org.

Mar. 8-9 — Big Daddy Regatta, with drop-mark racing on Saturday and a pursuit race around Angel Island and Alcatraz in either direction on Sunday. RYC, www.richmondyc.org.

Mar. 8-9 — Spring Dinghy. If your boat's too small for Big Daddy, this may be your regatta. StFYC, www.stfyc.org.

Mar. 9, Apr. 6 — Spring PHRF. MPYC, www.mpyc.org.

Mar. 9, 23, Apr. 5-6 — Spring Series Races #1-4. SSC, www.stocktonsc.org.

Mar. 14 — Guadalupe Island Race, a 582-mile biennial single- or doublehanded race from Marina del Rey to Baja's Guadalupe Island and back. Info, www.pssala.com.

Mar. 14-16 — San Diego NOOD Regatta, SDYC/Coronado YC. The usual one design buoy racing; plus the new North Rally Race for PHRF boats, which welcomes those new to racing. Info, www.sailingworld.com/nood-regattas/san-diego.

Mar. 15 — Rites of Spring for single- and doublehanders plus all-female full crews. OYC, www.oaklandyachtclub.net.

Mar. 15, Apr. 12 — Doublehanded Long Distance. SSC, www.stocktonsc.org.

Mar. 15-16 — Spring Keel and One Design Regatta. StFYC, www.stfyc.org.

Mar. 16 — Warm-up Race. Non-spinnaker racing out of Sausalito's Fort Baker. PresYC, www.presidiyachtclub.org.

Mar. 22 — 35th Annual Doublehanded Farallones. BAMA, www.sfbama.org.

Mar. 22 — Small Boat Races #1. EYC, www.encinal.org.

Mar. 22 — Lefler Race. MPYC, www.mpyc.org.

Mar. 22-23 — Laser Midwinters Warmup Regatta. SFYC, www.sfyf.org.

Mar. 22-23 — NorCal High School Champs at StFYC. Info, www.stfyc.com.

Mar. 23 — Jaws Pursuit Race, with starts and finishes off the SYC deck. SYC, www.sausalitoyachtclub.org.

Mar. 26-29 — Farr 40 Midwinter Championship in San Pedro. Cabrillo YC, www.farr40.org.



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30' Raider 9m RIB 2009
\$69,000 Contact: Jack Lennox



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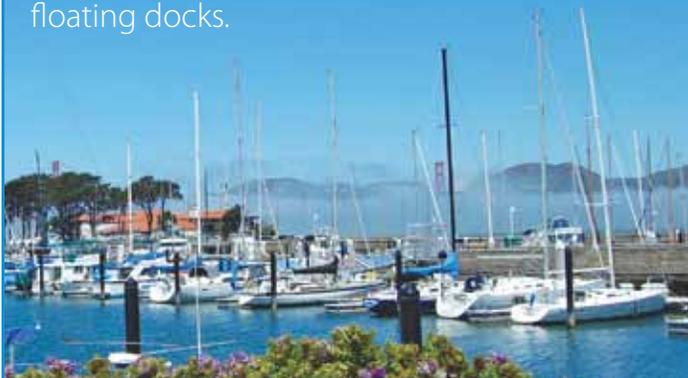
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CALENDAR

Mar. 28-30 — Laser Midwinters West, hosted by RYC, Info, www.laser.org.

Mar. 29 — SSS Corinthian Race, a Bay tour starting and finishing at CYC. Info, www.sfbaysss.org.

Mar. 29-30 — San Francisco Cup. SFYC, www.sfyf.org.

Mar. 29-30 — One Design Champs. CYC, www.cyc.org.

Mar. 29-30 — St. Francis/North Designate interconference collegiate regatta, StFYC. Info, www.pccscracing.org.

Mar. 29-30 — America's Schooner Cup on San Diego Bay, with a concert on Sunday. Benefits the Navy-Marine Relief Society. Silver Gate YC, www.sgyf.org.

Mar. 30 — Spring 1 & 2 One Design. MPYC, www.mpyc.org.

Mar. 30 — Champion of Champions. CYC, www.cyc.org.

Apr. 5 — Doublehanded Lightship, a fund-raiser for United Cerebral Palsy. IYC, www.iyc.org.

Apr. 5 — Masters Match Race Series hosted by StFYC. Info, www.stfyf.com.

Apr. 5 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 5 — KBSC Series #1 on Clear Lake. www.kbsail.com.

Apr. 5-6 — J/Fest. StFYC, www.stfyf.com.

Apr. 5-6 — Harken Opti Challenge #2 on the Berkeley Circle. SFYC, www.sfyf.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.

Apr. 12 — North Bay Series #1. VYC, www.vyc.org.

Apr. 12 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 12-13 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 12-13 — Rollo Wheeler Regatta. Buoy racing on Saturday, pursuit race on Sunday. BYC, www.berkeleyyc.org.

Apr. 12-13 — USMRC Qualifier. StFYC, www.stfyf.com.

Apr. 12-13 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 12-13 — Laser & 505 Regatta. SCYC, www.scyc.org.

Apr. 13 — Estuary Cup. EYC, www.encinal.org.

Apr. 19 — Full Crew Farallones Race. OYRA, www.yra.org.

Apr. 26-27 — The Great Vallejo Race kicks off the YRA's Party Circuit a week earlier than usual. Includes Saturday's race to VYC followed by a big raft-up and party, and Sunday's race from VYC to the North Bay. Info, www.yra.org.

June 28 — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, www.sfbaysss.org.

July 6-12 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

Remaining Midwinter Races

AQUATIC CENTER WINTER RACING CLUB — Capri 14.2 races: 3/2, 3/9, 3/16. Info, www.ShorelineLake.com.

BENICIA YC — Frostbite Series: 3/8. Info, (707) 746-6600 or www.beniciaayachtclub.com.

BAY VIEW BC — Midwinter Madness: 3/8. Info, (408) 210-0517 or www.bayviewboatclub.org.

BERKELEY YC — Chowder Races: Sundays through March. Patrick, (415) 328-2819 or www.berkeleyyc.com.

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

ELKHORN YC — Frostbite Series: 3/8, 3/22, 4/5. Info, (831) 724-3875 or www.elkhornyc.com.

ENCINAL YC — Jack Frost Series: 3/15. Jim, (510) 332-1045, rearcommadore@encinal.org or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/1. Info, (916) 215-4566 or www.ggyf.com.

LAKE MERRITT SC — Robinson Memorial Series: 3/9. Mark, (925) 245-0287.

ISLAND YC — Estuary Midwinters: 3/9. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

OAKLAND YC — Sunday Brunch Race Series: 3/2. Jim,

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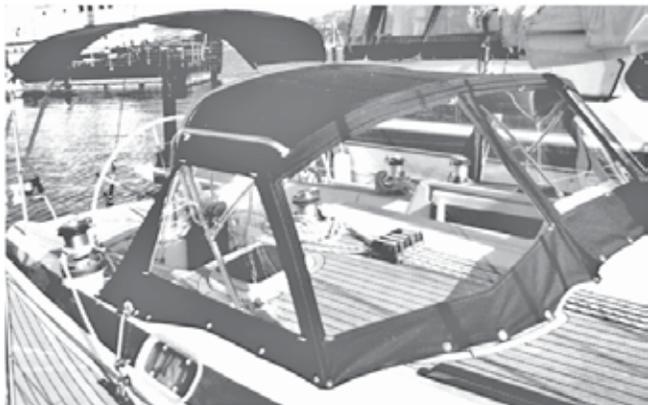
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CALENDAR

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RICHMOND YC — Opti Midwinters: 3/1; Small Boat Midwinters: 3/2. Info, www.richmondyc.org. Laser Sundays: 3/16, 3/23. Info, <http://rycsunday.myfleet.org>.

SANTA CRUZ YC — Midwinters: 3/15. Info, (831) 425-0690 or www.scyc.org.

SAUSALITO YC — Sunday Midwinters: 3/2. Dave, (415) 302-7084 or www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 3/15. Redwood Cup: 3/29. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 3/15. Info, www.southbeachyc.org.

TIBURON YC — Midwinters, revised schedule: 3/8, 3/29. Rob, race@tyc.org or www.tyc.org.

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

In the Tropics

Mar. 6-9 — St. Maarten Heineken Regatta. Serious fun, with parties every night. Info, www.heinekenregatta.com.

Mar. 15-Apr. 12 — Cruisers Rally to El Salvador. Start anywhere, cruise with a group of your own making, and travel at your own pace. \$66. Info, www.elsalvadorrally.com.

Mar. 11-15 — Banderas Bay Regatta was started by cruisers for cruisers. The balmy weather and consistent March winds make the protected Banderas Bay the ideal sailing venue. It's the perfect time and place to have family and friends fly down to join you in the tropics. Hosted by Vallarta YC in Paradise Village, Nuevo Vallarta. Info, www.banderasbayregatta.com.

Mar. 13-22 — Puerto Vallarta Race. Biennial 1,000-mile slide from San Deigo to PV. A feeder race for MEXORC. Info, www.sdyc.org/pv.

Mar. 23-29 — MEXORC, Puerto Vallarta. Buoy racing and distance races on Banderas Bay. Info, www.mexorc.com.mx.

Mar. 19-22 — The Loro Piana Caribbean Superyacht Regatta and Rendezvous at the Costa Smeralda YC in Gorda Sound, BVI, just a winch handle's throw from the Bitter End YC and all the charterboat moorings in Virgin Gorda's North Sound. Info, www.superyachtregattaandrendezvous.com.

Mar. 31-Apr. 6 — BVI Spring Regatta & Sailing Festival, Nanny Cay, Tortola. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Mar. 27-30 — St. Barths Bucket. *Yachting World* has called this "the greatest sailing spectacle in the world." Imagine 40 invited yachts from 100 to 289 feet going at it in three races in the spectacular open waters of the Caribbean. At night, almost all the boats line up on one quay to party, party, party, French Caribbean-style. The fleet is big enough that you may already know somebody on a boat, and therefore have a decent shot at getting a ride. Info, www.bucketregattas.com/stbarths.

Apr. 14-19 — Les Voiles de St. Barth. This is sort of a St. Barths Bucket for boats shorter than 120 feet. It offers the same great sailing as the Bucket with even more French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 17-22 — Antigua Classic Yacht Regatta. Great classic boats, great racing, and great fun at a terrific historical site. Good opportunities to crew in the Classic are available. Info, www.antiguaclassics.com.

Apr. 25-27 — Newport to Ensenada International Yacht Race, aka N2E. More than 130 boats are entered in this 125-mile race! Info, www.newporttoensenada.com.

Apr. 26-May 2 — Antigua Sailing Week is the granddaddy of all great sailing weeks in the tropics. Like us, she's gotten

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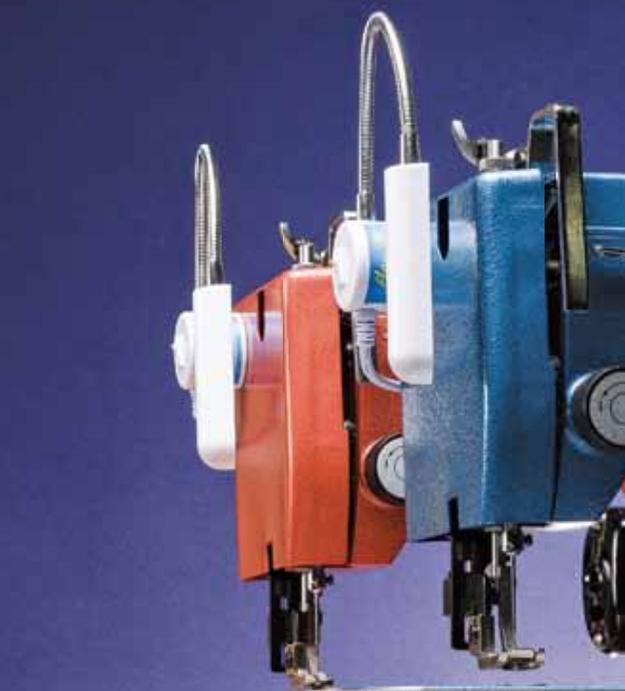
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CALENDAR

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May 2-4 — Loreto Fest, organized by Hidden Port YC. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and land-travellers for lots of activities on and off the water. The goals are to have fun and raise lots of money for local Mexican charities. Info, www.hiddenportyachtclub.com.

May 7-12 — Tahiti Pearl Regatta. An interisland regatta where local sailors race and party with cruisers and bare-boaters. Courses are run around the Raiatea-Tahaa lagoon, to Bora Bora, and back. Nightly parties, Polynesian music and dancing. Info, www.tahitipearlregatta.org.pf.

June 28-30 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. Celebrate your successful arrival in French Polynesia and enjoy long-established Polynesian cultural traditions in music, dance, sport and cuisine. Info, www.pacificpuddlejump.com.

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

March Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
3/01Sat	0458/1.0	1119/6.4	1723/-0.3	
				LOW
3/02Sun	0007/6.1	0547/0.7	1211/6.1	1804/0.1
3/08Sat	0430/5.3	1137/0.8	1857/4.1	2336/2.8
3/09Sun	0632/5.2	1345/0.7	2104/4.3	
				LOW
3/15Sat	0530/1.4	1139/5.4	1743/0.6	
				LOW
3/16Sun	0022/5.3	0603/1.1	1219/5.3	1813/0.8
3/22Sat	0350/5.6	1031/0.2	1745/4.1	2223/2.6
3/23Sun	0448/5.5	1139/0.1	1906/4.1	2343/2.8
				LOW
3/29Sat	0500/0.5	1124/5.8	1713/0.2	2353/6.0
3/30Sun	0547/0.1	1218/5.7	1755/0.5	

March Weekend Currents

date/day	slack	max	slack	max
3/01Sat	0105	0343/4.2E	0710	1005/4.2F
	1307	1602/5.1E	1943	2237/4.4F
3/02Sun	0145	0428/4.4E	0800	1054/4.1F
	1359	1649/4.7E	2026	2319/4.1F
3/08Sat	0054	0338/1.8F	0632	0936/3.2E
	1401	1716/2.4F	2011	2225/1.4E
3/09Sun	0305	0553/1.7F	0835	1145/3.2E
	1603	1920/2.6F	2213	
3/15Sat	0130	0406/3.3E	0740	1031/3.2F
	1331	1620/4.0E	2004	2255/3.4F
3/16Sun	0200	0440/3.7E	0815	1106/3.3F
	1411	1657/3.9E	2034	2324/3.3F
3/22Sat		0249/2.2F	0534	0904/4.0E
	1259	1557/2.7F	1930	2142/2.0E
3/23Sun	0047	0351/2.0F	0637	1005/3.9E
	1410	1710/2.8F	2041	2248/1.9E
3/29Sat	0051	0338/4.4E	0711	1008/4.2F
	1309	1559/4.6E	1934	2228/4.2F
3/30Sun	0130	0421/4.8E	0758	1055/4.3F
	1401	1644/4.3E	2016	2308/4.0F



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LETTERS

↑↓ DAMAGES FROM A DRAGGING BOAT

On Sunday, February 2, my beautiful Alberg 37 yawl *Folie Douce* — which I have lived aboard for 17 years and sailed many hundreds of sea miles — was struck while anchored in Richardson Bay. The boat that hit my boat was a 50-ft ferro ketch, which had dragged anchor for the fifth time in 20 knots of wind. This time she hit three boats in all, and did at least \$25,000 damage to mine. The Coast Guard was in the act of trying to get lines on the boat when she hit mine, and they were risking their lives.

The ketch belongs to an Alameda organization called International Rescue Group. People donate boats to them, and then they apparently park them on Richardson Bay. I tried to contact Ray Thackeray, who is listed as the head guy, but was unable to reach him directly. He finally left me an email saying he was on his way to Haiti to do a food donation. He didn't answer my questions about insurance or what he was going to do about the damage to my boat.

I am writing to *Latitude 38* in hopes that public sentiment will encourage the International Rescue Group to fix my boat as well as the other two that were damaged. And that maybe there will be pressure on the organization to not use Richardson Bay as a dumping ground to park unlit, unattended and badly anchored boats.

My dream is to do the Ha-Ha this fall and the Puddle Jump next spring, and continue around the great blue marble. I hope that the International Rescue Group will do what I believe is the right thing and rescue my dreams — and those of the owners of the other two boats.

Capt. Marc Kip Culver
Folie Douce, Alberg 37
Richardson Bay

Capt. Marc — We weren't there, so we don't know of any of the circumstances. Did another boat drag over the ketch's anchor and cause her to drag? Was your boat anchored too close behind the ketch? Those kinds of things.

Hopefully you can get an accident report from the Coast Guard — a requirement whenever there is more than \$500



This boat dragged in Richardson Bay, damaging three boats along the way.

damage in a collision between two boats — and proceed from there.

Having said that, we'd be very particular about where we anchored a boat in Richardson Bay. After all, boats dragging in the winter are an all-too-familiar occurrence. We've long thought there ought to be a regulated mooring field in the bay for just these reasons, but there are key government agencies that don't seem to agree with us.

Just before going to press, we received the following email from Ray Thackeray:

"I would like to apologize for the problems caused by our wayward ketch on Richardson Bay. We had been let down by another nautical charity, which had accepted the vessel weeks before. But they changed their mind after major equipment was recently stolen from the boat, at which point we suddenly found ourselves responsible for the ketch again. Though the ketch was securely anchored with an oversized 100-lb Danforth, she dragged. We had already completed planning for the disposal of the boat with the Richardson Bay Regional Authority. I believe

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this situation with Mr. Culver's boat came about because the ketch was moved without our authorization from her secure position at the Army Corps docks.

I have personally attempted to phone Mr. Culver and already left two voice messages asking him to call me back. I will continue to do so until we resolve the situation with him directly. I sincerely hope this does not affect his entry in the Baja Ha-Ha, and we will do everything we can to make it right in time. We also left our contact details and a local number with the sheriff and Coast Guard if anyone should try to contact us. If you have been affected by this unfortunate mishap, please contact us at info@internationalrescuegroup.org.

↑↓ **SAVED BY A NAKED SAILBOARDER**

I've got a man overboard story. A few years ago I was on my sailboard, shredding to and fro, when I spotted a J/24 with her sails luffing in the Olympic Circle off the end of the Berkeley Pier. The fact that the sail kept luffing attracted my attention, and when I got close to have a look — holy shoot, there was a man hanging onto the outboard motor bracket! The only person left on the boat was a kid who was looking over the side at him. The conditions were typical for summer on the Circle — 18 to 22 knots and short, steep wind waves of two to three feet.

I jibed and approached the J/24 from the stern. I jumped into the water and swam over to the man. He was about 6'2" and 240. He was also ice cold and unresponsive. "Oh shoot!" I thought to myself.

I jumped onto my board so I could easily climb onto the little J and look for a radio. There wasn't one. I guess the charter company didn't provide one. Well, all right, I guess this was my time to do what I had to do, as there were no Coasties around.

I jumped back into the Bay and got the body of the man over to my sailboard and, with great difficulty, was able to roll him onto the board. Naturally, I had to let the rig go. Then I swam him and the board over to the leeward side of the boat, tied the board to the boat, and jumped back aboard the boat. Then I had to figure out how to pull 240 lbs of slippery man back aboard.

Here's how I did it: I observed that the rolling of the J/24 in the chop was violent enough to get the leeward rail close to the victim every 10 seconds or so. So when the rail got that close, I grabbed him. Roll by roll I was able to get more and more of him aboard. Until I had all of him aboard. Yeehaaaaaaw! Once I got him secure in the cockpit, I trimmed the sail and bore off to Berkeley, leaving my board behind.

I had to help get the guy warm quickly, so I had the kid steer while I took off my wetsuit, grabbed the guy naked, and did a body-to-body heat exchange. I think it helped because he was still alive when we got to the dock and called 911. The guy ended up in intensive care for three days but he made it.

I later learned that he'd gotten hit in the head by the boom, and when he went over his lifejacket slipped off. He was almost a goner.

Jonathan 'Bird' Livingston
Punk Dolphin, Wylie 39
Pt. Richmond

↑↓ **HOW WE GOT TO WHERE WE ARE IN MEXICO**

Given the problems that many foreign boatowners recently have had with AGACE, a division of Hacienda, which is the Mexican IRS, a little history might be in order.

When my husband Ed and I started Marina San Carlos in 1977, the boats were controlled by the Registro Federal de

A New Year, a New Look



The new year is a time for a fresh start, and so it was for a number of owners of new boats for 2014. Bay Marine Boatworks has been busy commissioning and customizing boats to get them ready for the 2014 season! New boats recently commissioned at Bay Marine Boatworks include 48', 37' and 25' Beneteaus, a Barracuda 9 and a new aluminum work boat.



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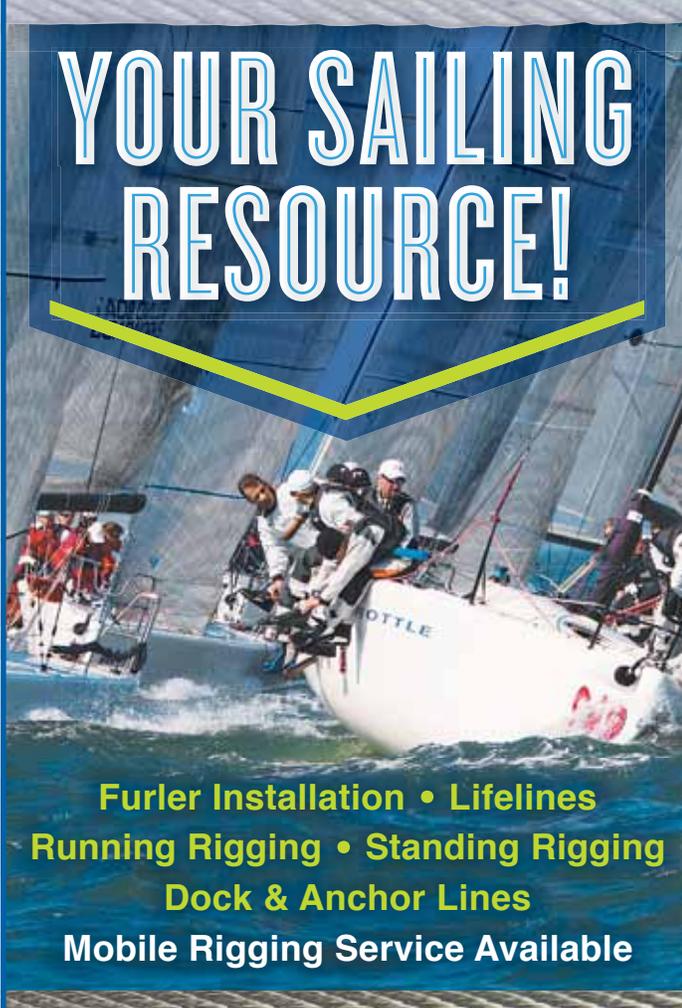


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LETTERS

Vehiculos (RFV), which is something like a federal Department of Motor Vehicles. So the same rules applied to cars and boats. The Mexican government was very interested in getting car assembly plants built in Mexico, but since cars were cheaper in the States, nobody wanted to buy cars built in Mexico. They would buy cars in the States and bring them down to Mexico instead. In order to stop this, Mexico got very strict — and remains very strict — with regard to the importation of cars. The cars that are in Mexico illegally — and there are lots of them — are called *carros chocolates*, but don't ask me why. I can understand that the Mexican government wanted to protect a fledgling car industry, but nobody made boats in Mexico, so it was ridiculous for Mexico to make it hard for foreigners to bring their boats to Mexico.

Since the same laws applied to cars and boats, boats could be in the country for only six months before they had to leave the country or be legally imported at considerable expense. In addition, the boatowner could not legally leave Mexico without his boat. Furthermore, a boat couldn't leave the dock legally without the owner aboard. As everyone can imagine, this made things very difficult for foreign boatowners.

At one point we had about 50 boats in our marina with expired RFV permits. Some had been in Mexico illegally for years. We suddenly got orders from Mexico City that all these boats had to be out of Mexican waters within 48 hours. That, of course, would have been impossible. By coincidence, on that very day the Secretary of Tourism for Mexico flew in from Mexico City to view our marina. I got all the boat captains and boat workers to demonstrate with signs. As a result, the boats were allowed to stay, but they were still in Mexico illegally.

At that time there were just three marinas in Mexico: the Shroyers' Marina de La Paz, the Acapulco YC and our Marina San Carlos. All the boats in Acapulco at the time were in the country illegally, but they were owned by either very rich and powerful people or very important politicians so nobody bothered them. So I was basically working alone in trying to get the law changed.

Finally, Aduana (Customs) was given control of boats, replacing RFV. Aduana decided that boatowners could leave Mexico without their boats, but the boats had to be left in the custody of a marina. The marinas had to buy bonds that guaranteed that the boats would not be sold in Mexico. These custody papers were good for six months, and they could be renewed. Alas, the custody papers had to come from Mexico City and it often took so long to get them that sometimes they would arrive already expired!

It seems that every subsequent administration invented a new kind of system, each one as complicated as the one before. But as time passed, more marinas were built and the Mexican Marina Owner's Association (AMMT) was started in 1989. Except from 2009 to 2013, I have been the president of the organization.

By the time we started the AMMT, the Tourism Ministry (SECTUR) began organizing meetings among the AMMT, SECTUR, and the different government ministries that the marinas would have to work with. Naturally one of these agencies was Hacienda, the IRS. At the time, the person in charge of making the rules for boats at Hacienda was Maria Elena Carrillo. She decided that it would be easier to cancel the custodies — which I was happy about — and have boats get 20-year Temporary Import Permits (TIPs). The head of Hacienda was in favor of the change because he realized that, since Mexico didn't make yachts, such a policy wouldn't hurt any Mexican businesses. Plus it would encourage nautical tourism. Accordingly, the 20-year TIPs were approved in 1996.

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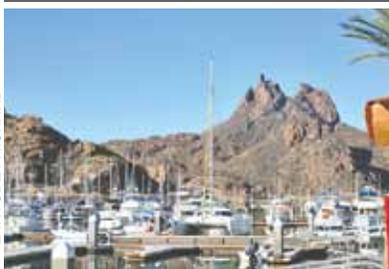
When that *secretario* left office at the end of his term, his replacement decided to cut the length of the TIPs to 10 years — although the old ones were still good. While not as good as 20-year TIPs, 10-year TIPs were still a huge improvement over how things had been in 1977.

During those years I had so many meetings with Ms. Carrillo, working to make it easier for foreign mariners to visit Mexico, that we became good friends. So when Maria Elena left Hacienda a couple of years ago, the marina association was naturally interested in hiring her as our lawyer. She finally accepted that position last year. She is the one who primarily has been negotiating the release of foreign boats during the last several months.

So the TIP was not my idea, as some have suggested, but I must admit that it was the indirect result of my many trips to Mexico City and my many meetings with Hacienda. I'm very glad that there are many more marinas than there were before, and that some belong to large corporations with legal departments, because I don't feel so alone anyone.

In the past, there have been several inspections of boats by Mexican agencies, and boats have been impounded — and later released. But we haven't had any since 1996, when the TIPs were introduced. When President Fox took office in 2000, the government came up with the 'nautical stairway' plan, which was designed to build a bunch of marinas on the west coast and encourage mariners from the United States and Canada to come to Mexico. Since inspections would have been in direct conflict with the plan, the government left our industry in peace until now. The most recent 'inspections' and 'impoundments' have, however, been the largest and most complicated ever.

The publisher of *Latitude* asked me to comment on whether exit *zarpes* from the United States are required when entering Mexico. When Ed and I started Marina San Carlos in 1977, Mexican law required a *zarpe* or *despacho* from the port captain of the port of origin. Since port captains in the United States don't commonly issue such a document, we have taken steps to assist boats that make San Carlos their port of entry. If a boat took off from San Diego and arrived at San Carlos



LATITUDE/RICHARD

Tere Grossman started Marina San Carlos nearly 40 years ago.

as its port of entry, we would prepare an *arribo*, a document that states where the boat has come from, who the captain is, who else is aboard, and so forth. We take it to the Captain of the Port at San Carlos, who stamps it. It's my understanding that most ports of entry in Mexico haven't

required *zarpes* or *despachos*. Nonetheless, we've always suggested that mariners get an *arribo* or similar document to cover them while they are cruising Mexican waters. That said, we have never heard of anyone having a problem because they didn't have one.

Just to be clear, an *arribo* or *despacho* has nothing to do with Hacienda. It's a document that may be required by the Secretaria de Comunicaciones y Transportes (SCT). It's my understanding that they are now creating a new *reglamento* (law) in which a *despacho* from the port of origin will not be required.

Not to complicate things, but there are two other kinds of *despachos*. One is a *Despacho de Altura*, which is required



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LETTERS

when a boat is leaving a Mexican port for a foreign country. Only the captain of the port is allowed to approve it. Foreign mariners cannot depart Mexico legally for a US or other foreign port without a *Despacho de Altura*.

A *Despacho de Cabotage* is for when a skipper is taking his/her boat from one Mexico port captain district to another Mexican port captain district. Some years ago, AMMT convinced the government to allow the marinas to issue the *Despachos de Cabotage*. And in about 2005, we convinced SCT to not require them at all, which made things much easier for nautical visitors. When that happened, some port captains nonetheless asked for something in writing from boatowners. Other port captains didn't. According to law, no paperwork has to be filed for a *Despacho de Cabotage*, but the boatowner has to inform the marina or the port captain when s/he is leaving and where s/he is going. If the marina is informed, they in turn have to inform the port captain. Different marinas made different arrangements with their port captains.

Other port captains have allowed boats to depart their district with just a call over the VHF. It all depends.

Unfortunately, we started having problems. In some cases navy boats would stop yachts and ask for their *despacho*, not being aware that the new law no longer required them. In order to protect our clients, marina owners such as the Shroyers at Marina de La Paz and we at Marina San Carlos started to issue a document on marina stationery, and gave it to boat captains in case they got stopped by the navy. It has worked well. We have suggested that other marinas do the same thing, but I don't know who is doing it and who isn't. Marinas aren't required to issue such a document, and mariners aren't required get them, but it can avoid problems.

I have been reading *Latitude's* articles on the foreign boats being impounded recently. All of us in the Marina Association agree that what the government did was very stupid and unnecessary, and that it has hurt Mexico very much.

Tere Grossman
 President, Mexican Marina Owner's Association
 Owner, Marina San Carlos
 San Carlos, Mexico

Readers — Lack of clarity regarding laws and procedures, different officials interpreting the laws differently, authorities unaware of changes in Mexican law — it sounds like a recipe for chaos. In fact, the system generally worked quite well for foreign mariners — particularly after 1996 and even more so after 2006 — because just about all problems with officials could be worked out with a smile and a little patience. That all changed last November when AGACE went hard core. We believe the action taken by AGACE, which is a newly-created sub-agency of Hacienda, was an unfortunate, heavy-handed blunder that flew in the face of Mexico's best interests — which are filling marinas to capacity and attracting ever more tourists.

As of February 17, AGACE provided Grossman with a chart showing that 1,641 foreign owned boats had been 'reviewed', 337 had been 'embargoed', and 146 of the 337 had been 'liberated'. That means 191 are still embargoed. The number of liberated boats includes 16 whose owners had already fled with them. In addition, Grossman told Latitude that, on February 17, Aristoteles Nuñez, the head of the Mexican IRS, told her that 88 more boats would be liberated by the end of February. That means more than 100 would still be impounded.

Grossman also reports that it's her understanding Mexican authorities are creating a new TIP to prevent a repeat of the recent public relations disaster for Mexico, one which gener-

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*- Chris Vandervert
Catalina 30*

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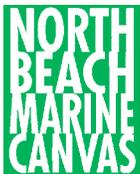
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LETTERS

ated negative front page headlines in Mexico's most respected newspapers for days on end. Based on our experience, Mexico does have a reasonably good system for permanently importing foreign-built cars. Maybe they can adopt that for temporarily imported boats.

While we can't offer any guarantees, our belief is that there will be no more AGACE raids on foreign-owned boats this year, and that by the start of the next cruising season in October, the requirements and procedures will be at least somewhat clarified.

More letters on boats impounded in Mexico later in this section.

⇓ **WE WORRIED MORE ABOUT WHALES THAN DEBRIS**

Steve and Dorothy Darden of the M&M 52 catamaran *Adagio* requested firsthand reports — particularly "negative reports" — on Pacific Ocean debris from the 2011 tsunami in Japan. I can happily report that we saw no debris related to the tsunami during our recent passage from Yokohama to Kodiak, Alaska. Of course, we may have unknowingly sailed through a minefield of the stuff, as much of the time it was either dark, raining, or too rough, or we just weren't paying attention. But we saw no debris.

In fact, we were far more concerned with humpback whales. They were plentiful, but showed neither the initiative nor aptitude to avoid us.

Mike Reed
Rum Doxy, Custom 46-ft cat
Santa Barbara

⇓ **EVERYBODY GETTING ALONG ON THE BAY**

I'm addressing my letter to the Singlehanded Sailing Society, the South End Rowing Club, the Dolphin Club, commercial passenger ships, bar pilots, and the kayakers and swimmers who were on the Bay on January 25, the day of the Three Bridge Fiasco.

It was my pleasure to be a part of that 350+ boat Three Bridge Fiasco sailing event. The weather was beautiful, sunny, and uncommonly warm for a winter's day on San Francisco Bay. Even better, it proved that San Francisco Bay is an ideal playground for so many marine-oriented enthusiasts, and that they, and all the commercial traffic, can get along.

Without everyone's cooperation, the Fiasco could have been a real fiasco. While the 350 boats were sailing slowly



LATITUDE / ROSS

The hordes of boats in the Three Bridge Fiasco, including 'Arcadia' on the far right, behaved themselves admirably.

along the San Francisco waterfront because the wind was so light, it just happened that there was also a swimming event in the same area, an event that was well-patrolled by many rowing boats, kayaks and small outboard-powered skiffs. In addition, there were the ever-present ferry boats coming and going, and between 9 a.m. and noon, one very large cruise ship as well as three container ships.

Naturally there were many close encounters and potential encounters between the different kinds of vessels, and between vessels and swimmers. But from what I could tell, everyone behaved themselves well, demonstrating both safe spacing and good seamanship, which allowed everyone to

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LETTERS

play safely and/or take care of their business.

My congratulations to everyone who gave consideration to 'the other guy', which is the reason that we could all have so much fun and be safe.

Gordie Nash
Arcadia, modernized Santana 27
Sausalito

Gordie — A little courtesy on a big Bay can do wonders. Congrats to all.

↑↓ BAJA HA-HA XXI ENTRY NUMBER ONE

On the assumption that there will be a 21st Ha-Ha this fall, I'd like to request that my boat be allowed to be entry #1. I like to think that I am qualified for this honor, as my boat and I have already done seven Ha-Ha's, which is more than any boat but *Profligate*. Furthermore, I have sailed every mile of every Ha-Ha — even though it has meant that sometimes I've had to miss the party at Squid Roe. And I love that party.

Furthermore, I will be sailing with all-women crew. Not that there is anything wrong with it. After all, I've been married twice and have a boyfriend. What's more, my all-female crew will be anatomically correct, which is more than I can say for one member of my friend Bill Lily's supposedly all-women crew from a year ago aboard the Lagoon 470 *Moontide*.

Patsy Verhoeven
Talior, Gulfstar 50
La Paz, Baja California Sur

Patsy — Will there be a 21st Baja Ha-Ha starting from San Diego on October 27? Given that things seem to be working out, albeit it far too slowly, for impounded boats, we believe there will be. And if there is, we can't think of anyone more deserving to be #1 than you.

↑↓ OPINIONS ON CRUISING WITH A WATERMAKER

I'm in the process of outfitting my boat for a proposed two-year cruise to Mexico and across the Pacific, so I was most interested to read Chris and Anne-Marie Fox's review of their two-year cruise with their Islander 36 *Starship*. As I've recently been pricing watermakers, I was struck by #2 of the 'Decisions We Were Most Happy With' — which was *not* getting a watermaker.

I was surprised to read their saying "not having a watermaker wasn't a problem." They said that their Islander 36's 100-gallon capacity, combined with their conservative water use, meant they could go without. And had they decided to get one, they would have needed another power source or else had to use their main engine a lot more frequently.

I would be interested in hearing from others who have cruised across the Pacific without a watermaker. If you had to do it again, would you get a watermaker or go without again?

The other big expense I'm looking at is an SSB radio with a Factor modem. I know these are just about ubiquitous among modern cruising boats for a number of reasons — safety, staying in touch with family and socializing — but has anyone crossed the Pacific without one and not missed having the combo? I'm pretty sure I'll get the SSB because I have family who will be worrying about me, but I'd still like to hear from those who have gone without.

Emmett Thompson
Westward We Go, Peterson 44
Vancouver, B.C.

Emmett — When we started publishing Latitude, no cruising



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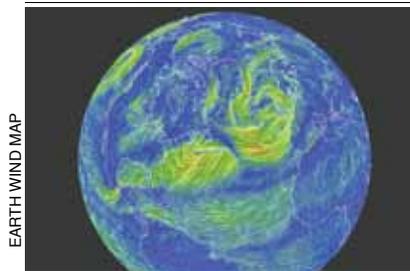
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LETTERS

boats had watermakers. They managed to get by through a combination of water conservation and complicated rain catchment systems. Of course, those hardy cruisers got by without GPS, SSB, reliable EPIRBs and AIS, too.

↑↓ GLOBAL CURRENT AND WIND MAPS ARE AMAZING

The Earth Wind Maps that *Latitude* has highlighted for global wind ('*Lectronic*, January 3) and global current ('*Lectronic*, February 5) are amazing. It seems to me that there



EARTH WIND MAP

should be a relatively easy way to overlay the two data sets and plot an optimal course to take advantage of both. Is Stan Honey busy?

Walter Funk
Predator, Hobie 33
Alameda

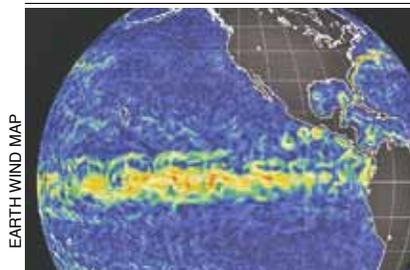
The Earth Wind Map shows global wind patterns . . .

Walter — We're not sure if Stan is going to be the guy, but we're

sure such an overlay is coming. For any readers who may have missed the global overviews of wind and current, we highly recommend that you check out the '*Lectronics* for the dates given. The images are spectacular.

↑↓ THE WEST COAST'S DAVIDSON CURRENT

I saw the February 5 '*Lectronic Latitude* with the item about the currents of the world. I totally believe there is a current



EARTH WIND MAP

running northbound from Pt. Conception to San Francisco Bay, at least in the winter. On trips heading north from San Diego to San Francisco in late December through early February — don't ask why, it's always been a calendar thing —

. . . and global current patterns. Fascinating!

we've found that staying close to shore can add a good 1-1.5 knots to a boat's speed over ground.

I've always called this a counter current, but my more learned oceanographer friends call it the Davidson Current. It runs from Baja to Northern California along the coast in the winter. The weather patterns change in the summer, at which time the Humboldt Current again predominates.

Terri Watson
Delphinus, Mason 33
San Francisco

↑↓ I CHOSE TO DO THE WORK ON MY BOAT

I recently called up Gravelle's Boatyard in Moss Landing and was told that, as of January 1, nobody, not even a boat's owner, will be allowed to work on their boat. That means anything done to the outside of your boat has to be performed by a Gravelle's employee at the rate of \$80/hour. The person who answered the phone said it was all right if the vessel owner just worked on the inside of his/her boat.

I was told that the reason for the change is that too many sloppy boatowners allowed too much contamination to run into the waters of Moss Landing, which are already laden with PCBs. I asked if they had a trap for the water, and was told

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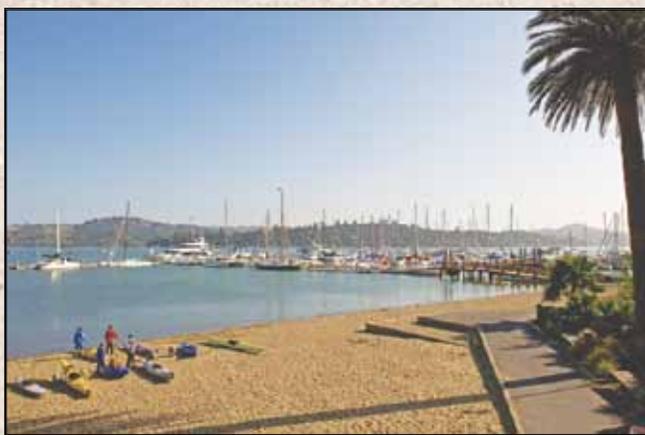


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LETTERS

that they did. I then asked if the contaminants entered said trap from yard workers and boatowners alike. I was told that they did.

Gravelle's claims that too many organizations are watching them, and they're afraid of a lawsuit, so they don't want to take any chances. What's this mean to me? Farewell Gravelle's!

Does anyone else know of this practice being enacted at other yards? For me, half the fun of boat ownership is being able to work on your own boat. And frankly, I don't trust the workmanship at many yards. That's why I choose to do the work on my own boat.

Mike Coleman
Latitude, Santana 22
Monterey

Mike — The sad truth is that boatyards have legitimate reasons to fear lawsuits, both by organizations that really care about the environment, and sometimes by individuals or groups who seem primarily motivated by the money they can extract from the yards. Get a Northern California boatyard owner drunk enough to loosen his tongue and you'll get an earful about threats of environmental lawsuits.

Some yards also limit or restrict the right of owners to work on their boats because of problems with their insurance policies. Some yards have always prohibited or limited the kind of work owners can do on the exterior of their boats, others have allowed it on a case-by-case basis, and a few yards have let owners do pretty much whatever they want.

↑↓ A GOVERNMENT AGENCY SHOULD DO SOMETHING

The January 23 *San Francisco Chronicle* had a report about a 20-ft powerboat being partially sunk near Candlestick Pt. According to the article by Vivian Ho, there are many government agencies that regulate and oversee the Bay, but none with the authority and/or means to remove the wreck.

The reporter mentioned that the Coast Guard said they couldn't do anything unless there was an environmental hazard, and they believed all the oil and fuel had already leaked out. San Francisco Recreation & Parks said they couldn't help. What about the Army Corp of Engineers? The Bay Conservation and Development Commission (BCDC)? What about the County of San Francisco?

Why isn't there some government agency on San Francisco Bay to address the common and recurring issue of partially sunken or derelict boats on the Bay? I wrote to Nancy Pelosi. Maybe she can help.

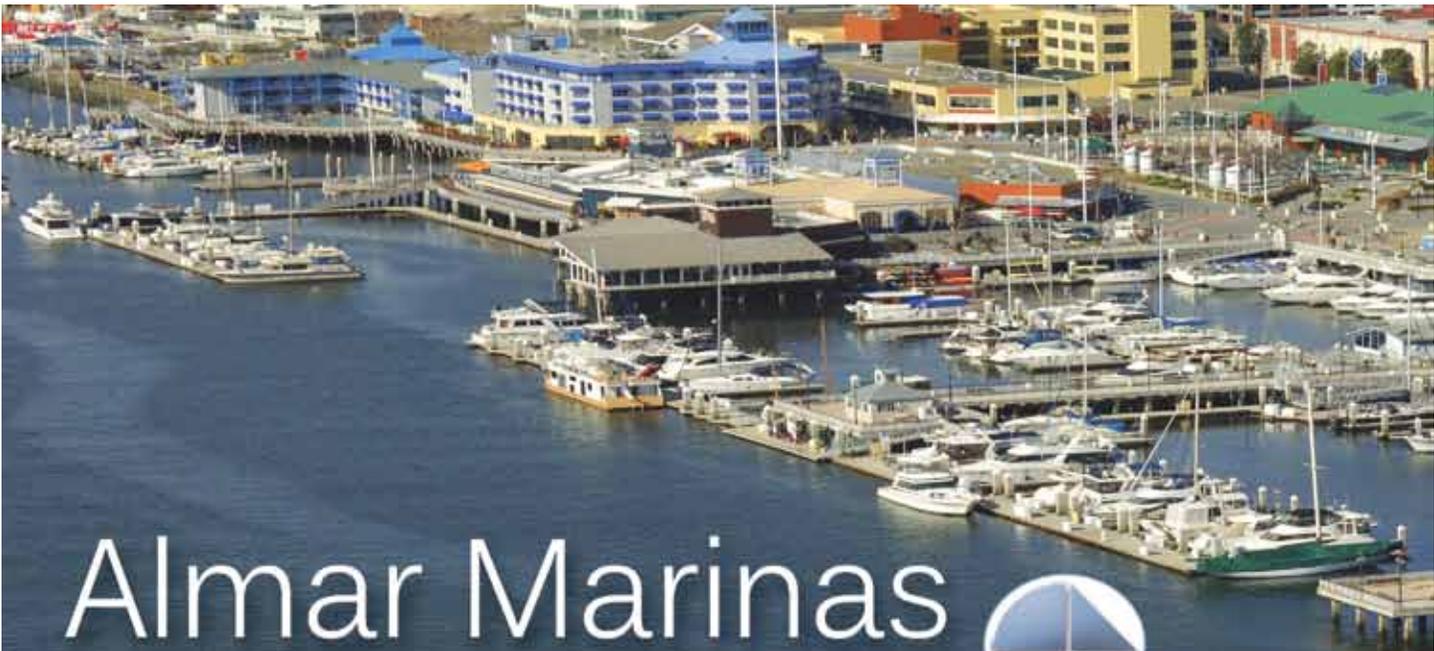
Bruce Adornato
Pelagic Magic, True North 38
South Beach

Bruce — You ever hear of the expression, 'So many lawyers, so little justice?' We think the same thing applies to government. The more and bigger government agencies there are, the less quickly and efficiently things get done. And the more each one says, "It's not our job."

There is a state fund to pay for the disposal of derelict boats, but the boats have to be brought to boatyards, not left to sink.

↑↓ THE FEBRUARY COVER WOULD BE ILLEGAL IN THE US

Going onto the *Latitude* website, we saw the cover of the February *Latitude*, which featured an interesting shot of Craig Shaw of the Portland-based Columbia 43 *Adios* at the masthead. We're curious how the shot was taken. Are we correct in thinking that the Wanderer has become quite proficient with *Latitude's* Phantom quad drone and GoPro camera, and



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LETTERS

that he took the shot?

Barritt & Renee Neal
Serendipity, Peterson 44
 San Diego

Barritt and Renee — It's true that the Wanderer took the photo, and it's also true there is a bit of a story behind it. We'd had Shaw up at the top of Profligate's mast about a week before the final cover shot was taken, and tried to get the shot we wanted. The results were poor, however, because we'd been shooting 'blind', just hoping the camera on the quad was pointing in the right direction and that the wide-angle lens was close enough to him. Alas, the camera was too far away.

The last chance we had to get the shot was an hour before the start of the 49er-Seahawk playoff game. We got Craig to the top of the mast, but as we fired up the Phantom quad, one of the cheapo crimp fittings between the battery and the quad broke off. Damn!



LATITUDE / RICHARD

"Bring me down, I'm pretty good at fixing that stuff," Craig shouted from the masthead. He ultimately cut off two crimps and added two short lengths of wire and four crimp fittings. We secured much of the wiring outside the quad with nylon ties. It was the ultimate in aeronautical jury rigging.

Shortly before kick-off, we ran Craig back up the mast, fired up the quad, and started shooting like crazy. Although we missed about a minute of the start of the big game, we got exactly the shot we'd visualized several weeks before. However, there were a couple of boats in slips next to Profligate that we found to be distracting. So much cellulite is removed from cover photos of supermodels, we had Annie Bates-Winship, our photo specialist, eliminate those boats.

The February cover as it appeared on the website is one of our all-time favorites. We're not as happy with the cover on the print magazines, as we were using a new printer, and they got too much blue into it, messing up the greens. When you go to so much trouble to get a shot and it doesn't print out the way you'd imagined, you want to tear your hair out. But that's life.



DJI

For those interested in Phantom drones — which includes most men — there are a few things that you should know. First, while the original version, sans GoPro, now sells for about \$460, there are two newer models with five times the battery life. One is the Phantom Vision, which comes with a built-in camera, with a limited tilt feature, and FPV (First Person Viewing) that allows you to fly while seeing what the camera is seeing. The Vision is about \$1,100, and would be much appreciated by male cruisers. There's also a Phantom 2, to which you can add a twin-axis gyro and a GoPro. This is a more sophisticated rig and a little more expensive, but it's more versatile and offers astonishingly great — i.e., Hollywood movie quality — results at the highest settings, particularly for video.

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We have three caveats. First, buy your system from a reputable retailer. There are a lot of flakes in the fledgling industry. We ended up having ours put together by Jeremy at DSLR in Culver City. Although he didn't sell us our main components, he did us right by putting it all together when we were in a semi-desperate situation about to catch a plane to the Caribbean. He's now our go-to expert. Second, these units are subject to failures and 'flyaways'. Kurt Roll, who did the Ha-Ha video, lost his first unit to the waters of San Diego Bay because of some sort of power failure. He bounced back with a Phantom 2 and took spectacular footage of leopard sharks off San Diego's Black's Beach. And our friend Rick Todd, a longtime 737 and Citation 10 pilot, lost his to a 'flyaway' the second time he used it. Finally, it would have been illegal for most people to take our February cover shot in the United States and sell it to Latitude or anyone else. That's because the Federal Aviation Administration says that, while hobbyists can take such photos and video, only licensed pilots can sell the photos. We're not making this up.

↑↓ SAILING IN A SWIM MASK



DEVAN MULLINS

The Wanderer donned a snorkel mask to protect his eyes from stinging rain.

Wearing a swim mask at the helm of a sailboat — as the Wanderer was seen doing in the photo in the February 10 *Lectronic* — is unusual, but I put one on when I was sailing in Tonga in 1990. I couldn't see a thing without the mask, and I remember how badly the wind-driven rain stung. I didn't know it could rain so hard. A couple of boats dragged anchor and got on the radio and asked for help.

You might remember that Sally Andrew and Foster Goodfellow of the Alameda-based Yamaha 33 *Fellowship* were cruising Tonga at the same time.

Dave Fullerton
Mudshark, Express 37
San Francisco

Dave — Speaking of Foster and Sally, we're still in contact with them. As you may know, about 15 years ago Foster came down with an inner ear problem that made it impossible for him to sail the ocean anymore. So they bought a canal boat in Europe and have been living that life ever since. But they still miss sailing the South Pacific.

↑↓ WE WISHED WE HAD SWIM MASKS

I wished I had a swim mask to wear while delivering Coronado 25 *Enfin* from Ventura to Port San Luis on California's Central Coast. We planned to motor up to Santa Barbara, having a nice dinner and drinks, then continue on around Conception and up to Port San Luis. But the weather report that afternoon for Point Conception called for 35 knots. My friend, unfortunately, had to get his boat to Port San Luis and we were short of time, so the three of us set out that evening. As the sun went down, the oil platforms became good navigation aids, as we were dead reckoning. Once we passed them, the full moon illuminated our way.

Rounding Conception wasn't too bad. The wind was light, although the swells were medium to large, causing the out-

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LETTERS



"But in latitude thirty-eight degrees north he began to recover; the feverish petulance left him, he became equable and mild..." — Patrick O'Brian



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board to cavitate. Rounding Pt. Arguello was another story, however, as the moon had disappeared, and even worse, the wind was blowing over 30 knots. The result was our eyes being stung by salt water for hours. What I would have given for a dive mask! All we could do was rotate on the helm and follow our compass course.

Sunrise was never so welcome, with dolphins joining us for the end of our journey.

Greg Ross
Athena, Catalina 30
Santa Barbara

Greg — Rounding Arguello in an outboard-powered 25-ft sailboat when you're in a rush and don't have a GPS, and it's blowing 30 knots? We're not sure if you were brave or foolish.

↑↓ DOUBLE-LENS GOGGLES TO PREVENT CONDENSATION

One time I raced a Prindle 19 catamaran from Long Beach to the Isthmus at Catalina and back — a distance of more than 50 miles — in 5.5 hours. The wind and waves were so strong that we needed double-lens ski goggles. The two lenses minimize condensation. After the race we had to toss the goggles.

Stuart Kiehl
Watercress, 26-ft Tollycraft
Tiburon

↑↓ INVIGORATING SOUTHERN OCEAN SPRAY



COURTESY MAHINA TIARE

Do ski goggles count as well as dive masks? We were sailing south from 80° 25'N, having just sailed to the edge of the polar ice cap and stuck *Mahina Tiare's* bow in the ice. After taking photos and enjoying lunch, we headed south for warmer waters. The ocean temperature there was 33°, so the spray in our eyes was . . . invigorating!

If you look closely, you can see John Neal smiling at having sailed to the polar ice cap.

John Neal
Mahina Tiare, Hallberg Rassy 46
Port Townsend, WA

↑↓ ENOUGH IS ENOUGH



EMMETT GANTZ

The 'Christmas winds' came early to the Eastern Caribbean this December. At the time, some cruisers were trying to get their boats out of impound in Mexico and others were heading north from Trinidad. All, including us, were taking a beating from the 30- to 40-knot winds on the nose.

"Enough is enough!" cried Judy. Judy Szyf, my mate and wife of many years, finally said enough is enough and put on the goggles.

Emmett Gantz
Le Reve, Swan 46
Los Angeles

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LETTERS

↑↓ BEST WAY TO PROMOTE A CHARTERBOAT

Thanks for your October issue advice on how to get a crew position for the ARC (Atlantic Rally for Cruisers). I ended up crossing the Atlantic aboard a custom Axonite 69 monohull built in the Netherlands. It was a really great experience, but I have to say that I enjoy coastal sailing and island hopping much more!

Since my arrival in St. Lucia, I have been sailing on *Malisi*, an Outremer 64 Light catamaran. We've gone as fast as 17 knots with me aboard, but the crew that brought her across the Atlantic in the ARC hit 23 knots. It's a real delight to sail on such a fast and comfortable boat.

I've made a deal with the owner where I get free food and a



ANNA FREDRIKSSON

Anna has gone from crewing on the ARC to living and working on an Outremer 64.

cabins when there are no clients aboard. In return, I have to help with the maintenance and upkeep of the boat, and work on her when there are charters. Since I have a background in luxury travel, I also made a deal to help promote the boat in exchange for some commission, so I was wondering if *Latitude* could give me some tips on how to market *Malisi*. What brokers should we use for a \$16,000/week boat, and what can we do to get press? Are there any international or locally-based brokers that you would recommend for a boat of this size and budget?

I'm really looking forward to hearing from you and getting some advice so I can get this project up and running — and make some money in the process.

Anna Mascaro Fredriksson
Malisi, Outremer 64
 St. Lucia

Anna — It's great to hear from you again. We're certainly not experts in the medium-high to luxury crewed charter market, so we would direct your questions to our old California friend and Antigua Sailing Week crew Bob Carson who, after a couple of years of crewed chartering with his wife Denise, bought Southern Trades, a yacht sales and crewed yacht management company in Road Town, Tortola. With over 90 yachts in their stable, Southern Trades is the biggest clearing house of crewed charter yachts in the capital of yacht chartering.

The good news is that when we met with Carson in mid-February, he told us that the mid- to high-end crewed charterboats were killing it this season with very strong bookings. The less good news for you is that most bookings come through brokers, and brokers understandably prefer to book with tried and true boats and crews, or at least boats they have seen at the charterboat shows. The big shows are in November in the Caribbean, so with the winter season about to wind down, you're really looking at setting up for next season.

In addition, you always want to market what is unique about your vessel. In the case of the Outremer 64, we'd stress the fact that she's newer as well as a high-performance cat — unlike almost all the other cats in the Caribbean.

Readers — It's funny how you get to meet people in sailing. Two winters ago Anna, who is from Spain, was working at a shop in San Jose del Cabo when the Ha-Ha came through. Wanting to move on, she asked if she could join Profligate for

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LETTERS

the trip to Puerto Vallarta. We said, "Sure." After staying on our cat a bit, she crewed on several other boats going down the Pacific Coast of Central America, then somehow started



COURTESY MALISI

crewing aboard Bayu, an Easton 46 aluminium catamaran owned by German über-athlete Stefan Ramin, 40, and his girlfriend Heike Dorsch, 37. That couple continued on without Anna to the Marquesas, where in one of the strangest and most horrifying incidents in cruising annuals, Stefan was hacked to death — and perhaps eaten — by Henri Haiti, a young guide on Nuku Hiva who later sexually assaulted Dorsch. After spending time back home in Spain and wanting to get sailing again, Anna wisely chose the Canary Islands just before the start of the ARC as a place to look. She's now in the center of the charter world.

Update: Anna reports she's not only had a very productive talk with Bob at Southern Trades but, as of March 1, will be working at the Admiral's Inn at Antigua's English Harbor.

⇕ SPRING IS BOAT-SELLING TIME

Justin Jenkins of the San Diego-based Columbia 34 *Ichiban*, who is now cruising the South Pacific with a boat he and his lady Anna Wiley bought for \$2,000, said you might have some leads on good cruising boats. I am flying into San Diego from Tasmania for a week, hoping to buy a good cruising boat to bring back home. My budget is \$100,000.

I'm currently most interested in a 1977 Peterson 44 that's in Ensenada. She looks promising and her inventory reads well. She is already Australian-flagged, as her owner, from Perth, bought her in 2012. He already did a fair bit of work preparing her for the journey home. But now he's decided to sell.

I'm hoping the deal works out with this vessel, but I think it's wise to have some backups. If nothing else, at least it helps with negotiations with the broker and owner, as they might be more flexible knowing that I have other options.

Justin will be helping me sail the boat to the Marquesas, which means we don't want to leave any later than March, which means any boat I buy pretty much needs to be in ready-to-go condition.

James Marshall
Tasmania, Australia

James — Sorry that we didn't get your letter earlier. But it doesn't make any difference in the sense that we don't track individual boats on the market. All we can tell you is that it certainly continues to be a buyer's market in the United States, and that if you've got \$100,000 cash, as we would presume you do, you should have your choice of some very fine boats.

Actually, we have more advice for sellers than buyers in this response. Spring is the boat-buying season, but it's also a buyer's market and there is lots of competition. If you want your boat to sell, particularly for a decent price, you must make sure that she is as presentable as possible. Have your broker or a brutally honest friend give you an objective evaluation of your boat and what could be done to make her more sellable. Unlike you, they'll be able to see your boat through the eyes of a potential buyer. To get a good idea of what your boat should be priced at, visit some sisterships or similar listings, and then ask yourself which boat would be your first choice.

On the other hand, you could take a last sail on your boat,

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LETTERS

put everything away wet, leave it looking like a pig sty, and call your broker and tell him/her to sell the boat. If anybody makes an offer, don't be surprised at how low it will be.

↑↓ SAFETY GEAR REQUIREMENTS FOR THE TA-TA

We're seriously interested in *Latitude's* proposed second Southern California Ta-Ta. We have chartered out of Marina del Rey before to sail to Catalina, so we would plan to charter another boat in the 32- to 36-ft range to sail with four aboard. Would a charterboat meet the requirements that you might have for equipment?

We have an Ericson 34 on the Bay, but we have not over-nighted on the open sea yet. Would that be a requirement? If so, we can get busy doing that between now and September.

There have been some recent letters about the possible benefits of rallies, with the discussion usually centered around safety. Another benefit of rallies is that they give boatowners a specific target date instead of a "someday we want to do X with our boat."

Anyway, thanks for wanting to organize another Ta-Ta.

My two cents about the concert in Napa that is being put on by *Latitude 38 Entertainment*, a business name that many could confuse with *Latitude 38* the sailing magazine: I'd just make it clear in every forum that there are two different companies and that you're not in the concert business, and have fun laughing it off. It keeps you above it all.

David & Kathi Westcott
Special Lady, Ericson 34
Brickyard Cove

David and Kathi — One of this month's many projects is to try to finalize the dates of the Ta-Ta. We'll let everyone know as soon as possible, but please be patient. If your boat has



LATITUDE / RICHARD

the safety equipment necessary to do charters from Marina del Rey to Catalina, we're pretty sure she'd have all the safety equipment necessary. As for the requirement that participants have overnight experience on the open ocean, there is none, as there aren't any overnights

Dates for the 2nd Annual SoCal Ta-Ta will be announced soon.

on the Ta-Ta. As we recall, the longest leg is from Santa Cruz Island to Paradise Cove, which is only about 30 miles.

↑↓ BERMUDA IS WHERE AGAIN?

You might ask Bill Bodle to refresh his memory as to the end of the great 148-ft (LOA) Herreshoff schooner *Ramona* back in 1967. The Great Isaac Light is in the Bahamas, not Bermuda.

The story I heard is that the helmsman on *Ramona* was told to keep the Great Isaac Light to starboard. He did — but for too long. The schooner ended up going in a circle and onto the rocks.

Lamont Cochran
Santa Barbara

Lamont — Post-GPS sailors have little appreciation of what an adventure navigating could be before the advent of GPS.

↑↓ UNICORNS ARE VICTIMS OF GLOBAL WARMING

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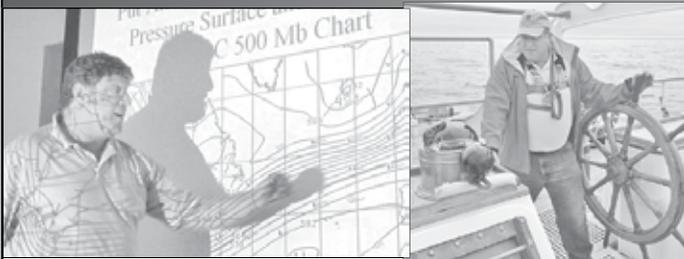
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Newer topics for some of the offshore cruisers in attendance will focus on upper air 500 Mb charts. It is also important to understand what goes into a human intelligence originated forecast versus the unfettered GRIB files. Finally, the course will demonstrate how to document and verify all weather forecasts for confidence building and becoming self-reliant in offshore marine weather forecasting.

Register at: www.marineweatherbylee.com or call (206) 949-4680

LETTERS

You sarcastic skeptics at *Latitude*!

Global warming is easy to prove. Warmer globe = less ice = more run-off into the ocean = higher sea levels. To confirm this, just look at the tide tables from decades ago. Are average levels not rising? Has the zero level not been changed to keep up? Well?



Rising sea levels will spell the extinction of unicorns.

I, along with the taxpayer-funded scientists, know global warming is happening. This threat to the environment means our children will never have the thrill of seeing a living unicorn.

Stan Murray
Rinky Dink, Atkin 7
Horseshoe Bend, ID / Seattle, WA

Readers — Sometimes we have a hard time knowing if letter writers are serious or not.

In any event, isn't the proper term 'climate change'? After all, things like the Great Lakes having more ice than at any time in the last 20 years gives skeptics ammunition.

↑↓ PREVENT CORROSION WITH NOALOX

An excellent solution to the problem of dock cord fitting corrosion is Noalox, a paste in a tube designed to prevent corrosion on high voltage aluminum electrical cables. Just smear it on and coat the connectors.

I'd had cord corrosion problems from letting a trickle through for the battery charger over a long time. When I'd put a bigger load on the cables, the connectors would heat up and scorch. Absolutely no problems the last 30 years. Available wherever electrical supplies are sold. It only mentions aluminum wire on the label, but works fine for copper.

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach

↑↓ SIMILAR NAMES RESULT IN BIG CONFUSION

I have enjoyed *Latitude* for many years and in many parts of the world. I have traded copies for lobster, booze, ice and steaks. I have also paid for copies with hamburger meat, ice, fresh fish and fishing gear.

I understand that you guys are concerned that readers and others might get confused by the fact that a new outfit calling itself Latitude 38 Entertainment, LLC, is putting on something called the Bottlerock Music Festival in Napa over Memorial Day weekend. I think it would be advantageous to both parties if there could be a name change that would make it clear that *Latitude 38* Publishing is not involved in live music productions. I have seen too many personal and financial shenanigans that have been perpetrated in the live music industry.

Cap'n Jimmy Fitch
Tigre, Crowther Backpacker 39
Bethel Island

Cap'n Jimmy — One of our concerns is that the new group is taking over a festival that, in its first year, left workers and vendors not being paid the something like \$5 million that was

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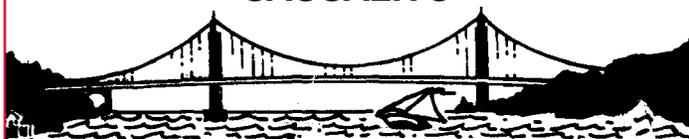
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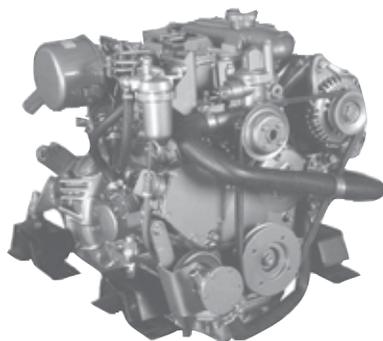
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LETTERS

owed them. So yeah, we prefer to avoid our name's even remotely being associated with that.

When we published an excerpt from the Napa Valley Register about "Latitude 38" being the new owners of the event, the 48 readers who responded pretty much all said they assumed that we were putting on a music festival. Most of them have recommended that we take legal action to prevent confusion.

Knowing that once lawyers get involved, everybody loses, we gave one of the principals in the new company a call. We had a pleasant conversation. He seemed to understand our point of view, while we understood his problem: They were working 24/7 to sign groups for an event just a few months away, and it would be a nightmare to have to rewrite all the contracts at such a late date. Furthermore, he said they were not trying to promote the name Latitude 38, but rather Bottlerock Festival — which made all the sense in the world.

Maybe time will prove that we are being foolish in not taking immediate action, but we're going to get out of the way and let them try to make a success of their event, and if they are still around later, see if we can't get them to change or at least modify their name.

↑↓A CHANGE IN CRUISING PLANS

While cruising in the Sea of Cortez prior to May 20 of last year, we were always keeping an eye on the horizon for changing weather conditions, or on the reefs and shoreline for navigation hazards, or possible anchorages for natural beauty and friendly locals. But ever since May 20, we've primarily kept an eye on my medical tests and, more recently, the results of my chemotherapy.

During a May 6 visit to the hospital in Loreto, we learned there was something amiss with my blood and spleen. The blood count was down and the spleen was enlarged to twice its normal size.

A chronology of events reveals the urgency of my situation.

On Monday, I visited the clinic for the first time. Lab tests



COURTESY ZOË

David and Barbara's cruising plans were cut short when he was diagnosed with lymphoma.

and x-rays were ordered. On Tuesday, I returned to the lab for a second blood draw, which confirmed a low count. In the afternoon I returned to the clinic to review the lab results and meet with an internal medicine specialist.

On Wednesday, I had an ultrasound and the seriousness of my condition was confirmed. On Thursday, we moved Zoë into the marina at Puerto Escondido and prepared her to be on her own for awhile. On Friday, I flew out of Loreto for San Diego.

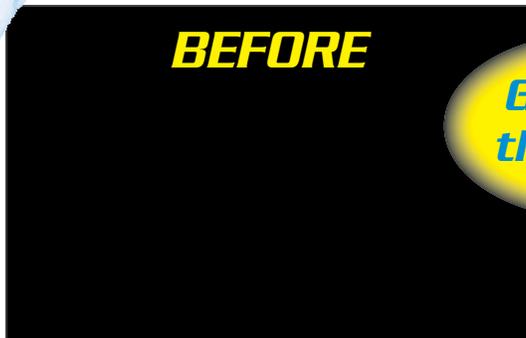
Our decision to return to the States was based on the nature of medical facilities in Loreto, which are relatively basic; our perception of the quality of the doctors as they assessed my lab reports and physical changes in me; and our lack of fluency in Spanish. Concern and doubt continued to surface, so we decided I needed to return to California.

Naturally I wanted to get back to California as quickly as possible, so we contacted Diver's Alert Network (DAN) to inquire about getting medic'd out. We called them over the Internet from the restaurant/bar at the marina, the only place where we could pick up Wi-Fi. Despite the background noise and having to read lab reports in Spanish, the DAN rep confirmed the urgency of the situation. He most noted my



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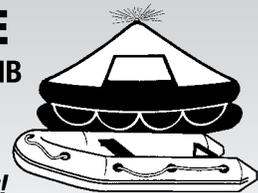
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LETTERS

hemoglobin count of 6.0, which is less than half of the norm. The evac planning began with coordination by Travel Assist, a DAN partner.

As we anxiously awaited word of my departure day and time, we moved *Zoë* into a very weather-secure marina in Escondido. Nearly 40 emails — but just 36 hours — later, we boarded a Lear jet for the flight to San Diego. The trip to the airport was actually the most interesting, as the ambulance conveyed a sense of urgency to Mexican authorities, who expedited customs and immigration procedures at the airport.

Once I got to Sharp Hospital in San Diego, my diagnosis was non-Hodgkin's lymphoma, sub-typed as mantle cell lymphoma.

Getting *Zoë* north to San Diego was both a logistical and emotional challenge. But with patience and planning, and the dedicated support of DAN, Travel Guard, and specifically Rachael Reese, who tracked down and interviewed potential delivery skippers, it was accomplished. *Zoë's* trip north required Barbara to fly to Loreto and prepare her for the 1,100-mile trip to San Diego. After seven days of upwind motoring and sailing, the delivery skipper docked *Zoë* in San Diego. She was then berthed at Pier 32 Marina.

No longer homeless, Barbara and I settled back into life aboard, which has perhaps been the best medicine thus far. I have resumed boat projects. It was never 75 degrees at Bainbridge Island in the winter, the perfect temperature for varnishing. Plus marina life is good due to the amenities here — laundry, a health club, pools and a great lunch spot for dining on the patio. It may not be cruising, but it is comfortable, given our situation.

So how is the patient after three months of treatment? Better than expected following the poisonous affair that is termed treatment. A good appetite continues to inspire my wife Barbara's menu planning. The prognosis is good and the doctors are optimistic — although aren't they supposed to be? We would like to believe we will once again be free to go cruising.

I hope your readers find it of interest. Perhaps it will inspire cruising departures sooner rather than later.

P.S. While cost isn't important in a potentially life and death situation, the following is what we were charged in Mexico: Initial consultation with Dr. Tomas, a GP: \$28. Lab work: \$70. Consultation with a specialist in internal medicine: \$65. Ultrasound: \$61. The total expense was \$224, which means expense is never a reason not to get any issues promptly checked in Mexico.

David Rogers
Zoë, Fantasi 44
 Bainbridge Island / San Diego

Readers — David and Barbara are veterans of the 2012 Ha-Ha.

↑↓ PIRATE? SAILING GURU? LEADER?

Is the Wanderer a happy pirate or not? I would expect the sailing guru of San Francisco to have had command of his boat, even after she was impounded in Mexico. I would think he would have cast off his docklines and set sail, no matter if the boat was impounded. The Baja Ha-Ha will never be the same if you curl up to macho Mexican politicians. Now is your turn to be a leader. Do not let us down. ¡Ándale pronto amigo!

Tom Williams
 Arctic Ark, 64-ft schooner
 Guaymas, Sonora, Mexico

VOLVO PENTA

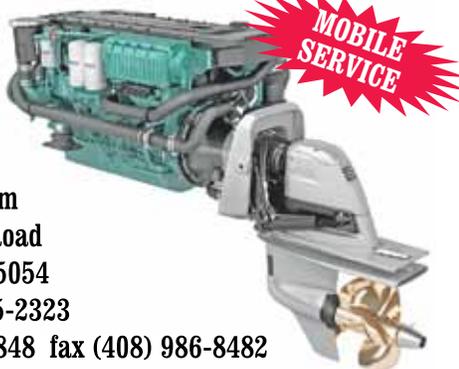
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LETTERS

Tom — *Fleeing* was certainly an option, as the chances of being caught would have been slim. On the other hand, there are times — and we thought this was one of them — when the best thing to do is nothing at all. We decided to just hang tight for two reasons: 1) Our belief that AGACE's action was a massive brain fart by a newly-created sub-agency of the Mexican IRS, and that it wouldn't be repeated, at least not in such a heavy-handed and self-destructive manner. And, 2) because we didn't want to risk the possibility of losing Mexico as a future cruising ground. Let's face it, for West Coast cruisers, Mexico is all but irreplaceable.

↑↓ MAKE THE BEST OF THE DELAY

I totally agree with *Latitude's* advice to those cruisers with boats impounded in Mexico to hang tight. One of the first things you learn when you start cruising is to forget about those deadlines and deal with the delays. When my wife Suzy and I crossed the Atlantic on our Wauquiez 45 *Suzy Q* in 2006, it took us three tries before we made it. As we departed from the Canary Islands, our autopilot failed, and it took three attempts and three months to get it fixed. While not impounded, we made the best of it by exploring these beautiful islands.

Once we got to St. Martin in the Eastern Caribbean, we spent six weeks in Simpson Bay waiting for a heat exchanger. The local dealer's mechanic claimed Volvo Penta had sent the wrong part, and we went back and forth with them for weeks, waiting through Dutch and French holidays when everything shuts down. When they finally sent the replacement part for the replacement part, it was the exact same one as the first. It turns out that the mechanic had it all wrong. Still, we made the best of it by exploring the island by dinghy and bus.

There will always be delays when cruising, whether it be mechanical issues, waiting for parts or a weather window, or dealing with government officials. It's all part of the deal. So we encourage people not to abandon their cruising dreams, but rather to try to relax and go with the flow.

Joe & Suzy Altmann
 Ex-Suzy Q, Wauquiez 45
 Santa Cruz

Joe and Suzy — *Hanging tight* has probably been the best advice, but it sure was frustrating — and is even more frustrating for boats still impounded. We know of one boat that went to Mexico for just a couple of days to get some work done in a yard. Despite being legal in every regard, she's been impounded for nearly three months now.



LATITUDE / RICHARD

Dozens of boats were 'impounded' in Ensenada. It's not easy, but the healthiest attitude is to use the long wait to explore instead of fret.

"We're pretty close to trashing our plans to cruise the ICW and East Coast of the U.S. this summer, during which we hoped to share good times with our grandchildren," one of the owners told *Latitude*. "It looks like we might make a side trip to the Pacific Northwest instead. Of course, we'll still have a month's worth of refitting projects to complete when — or if — we ever get back to San Diego."

Government delays of a couple of hours or even days might be understandable, but what Mexico has done is as outrageous

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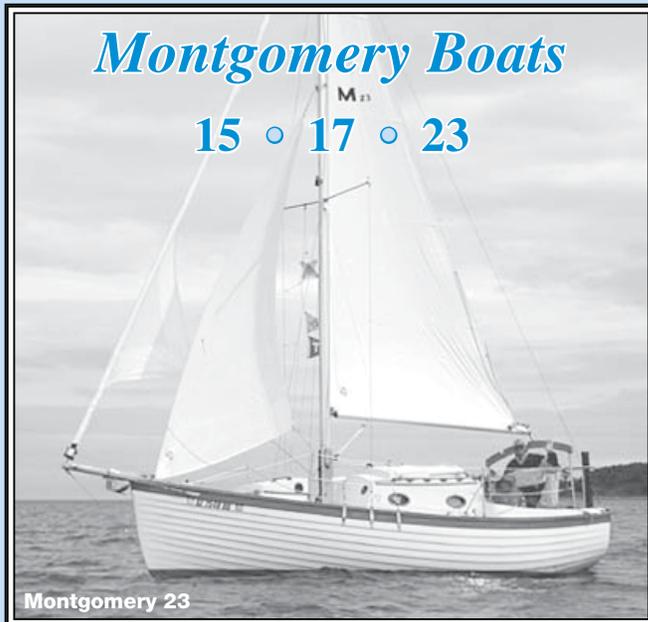
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LETTERS

and stupid as it probably has been illegal.

↑↓ STOP ASS-KISSING THAT SHITHOLE

Stop ass-kissing Mexico. I bet you're the only ones with an impounded boat who keeps saying how great that shithole country is right now.

Tom Coulombe
San Diego

Tom — We've been quoted in the news media from Mexico to India saying how moronic and self-destructive AGACE's actions have been, and have written countless articles calling the Mexican government on the carpet for it. You call that ass kissing?



LATITUDE / RICHARD

An AGACE official at Marina Riviera Nayarit explains to a boatowner that his boat was minutes away from being liberated.

As the overwhelming majority of people who have cruised Mexico will affirm, that country is anything but a shithole. For starters, the Mexicans are among the nicest people in the world. Second, there is wonderful diversity in places to cruise, from tropical Zihua to the desert shores of the Sea of Cortez.

Thirdly, up until the AGACE screw-up, the government helped make Mexico one of the easiest and least expensive places to cruise. What's happened has been very bad and there is no excuse for it, but the same thing can be said for many things the U.S. has done.

↑↓ WHAT THE PRESIDENT SHOULD HAVE SAID

Another quick thanks for your articles on the impoundment situation in Mexico. I am bound for the Baja Naval Boatyard in Ensenada at the end of the month. I think.

I especially like the part of the January 29 'Lectronic article on the impounded boats, when you wrote what Mexican President Peña Nieto "should have said" to foreign boat owners. I am hopeful that your words will be found useful by the Mexican government.

I have found that this strategy — responding not to what was said/done, but what should have been said (and sometimes describing what was expected or hoped for) — is an excellent way to avoid conflict and get to resolution. So I hope it works here.

Let me give an example of what I'm talking about. Recently I was rear-ended. The other guy came out of his car angry and shouting, and began to aggressively accost me. I said to him, "I think what you mean is that I stopped very suddenly and you were unable to stop. And even though you don't appear to be injured, the accident scared you and the damage to your car is serious. But maybe if you looked up ahead you would see the child that ran into the street in front of me." (I really did say this — I've been practicing!) Anyway, the situation was defused, and the other driver allowed that he maybe reacted out of fear, and too quickly and too aggressively. But after I recognized why he responded the way he did, and explained why I behaved the way I did, we were able to calmly carry on.

Would that the Mexican government follows your very rational suggestions of what they should do — and does it!

John Griffith

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LETTERS

Splash, Catalina 42
Long Beach

Readers — What we at Latitude said President Peña Nieto should have said to foreign boatowners at the late-January boat show at Sunroad Marina in San Diego:

"Dear foreign boatowners. In an attempt to make sure everyone complies with Mexico's tax laws, and to make sure Mexico doesn't become a haven for stolen boats, a division of Mexico's IRS conducted an auditing process at 11 of Mexico's 30-plus marinas in late November. Due to poor planning, a poor understanding of what was involved, inadequately trained auditors who were accompanied by marines with machine guns, and a total lack of communication with our valued nautical tourists, the audits proved to be unnecessarily frightening. Even worse, they resulted in 338 boats being held against their owners' wills for more than two months — despite the fact that almost all of these boats complied with all Mexican law. In retrospect, we could have accomplished exactly what we wanted to accomplish in a much shorter time by using the same process that we use with foreign-owned vehicles and aircraft.

"We realize that this has been a tremendous inconvenience to our esteemed nautical visitors, and in many cases, not only destroyed plans that had been many years in the making, but caused many to suffer considerable unnecessary expense. Recognizing these facts, and knowing that several important regattas to Mexico are scheduled to start in the next couple of months, I have ordered all embargoed boats to be immediately liberated, except for those very few with obvious paperwork problems. Furthermore, in the next few days we will be releasing a free booklet, in English, making clear all the requirements for bringing a foreign-owned boat to Mexico, as well as all the pertinent procedures that need to be followed. We realize that our not having done this before has caused confusion and unnecessary problems.

"Once again, our apologies to those hundreds of foreign boat owners, and to the marine businesses in the United States and Mexico who have suffered as a result. You have my promise that Mexico will learn from its mistakes."

↑↓ STEPS TO RE-ENTER MEXICO

I delivered a 46-ft sailboat to the Marina Riviera Nayarit in November, then returned to the States on December 1. I am soon returning to the boat. We anticipate just enjoying La Cruz and Banderas Bay in general. I contacted the port captain in La Cruz, who said the boat was never impounded and was good to go. What would you suggest as precautions when we return?

Just a little nervous this time.

Kerry Abbott
Ella May, Hylas 46
Albuquerque, NM

Kerry — We don't think there is any reason to be nervous, particularly if the port captain said the boat is good to go. But let's go down the list of what's needed, although you probably have some of it already: 1) Passports for everyone. 2) Visas for everyone. (You will get your 180-day visa when you go through Immigration at the airport. If anyone is sailing to Mexico, it's best to get a 'By Sea' visa online from the Mexican government website before crossing into Mexican waters. Actually, all you get is a credit card receipt, which you will trade for a 180-day tourist visa, at no cost, at the immigration office at your first port of entry. Keep the receipt with your visa, as it's the only proof that you paid for it!) 3) A Temporary Import Permit, which you get online at the Mexican government site. It will take about



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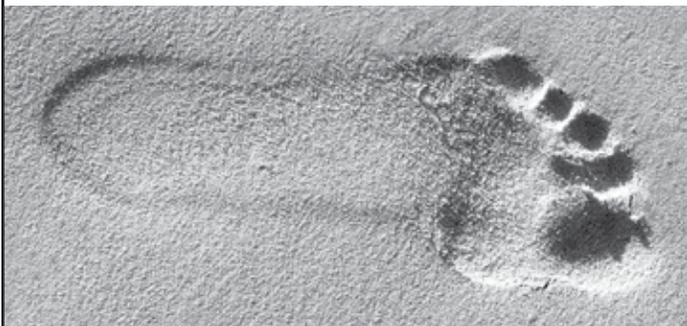
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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



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LETTERS

two weeks for DHL to deliver it to you. (This is important: When the software asks for the boat's serial number, it's asking for the hull identification number, not the boat's federal document number as you would expect. When applying for the TIP, make sure the engine serial number(s) are correct, as well as all the other information. And make sure the boat has the HIN number on the starboard transom and at an inconspicuous place inside the boat. You can put the HIN numbers on yourself with a Dremel engraver.) 4) Your boat document. 5) If you are not the owner of the boat, a notarized letter from the individual or corporation that owns the boat authorizing you to move the boat in Mexico. Include a photocopy of the owner's passport or some corporate document. 6) Bring a copy of all the documents to the marina office. 7) Have copies of all the documents on your computer so you can print them out at a moment's notice. 8) Keep the originals of all documents on the boat.

If you're really concerned, put a copy of all the documents in a Zip-Loc bag marked "ATTN: AGACE", and attach it to the lifeline nearest the dock. In addition, outline the boat's HIN number on the transom in blue tape. With this, you shouldn't have anything to worry about. You shouldn't but . . .

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↑↓NOT SO FAST

I've been following the story of boats being impounded in Mexico via *Latitude's* near-daily reports.

While the reports of late January — all 50+ boats being "liberated" from the Marina Riviera Nayarit — were encouraging, please don't oversell the present relief. As I understand it, boats such as *Profligate* haven't really been released. What's happened is that the government has merely assigned the marina as its agent to police the impounding of *Profligate* and the other boats. Since the marina had no choice but to agree to whatever terms were imposed, it would take only a small re-interpretation to enforce the impound.

However much respect you have for Mexican law, as a boatowner with the means of escape, you have an option not available to the marina operator.

P.S. I'm preparing for the 2014 Ha-Ha.

Cliff Smith
Carola, Young Sun 35
Pt. Richmond



LATITUDE / RICHARD

'Profligate's "Liberation Day" sail across Banderas Bay was sweet indeed.

In addition, we got a copy of the letter from AGACE listing all the boats that were "liberated" from the marina. We're not worried. In fact, we think we're now better protected than the boats that weren't impounded.

It's been a complicated situation, and the facts have been few and far between. However, we were led to believe that the depositaria business was mostly a way for AGACE to end the fiasco while covering their asses. In governments around the world, including Mexico and the United States, what is said

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LETTERS

and what actually goes on are frequently two very different things.

We continue to believe that the fiasco was merely a very expensive blunder for Mexico by one small part of the Mexican government, and that it's extremely unlikely to happen again.

Since you write that you're preparing for the 2014 Ha-Ha, we presume that you share our belief.

↑↓LOOKING IN THE WRONG PLACE FOR THE CHEATS

I am one of those foreign boat owners holding my breath here at Marina de La Paz, trying to see some logic in what AGACE has been doing. If they're trying to catch tax cheats, as was claimed in a press release, why go after the boats in the marinas that pay an average of about \$1,000/month? Aren't the people who can afford such berth rates the most likely to have their paperwork in order?

Looking out at the anchorage in the Bay of La Paz, I can easily see a dozen derelict boats that haven't moved in months. If I were looking for tax cheats, I'd go hunting out there. But if they did, how would they impound the boats?



JULIE MOREL

I think the bottom line is that AGACE just figured it was easier to go after the boats in the marinas so the underlings could look good to their bosses. If they had gone after the most likely tax cheats, it would have been a lot harder, even though they might have actually caught some real ones.

Is this really where all the 'tax cheats' are?

Mark Novak
Betty Jane, Hans Christian 43
Santa Cruz

Mark — We think you're off the mark on this one. Mexico gave out 20-year Temporary Import Permits, and more recently 10-year Temporary Import Permits, and only charged about \$50 for them. So expense has never been an obstacle in getting a TIP, which is why we wouldn't be surprised if all of the derelict boats had them. Whether their owners could be found, or whether their owners could find their TIPs are different questions.

It's our belief that the whole "tax cheat" nonsense came about because AGACE is an agency that was recently created to assess duty on "merchandise" permanently brought into Mexico. The honchos mistakenly believed that cruising boats with Temporary Import Permits were like refrigerators, clothes, lawn furniture and the like being permanently imported into Mexico.

↑↓WHEN BUGGING OUT ISN'T THE ANSWER

"When in doubt, bug out." So wrote Tristan Jones.

If I had any boat but Latitude's catamaran Profligate, which has been front and center in the struggle for reasonable resolution to the business of boats being impounded in Mexico, and thus a target, I'd be on my way to Hawaii.

In the good old days of honest bribery, almost any situation in Mexico could be handled quickly. Since the bureaucrats have triumphed, it is one country that is no longer on my radar.

Richard Zopolote
Reality, Custom

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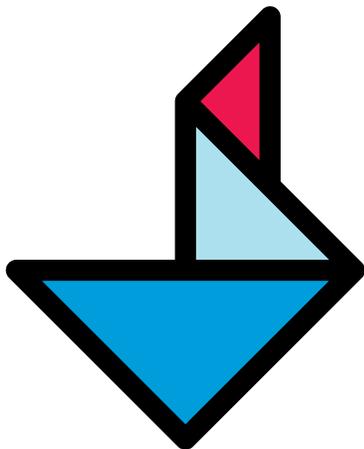
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LETTERS

Port Townsend, WA

Richard — Tristan was an accomplished sailor and a fine storyteller, but not always a role model. Sure, we could have sailed off with Profligate in the middle of the night and not gotten caught, but Mexico has too much to offer for us to give up on it so quickly because of a blunder by one sub-agency of Hacienda.

The strange thing about this whole episode is that we believe AGACE actually thought it was doing something great and was indeed going to find a bunch of big "tax cheats" and become national heroes. Because lord knows Mexico — where hardly anybody pays any tax — needs to collect taxes in order to finance better schools, local roads, and social services. But AGACE's having done so much damage to Mexico's reputation, it won't even matter if it catches a few tax cheats.

↑↓ THE VOCAL AND IGNORANT MINORITY

My sailboat SEAduction was impounded at Marina Coral in Ensenada. Last Saturday I received a call from the marina



LATITUDE / RICHARD

management that my boat was released. All my paperwork was in order, but I was in Utah when they called and asked for it, so I couldn't show it to them.

Boatowners are breathing a sigh of relief.

Latitude for keeping everyone updated.

I just got back home from Puerto Vallarta, and some of the locals would have people believe the whole thing was Latitude's fault for writing about it.

See you on this year's Ha-Ha.

But I want to thank Dan Lawler SEAduction, Catalina 42 Mk II Salt Lake City, UT

Dan — Yours is a common story. AGACE really blew it.

As for people in Vallarta — probably a few members of the Vallarta YC — claiming the whole thing was Latitude's fault, it wouldn't surprise us. A small group there has been as ignorant of the facts as it has been vocal. No, being impounded didn't mean a boatowner didn't have all the proper papers. No, having a boat impounded did not mean a boatowner didn't follow the proper procedures. No, an 'audit' by AGACE was nothing like a boarding inspection by the navy. No, a boat in 'precautionary embargo' wasn't legally free to leave the dock — unless the marina signed up as a despositaria and gave permission. No, boatowners who had their boats impounded were not 'Ugly Americans' who thought Mexico should conform with their wishes. No, not all AGACE inspections were conducted the same way. No, not every valid TIP came with a sticker. No, not all U.S. boats have HIN numbers. And finally, no, Mexican maritime law and regulations are not clear or well understood, as evidenced by the fact that many officials don't even know the law.

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

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

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

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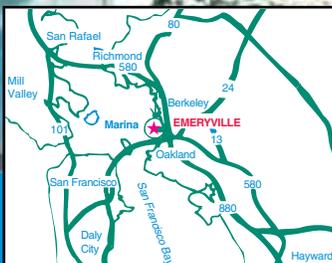
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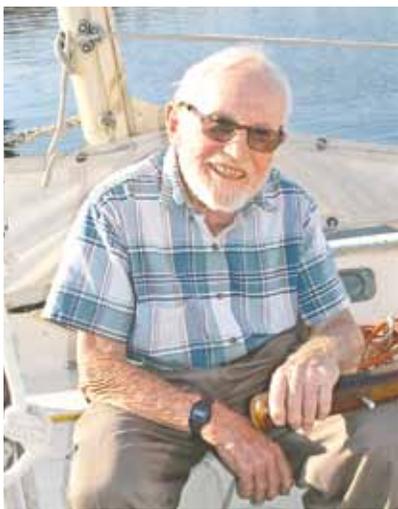
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who could forget harry?

We had to bid a final farewell to one of our favorite bluewater voyagers last month. Harry Heckel, Jr. passed away peacefully in his sleep February 7, just 10 days before his 98th birthday.



LATITUDE / ANDY

Although he never sought the limelight, Harry was well-known and well-loved by sailors all over the world.

Among the hundreds of offshore sailors we've interviewed over the years, Harry is a standout partly because — despite twice becoming the oldest person to circumnavigate the globe alone (with stops) — he always remained humble and unassuming, with barely a hint of ego.

Harry first crossed *Latitude*'s radar back in the winter of 2003 when we were alerted by several of his cruising friends that he was long overdue to make a West Coast landfall on his 5,000-mile crossing from Japan. Word of Harry's whereabouts finally came after he hailed a cargo ship somewhere in the desolate wastes of the North Pacific on his 72nd day at sea. Despite having been beaten up by gale after gale, the primary request that the then-87-year-old made of the ship's crew was that they assure his family he was fine,

and urge them not to worry about him. (Later, after his mainsail shredded, he had to divert to Hawaii, finally making landfall after 142 days at sea.)

At the time (2003), Harry was working his way east to complete his second solo lap. He eventually crossed his tracks at Florida in 2005 at the age of 89. Eleven years earlier he'd completed his first circumnavigation at 78. It still brings a smile to our faces when we remember that shortly after Harry completed that first lap, a friend of his urged the editors of the *Guinness Book of World Records* to include Harry's feat in their next edition. They declined, saying they would not want to encourage such behavior! But not long after lap two, Harry's remarkable feats were rightfully acknowledged by the Joshua Slocum Society via their Golden Circle Award.

Both trips were made aboard *Idle Queen*, a minimally equipped Dreadnaught 32 that Harry and his wife Faith had completed from a bare hull. (Sadly, Faith died after their first stint of cruising together.)

Harry's first trip was relatively fast, but his second was decidedly slow, as by then he'd really grown to love the cruising lifestyle and the wide variety of the people he met in the far corners of the world. In 2005 he wrote, "It became apparent that people who travel to new places in small boats are, as a group, the finest in the world. They are interested in people, places and events, cognizant of the need to be on the lookout for trouble, and always ready to assist a fellow traveler. My belief that, on a one-to-one basis, people from whatever country can be friendly and helpful, particularly to the elderly, was amply confirmed."

As a footnote to this remembrance of Harry, we're happy to report that just last year, with the help of his daughter Flo, Harry published a memoir of his travels: *Around the World in 80 Years—The Oldest Man to Sail Alone Around the World—Twice!* Give it a read, especially if you're a fan of ordinary people doing extraordinary things in small boats. (You can find it at Amazon.com.)

We'll always remember the brief but fascinating time we spent with this kindly old salt. He is survived by four children, nine grandchildren and 20 great-grandchildren, all of whom undoubtedly regard him as their hero.

— andy

find rides or find crew

So many people are overextended and overworked these days, that both diehard race boat owners and fair-weather recreational sailors often have a hard time finding reliable crew.

On the flip side, there are hundreds if not thousands of capable-but-boatless sailors who would love to have access to Bay waters, but don't know where to look.

Voila! The solution to both conundrums may be as simple as attending our annual springtime Crew List Party, which seeks to connect sailors in need of rides with skippers in need of crew for everything from beer can racing to daysailing to world cruising.

Mark the date: Thursday, March 13, at San Francisco's Golden Gate YC, 6-9 p.m.



CYNTHIA SINCLAIR

at our crew list mixer

The entry fee of \$7 gets you free snacks and a chance to mingle and schmooze to your heart's content. (No-host bar on site.)

Our advice for making worthwhile connections? First sign up (free) on our Crew List at www.latitude38.com, then drop an email to folks you'd like to meet in person.

At the party, if you're looking for a ride, bring a sailing resume with your photo on it (so you'll be remembered later). Be upbeat and proactive in introducing yourself to as many skippers as possible — wallflowers can't expect great results.

If you're a skipper, be honest about your expectations and needs. Then schedule get-to-know-ya daysails. Good luck!

— andy

continued in middle column of next sightings page

paying it forward at z-fest

When cruisers travel to developing countries like Mexico, they can't help but feel incredibly lucky compared to the locals, many of whom struggle to provide basic needs for their families. As a result, many sailors look for meaningful ways to give something back to their international hosts. A shining example of such feel-good philanthropy is the annual Zihuatanejo Sailfest, with its weeklong schedule of on-the-water and shoreside activities that combine fun with fundraising that supports schools for disadvantaged indigenous grade-schoolers.

Z-Fest typically raises more funds for charity than any other cruiser-funded charity event in Mexico. But this year topped all previous efforts. "What a magic year!" says longtime Z-Fest organizer Lorenzo Marbut. "We raised over 1,000,000 pesos — roughly \$75,000 USD.

A big chunk of that total came from a single source: Nine-year-old Austin Brown of Springdale, Arkansas, donated \$21,000 USD. When we saw his photo holding a huge ceremonial check, we naturally assumed he was doing so on behalf of his parents, Greg and Sharon Brown. Wrong. Believe it or not, Austin actually earned the cash

continued on outside column of next sightings page

As Brad Brown of the Silvergate YC points out, every year in late March "the San Diego horizon fills with topsails, gollywobblers, gaff rigs and flying jibs." What's the occasion? The annual America's Schooner Cup race (March 29 this year), featuring a roster of splendid West Coast schooners including 'Rose of Sharon' pictured here, and 'America', an exquisite replica of its namesake, which brought the America's Cup to the US in 1851.

Watch the action from Shelter Island (11:30 start), and join traditional boat lovers March 30 for a special singer-songwriter concert at the Silver Gate — a benefit for the Navy & Marine Corps Relief Society. (For info email: ameamericasschoonercup@gmail.com.)

While you're marking your calendar, note also that the Great San Francisco Schooner Race takes place September 6, hosted by SFYC.



SIGHTINGS

z-fest — cont'd

himself by selling "snow" at weekend craft fairs. It's a salt-like polymer powder that expands rapidly when water is added, and feels cool to the touch as the water slowly evaporates. Austin and his family first came to Zihua on a church mission, and they've returned three times since, largely to assist with Z-Fest. The young philanthropist's accomplishment inspired another volunteer, retired school teacher Jane Fiala, to donate \$10,000 USD for a kitchen at a proposed new school. "*Que milagro!*" says Lorenzo. (What a miracle!)

Thirty-five cruising boats participated in this year's event — which included a sailboat race, boat parade and live music performances — and they hosted more than 260 guests during the sailing events.

continued on outside column of next sightings page

jeanne socrates earns

In recognition of her headline-grabbing nonstop solo circumnavigation, Jeanne Socrates will be presented with the Cruising Club of America's highest honor, the Blue Water Medal, in a ceremony at the New York YC on March 7.

As regular readers know, Socrates completed her historic voyage at Victoria, B.C. on July 8, 2013 aboard her Najad 380 *Nereida* after 8.5 months at sea.

In addition to being awarded the cruising world's most prestigious prize,



The pictures tell the story: Zihua Sailfest is a remarkably successful combination of fun and fundraising.

blue water medal

Socrates was shortlisted for the UK Yachtsman of the Year award, a major honor in itself. She also officially became the first woman to complete a nonstop solo circumnavigation starting from North America and, much more impressive to many in the sailing world (though unrecognized by official record keepers), the oldest to do so at age 70.

So what's next for Jeanne? Why, cruising Mexico, of course . . . slowly.

— *ladonna*

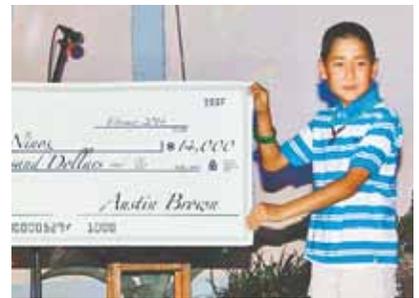


ALL PHOTOS MARGARET REID EXCEPT AS NOTED

z-fest — cont'd

A total of 68 volunteers, including land-based supporters, organized and worked the Festival's events.

Another unique aspect of this year's event was that, largely due to Sailfest efforts, the United Nations certified Zihuatanejo as Latin America's only city with a "Culture of Peace." Sailfest's Mexican non-profit, Por Los Ninos de Zihuatanejo was invited to host the award's presentation because the UN theme this year is Education for Peace. Without the infusion of Sailfest funds, hundreds of non-Spanish-speaking indigenous kids would have no opportunity for a basic education, as Spanish fluency is a requirement to attend public schools — an unfortunate 'Catch 22' of Mexican law.



A fine illustration of 'paying it forward', nine-year-old Austin Brown presents a ceremonial check for \$14,000 to Sailfest.

— *andy*

stings stall alameda outboard thefts

Heightened security and law enforcement stings have helped slow the spate of outboard engine thefts that took place in Alameda in late 2013 and early 2014. The Alameda County Regional Auto Theft Task Force made a major bust in Oakland early last month resulting in the arrest of more than a dozen people and the discovery of a large warehouse filled with boats, cars and heavy equipment.

Also in early February, the Alameda Police Department made a number of unannounced home visits to parolees, which resulted in arrests and the recovery of stolen property. "We haven't caught anyone with an outboard, but it has quelled (marine) thefts for now," says Lt. Jill Ottaviano. Many Alameda marinas have heightened their security as a result of the crimes.

Suspecting that future thefts are inevitable, some outboard owners are checking out high-tech security options such as those used by savvy bicyclists. But all that we've heard of so far have shortcomings.

Meanwhile theft victims like Ken Johnson are resorting to low-tech options. Twice in two and a half years he's had a Tohatsu 6 hp engine stolen from his Corsair 750 while it was stored in front of the Doyle Sails loft at Alameda Marina. "The last time the thieves used bolt cutters to cut the padlock inside the vinyl-clad steel tube that covered the mounting screws," Johnson explains.

When Johnson mounts his latest engine, he will take a variety of precautions including protecting the transom clamps with a \$100 stainless-steel, high-security outboard bar lock. He's also planning a lower-tech fix: painting the engine. "I cruised for 13 years in the Caribbean and South Pacific with my Johnson 15 painted bright yellow and a custom-fabricated stainless steel lock bar. My motor was never touched. Now I kick myself for not painting my (recently stolen) outboard to make it harder to fence."

Other anti-theft/pro-recovery tips to consider: 1) Always have your engine's make, model and serial number available for police. 2) Lock your outboard with a case-hardened lock with a sturdy chain and/or stainless steel cable. 3) Engrave your driver's license number in the motor's casing to facilitate identification and return, if recovered.

Unfortunately though, engine thefts will likely be an ongoing fact of life for boaters everywhere — just as bike thefts are for bicyclists. Ryan Barrango of San Francisco's Park Presidio Marine sells strong locks, but concedes that really determined thieves can usually get what they want. "We heard about a theft up in the Delta where they sawed off the transom — while the boat was still in the water."

— *elisa williams*

the first american whitbread racer

Not every race boat enjoys a vibrant sailing career *after* its prime racing days are over. But the custom S&S 65 *Alaska Eagle* certainly did. As we reported last month, after winning the second Whitbread Round the World Race (as the Dutch-flagged *Flyer*) and competing again in the third as the US-flagged *Alaska Eagle*, she did a three-decade stint as the flagship of the Orange Coast College School of Sailing and Seamanship. With 'student sailors' aboard, she traveled to many of the world's most exotic landfalls on annual sail-training expeditions. (*Eagle* was sold recently and shipped to her 'birthplace', the Netherlands.)



FLYER ARCHIVES

Long before 'Alaska Eagle' made regular stops at dreamy tropical landfalls, she was a Whitbread warhorse. Seen here as 'Flyer'.

Later in this issue (*Alaska Eagle Memories*, page 90) some of the 3,000 'trainees' who honed their skills aboard the *Eagle* share fond memories of life-changing experiences aboard her. In addition, two former race crew also chime in below with recollections of *Alaska Eagle's* participation in the 1981-82 Whitbread (precursor to the Volvo Ocean Race). Then owned by Alaskan Neil Bergt, she competed as the event's first American Whitbread entry.

OCC alum Mike Farley was Bergt's project manager during that race: "By far, my best memory of *Alaska Eagle* is the passage we did deep in the Southern Ocean. It has been quite a few years and thousands of sea miles, yet the overall memory has stayed with me.

"Back in 1981-'82, the Whitbread had quite a different element to it than the present Volvo event, as it took the fleet deep into the Southern Ocean. While ice gates are used these days to keep the participants from penetrating the deep southern portions, we had no such restrictions. Legs 2 and 3, which took place in the Southern Ocean, were the real reason to participate in such a grueling event. Both legs were 30-plus days and pressed everyone to the limits. The arrivals into New Zealand and Argentina were well-earned stopovers after the icebergs, snow squalls, and relentless stiff winds.

"I have done various downwind sailing races over the years, but none came close to downwind in the Roaring Forties. 'Amazing' is the word I feel best describes it. Days on end of white-knuckle surfing in cold, monstrous seas, all the while surrounded by sea and bird life that defies description."

Farley's favorite memory is of "rounding Cape Horn with 50-kt gusts." We'll let fellow crewman Brian Hancock give the blow-by-blow of that day: "The Southern Ocean had been dishing up its usual dose of bad weather, and we had become used to riding the wild horse down the front of steep waves. *Alaska Eagle* was off the pace, and as a result we were having to push extremely hard just to keep up with the rest of the fleet. This day was no different except that we would reach a major milestone of the race: Cape Horn.

"By early afternoon we had a small smudge of land on the horizon ahead. The wind was gusting mid-40s and the forecast was for it to build. We had three reefs in the mainsail and a yankee poled out to windward. At times we were surfing into the mid-20s. *Alaska Eagle* shuddered under the strain, but took the massive waves in stride. It was thrilling to see the mountains in southern Chile and the craggy outline of the world's most southern cape.

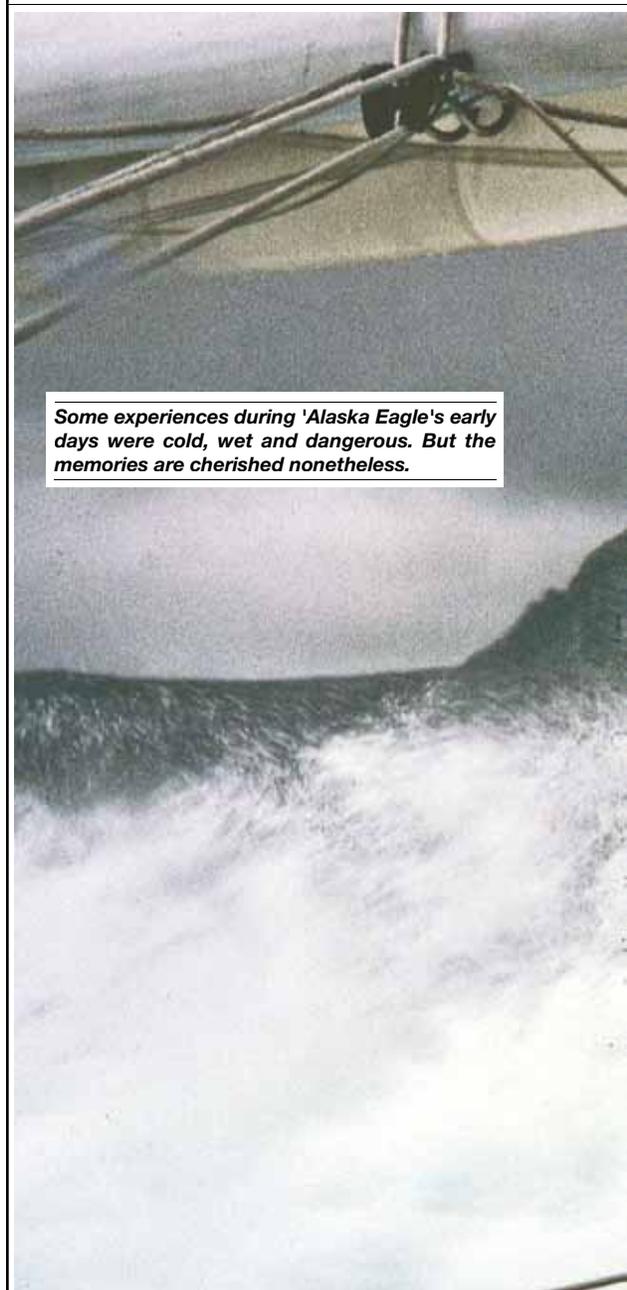
"Despite the occasional snow squall, the visibility was quite good and our navigator had us on a course that would take us within a half-mile of land. We were hurtling toward the corner handling the occasional 50-knot gusts. It was an unreal feeling to be so close to

continued on outside column of next sightings page

do it yourself

If you're the sort of sailor who is hesitant to join group activities, but does enjoy an occasional party, we've got just the event for you: For the second year in a row, this summer's Delta Doo Dah to the California Delta will be a do-it-yourself affair. That is, there will be no committee boat or mandatory check-ins, and you're not expected to flock together with other registered DDDers.

Unlike the first four Doo Dahs — which were 'led' by *Latitude* staffers during a specific period on a specific route, on the DIY DDD you'll have the whole summer



Some experiences during 'Alaska Eagle's' early days were cold, wet and dangerous. But the memories are cherished nonetheless.

BRIAN HANCOCK

delta doo dah

and all of the Delta to play in. Details:

- Mar 11 – Aug 29: Sign up for Delta Doo Dah DIY at www.deltadoodah.com. Registration is free and we can accept an unlimited number of entries.

- May 9 — Kickoff Party at Berkeley YC, 5:30-8:30 p.m. Expect guest speakers and door prizes; meet fellow Delta sailors and arrange meet-ups and mini-flotillas. We expect the usual healthy mix of Delta vets and first-timers. Free to enter; drinks and dinner available for purchase.

- May 24 – Sep 7: The 'official span' of

continued in middle column of next sightings page

cape horn — cont'd

such a famous milestone in 'perfect' Cape Horn conditions.

"Before leaving New Zealand three weeks earlier we had taken on a new crewman who was not very experienced, and as a result had not taken the helm much — the Southern Ocean is no place to learn new skills. But we each wanted a photo of ourselves on the helm with Cape Horn in the background. The new crewman clambered behind the wheel for his photo op, looked directly at the camera, and turned the wheel the wrong way. All of a sudden we were beam-on to a cresting wave, and moments later flung onto our sides as the wave broke over the boat. The mast was buried in cold Southern Ocean water while we all hung at the end of our tethers. I can still remember the sting of ice-cold water as it seeped under my foul weather gear.

"*Alaska Eagle* shuddered and then righted just in time to be hit by

continued on outside column of next sightings page



SIGHTINGS

cape horn — cont'd

a second wave that knocked us right over again. Once more the boat righted only to be hit a third time. With each successive knockdown we were getting closer and closer to land. We had been in too close in the first place and were now in very dangerous waters. This time the boat lay on its side heaving and shuddering, then all of a sudden the headsail ripped, luff to leech. The boat came upright and someone grabbed the helm, throwing it over and forcing a crash jibe. The main-sail ripped, but at least we were upright, facing away from the Horn. We were shaken, but had a Cape Horn story to tell our grandkids."

As Farley points out, one comfort they had back then was a diesel heater that could be hooked up to a drying locker. A water heater warmed sea water for showers and a full-time cook served hot meals. Navigation and communications may have been more primitive, but owners had not yet abandoned creature comforts in pursuit of speed.

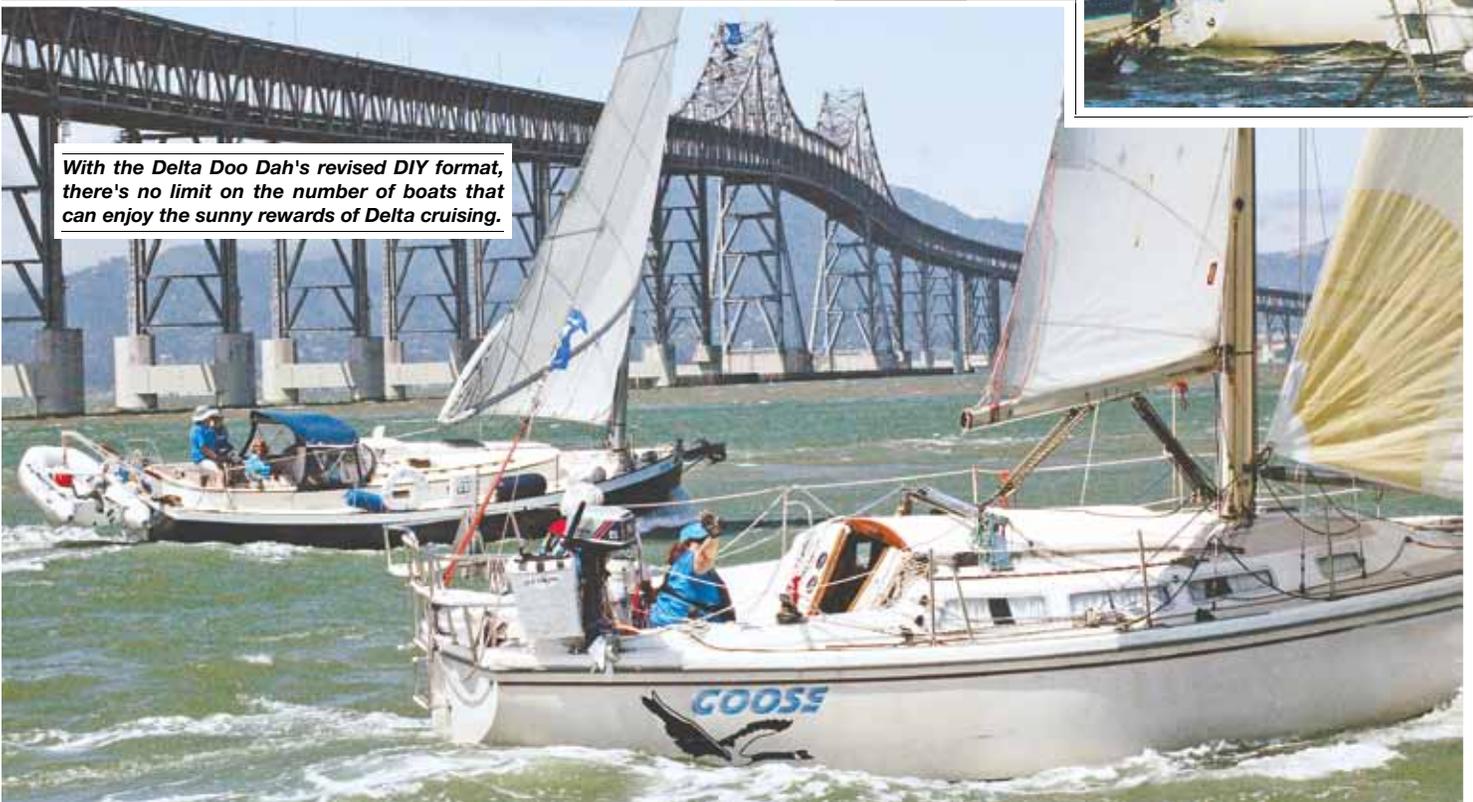
— andy

do it yourself

the DDD DIY 2014.

- September 10: Last call to submit your Delta tales and photos for possible inclusion in our DDD DIY recap article in the October edition. You could become famous!

If you're scratching your head and just don't get the point of this oddball event, we'd urge you not to overthink it. The DDD has always been simply an excuse to load up your cooler, and pack up every watersports toy in your garage and head for the sunny maze of waterways that meander between Carquinez Strait and Sacramento. No big thing. No big agenda.



With the Delta Doo Dah's revised DIY format, there's no limit on the number of boats that can enjoy the sunny rewards of Delta cruising.

delta doo dah

And certainly no complex organization or pressure to keep up with a fleet. The goal is to get you off the dock and into 'explore and relax' mode with your family, your lover, or your best sailing buds. We think the waterways of the Delta are a wonderful boaters' resource that's greatly underutilized. So get out there and do it *yourself!*

Our new Facebook page: www.facebook.com/deltadoodah is a great place to share information or post questions and comments. Look for DDD DIY updates in *Lectronic Latitude* and at www.deltadoodah.com.

— andy



ALL PHOTOS LATITUDE / LADONNA

clipper race crusaders

Last month's profiles of Clipper Round the World race crew brought to light just how diverse the backgrounds of race participants can be. It is absolutely remarkable to learn how individuals with incredibly varied sailing experiences can be transformed into a tight-knit team, working together like longtime friends, after only three weeks of intensive training, mostly in the English Channel.

This month we meet two women — both from British families — who have lived in the East Bay for a number of years. Stephanie Evans' family moved to Wisconsin from Durban, South Africa in 1998 and she ended-up in Oakland in 2010. Sarah Lloyd moved from Wales to the Bay Area in the 1990s.

Stephanie, 29, comes from a long line of competitive sailors. Growing up, she was always an eager crew, but never got the bug to skipper until recently. "In hindsight, I think I was a bit intimidated by the skill of my father, and afraid I'd disappoint him if I tried," she says. "By the age of 18, I'd finally worked up the nerve to ask him to teach me how to skipper, but he passed away unexpectedly that same year."

Fast-forward to 2010, when Stephanie was living in Oakland, feeling "alone" and "adrift" and looking for something to ground her. "The only thing I felt inspired to do was to learn how to sail better — to be the skipper rather than the crew. I discovered the Cal Sailing Club and joined in January of 2011. My New Year's resolution had been to not be afraid to make a fool of myself — okay, it was really 'don't be afraid to suck at something!' So I started learning how to skipper 15-ft dinghies."

Despite some emotional and physical challenges, Stephanie persevered with help from the Cal Sailing Club's encouraging instructors — and she was hooked. "Within a few months, I was absolutely in love with the sailing. I arranged for a flexible work schedule and started sailing five days a week, after work and on weekends. It gave me a connection to something that I'd felt was lacking since my family fell apart after my dad's death, and provided direction in my life that was independent of work or relationships — this was my anchor." Her newfound self-confidence brought her closer to her family's past. Next, she became commodore of the Cal Sailing Club, just as her father had been at the Bluff Yacht Club in Durban, and his mother was before him — their first female commodore.

Clipper partnered with BritWeek to sponsor one person for Leg 6, Race 10 from Qingdao Olympic Sailing Center in China to San Francisco this spring, aboard *Great Britain*. They held a contest for the berth and Stephanie won. "Given my British and sailing heritage, it was the perfect fit!" To top it all off she was invited to South Beach YC where Sir Ben Ainslie announced her as the winner. "It was a surreal moment in my life — one I won't soon forget."

Sailing aboard *Henri Lloyd*, Sarah Lloyd (no relation) also grew up in a sailing family. "My father built our first sailing dinghy when I was about three. We daysailed and later cruised for family vacations most years." After migrating to the Bay Area, her family bought an Ericson 32, which Sarah skippered often on the Bay during fun races like the Three Bridge Fiasco. Beyond that, her longest passage was between Gibraltar and



CLIPPER VENTURES

Stephanie Evans



CLIPPER VENTURES

Sarah Lloyd

continued on outside column of next sightings page

SIGHTINGS

clipper race — cont'd

Salcombe, England, which took ten days.

"I only really became aware of the Clipper race when it came to Oakland in 2012. I read about it in *Latitude*, then *Geraldton* was all over the local news after its knockdown. At Strictly Sail Pacific I met someone who had just signed-up who was a complete non-sailor. Within three days I had filled in my application and had an interview."

There was really no choice for Sarah when it came time to decide how many legs to do. She only needed a little prodding from her family to come to the same conclusion. "My family said it would be 'lame' to do bits and pieces when I'd always wanted to circumnavigate. So a couple of months after being accepted I committed to doing the whole thing."

Both Stephanie and Sarah have high praise for Clipper's training program. Stephanie describes it as, "intense, exhausting, and surprisingly thorough, with a heavy emphasis on safety." But she also points to what is so remarkable about the program, "It was amazing to see some people step on board not knowing port from starboard the first day, and be able to assess sail trim and adjust for optimal speed by the third week."

Lloyd was similarly impressed: "Most people come off the very first training level feeling that they have bonded with the people they trained with, and would be happy to cross oceans with them." The Clipper fleet is expected to pass beneath the Golden Gate in mid-April.

— ross

the way it's

On or about January 1 — it may have been day or it may have been night — somebody rammed his boat into the bow of Ron Brown's Oakland-based Islander Freeport 36 *Hazel Rose*, which was anchored off La Cruz, Mexico. No witnesses could be found.

There was a moderate amount of damage. The deck near the bow was separated from the hull by about an inch. The anchor roller support and stem were bent. The bow pulpit was mangled beyond repair. The headsail furler foil was bent and separated inside. And the bottom 10% of the genoa was torn.

Fortunately, Brown, a retired computer science professor, had boat insurance. Of course, you never know how the settlement with the insurance company is going to turn out. But Brown tells *Latitude* that in his case it's turned out just fine.

"The first thing I did was call Gary, my broker at Twin Rivers Insurance in Sacramento. He clearly outlined what I should



Barry Parkinson's new Maltese 52 cat looks as if she'll be one sweet ride. Note the reverse sheer of her bows.

supposed to work

do, which was send a statement of loss and photographs of the damage to Markel Insurance, my underwriter. I sent a copy to Gary, who looked it over, then sent it to Markel.

"Markel responded within a day, confirming they had received my report and photos, and asking me to sign an official form. Less than a week later, I was contacted by a Markel surveyor/investigator. He said that given how I had documented the damage, it wouldn't make any sense for him to spend a couple of thousand dol-

continued in middle column of next sightings page



'Hazel's Rose's mangled pulpit.

RON BROWN

old mast to a new cat

There's an interesting new catamaran, a Maltese 52, being built in a storage yard behind the Oxnard Airport. We know about this because Barry Parkinson of Thailand, her new owner, showed her to us after he bought *Profligate's* original mast.

Readers may recall that after a couple of years of having a more 'noodly' mast than we wanted on our 63-ft cat, we replaced it with a larger mast. For the last 15 years or so, the original Forespar mast has been stored on the roof of the Santa Barbara Boat Works shed, and has been advertised continuously in the *Classy Classifieds*.

As best we understand it from Parkinson, a small group of sailors from Southern California decided they wanted to build a high-performance cruising cat, and apparently had a fellow named Johnson, who used to work for Gunboat, draw the lines. As you can tell from the photo of her reverse bows, her hulls, at least, are pretty racy looking. In addition, the plan is for her to be powered by outboards — as many day charter cats in the Caribbean are — and have a trampoline rather than a solid deck in the cockpit.

The hulls and bridgedeck have been completed and attached, as well as quite a bit of the rest of the structure. But at this point she's only a shell, with no steering, no engine, no plumbing, no electrics or any other systems. For whatever reason — perhaps the realization of how much time and expense are involved in completing a relatively large catamaran — the original partners wanted to sell out. And Parkinson recently stepped in.

An Englishman, Parkinson is not new to sailing or catamaran cruising. In his younger years he raced Tornado cats, and he currently owns a 1996 Catana 381 named *Waking Dream* that he and his wife have cruised on the East Coast. Parkinson would like to sell the Catana so he can complete this newer, larger and faster cat. He's thinking of calling her *Phantom Wake*.

Waking Dream is on the hard at Dennis Point Marina in Maryland, where she got a completely new epoxy-protected bottom and bottom paint. She has a new flat-top main, and a \$6,000 Calvert Tri-Radial genoa with custom genoa sheeting that Parkinson says allows her to point much higher into the wind than sisterships and most other cats. He's asking \$238,000 for the Catana. He can be reached at bazcatana@yahoo.co.uk.

— richard



LATITUDE / RICHARD

Parkinson explains his cat's design.

if at first you don't succeed

While we West Coasters have been experiencing a remarkably mild winter, much of the rest of the country has been suffering under severely frosty conditions. But nowhere near as frosty as the Inuit people of Cambridge Bay, Canada must endure. That's where globetrotting adventurer Mike Johnson's 44-ft fiberglass schooner *Gitana* is laid up for the winter — halfway across the notorious Northwest Passage. Temperatures have already dipped to 50° below zero, and could easily reach -60°!

As reported in November, after observing that every boat that attempted the Passage in the past couple of years got through, Johnson — who's already been around Cape Horn twice — thought he'd give it a shot. Unfortunately, for reasons that even top climatologists find hard to explain, there was 60% more Arctic ice in waterways of the far north last summer than in 2012. Few, if any vessels got through without an icebreaker escort. That six-figure luxury was not in Mike's

continued on outside column of next sightings page



LATITUDE / RICHARD

northwest passage — cont'd

budget.

After putting the boat back together — all electronics and batteries had to be taken off, and the water tanks drained — he will continue the east-to-west trek in July with paying crew aboard. Throughout his worldwide travels Mike has recruited crew via *Latitude's* Crew List.



Johnson, who's known for his ear-to-ear smiles, puts on a somber face while doing his best impression of Roald Amundsen, the first man to traverse the Northwest Passage.

In addition to Mike's 27-year-old nephew Zack Johnson, John Zolkos of Lake Tahoe, who crewed last summer in the Arctic, has re-upped for the 2,000-mile leg to Nome, Alaska. Retired Modesto Fire Chief Paul Lara, who sailed with Mike to Greenland last year, will join *Gitana* on leg two to Ketchikan, along with Harmon Shragge of

San Francisco, who's involved locally with resupplying Farallon Islands researchers. We have high hopes that *Gitana* will make it through this time, but it's not a safe bet. As Mike says, guessing what the ice conditions will be like "is a total crap shoot."

— andy

impounded boats in mexican update

As we go to press in the third week of February, 146 of the 338 foreign-owned boats that had been impounded in Mexico in late November by AGACE, a sub-agency of the Mexican IRS, had been "liberated." They regained their freedom because after nearly three outrageous months of being impounded, AGACE finally got around to determining that the boats had been in Mexico legally all along!

Unfortunately, the fact that 146 have been liberated, means that more than half of the boats originally "embargoed" are still theoretically impounded. It would be nice if AGACE weren't so opaque and would release a list of boats still impounded — and why. But there is some good news. According to Tere Grossman, president of the Mexican Marina Owner's Association, another 88 boats will be released by the end of February. Her source? Aristoteles Nuñez, head of the entire SAT (Mexican IRS), with whom she met in Mexico City. "From the ones that have not been released," Tere tell us, "there are about 40 that did not have a TIP (Temporary Import Permit) or it had expired. . . If a boat doesn't have a TIP it is considered contraband, and there are heavy fines or the boat can be confiscated."

We've been covering this story extensively in *Latitude* and *Lectronic Latitude* for several months — and in this month's *Letters* — so we don't suppose that there is any need to revisit the fact that this has been one of the most idiotic and counterproductive moves ever by any branch of any government that normally welcomes cruising yachts. Mexico needs as many foreign boats and nautical tourists as it can get, and it invests a lot of money to lure them south of the border. Yet a new sub-agency of the IRS recklessly undid much of the goodwill Mexico has earned with cruisers, by impounding the boats of and/or scaring the bejesus out of hundreds of its best goodwill ambassadors.

It makes no difference that AGACE may have had the best of intentions, apparently thinking they were going to catch a bunch of "tax cheats." The planning, execution and partial resolution of the 'audits' has been abysmal. If AGACE had any understanding of cruisers, they would have known that the overwhelming majority are more than happy to comply with all of Mexico's laws — as unclear and confusing

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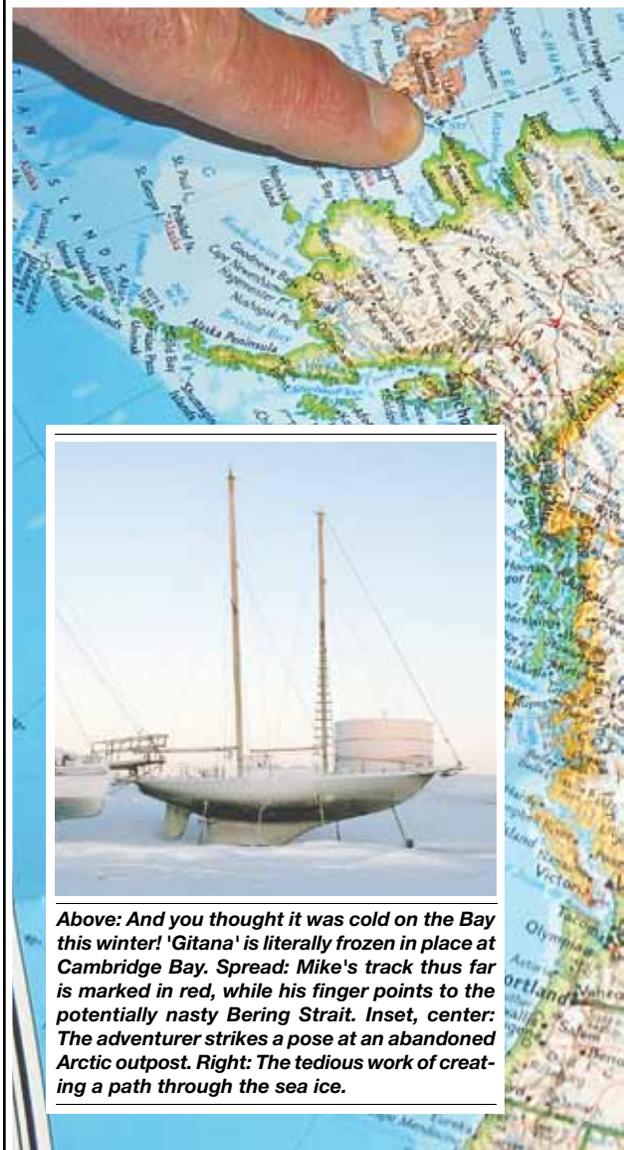
the way

lars of Markel's money to fly to Mexico to investigate further.

"The bottom line is that three weeks after the incident, and after just two phone calls and about six emails, I got a check from Markel. They took the deductible and depreciated the sail, but everything else was fully covered. I was very happy with the service, and feel as though I made out just fine. Furthermore, I've been very happy with the work Peter Vargas and his Sea Tek team have done at the La Cruz Shipyard."

Brown plans to head to Panama in the next few months.

Before we get a lot of letters about this report, we want to emphasize that this is *not* a commercial for Twin Rivers Insurance, which happens to be an advertiser,



Above: And you thought it was cold on the Bay this winter! 'Gitana' is literally frozen in place at Cambridge Bay. Spread: Mike's track thus far is marked in red, while his finger points to the potentially nasty Bering Strait. Inset, center: The adventurer strikes a pose at an abandoned Arctic outpost. Right: The tedious work of creating a path through the sea ice.

ALL PHOTOS COURTESY MIKE JOHNSON

— cont'd

or Markel, which has insured our cat, *Profligate*, for something like the last 15 years. And it's not a scientific study of how happy boat owners have been with their boat insurance claims. It's just a report on one random incident that happened to someone *Latitude* knew from the Baja Ha-Ha, and how it happened to turn out. Your experience may vary.

By the way, it's always an excellent idea to read your boat insurance policy carefully, and go over possible claim scenarios with your broker. Policies vary in the way they are structured and what they cover. The better you understand your policy going in, the less likely you're going to be disappointed if you ever have to file a claim.

— richard

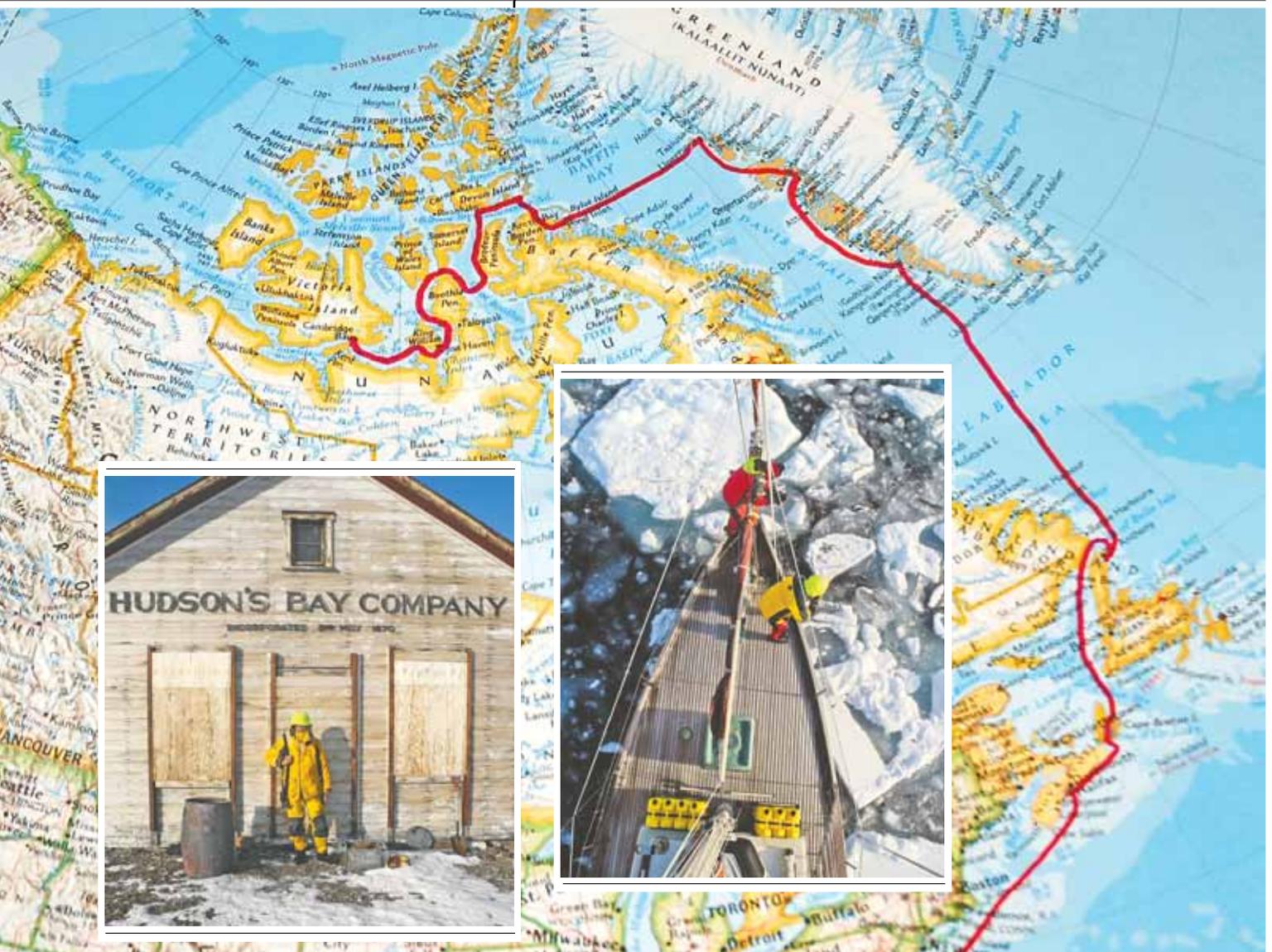
mexican impounds — cont'd

as those laws might be.

Is it safe for foreign boats to stay in Mexico or head to Mexico from the US? This is not something we can guarantee in writing, but we and most industry experts believe it is safe to do so. AGACE has been roundly criticized by other branches of the Mexican government and leading Mexican newspapers. And various officials have said that any future 'audits' would not be as "abrupt" or severe. Other government officials have said that the TIP application will be redone to eliminate the problems caused by AGACE. Don't sail south without one.

Despite AGACE's regrettable action, *Latitude* believes certain things are true: 1) Mexico is one of the two or three best countries in the world to cruise in — and for many reasons. 2) Up until AGACE's raids in November, which we believe were absolutely not representative of the overall Mexican government, the Mexican government had been taking important steps to make cruising in Mexico easier than ever, and a huge bargain compared to most other countries cruisers visit. And, 3) There will be a 21st Baja Ha-Ha in the fall. (*Sign-ups begin May 1 at www.baja-haha.com.*)

— richard



SIGHTINGS

for lack of a kill key

A horrific accident occurred near La Paz, Mexico late last month that could have been avoided by the use of a couple of simple pieces of plastic: an outboard kill switch key on a lanyard.

According to witnesses, the operator of a large dinghy with powerful engines — assumed to be 30-40 hp — was thrown from his boat while speeding through the La Paz anchorage. Because he was not wearing a kill key lanyard, his dinghy continued to roar around the area at high speed.

Seeing the mishap, La Paz-based cruiser John Spicher of the 31-ft sloop *Time Piece* reportedly jumped in his dinghy and retrieved the ejected driver from the bay. They were headed to shore when the wayward dinghy glanced off an anchored boat and turned straight for Spicher's boat, running over the top of him. The deadly prop badly mangled his leg and both he and the rescued man were thrown overboard. As Spicher attempted to climb back aboard he was struck again by the unmanned craft. This time it pinned him beneath it. The two men were rescued by a Mexican captain who administered first aid

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puddle jumpers

Shortly before we went to press with this issue, we took a quick look at the online fleet roster for this year's Pacific Puddle Jump from the West Coast of the Americas to French Polynesia. So far, 172 boats from 16 nations have signed up for the PPJ, which we refer to as a loosely formed 'rally', as boats set sail from a variety of ports along the West Coast, and arrive anytime between March and June.

We'll meet many of these PPJers this month at our annual (free) Send-Off Parties in Mexico and Panama:

- March 1 — Panama PPJ Send-off Party, Balboa YC, 12-4 p.m.
- March 7 — Nuevo Vallarta PPJ Send-off Party, Vallarta YC (at Paradise Village Resort and Marina), 3-6 p.m.

There's no big agenda, these gals just like to get out and sail on the Bay together whenever they can.



prepare to pounce

As always, at both events we'll give a detailed multimedia presentation on doing the Puddle Jump and cruising French Polynesia. Each crew will receive an official Pacific Puddle Jump burgee, and will be interviewed for mini-profiles that will appear in the magazine in April and May. And of course, there'll be free drinks and snacks at both events.

At the other end of this 3,000-mile passage, fleet members are invited to attend the three-day Tahiti-Moorea Sailing Rendezvous, July 4-6. Its schedule of events includes a six-person outrigger canoe race, music and dance presentations and more. See the website for more: www.pacificpuddlejumps.com.

— andy



SALLY TAYLOR

kill switch — cont'd

to Spicher's leg. Although we don't yet have all the details, Spicher was reportedly medevaced to the UC San Diego trauma center that same afternoon.

Needless to say, the whole bloody incident could have been avoided if the dinghy driver had been traveling at a more reasonable speed — and even more importantly, had been wearing a simple plastic kill switch lanyard around his wrist. If you don't have one, get one.

See *'Lectonic Latitude* for updates on Spicher's condition and the fundraising efforts begun to assist him.

— andy

this ain't no ladies' social club

Not long after WWII a group of ladies who dubbed themselves 'Sea Gals' began meeting regularly to sail on San Francisco Bay, and they're still going strong today. As Sea Gal Sally Taylor explains, "Two groups of ladies, one in Marin and one in the East Bay, had been sailing as crew on their husbands' boats. Eventually they decided that they wanted to learn to sail the boats themselves — without all the yelling. They would take the boats out once a week, together, while the husbands were working. Eventually the two groups merged."

"Actually, the original name of the Sea Gals was the Sea Wenches," adds Shirley Bates. "I liked it because it went with 'winch.' Some members objected to the name, but I preferred it because Sea Gals seemed to relate to sea gulls, which fly above the water and bombard those below in a dastardly manner."

The main requirement for new recruits was that they had access to a sailboat. "And, no yelling was allowed," says Sally. "Those are still the only rules — besides no cell phones!"

The Sea Gals' membership has waned in recent years as members have passed away, or in some cases moved. What is so remarkable is that many have sailed into their 90s and "Several have been San Francisco YC's Yachtswomen of the Year," says Sally. Recently one Gal passed away while sailing with her family, on her son's new boat — and they were unable to revive her. "Do you know any sailor who wouldn't want to go out like that?" asks Sally.

The problem for the Sea Gals, and perhaps other sailing groups, is the need for more members. Society has changed a lot since World War II and women are more likely than ever to be working midweek and unable to go sailing. But the Gals want to get the word out that they are looking for new friends. (Write Sea Gal Jocelyn Swanson at skjrswanson@att.net.) "This isn't a ladies' social club," notes Sally. "We sail together every Wednesday and that is all we do, except for three lunches a year, and a Christmas dinner where we bring along the 'Sea Pals'."

The Sea Gals aren't the only group of Bay Area sailors who have a longtime tradition of meeting regularly to enjoy sailing on the Bay — although the Gals have probably been at it longer. Next month we'll report on two men's groups, the Old Phartz and the Geritolers.

— ROSS



SALLY TAYLOR / SEA GALS ARCHIVES

This vintage Sea Gals portrait was taken in the mid-1970s on a cruise up the Petaluma River to celebrate the group's 28th anniversary.

THREE BRIDGE FIASCO —

The turnout for this year's Three Bridge Fiasco was remarkable. Each of the 357 boats' shorthanded crews descended upon the Cityfront on January 25 under clear blue skies, without much more than a whiff of breeze. The event's unique rules were the same as always: competitors could go around marks near three San Francisco Bay bridges in any direction they wanted. And they could start and finish in any direction also.

Try as they might, no matter which direction they decided to go, the situation grew increasingly dire as the day wore on — sailing the entire 21-mile course looked more like an impossibility than a reality.

Racers who headed to Blackaller first were forced to fight an increasing ebb that threatened to send many directly out the Gate. If they'd chosen the easterly route around Yerba Buena Island, they likely made it as far as Fisherman's Wharf, where they languished, and then in many cases eventually anchored.

For those who made it beyond these two zones, the picture was not much brighter — the breeze never really filled in.

Within a few hours of the staggered start, the calls began to come in to the Race Committee over the VHF announcing retirements. The consistent and steady stream of calls actually made it difficult to get a word in edgewise.

Despite the lack of breeze, it was a beautiful day and a great opportunity to say hello to your friends while you sat around on anchored boats.

Of all the starters, officially only a single, solitary doublehanded entrant finished. Jonathan Hunt and his buddy Rod Hagebols

sailed Jonathan's 1D35 *Dark and Stormy* across the finish line with only 20 minutes left before the 7 p.m. cutoff time. Jonathan and Rod chose to head directly to Blackaller where they deployed their anchor before attempting to make it across to Marin.

Their selective use of the anchor and careful attention to sail trim, currents and anything that looked like breeze got them through this fiasco with just minutes to spare.

There is nothing like having a wall of 50 boats parked against a tideline within inches of each other and everyone having a good time not going anywhere.

"It was an immensely satisfying win," says Jonathan in an interview with www.norcalsailing.com. "It is the unofficial season's championship in my mind. Everybody is there racing, and it's a huge challenge and a very, very fun afternoon. We won our class a few years ago in the Big Boat Series but this one feels better. There were people on the jetty cheering us on as we finished, and that was a great heartwarming feeling after working hard all day. It was the best gun I ever got.

"Approaching the breakwater near

Golden Gate YC some Melges 24 sailors who had retired cheered us on, as did many of the crowd at Golden Gate YC," says Rod. "With flashlights blazing and Jon cheering we crossed the line. Shortly after, we learned we were the first to finish — that's when Jon really started to lose it. He could be heard all the way down the Oakland Estuary as we approached our berth. It was a great day of sailing."

Jonathan Hunt and Rod Hagebols sailing toward Treasure Island aboard Jonathan's 1D35, 'Dark and Stormy.'



LESLIE RICHTER / WWW.ROCKSKIPPER.COM



You might ask why so many racers would subject themselves to sailing around a 21-mile course in the middle of winter on San Francisco Bay — every year the Fiasco draws far more entries than any other race. For those who have never done it, the answers might surprise you. But for the hardy individuals who *have* done it, the answers are pretty obvious.

Ants Uiga, founder of the 3BF, was on a rather ingenious train of thought when he envisioned the race. He wanted a race in January, when one wasn't being held. But this presented a predicament. "Typical January conditions include little wind, fickle breeze, strong currents, and big changes in each of these variables. It all adds to a race chairman's dilemma in trying to figure out a way to configure a race," says Uiga. "Besides, I was never a good sailor and couldn't figure it out," he quipped.

Uiga doesn't quite remember when he first had these seemingly crazy thoughts: "Flash back to 1984 or 1985? The memory gets a little vague," he says. But in order to make the 3BF a reality, he "transferred the decision-making from the race chair to the skipper," allowing them to go in any direction around the course. "Fiasco seemed

A YEAR TO REMEMBER



race run on San Francisco Bay."

Darren Doud: "Let me count the reasons:

- "Anyone has a chance to win one of the largest sailboat races, so why miss out?"

- "It feels a little like playing the lottery. Will this be my year to win the Three Bridge? The race format combined with the shifty winds, large wind holes, and strong currents creates so many passing opportunities. If you make enough right decisions, combined with some luck, then you might have a shot at the top spot.

- "More choices in race tactics. I think the wider range of race tactics creates a more interesting problem to solve. One of the first questions I am asked by other racers about the Three Bridge is which way are you going or which way did you go. It is one of the first big decisions we have to make in the race, and if it turns out to not work out, then you spend the rest of the year wondering if you could have done better going the other direction.

direction.

- "Mid-race progress report. It is always fun to pass boats going the other direction and gauge your process mid-race. It keeps you in contact with other boats that are racing.

- "Tradition. My dad introduced me

Ants Uiga's trophy from the very first race puts everything about the Three Bridge Fiasco into perspective.

It was a beautiful day to anchor your boat on San Francisco Bay. Many took it as an opportunity to catch up with old sailing buddies.

like a good name. If no one finishes, the race chair wins. This gave me an opportunity to win something that I wouldn't as a skipper."

Uiga sends out, "a big special 'thank you' to all the 'volunteers' who manage the race each year!" And he continues to marvel at how the race has grown in popularity.

The following are responses to the question posed in a recent *Lectronic Latitude* post: "Why do you love doing the Three Bridge?"

Larry Riley: "Well actually, I have found that for the most part the weather is pretty nice. I'm usually praying for wind. That said, we'll probably have a 30-knot sleet storm this year. So, yes a bit colder than summer, but the race has other things going for it: flat water, typically mild wind, and great lighting, as the sun is low in the sky.

"Why singlehand? Hmm, poor personal hygiene? Crappy personality? Too cheap to feed the crew? In love with my spinnaker and want it all to myself? All of the above.

"Honestly, I just like single- and doublehanding. Just don't like a crowd on

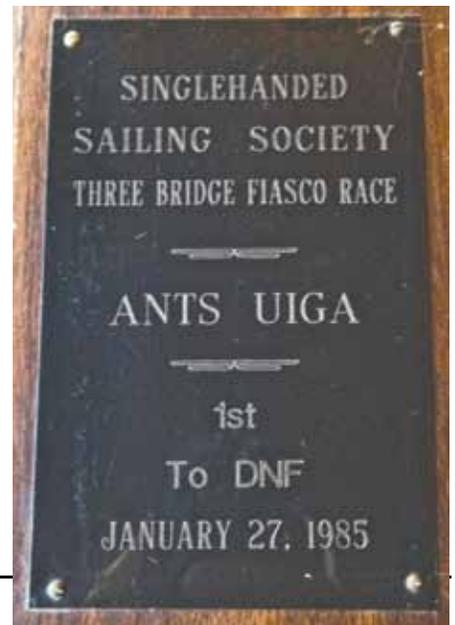
the boat when sailing."

Daren Heldstab: "Because it's a blast? Seriously, the thing about the Three Bridge is that it's a real sailor's race. The racers have to deal with January's often very light, fluky conditions in addition to adverse currents, etc. But the weather is often midwinter spectacular! Also, the folks with the most high-tech, expensive gear aren't necessarily going to seize the day since there is no set course, and things are so fluky that time of year that things could go a number of ways, and often local knowledge trumps bankroll."

Robby Robinson: "It is past tense for me — many years ago. Dolores and I usually never did well aboard *Rolling Stone* due to lack of wind during the Three Bridge, but I remember one really, really stormy race with one squall following another, the old IOR One-Tonner finished first in class. I've done a lot of singlehanded racing, including two TransPacs (1982 and '88), but I can still remember that Three Bridge race.

"The Three Bridge gives meaning to crowdsourcing. I could never understand why more YCs or the YRA didn't run races similar to the Three Bridge. It requires thinking beyond boat speed. It has obviously been the most popular

LATITUDE/ROSS



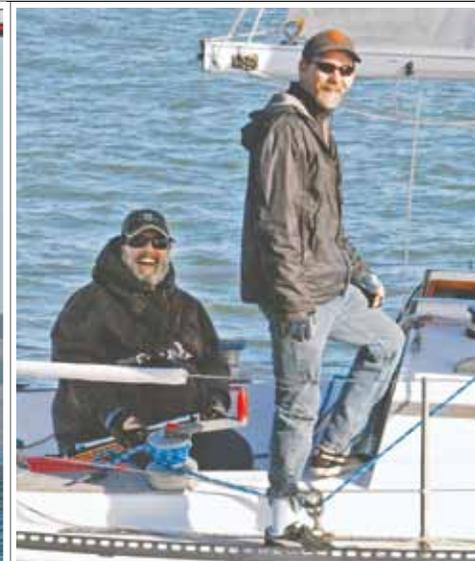
ANTS UIGA

THREE BRIDGE FIASCO —



Top row, left to right: Adam Spiegel aboard "Jam Session;" "Lelo Too" squeezes past "Nobody's Girl;" a fleet of Moores; looking intense on "Humdinger;" (Middle Row l-r) "Bad Hare Day" slips by the bigger boats; Wylie twins; "Oreo" and "California Condor" at Pier 39; enjoying the scene aboard "Bandido;" "Don Quixote" drops anchor; (bottom l-r) shipping traffic was intense on race day; "Now & Zen" doublehanding and happy; "Red Hawk" gets covered by "Anduril" on the way to Blackaller; "Tai Kuai" waves hello.

— All photos latitude / ross unless otherwise noted.



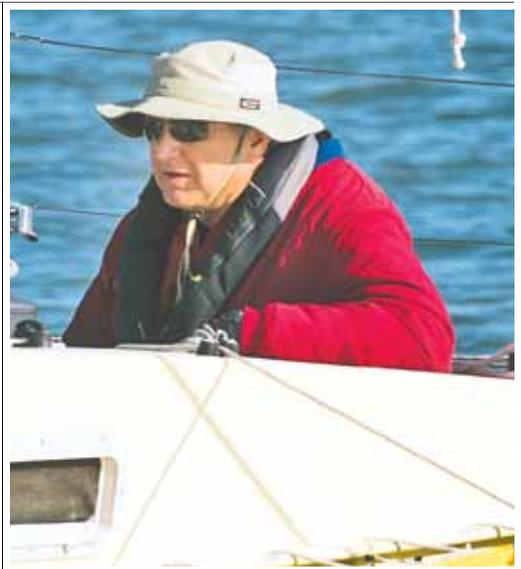
to the race and I have been competing in it since the late 1990s.

- "The first to finish is the winner. No crunching rating numbers after the race and if you can see the first boat to finish, then you know you did good.

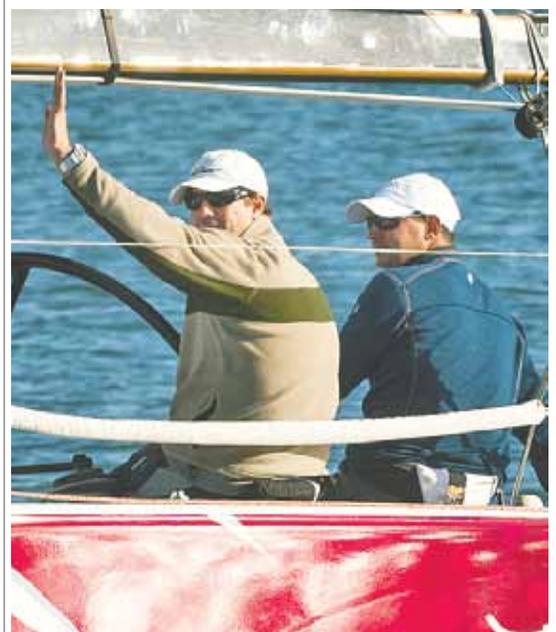
Beau Vrolyk: "We love the Three Bridge Fiasco because: 1) There is nothing like having a wall of 50 boats parked against a tide line within inches of each other and everyone having a good time not going anywhere. 2) Starting with

a handicap of 150 with three dozen Moore 24s and one poor cruising boat that doesn't know what just happened to him. 3) Sailing in a pack of 20 boats that meets 30 boats going the other way around Red Rock, and most impor-

A YEAR TO REMEMBER



LESLIE RICHTER / WWW.ROCKSKIPPER.COM



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

tantly everyone feels that they could get that 'break' or that 'private breeze' that would bring them in first. 4) The camaraderie is the best of the year and the race is a crapshoot. What could be better? Hey, it's a fiasco!"

A fiasco indeed. And now that you've read about how fun this wacky race is, we expect more shorthanded sailors than ever next January. It could be your year, if there's some breeze. In the best-case scenario, you study the con-

ditions for a week and win the race! The worst that can happen is that you sit around drifting, or at anchor, telling stories with your sailing buddies about the year it really blew.

— **latitude/ross**

ALASKA EAGLE MEMORIES —

The donation of the S&S 65 *Alaska Eagle* to the Orange Coast College School of Sailing and Seamanship in 1982 may well have been one of the greatest triumphs of West Coast philanthropy, as she served as the school's primary offshore sail-training vessel for 30 years, elevating the skills and confidence of roughly 3,000 'student sailors' while logging almost 300,000 bluewater miles.

As noted here last month, the aluminum thoroughbred — winner of the second Whitbread Round the World Race as *Flyer* under Dutchman Conny van Rietschoten — was recently sold, and returned to her roots in The Netherlands. So we made a shoutout to those who'd sailed aboard her during OCC's stewardship. The comments you'll read below span her earliest trips after arriving on the West Coast, to her last (of 10) trips to Hawaii in 2011, as the Transpac's communications vessel.

No memoir of *Eagle's* wanderings would be complete, though, without checking in with Rich and Sheri Crowe, her primary co-skippers and caretakers. For them it's not easy to pinpoint a few favorite experiences, but one magic moment Rich will never forget is when they were on the way to remote Pitcairn Island and all of a sudden a large pod of whales was surfing along beside them at 10 knots. "For us," he says, "as for anyone, I think the first time you experience something it's the most special. Like the first time we made landfall in the Tuamotus, the first time we sailed into Glacier Bay, or the first time we saw penguins — they were all magical moments."

Rich and Sheri have often been teased that they had one of the best gigs in the **Rich (left) and Sheri earned a reputation for running a tight ship. But that doesn't mean their crews never had any fun.**



CHRIS FREEMAN

sailing industry. "We know how lucky we were," says Sheri. "We've got a lot of great memories and have made a lot of great friends."

Still today, they get calls from former students who are off cruising and want to proudly report to 'mom and dad' that they've just crossed an ocean or accomplished some other impressive nautical feat.

Longtime OCCSSS Director Brad Avery subbed in for the Crowes annually as a relief skipper so they didn't get burned out. He too had many spectacular experiences, including a trip to Antarctica and another to the far north of Europe, beyond the Arctic Circle. Favorite memories? There are many, but one that always seems to bring a laugh is when his 10-person crew showed up at a remote research station on Macquarie Island — halfway between New Zealand and Antarctica, at 54°S. For the 30 college-age researchers there, the *Eagle* crew's arrival was the perfect excuse for a party. Thrilled to see some new faces, they began whipping up cocktails, while playing vintage LPs on their turntable. And

before long everyone was dancing on the tables while freezing wind howled outside.

On a more serious note, Avery takes pride in the fact that *Eagle's* programs never had any serious injuries or liability



The early trips to Hawaii were epic, but after she got her all-oceans certification the landfalls became more and more exotic.

lawsuits.

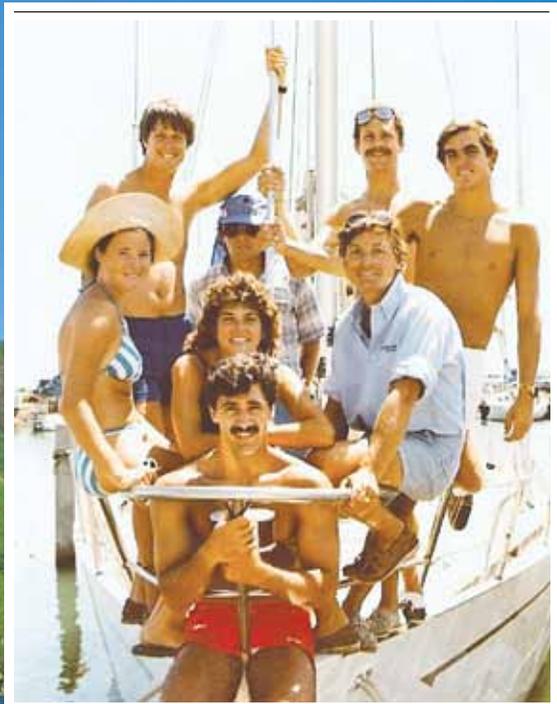
We'll pick up here with crew comments as they occurred chronologically:

1983 — Former *Alaska Eagle* program director and occasional captain Karen Prioleau explains that the boat's many trips to Hawaii and beyond got started thanks to Dick Steel, who was commodore of the Transpac YC in 1983. He needed a communications vessel to shadow the race, and *Eagle* got the gig. "Dick underwrote the trip," says Karen. "That was the first offshore trip *Eagle* did. You could truly say Dick Steele got us started."

1984 — John Cahill, MD: "In 1984 or thereabouts, Brad Avery — having already voyaged far and wide in Southern California waters on *Alaska Eagle* — called me and said he wanted to bring her up to Seattle. I volunteered to guide him around Vancouver Island that summer on *Eagle*.

"We had a memorable trip up the inside of Vancouver Island on *Eagle* and a great 60-mile spinnaker run down from Cape Scott on the outside, up into

THREE DECADES OF EDUCATIONAL FUN



Before leaving Hawaii after 'Eagle's first of 10 Transpacs, the delivery crew strikes a pose for the camera. Sheri is in the big hat. That's Rich in the white shirt.

BOTH PHOTOS OCCSSS ARCHIVES

Eagle and, imagining myself at the coffee grinders, I daydreamed to the point of distraction during the following school year and summer, until the opportunity to sail on her first presented itself.

"In 1986, I persuaded my parents to let me sign up for the 1986 sail to Hawaii. To this day I remain incredulous that I was able to convince them to agree to such an adventure, and even more so when I consider how they were able to win Brad and company over to the idea of allowing a 15-year-old on board for the transpacific journey...

"Unfortunately, this dream was dashed by a last-minute phone call from Brad that the trip had been canceled due to new Coast Guard

regulations. *Alaska Eagle* had to qualify before she was approved to set sail offshore.

"The following year, my anticipation and eagerness only grew. I qualified for my place by participating in work weekends on board and a sea trial to Catalina. Brad probably got tired of my weekly phone calls to make sure everything was a go with the Coast Guard. *Eagle* was going to be the Transpac escort vessel in 1987 and come hell or high water I was determined to be on that trip.

"The two-week voyage was exhilarating for a 16-year-old from Fresno. I was able to hone my sailing skills on board, work on navigation, and share in the communal duties of cooking and cleaning (kind of a stretch for me at the time). I

fondly remember the customary *aloha* when we arrived in Hawaii and I got my first taste of a *mai tai*.

"Richard and Sheri are what made the *Alaska Eagle* an experience. They are the ones who kept the entire boat, the experience and adventure alive for so many of us. If you have made a passage like this, you know how strong the bonds of friendships can be. In the years that followed I was invited to their various boat parties and launchings. Regardless of where I was, I always made a point

We were riding the surf, trough to peak, and all was quiet except the sound of the aluminum hull splashing through the water.

to stop by and catch up with them. We share memories, trade sea stories, and talk about upcoming voyages.

"I am forever grateful to Richard, Sheri and Brad for contributing to such fond memories and life experiences for me. They have given so much of themselves to the boat that they will forever be part and parcel of *Alaska Eagle*. They have all done an unrivaled job in making sure so many people got to share in the distinguished legacy of *Alaska Eagle*."

1987 — Mark Luckenbach: "In July 1987, midway on our voyage from Newport Beach to Honolulu as the chase boat for the Transpac, our team of three came up from below to take the helm. The night sky was a cloud of stars and there was an easily manageable breeze pushing us along. We were riding the surf, trough to peak, and all was quiet except the sound of the aluminum hull splash-

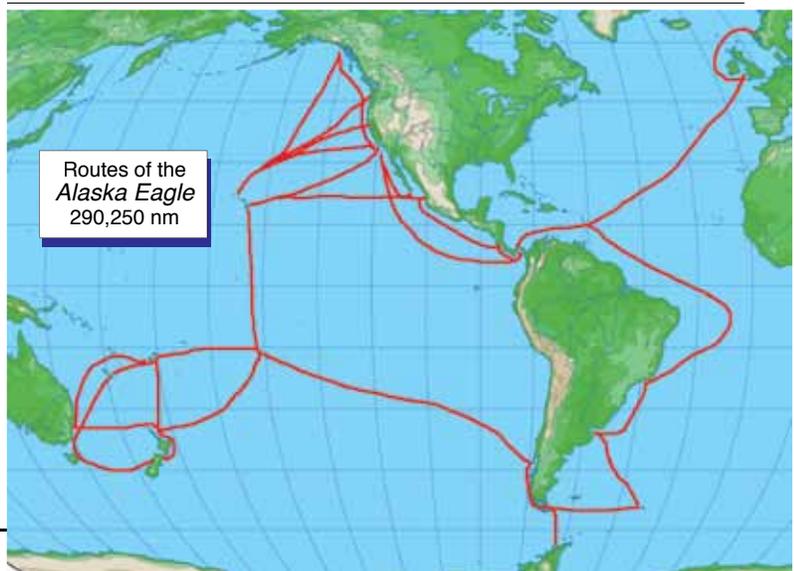
Esperanza Inlet. Brad skillfully jibed the spinnaker dozens of times as we circumnavigated Nootka Island around the top of the island, through Hecate Pass and the Tahsis Narrows with the great *Alaska Eagle* logo appearing on the chute, which brought all the natives running out of their cabins along the 150-yard-wide passage.

"We slipped down to Friendly Cove, where I abruptly jumped off onto the beach to catch a sea plane back to Seattle and go back to work.

"I had the pleasure of again joining *Eagle* the following year in Ketchikan, Brad having now discovered the beauty of cruising in Alaska. We went offshore to the Queen Charlotte Islands, now called Haida Gwaii, just as the indigenous people there were taking back their heritage and closing off the south island to visitors. We toured the north island and once again I jumped off at Sandspit airport, and Brad sailed her off into the teeth of a SE gale and straight down to Portland, then eventually back to Newport Beach.

"These were the first two of many voyages to the Pacific Northwest for *Eagle*."

1986 — Chris Freeman: "I was 14 years old when I first laid eyes on *Alaska*



ALASKA EAGLE MEMORIES —

ing through the water.

"After a while, Japanese voices could be heard on the radio. Who were they? It sounded like there was a conversation going on, perhaps between fishermen, but it felt more like voices from another world, reaching out to us. What were they saying? We listened quietly as the voices faded out. Then there was only the sound of a dark wake and the light cloud of stars."

1991 — *William Pink*: "Alaska Eagle was approved for all oceans by the US Coast Guard in 1991. It's journey was going to take advantage of that rating by touring the South Pacific for the first time. Up until then she had done trips to Hawaii and along the West Coast. A South Pacific voyage was just what I was looking for to advance my sailing

abilities; a real-blue water adventure to a tropical paradise.

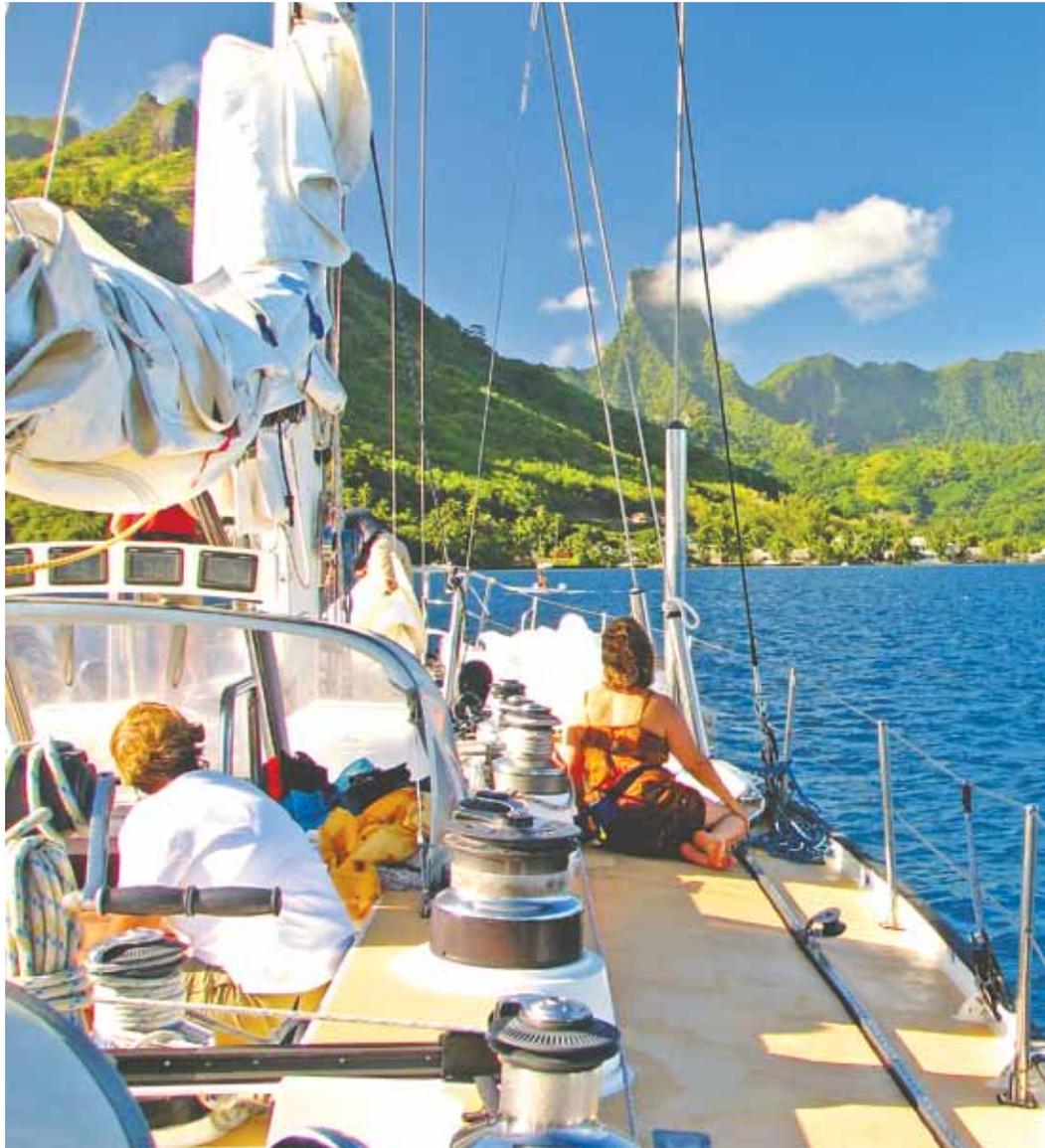
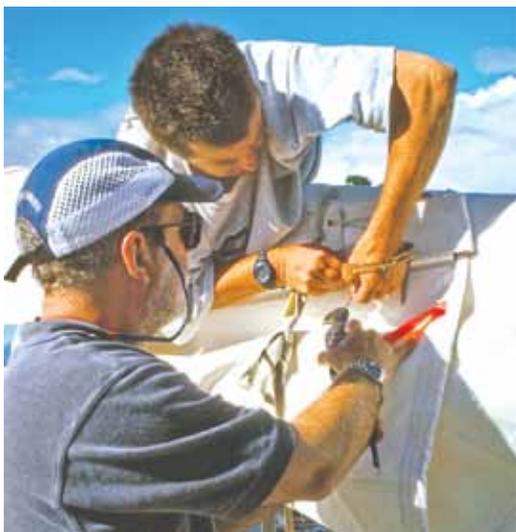
"Back then there were many applicants, so your application had to include a bit of your sailing history, why you wanted to go, and any special skill set you may possess, i.e. being a doctor. (*Ed. note: Before William could be accepted, he was invited to participate in a day sail.*)

"I walked down the dock to inspect the *Alaska Eagle*. I had never seen her up close, but had heard that she'd been a Whitbread winner, then known as *Flyer*. When my eyes began to survey her decks she looked like a spaceship. I had never seen most of the equipment attached to the hull, like grinders and winch drums, most the size of beer kegs. They were everywhere. Even some of

the sheets were wire. My fear mounted. Heck, there were more winches hanging off the mast than I had seen on any deck of any boat I'd sailed on. Did I mention that all my experience was acquired on Flying Dutchmen Juniors when I was 12 years old?

"I was getting ready to run when I said to myself, 'You are not 12. You are a big, bad, federal agent.' I wasn't going home intimidated by a boat...

"We all boarded and Brad Avery took the helm. He quickly began an assessment of skills by asking who felt they could manage dock lines and such. I noticed a woman who had a clipboard with a list of names. She had taken roll before we boarded... I jumped into action. If I didn't know what to do, I followed



THREE DECADES OF EDUCATIONAL FUN

someone who did. Most actions required pulling on a rope, oops, a sheet! ...Brad was barking commands and names of things I had never heard of...

"Finally, I was called up when it was learned that I was the only one who hadn't taken a turn on the helm. 'Crap,' I thought, 'if I don't make good at this surly they will know I'm not experienced and I'll get scratched.' But I still thought I had a chance because it was a straight shot to the harbor mouth.

"My mind raced, 'Just don't move the wheel and she'll go straight on home.' I just knew Brad would take over once we were at the channel. Wrong! I got this glance from him: 'You are doing just fine so hang in there while we fly a chute.' A what? You know, a spinnaker.' Sure,

of course, no problem. The panic I was feeling left me desperate to use the toilet.

"I had never seen a spinnaker, let alone been on a boat, or at the helm when one was put up. To make things worse, Brad had me turn down the harbor channel and head for home. I was expected not to hit anything, nor run over any of the idiots in kayaks, dinks, small watercraft, jet skis and a variety of pleasure boats of various sizes that were crisscrossing the channel ahead of me.

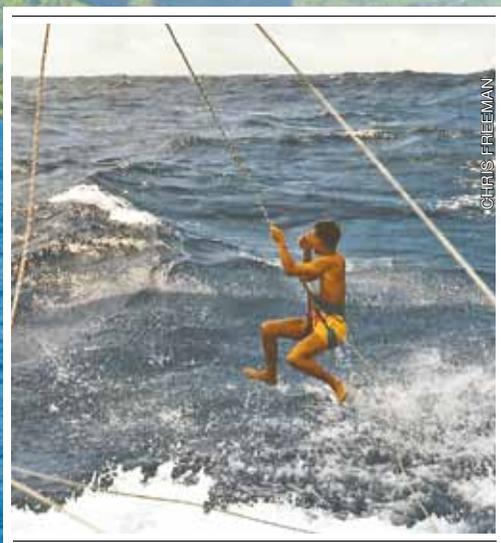
"Up went the chute. By the time we got to the OCC dock I needed to force fluids and change my shorts. I was sure that I had sweated out every ounce of water my body possessed. But I had survived, and when I got home I don't think I stopped smiling for a week...

"The final event of the screening process was a work day! ...I wanted it bad, and by then I was not about to miss Tahiti. After all this, I'd do anything! I didn't think, however, *anything* meant clean, remove and rebuild the toilet. "Please not that!" I was sure they gave me that task on purpose because they knew I was in law enforcement...

"When our day had finished we were told to expect a letter advising if we had been selected. When it finally arrived, it was very officious, like those that used to say; 'Greetings from Uncle Sam. You've just been drafted into the army.' In my case, I had been selected for the Hawaii-to-Newport Beach leg of that year's circuit. I reread the letter just to see if the spelling was wrong because I'm sure I hadn't put Hawaii on any of my preferences. No, it was spelled correctly,

Clockwise from lower left: Offshore sail repair; students learned 'old school' as well as modern nav techniques; making landfall at Cook's Bay, Moorea; (inset) Chris Freeman does some mid-ocean halyard flying; mates Barbara Marrett, Karen Prioleau and Sheila McCurdy during an all-woman transit from Hawaii; Sheri learned to excel as a downwind driver; topside route planning.

ALL OCCSSS ARCHIVES EXCEPT AS NOTED



ALASKA EAGLE MEMORIES —



MARK HAESLOOP

Mark Haesloop, top left, was thrilled to be aboard 'Eagle' during her last Tranpac commission in 2011.

H-a-w-a-i-i to Newport in August. Hey, isn't that hurricane season? Yes sir, it was, but that's another story!"

1992 — Paul Martson: "I crewed aboard *Alaska Eagle* with Rich and Sheri Crowe in 1992 from Oahu to Newport Beach. It was my first Pacific crossing.

"Leaving the Ala Wai Yacht Harbor for the traditional hop to Hanalei Bay, Kauai, it was my first turn at the helm. I grabbed the big wheel and placed a butt cheek on the combing to have a seat. Seconds later Rich said: 'On the *Alaska Eagle* we stand watches on the helm.' Stand corrected, I was!

"But it wasn't all so serious. For example, we were allowed to pool money for a beer run before leaving Kauai. Two shopping carts full looked great! But the math revealed it was only one per person per day. Lotsa crew, lotsa miles.

"I lost my (Pacific crossing) virginity on the *Eagle*, but this summer's Pac Cup will be my 6th time getting lei'd!"

1997 — Captain Glen: "I got to sail aboard *Alaska Eagle* when she was

'Alaska Eagle' glides south along the Mexican coast during the 2006 Baja Ha-Ha cruisers rally. Some rally crew later voyaged on their own.



KINGHORN / OCCSS ARCHIVES

the escort boat for the 1997 Tranpac. The best part of the sail was getting to know Rich and Sheri Crowe. We are still friends.

"The most memorable moment occurred at dawn when I was at the helm with a spinnaker flying. Having always been a bowman, I had little experience driving, let alone with the kite, and never with a boat so large. I was thoroughly focused and the two others on watch didn't think to alert me to the squall bearing down on us from astern. Within seconds of the squall hitting with wind and rain the spinnaker exploded. The whole crew came up — some fresh from bed — and got everything under control.

"What I remember most was the sight of two of the female crew who would have won any wet T-shirt contest they entered."

1998/'99 — Jeff LaBarre: "In order to qualify as crew on a three-week voyage from Hawaii to Alaska, the school required participants to take a four-day local cruise to the Channel Islands on *Alaska Eagle*.

"The incident that is etched into my memory was my first visit to the spectacular Painted Cave on Santa Cruz Island. We stopped to see this sea cave — one of the largest in the world — on the second morning of our trip. The young captain had the inflatable launched and tied along the starboard quarter. He then backed *Alaska Eagle* into the small cove just outside the 120-foot-high entrance to the cave. As he put the engine into forward to halt the boat's backing, the gear shift failed — it actually came off in his hand. *Alaska Eagle* continued backing into the entrance.

"With incredibly quick action, the captain killed the engine, handed the helm to the 1st mate, and jumped into the inflatable. At the same time he called on us crew to get the sails up 'right now!' He fired up the outboard and towed us slowly out of the cave, which by this time, we were completely inside of. But we were soon in open water with the

dinghy stowed. I have had the chance since to admire his skill and command presence as I have dealt with my own mini-disasters that seem an inevitable consequence of venturing about in small boats.

"Our trip continued with a jury rigged throttle/gear shift to the incredibly beautiful Cuyler Harbor on San Miguel Island. A wild and windy place, remote and nearly unvisited, yet only 100 miles or so from 13 million people. We hiked to the east end of the island to view an immense beach covered with seals, sea lions, and elephant seals."

2004 — Fabio Maino: "I have a lot of good memories from being on board the *Alaska Eagle*. In 2004 I traveled from Easter Island to the Marquesas via Pitcairn and Mangareva with skippers Sheri and Rich Crowe. A great trip, my first across an ocean on a sailboat, and through places that I'll never forget.

"The stop at Pitcairn was the highlight of the trip, but Easter Island and Polynesia are magical places as well. Sheri and Rich are amazing mentors and great sailors. The *Alaska Eagle* was an amazing platform for keeping together such a diverse crew, and introducing people to the greatness of ocean sailing."

2005 — Barbara Marrett: I've lost count of the number of times I sailed the *Eagle* to exotic locales like Pitcairn Island and Rapa. But the most memorable was an all-women's sail from Tahiti to Hawaii during which we encountered the remnants of several tropical storms and hurricanes plus other crew calamities. Karen Prioleau was skipper, Sheila McCurdy and I were mates.

The average age of the crew was 52 and the average height 5'4" — what we lacked in stature was made up by character and characters. Petite crew member Patti had been attacked by a pair of pit bulls in Tahiti — she arrived on board with bandages and didn't tell us what had happened until the trip was over. Chiropractor Jackie took a big tumble out of her high bunk and had the most amazing bruises and a black eye



THREE DECADES OF EDUCATIONAL FUN

which changed color throughout the entire trip. One of our strongest crew members tore her ACL and was transported home on a cruise ship which was, thankfully, stopped at Fanning Island when we arrived. On Fanning — where we had to stay a few extra unscheduled days to wait out strong winds associated with a hurricane — our youngest crew member was nipped by a dog. (Thankfully it was not rabid).

Due to the delay, we were concerned about food supplies. Not to worry! Between the Norwegian Cruise Line representative on the island and a generous single cruiser, we had feasts of fresh fish, lobster, cold beer, even frozen asparagus. Meeting the locals over the pool table in the dilapidated old plantation owner's house became an after-dinner ritual. *Alaska Eagle* crew member Melanie kicked ass!

While some of the crew members were disappointed by the delay, I viewed it as a gift — a few unexpected days away from the hard work of handling the big powerful boat with a less-than-robust but wonderful crew. How many days are we given unexpectedly to purely play — on an exotic island no less? I was in heaven.

I can't remember laughing more on night watch or feeling such warmth and connection with my crew mates as on that trip. Just enjoying life — hunting lobsters at night across the vast Fanning lagoon or playing games below as the wind howled outside and we swung at anchor."

(Ed. note: Captain Karen adds:

"Barbara forgot to mention the feast that we were invited to attend, followed by dancing. The Fanning Islanders knew how to 'twerk' long before Miley Cyrus made it famous. They howled with laughter during their shenanigans, as our unsuspecting crew realized what was happening and then turned the tables on them.")

2006 — Allan Alexopoulos: "Crewing on *Alaska Eagle* in the 2006 Baja Ha-Ha was a seminal event for my wife Rina and me on our path toward cruising our Hunter 466 *Follow You Follow Me* to the South Pacific in 2009-10. We learned so much from Sheri Crowe and the rest of the crew in our two weeks aboard, which led us to the obvious conclusion that: 'We can do this!'

"One of my favorite moments was flying a spinnaker with Sheri's gentle coaching behind me. By the end of the watch I could fly that spinnaker in complete darkness, guided only by the wind on my face, the groan of the sheets, and the balance of the wheel. Amazing.

"The dream lives on through our daughter Alyssa. She and her boyfriend Lewis were profiled in the January edition of *Latitude* as they prepared for doing the Pacific Puddle Jump in their Tartan 37 *Eleutheria*. We could not be



COCCSS ARCHIVES

In full expeditionary mode leaving South Georgia Island bound for Buenos Aires in 2011 — perhaps her most adventurous cruise.

Alaska Eagle together."

2011 — Mark Haesloop: "I sailed on the *Eagle's* last campaign, the 2011 Transpac.

"No story of the *Eagle* can be complete without a shout out to Rich and Sheri Crowe, who skippered the boat for 28 years, from picking her up in England to her last Newport-to-Honolulu romp. They are a unique couple of people, sailors and teachers.

"My trip was less 'exotic' than many as it was a 13-day direct shot, all open ocean. My memories of the experience are of sailing on a dark night with only the compass binnacle light and the occasional flash of the white bow wave in my peripheral vision. It was exhilarating, terrifying, and you felt like you were doing 100 knots. At 80,000 lbs, the *Eagle* was a handful.

"My best crew memories are the half-way party and the boat cleaning 'party' the day after landing in Honolulu (with the mandatory hangover).

"Leg after leg, year after year, Rich and Sheri somehow managed to take 10 to 13 individuals, who mostly did not know each other at the start, and complete the trip without mutiny or a keel-hauling.

"Unfortunately, it's unlikely that there will ever be a similar program where the 'common sailor' can find a berth for such adventures."

Sad as that last statement is, Mark is probably right. Although many other offshore sail-training programs are offered around the world, none are quite like the *Alaska Eagle* experience, and none of the vessels used have a pedigree quite like this classic S&S warhorse. Needless to say, she will be sorely missed.

— *latitude/andy*



There were some rough trips, such as New Zealand to Tahiti through the low latitudes, but 'Eagle' always proved to be a safe, sturdy ride.

CHRIS FREEMAN

BEER CAN

Spring is here and with spring comes beer. Well, Beer Can racing to be more precise. We really like Beer Can racing at *Latitude 38* because of everything it stands for, namely beer and racing. But it's really more broad than that. Beer Cans (as such contests are often called) happen each year from late March until late summer or wearily fall. Some series end as late as November. That's a span of eight months. And better yet, beer cans are important not only for what's in them but because of what they stand for — having fun after work.

Throughout Northern California, 27 yacht or sailing clubs host Beer Can races. These typically take place on weekday evenings from about 6 p.m. until sunset. You'll find a complete list in this year's *Northern California Sailing Calendar & YRA Master Schedule* (see www.latitude38.com).

With so much Beer Can racing scheduled, you have lots of locations to choose from. These might be closer to your office than you think. And that's important because Beer Can races let you forget about work. There are few things better than arriving at the dock with your sailing gear and hopping onto a boat after a long day/week at the office. But we'd bet that grabbing a cold beer and going for a fun sail is close to the top of the list. To improve on that, we've heard of some skippers who seriously frown upon talking about work when on their boat. We think this is an excellent rule that is sure to speed up your mind's transition from work to fun.

Beer Cans are also an opportunity to learn more about sailing. The idea

is not to go out and pretend you are a bunch of America's Cup rock stars. No, the idea is to make sure you've got a cold beer within reach and to enjoy yourself while sailing. So, if you want to gain more experience trimming the sails, or venture onto the foredeck to wrestle with the spinnaker pole, this is the perfect time to do it without getting a lot of angry vocal feedback from your fellow crewmates — unless you've forgotten to get someone a beer.

Beer Cans are also good for people who want to sail but don't own a boat and don't know a lot of people who own boats. The answer to this dilemma is to go to a yacht club on the evening of a Beer Can and start walking the docks with your sailing gear in hand. You'll probably see a bunch of people getting ready to go sailing, and you can just ask them, 'Hey, do you know anyone who is looking for crew tonight?' Skippers are usually pretty open to inviting new people on board because there's no pressure to actually win the race. Another tip is to look out for the larger sailboats as they have more room and bigger sails, and will need more crew.

Beer. Bring a six-pack to Beer Can races to stay in the good graces of the skipper and crew. (Or a non-alcoholic beverage, if you choose.) It doesn't have to be fancy. But if you are feeling creative you can bring a variety of styles that will appeal to most of the crew. Also, there is a lot of good microbrew being sold in cans nowadays — so keep an eye out for that. Glass can be a problem on a



sailboat.

Be ready to let your new boatmates know what your skills are, and you might also impress them at the appropriate time with a copy of the Sailing Instructions that you've also put to memory. This is a great way to meet new people and to expand your sailing resume if you show some enthusiasm. Hopefully,

Latitude 38's Ten Commandments of Beer Can Racing

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. As the ad says, "Safe boating is no accident."

2) Thou shalt honor the racing rules if thou knowest them. The *2013-2016 US Sailing Racing Rules*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For Beer Can racing, just remember some of the biggies (port-tack boats shall avoid starboard ones; windward boats shall avoid leeward

ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'Beer Can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) Thou shalt not covet thy competitor's

boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only Beer Can racing.

5) Thou shalt not amp out. No screaming, swearing or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves. (One's probably plenty if you're driving though.)

6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame

RACING PRIMER



PHOTOS: JEREMY LEONARD

you'll have done a good job during the race and your chances of being invited out the next week will be good.

You can be proactive about getting onto a boat for Beer Can races by posting a note on a yacht club's notice board outlining your skills and interest in sailing Beer Cans. While you are busy putting together this sailing resume,

needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a Beer Canner. Besides proving that you're unclear on the concept of Beer Can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: As the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of Beer Can races is belling up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for

Racing Beer Cans can be a lot of fun, especially if you follow Latitude's Ten Commandments of Beer Can Racing.

think about attending *Latitude 38's* Crew Party, Thursday, March 13 from 6-9 p.m. at the Golden Gate Yacht Club — a most excellent way to meet sailboat owners and other sailors like you.

If, after all the effort you've made getting on a boat, you find yourself with a

your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cell phone in the car, bring the ghetto blaster.

Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

— latitude

skipper who is what we call a "yeller," make a note to yourself not to sail with him again. Beer Cans are not about yelling. If someone is yelling during a Beer Can, they are breaking the fifth of the Ten Commandments of Beer Can Racing. This may well land them in some sort of purgatory where only 3.2% beer is sold.

And speaking of the Ten Commandments of Beer Can Racing, if you haven't read them yet, do so after you finish this article. They are a must-read for novices and experts alike. If you have read them — and it's amazing how many people have — read them again so that there are no slip-ups early this season with your Beer Can etiquette.

One underlying theme in the Commandments, aside from the "frothy nectar" is safety. It's important to enjoy yourself while sailing. And, having a few beers while sailing is enjoyable. But we would caution you not to get sloppy. Driving a boat under the influence is as dangerous and as illegal as it is in a car. Know the rules of sailing and always be aware of the position of boats around you. The last thing you want is to get hit or injured during a Beer Can race. These incidents can put a serious damper on the friendly and festive atmosphere that is natural to Beer Can racing.

Beer Can racing offers everyone a great opportunity to get out and enjoy the sport of sailing. It doesn't matter how



Racing Beer Cans lets you get an early start on your weekend fun!

much experience you have, either. If you follow the Ten Commandments of Beer Can Racing, it should all work out really well. By the end of the evening you'll probably be hanging out with your new friends at the yacht club talking about sailing or what guy just broke the eighth commandment by yammering on too seriously about the evening's race.

— latitude/ross

CORCOVADO'S SAD END —

This is the story of a lovely vintage yacht that made her way, powered only by the breeze and the currents of the Caribbean, from one of the nicest places in the sailing world to one of the most dangerous. Owner Andrew Connell, of Stonington, Connecticut, and St. Barth,



LATITUDE / RICHARD

Andrew Connell splits his time between Connecticut and St. Barth — where he sometimes crews on spectacular classic yachts.

French West Indies, begins the story:

"My beloved Standfast 40 *Corcovado* broke loose from her commercial mooring — the shackle failed — at Gustavia, St. Barth on the evening of January 10. The fact that the winds often had been blowing more than 20 knots for weeks might have been a contributing factor. I was doing a 1,000-mile upwind slog at the time, delivering a boat from the Bahamas to St. Martin. For the record, I've made 50 trips between the northeastern United States and the Caribbean, and have done a number of Atlantic crossings.

Although badly scratched, *Corcovado's* hull wasn't in bad shape. But without her hardware and equipment she was almost worthless.



ANDREW CONNELL

"I didn't get the bad news about my boat until my cell phone came back to life off Puerto Rico. What a helpless feeling, as there was nothing I could do until we made landfall. By the time I finished the delivery in St. Martin, my boat had been drifting to the southwest for three days, at what I estimated to be about 35 miles a day.

"On January 12, I received a call from the French Coast Guard advising me that the pilots on a Dutch Dash 8 aircraft flying between Curaçao and Dutch Sint Maarten, having been aware of the report of an abandoned boat drifting, had spotted my boat. Ironically, they contacted authorities in Barbados for help trying to find out who the boat belonged to, and through them and a report in *Lectronic Latitude*, learned that I was the owner of the boat.

"*Corcovado* was 130 miles southwest of Guadeloupe when the pilots spotted her. In addition to getting her coordinates, the pilots took photographs of my boat. She looked to be in good shape, and my inflatable was even still trailing behind. At that point the chances of my rescuing *Corcovado* seemed reasonably good. But on the way back to Curaçao, the Dash 8 pilots couldn't find my boat again, so they were unable to provide me with an updated position. Damn!

"Fortunately, my friend Hans de Bruyn Kops offered to help me try to find *Corcovado* using his 38-ft German sloop. When we left, we were under the impression that the Dash 8 would be flying again the next day, meaning there would be a reasonable chance that they could give us updated coordinates for the boat. As we later found out, the plane wouldn't be flying again for six days. Bummer.

"Hans and I found ourselves in rough weather on our second night. At 2 a.m. Hans

went forward to undo the inner forestay so it would be easier to tack. The boat suddenly rolled hard to weather, and Hans was thrown overboard. He then learned that Mark Twain was right: No good deed goes unpunished.

"Losing someone overboard in calm conditions during the day is one thing, but it's much more difficult in strong winds, big seas and at night. I immediately swung the boat into the wind, backwinding the headsail, heaving the boat to. Next I got a halyard to Hans. It was difficult to get him back aboard, as he was being dragged through the water at close to four knots. But it was a life-or-death matter, and working together, we got him back aboard.

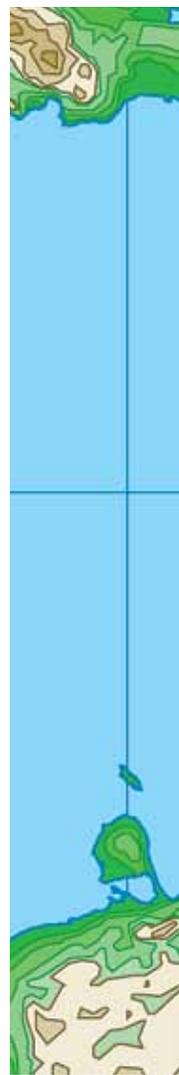
"Our next goal was to create a 'goal line' between Puerto Rico and Curaçao, as *Corcovado* would eventually have to drift through it. For days Hans and I sailed back and forth, north to south, looking 300 miles to leeward of St. Barth. I'd left the boat's anchor light on at night, so I thought she would be easy to see. But as we came to realize, it's a big, big, big ocean out there.

"After countless hours of being out in the tropical sun, and tedious hours at the helm — we had no autopilot — in 20+ knots and a big north swell, we were exhausted and disappointed. Hans was nonetheless eager to carry on, but eventually I had no choice but to call off the search. That left us with a 245-mile upwind sail back to St. Martin against the strong trades. It took us three or four days — I can't even remember — and we had very little to eat.

"It had been an exciting, dangerous, fun and horrible trip, all at the same time. I believe that *Corcovado* is still out there and in good shape. I hope that somebody will find her."

That was as of January 24. Andrew had better news to report on January 28:

"A couple of days after getting back to St. Martin, I was informed that *Corcovado* had been found, and was being guarded at Cayo Sombrero island, in Venezuela's Morrocoy National Park. That meant she'd traveled 550 miles in 17 days, about 32 miles a day on a southwesterly course. I was told that



AN UNMANNED CARIBBEAN CRUISE



'Corcovado's unplanned voyage across the belly of the Caribbean basin eventually took her to an uninhabited Venezuelan island.

I needed a visa to get into Venezuela, papers proving that I owned the boat, and a full report of what had happened in order to get her back. I had no idea how difficult this was going to be, but I was optimistic.

"It had been an exciting, dangerous, fun and horrible trip, all at the same time.

"When I got to Curaçao on February 1 to catch a flight to Venezuela, my taxi driver told me I would be crazy to go there to try to recover my boat. After all, the murder rate in Venezuela is about the highest in the world, the country is in economic chaos as a result of Hugo Chavez's Bolivarian Socialism, and just then there was political turmoil boiling

over in the streets. 'You need a bodyguard who speaks Spanish and four others with you,' said the taxi driver. 'Or else you'll be killed.'

"When I got to Venezuela on February 2, it was crazy. 'What the hell are you doing here?' everyone asked me. The place looked like a war zone. The city I was in was surrounded by high fences made of corrugated metal, iron and concrete.

For many miles of my taxi ride to the hotel that night I didn't see a single person out. The hotel staff told me not to go outside the hotel at all. Great.

"I finally managed to get to the *Guardacostas* — or Venezuelan Coast Guard — base at Tucacas, Chichirivichi. The first person I talked with spoke Spanish so fast that I had a hard time understanding him. As best I could figure, he was telling me that the first people to board and take

possession of my boat were members of the *Guardacostas*. They apparently had towed my boat to the leeward side of Cayo Sombrero, where they put out the anchor and left her.

"While it was nice enough of them to tow *Corcovado* to the relative safety of uninhabited Cayo Sombrero, the problem was that the island is visited by very poor fishermen and tourists from the mainland. So not only was it a 35-minute boat ride from the *Guardacostas* base, meaning they couldn't keep their eye on her, but they didn't leave a guard on her. As one might expect, when they returned to check on her a few days later, they found a bunch of fishermen scrambling around on her. It was only then that the *Guardacostas* towed *Corcovado* to their base at Tucacas.

"The *Guardacostas* guys — who were serious and official — told me from that time on, they had stationed an armed guard on *Corcovado*, protecting what remained of her. Why couldn't they have done that in the first place?"

"The other puzzling thing is that they wouldn't even let me go out to my boat right away. I could see *Corcovado* anchored out a short distance away, but for some reason I wasn't allowed out to see her until the following day. It was like

torture after all that I had been through. Furthermore, I could see that her solar panels were missing. It made me wonder what else was missing.

"Today is February 4, and it's hard *'Corcovado's bow pulpit was trashed. But that was only a line item on the long list of broken or missing gear.*



ANDREW CONNELL

CORCOVADO'S SAD END



ANDREW CONNELL

Despite the loss of his boat, Andrew loves spending time in the Caribbean — sailing as well as fishing.

for me to believe what I saw today when I finally got a chance to go aboard my boat. The *Guardacostas* had warned me that fishermen had stolen a lot of stuff, but I had no idea! The only things left on the boat were the winches and the sails. Everything else had been stolen or was destroyed. And I mean everything! Every anchor, pump, breaker, compressor, tool, fan, spare part, fishing lure, light bulb, bit of wire, fitting and fixture. They stole every hose and hose clamp, knife, fork, spoon and can of food. There was nothing left inside but the floorboards. The halyards were gone as well as all the blocks, shackles and standing rigging. The pulpits were bent and her hull scratched and gouged. My beautiful boat, which had been such a big part of my life, was destroyed!

"I tried to imagine how it must have happened. The poor fishermen must have spent days tearing my boat apart. There had probably been fights over who got what. It's unbelievably sad. Although battered, *Corcovado's* hull is still sound. And the main and jib are, inexplicably, still on the boat. Yet it's very unlikely I'll be sailing *Corcovado* back home. It's true that her hull is sound, but that's about all.

"Those who know me know that I enjoy a good laugh. Well, here was one on me. As I tossed and turned in my bed

Connell, as well as the owners of this Trinidad-based tri and the cat 'Blue Marble', would caution you to be wary of commercial moorings.



in my jail-like hotel room, I envisioned what the fisherman on Cayo Sombrero must have done when they found my unoccupied boat.

"The first things that came to mind were the golf cart batteries, the Alpine stereo, and the solar panels. I wondered if the fishermen had set up the panels in such a way that they were charging my deep cycle golf cart batteries, and had plugged in the Alpine stereo and hooked up the ADS speakers, all of which were missing. They then could have been charging my iPod and cranking music on the beach, dancing around wearing my fancy Musto sailing gear. Who would they be listening to? Did they prefer the music of Anders Osborne, Jerry Garcia or Taj Mahal?

"Had they set up my awning on the beach for shade? Maybe they had inflated my eight-man liferaft and filled it with water to make a swimming pool. Were they taking proper care of my All Clad dishware? Were they folding the chicken stock into my risotto at the right pace? I forgot to check if they'd stolen the olive oil, but they probably had. They had left the propane regulator on the boat, so I wonder if they'd found a way to use the butane in the French tanks? Did they like my Starbucks coffee?

I find it hard to understand why the Coast Guard would have left my boat for the picking at Cayo Sombrero, knowing that Venezuelan people were in such a desperate state. I noticed a lot of black scuff marks on my boat, and know that fishermen don't wear shoes. I began to wonder if members of the Coast Guard hadn't stripped my boat, too.

"The authorities told me there

was an ongoing investigation into the theft of things from my boat. But I didn't know who was responsible for the investigation and who was investigating whom. Would the police investigate the *Guardacostas*? I was told the investigation could take weeks, if not months. Friends in Venezuela told me that I would get no sympathy or reimbursement, and that I should move on. It was hard to doubt them.

"It was creepy in Venezuela, too. I was told the authorities were following my posts on Facebook. And my Gmail account had been hacked the first day I got to Venezuela.

"For my own safety, I was told never to leave my hotel room without an escort, even during daylight hours. In the six days I was in Venezuela I didn't see one European or *Norteamericano*. And there were clear signs of the terrible shape the country was in. I noticed countless food

lines, empty malls, and empty car showrooms. I heard about the inability of companies to import raw products, materials and spare parts.

"Emotionally bruised and battered by what had happened to *Corcovado*, and her uncertain situation in a country that appeared on the brink of turmoil, if not civil war, I caught what I believe was the last flight out of Venezuela for Curaçao. All other international flights had stopped because the Venezuelan government owed the airlines hundreds of millions of dollars.

"So *Corcovado* remains but a treasured memory.

All this misery for the price of a bad shackle. Nonetheless, I'd like to thank everyone for their emotional and financial support. Friends chipped in nearly \$5,000 in order to help me try to get my beloved boat back. I'm down now, but there will be another boat in my future."

Editor's note: Beware of strange moorings and shackles. Last year the Fountaine-Pajot 46 Blue Marble was lost at Niue when the shackle on a commercial mooring failed. In December the Trinidad, CA-based trimaran Surrender went onto the rocks at Yelapa in the middle of the night when the commercial mooring failed. And now this. Be cautious out there.

— latitude/richard



ANDREW CONNELL

'Corcovado's engine was probably one of the most highly valued prizes taken by salvagers.'

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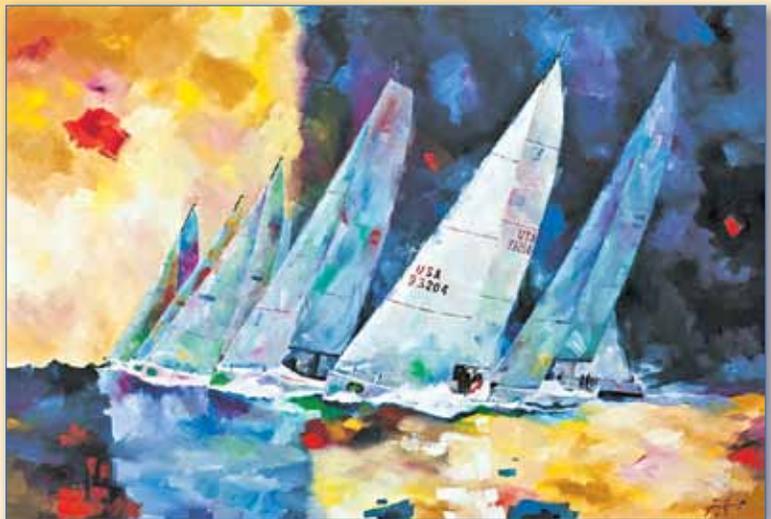
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CREW OVERBOARD —

When a crewman fell overboard during a Berkeley YC Midwinter race last month, it was a wake-up call to many, as it was extremely challenging to retrieve him in the rainy, windy conditions.

The incident did have a happy ending, but it reopened the discussion about how boats and crews should prepare for crew-overboard emergencies. We opened the topic to readers, who came back with a variety of useful comments. The following are accounts of personal experiences that we can probably all learn from. We'll follow up in the next month or two with a close look at the latest crew-overboard safety gear.

As you'll read in the following two excerpts, there's a dramatic difference between rescuing someone in calm conditions and in rough weather, such as what the Berkeley Circle saw during the February incident mentioned in our intro.

An unidentified responder writes: "It was an informal race the day after Thanksgiving. My expected crew had withdrawn due to family commitments. I thought I could handle the race with my then-nine-year-old son.

"I am alive today because when I was knocked off my 26-ft Pearson Commander, my son was able to throw me a 30-foot line that I always carried attached to a stern cleat.

"I yelled to my son to throw out the line, and to steer the boat around to me. It was a very light-wind day near the Golden Gate and St. Francis YCs. He was able to tack in about one knot of wind and throw me the line. I knew I had one chance to catch it. Thank God I did, and I wrapped the line around my hand and wrist. I pulled myself to the stern where I could stand on the outboard flange — as we were racing with the outboard motor down."

It is indeed remarkable that a nine-

All sorts of reliable Type III lifejackets are available. Top-rated inflatables are pricey, but there are also plenty of more affordable alternatives.

year-old had the wherewithal to rescue his dad like that. But conditions are rarely so calm in SF Bay waters. More often than not, you should prepare for the worst, for fear of what could happen if you don't.

Consider Mike Kennedy's experience: "We were in a 66 Series race in Newport Beach in about 1986. Another boat's crew member was hit by a boom during a pre-start jibe and knocked overboard.

"All the equipment in the world won't help if you can't get the boat quickly back to the person in the water."

It was an unusually windy day for Newport Beach. We didn't realize that something was amiss until we had finished. The crew member did not survive. The blow may have been more fatal than the overboard situation." What was really frightening in Mike's scenario: "There was a large fleet and a very windy day so the incident went unnoticed by most of us." For reasons unknown the victim's crew did not alert the Race Committee.

You can find US Sailing case studies of this (#32) and many other overboard incidents at: www.usps.org/seattle/images/links/105-mob-cases.pdf

Tracy Rogers, a sailing instructor at the OCSC Sailing School, felt that retrieving someone from a J/24 (similar to the one in the recent Berkeley YC race) shouldn't be difficult, but she notes that practice is important. "What was the skipper of the J/24 doing? No obvious reason the skipper shouldn't have been the one to pick up his own crew.

"Getting a crew member on board a J/24 is pretty easy — no Lifesling required. With the crew member in the water to leeward and those on board

on the leeward side of the cockpit helping the person out of the water, the toe rail would basically be submerged, and you would roll the crew who's in the water onto the boat by his/her hips.

"All the equipment in the world won't help if you can't get the boat quickly back to the person in the water. Practice, practice, practice."

Well-known Bay racer Pat Broderick writes: "Although I've never had to get a 'real' POB (person overboard) back in the boat, we've practiced several techniques. The following are approaches I teach my crew.

"Getting the POB alongside the boat using the standard Lifesling procedure: Rig the Lifesling hoisting tackle using the boat's boom. Secure the tackle to the Lifesling or to the harness if the POB is wearing an integrated harness/PFD. Use a winch (cabin-top lead is best) to hoist the POB out of the water and swing the POB into the cockpit.

"Foot loop: If the POB is mobile, rig a foot loop with one end around a cockpit winch, using a spare line or the end of a sheet. Have the POB put a foot into the looped line dangling in the water. Use the winch to raise the POB high enough to either climb or be dragged over the side.

"Open Transom: On a boat with an open transom, maneuver the POB to the transom. Then either use the foot loop or just plain dragging to get the POB into the cockpit. In this case the bottom 'step' would be only a few inches above the waterline.

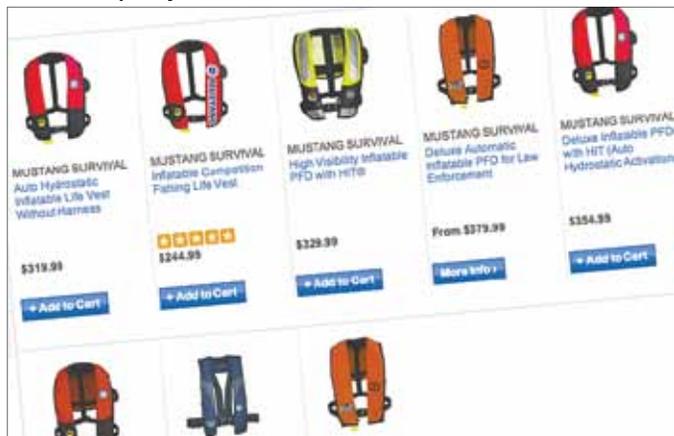
"Emergency Ladder: For shorthand-ing I rig a rolled-up ladder on deck on each side of the boat near the front of the cockpit. I keep it rolled up with a slip knot lanyard that dangles over the side. I can just pull the lanyard and deploy the ladder. Works in the berth! Since I use a tiller/pilot, I keep a line that extends under the tiller pilot near where it hooks onto the tiller to each side of the boat — fastened with a slip knot at each end to keep it in place. The idea is to jerk on whichever side I find myself hanging onto with the other end's slip knot holding tight. This should lift the tiller/pilot off the tiller and let the boat round up. Again, it works in the berth.

"So there you have it, as my UK friends say. I've kept it simple; of course it's all much more complicated than this."

Don Burbach writes: "Years ago, when I was a member of Spinnaker Yacht Club, San Leandro, we did a MOB class/demo with a Lifesling in cooperation with a product manager from West Marine.

"We did a chalkboard talk before lunch and then went to the club dock for the 'get the person back into the boat' part.

"We enlisted the aid of a local bottom cleaner, a young diver in good condition with a wetsuit to be our demo-model. We got him alongside a Freya 39 and decided



ARE YOU PREPARED?



Lifeslings are not required by law, but you'll sure wish you had one if you are ever faced with a crew-overboard situation.

to get him on board using a line from one of the aft winches to a shroud chainplate. Not easy, and I think we gave up before we got too tired or hurt someone. Standing on a 1/2" line in the water was not easy.

"Licking our wounds, we picked a 35-ft CHB trawler and used the mast cargo boom and a Lifesling. The boom and hardware began to fail long before we neared getting anyone out of the water.

"Most of us came to the sickening conclusion that we were very ill-prepared to save anyone. I now have a trawler with a custom-built boarding ladder that I hope I never have to test."

Joe Hefland has obviously put some thought into this subject, and some effort into being prepared: "On my Nonsuch 30, besides a Lifesling, I have attachment points on the wishbone boom amidships, port and starboard, to which I can attach a block and tackle. I hope this can secure a MOB to the boat. Then the tackle can be led to a winch to haul the person out of the water and on to the boat. Sounds easy, but I am sure it would be anything but.

Beau Vrolyk writes: "Even on a boat with as little freeboard as our Moore 24, *Scarlett*, it is quite difficult to get an injured person aboard. So we carry a Lifesling and practice using a spinnaker halyard and winch to get the person out of the water. We've tried: strong crew, a rope, a rope ladder, a horseshoe life ring and other things I can't even remember. The only thing that worked reliably was

the Lifesling."

Al Bielitzo offers: "Self-inflatable life vests with harnesses hooked in save lives. They are mandatory on *Havs Drom*."

Herb Clark shares his experiences: "Years ago, I had folks from the Chico YC practice MOB drills in Clipper Cove in calm water. Each boat would throw a fender over, then time how long it took to deploy the Rescue Sling and circle around the fender until contact was made. Kind of like picking up a water skier. This was done under power and not sail. It was worth the practice because it let everyone know the difficulty of this 'simple-on-paper' maneuver.

"However, the real eye-opener came when I had folks try to winch me off the dock with a halyard while in the Lifesling. I weighed about 160 lbs, and none of the women could do it. Without self-tailing winches and someone to tail, it would be very difficult for one person, even a strong man, to accomplish this. In a heavy seaway, I don't know if it would be possible without experienced crew.

"Finally, much is published on how to do MOB while under sail. However, if a boat has auxiliary power, getting the sails down and approaching the MOB under power seems the easier way to contact the person in the water. As-

suming everyone doing the rescue has a PFD on, getting the MOB connected to the boat again is Job One. Getting the person back aboard is Job Two and pretty difficult to do even under ideal

"Most of us came to the sickening conclusion that we were very ill-prepared to save anyone."

circumstances. Having a sugar scoop transom and stern ladder are very helpful, of course. Sometimes it's necessary for another person to get into the water to assist the MOB due to fatigue or hypothermia. This is even more important when boating in cold water like the Bay.

"It usually becomes apparent to everyone that not leaving the boat at all is best! 'An ounce of prevention is worth a pound of cure' is never more true than when boating, especially in cold water.

"Of course, accidents happen even to the best sailors, and having prepared crew in the MOB procedure can go a long way to prevent disaster."

If you'd like to continue this discussion of POB techniques, feel free to chime in with a Letter to the Editor (richard@latitude38.com). Be safe out there.

— **latitude/andy & ross**

INSHORE SAFETY RULES & RESOURCES

The following are **Relevant Regs** from:
The Yacht Racing Association (YRA) of
San Francisco Bay's equipment requirements
(Effective 01/01/2014)

1.2 The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.

3.1 Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating.

3.7 A boat is recommended to have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit. Beginning 1/1/2015 it will be required

3.8 A boat shall carry a Coast Guard approved Type IV "throwable device".

Worthwhile Resources:

UK Sailmakers has a library of safety videos and four or five cover Man Overboard Recoveries. Links below. (A requirement to viewing the videos to is to create a login to the UK Sailmakers site where we ask for a person's name, e-mail address and address.)

www.uksailmakers.com/Education/Safety_Videos.html

Used in conjunction with a Lifesling, the inflatable MOB Dan Buoy from Just Marine can quickly make the victim visible from long distances:

<http://marine.the-justgroup.com/man-overboard-buoy/#more-36>

MOB video on San Francisco's Blue Water Foundation website:

www.bluewaterfoundation.org/?page_id=117

Again, a variety of fascinating US Sailing case studies can be found at:

www.usps.org/seattle/images/links/105-mob-cases.pdf

MAX EBB

"How do they go so much faster?" I complained as my boat slipped into the bad air of a competitor with a slightly slower PHRF rating.

It was light air and smooth water, and we were on the first leg of a winter beer can race, the sort of race that hardly anyone bothers to recruit crew for in advance. We take whoever shows up, and a lot of new race crew get their start in these easy races every winter season.

Luck of the draw for crew is sometimes pretty good. Lee Helm, a grad student in naval architecture, came by because the wind was too light to interest her in windsurfing, and "with nothing better to do" she hopped on to call tactics for me.

"They're killing us on pointing angle," noted the foredeck crew, a good racer who usually sails on new and faster boats. "Can't you get some more shape in the main?"

"Would you believe I'm having a whole new sail inventory delivered next week?" I announced.

"I find that very hard to believe, Max," Lee responded.

"Would you believe I just ordered a new main and a new spinnaker, to be

Yes, it gives the advantage to the dry-sailed boats in our club, but most of those boats are racing against each other in a separate division anyway. Of course I have a diver do the bottom before the major midwinter events, and it's good for the following weekend too. But two and three weeks out, I'm starting to slow down.

Hiring a diver would also violate an important principle of entry-level sailboat racing: It has to cost nothing.

Part of the deal is that there's no entry fee, and the races are short enough so the owner doesn't have to bring lunch for the crew. Another part of the deal, at least at my club, is that each beer can race is a stand-alone race for scoring. No cumulative score, no season standing to protect, no regrets in the morning if you make a bad call or if your novice crew hoists the chute clew-up. We find that's the best way to encourage skippers to take on inexperienced crew. Finally, we have a very generous no-spinnaker allowance, and you can decide while on the course if you want to take it. You can fly a chute if the

wind is light and/or you've picked up a decent foredeck hand. If you're in cruise mode, stick with white sails and declare at the finish line for an extra 18 seconds per mile.

"It's been three weeks since the diver was here," I confessed to Lee. "But that other boat doesn't use a diver at all. They should be at least as slow."

"I saw someone working out on their bottom with a brush when I walked by their dock this morning," Lee observed. "And like, we're getting totally gassed. Time to tack."

"Ready about!" I hailed.

"Roll tack!" Lee added, and gave some instructions to the novices on the leeward rail. "Start with full hike to leeward — that's the side you're sitting on — and jump to the other side when I give the word. And I'll call the jibsheet cut, no backwinding please."

"At least we have something we can improve on," I said after the tack, during which the crew took about four times as long as it should have to move from the old leeward side to the new leeward side.

"We also need to improve on the bot-



The old "keel brush made from discarded windsurfer parts" trick. The fender is a lot smaller than the one on a bottom brush, and the handle is a lot longer, so it's easy to reach the bottom of the keel.



The brush that sees, via an inexpensive waterproof inspection camera on the brush head. Real-time display options are still experimental.

tom," remarked Lee. "There must be a sushi bar down there, if it's been three weeks."

"It just gets a little slimy," I said defensively. "Comes right off."

"Have you seen what the herring are doing to keels and rudders?" asked Lee. "It's like a carpet of caviar. Tasty, but makes the boat hecka slow. You need a good bottom brush."

"I tried one a couple of years ago," I said. "This boat is really too big to brush the bottom from the dock. I can get the bow, and most of the rudder, but the keel is out of reach. And it all has to be done blind. I can never tell what parts I've done and what parts I've missed."

"You're too old to have a really deep keel, Max. I mean, like, your boat is too old. And your boat isn't very wide by modern standards - you could reach the bottom of the keel easily with a good long brush handle."

"Tried, it," I said. "I made it out of a long piece of PVC pipe. But it was heavy, and too flexible, and broke after a few brushings."

"Wrong materials," she deduced.

"Well, I suppose I could have built it out of carbon fiber," I said, "but my diver could do a very large number of bottom cleanings for what that would have cost."

— BRUSHING IT OFF



PHOTOS MAX EBB

"No way, Max!" Lee insisted. "Just cruise by the back door of any windsurfing shop or rental operation, and, like, poach their recycling bin. They throw out all kinds of good stuff: Old windsurfer booms are perfect for the curvy part of the brush, near the bottom. Pieces of broken masts are a free supply of light and stiff carbon brush handle poles, and sometimes they even get rid of obsolete masts that aren't even broken. Carbon sail battens too, when they dispose of old sails. Check out the free gear bin over at the university sailing club."

"It's the old 'build a brush out of old windsurfer parts' trick," said the foredeck crew.

Meanwhile the wind was getting even lighter, and the speed difference between the competition and us seemed to be increasing.

"It's all frictional resistance at low speed," Lee explained. "Did anyone bring the underwater lawn mower?"

"Okay, I get the point," I sighed. "What sort of parts should I scrounge up to make one of these brushes?"

"Time for another roll tack!" Lee called. "This time let's see if we can all move to the new low side a little quicker, right

when I give the word."

The roll tack went well this time, except one of the new crew, especially eager to shift his weight to the new side at lightning speed, actually slid past the rail and ended up hanging by both arms from the lifeline wire, up to his waist in cold bay water. We yanked him back aboard in seconds, none the worse for wear.

"Missed it by that much," he apologized, holding fingers and thumb close together.

As we watched the other boat leave us in their wake, Lee recited the parts list for the bottom brush:

- 1 stiff bristle floor brush, the kind with the brush head that's fixed in place and doesn't rotate or unscrew from the shaft.
- 1 windsurfer boom, one side only.
- 1 piece of a carbon windsurfer mast, cut so that the mast inside diameter just fits over the boom outside diameter.
- A few-feet of PVC pipe for the handle, plus a T fitting and two end cap fittings.
- 1 boat fender
- Miscellaneous nuts and bolts, lashing line, and PVC pipe glue.

"Max, I don't have to actually ex-

plain how all those parts fit together, do I?"

"Well, actually..."

"Just walk down the dock and look at the one we've been using on the boat I usually race on. The part that's like, not obvious, is that for the keel brush you want to use a pretty small fender, because you don't want that much buoyancy. You'll be pushing it down and horizontally against the keel surface. But for the bottom brush, the bearing force has to be upward, so you rely completely on the buoyancy of the fender."

"Wait, you mean I have to build two of these things?"

"Actually you need three. The keel brush has the really long shaft and a small fender. The bottom brush can be a lot shorter, but needs a bigger fender for buoyancy. It only has to reach from your hands when you're standing on the dock, to the centerline of the hull. The keel brush has to go all the way down."

"And the third?" I asked fearfully.

"That's the waterline and rudder brush. Shorter, with no added buoyancy at all, because you can see what you're doing and the targets are close enough to get a good purchase just from torque on the handle. Okay, on your boat it will only do the top part of the rudder. You'll need the keel brush for the bottom part. But you'll need that special short straight brush for the waterline, where the sun causes extra sticky weeds to grow."

"So with these three brushes," one of my crew asked, "how long do you think it will take to do clean the bottom of this boat?"

"On this boat," answered Lee, "if you do it every week, maybe an hour to make sure you've covered it all."

"Good job for new crew," I suggested.

"But why does it take so long?" asked one of my new crew, sensing trouble.

"Because you can't see where you've been with the brush," I suggested. "It's all being done blind, so to make sure you've got every square inch of the keel, rudder and bottom, you have to do most of it three or four times. That's where the diver has a huge advantage."

"Some day soon we'll have robotic snails and won't need divers," Lee predicted. "But, like, 'til then, I'm working on a way to speed up the brushing."

"Powered rotating brush heads?" I guessed.

"Water jet cleaning?" guessed another crew.

"Ultrasonics?" came another speculation from the foredeck.

"No, you'd still have the same problem

MAX EBB

of not knowing what's been cleaned and what's still dirty. I'm putting a little video camera on the brush."

"A GoPro on a stick!" said the foredeck crew. "Brilliant!"

"On the brush head," said Lee. "I want to see what the brush is brushing in real time. And like, you don't even need a GoPro. For \$20 you can buy this little waterproof inspection camera on a 15-foot cable. These cameras are made for finding damage inside pipes or lost things inside walls. There's a camera with built-in LED lighting on one end, and a USB connector on the other end."

"Do you have to mount your laptop computer on the brush handle, so you can see the picture while you brush?" I asked.

"It's a natural for Google Glass!" said the foredeck crew.

"Or at least a smartphone app," said another crew from the leeward rail.

"**M**ore heel angle, please," Lee requested, and the crew all tried to get their weight even farther to leeward to

help the sails fill. We didn't think the wind could get any lighter, but it must have gone to absolute zero.

"Goose eggs," announced Lee as she took a peek at the knotmeter. "Max, what's the time limit for this race?"

"Well," I informed her, "since this race is not part of a series, just a stand-alone single race, and since the RC finishes the race from the club deck..."

"Don't tell me there's no time limit," said one of the novice crew.

"There's no time limit," I said.

"Max, I asked you not to tell me that!" she moaned. "How long are we going to stick this out?"

"Do you have opera tickets?" asked Lee.

"Yes!" she answered.

"We'll give the wind a chance to come back," I said. "But no worries, we'll get you back in time."

The wind did not come back. Instead, it started to rain.

"There is one more very important element of the winter beer can race management formula," I explained. "They cancel the race if it's raining."

"Wimps." said Lee.

"We get enough of cold and wet in the summer," I said. "And with a race scheduled every week, we can afford to skip the weeks when the weather is nasty."

With that, I hit the starter button and directed the crew to douse the jib. Lee did not seem happy with my decision.

"I guess we were going to come in last anyway," she finally shrugged after the jib was down and the rain was getting worse.

"We'll have a clean bottom next week," I promised. "And you know, if I could always race with a clean bottom, without paying for a diver every week, I'd sail in these beer can things a lot more often."

"Under 'true confessions,'" said Lee, "I built the bottom brush that the other boat was using this morning."

"So this is all your fault!" I teased.

"Sorry about that, Chief..."

— max ebb

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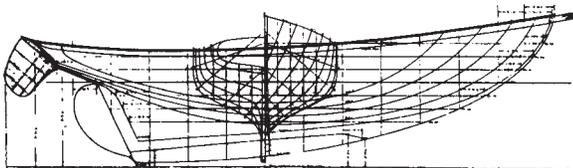
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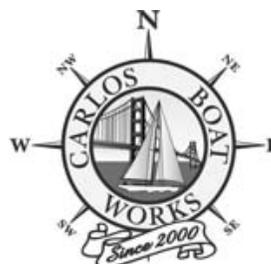
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THE RACING

The end of January and the month of February gave us a real mixed bag of sailing conditions. The infamous **Three Bridge Fiasco** turned out to be a test of wills, as many of you witnessed first hand — you can read more about it on page 86. The big sailing event in February was, of course, the second annual **Rob Moore Memorial Regatta**, which had breeze and raised tens of thousands of dollars to help find a cure for lung cancer. We also look at the last of the **Berkeley Midwinters**, racing at **Coyote Pt. YC's Double Up & Back** race and more midwinter results from around the Bay.

Second Annual Robgatta

The Second Annual Rob Moore Memorial Regatta (aka Robgatta) was a big success, from both racing and fundraising perspectives. The Corinthian YC fit the Robgatta in as the third race in its four-race midwinter series February 15.

We couldn't have asked for a better midwinter day — plenty of breeze, even if it was a bit fluky, and no rain. The race committee, with PRO Jeff Zarwell, did a great job, and we received positive feedback from the racers. It gave me great pleasure to be able to award the Rob Moore Memorial Regatta *Summer-time Dream* Perpetual trophy to Yucca's Hank Easom, for the best performance in the most competitive class! Hank also received the Boat of the Day award from the Robgatta title sponsor, North Sails.

The post-race presentations by John Craig, Stan Honey, Sally Lindsay Honey, Kurt Jordan and Dee Smith were terrific, although we didn't have much time for questions. Our silent and live auctions raised over \$21,000 for Free to Breathe, our non profit partner focusing on lung cancer research and awareness. Combined with individual contributions, it looks as if we raised over \$30,000 this year, and I'm very pleased. It's still possible to make a donation, so anyone who

would like to contribute can visit <http://participate.freetobreathe.org/goto/Rob-MooreRegatta>

If you didn't get a chance to bid on our silent and live auction items, there may be a second chance, which will be posted on BayAreaRacingFederation.org

— leslie richter

Ed. note: Sunday February 16 marked the end of Corinthian YC's



Hank Easom (left) receives North Sails' Boat of the Day Award from North Sails' Pete McCormick.

midwinter racing this season. You can find the series results at www.cyc.org

ROB MOORE MEMORIAL REGATTA

MULTIHULL — 1) **Smart Recruiters**, Extreme 40, Jerome Ternynck; 2) **Shadow**, ProSail 40, Peter Stoneberg; 3) **Adrenalin**, Modified D Cat, Bill Erkelens. (4 boats)

PHRF 1 — 1) **Whiplash**, MC38, Donald Payan; 2) **Tai Kuai**, R/P 44, Dan Thielman; 3) **Bright Hour**, Farr 40, James Bradford. (10 boats)

PHRF 2 — 1) **Encore**, Sydney 36R, Wayne Koide; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Peregrine**, J/120, David Halliwill. (10 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Elan**, Jack Peurach; 3) **Stewball**, Bob Harford. (5 boats)

J/105 — 1) **Roxanne**, Charles James; 2) **Masquerade**, Tom Coates; 3) **Akula**, Doug Bailey. (6 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Uno**, Wyliecat 30, Brendan Meyer; 3) **Jarlen**, J/35, Robert Bloom. (12 boats)

PHRF 4 — 1) **Magic**, Etchells 22, Laurence Pulgram; 2) **Arcadia**, Modified Santana 27, Gordie Nash; 3) **I Am Not Worthy**, Etchells, Jim Gregory. (8 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Min Flicka**, Hanse 370, Julie LeVicki; 3) **Sea Ghost**, Beneteau First 42, Ron Roberts. (12 boats)

EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens; 2) **Abigail Morgan**, Ron Kell; 3) **Tequila Mockingbird**, Matt Krogstad. (7 boats)

SF BAY 30s — 1) **Toppallant**, Tartan Ten, Jim Lindsey; 2) **Jane Doe**, Olson 911S (Ericson),

Robert Izmirian; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (7 boats)

IOD — 1)

Youngster, Ron Young; 2) **Bo-lero**, Richard/Mark Pearce;

3) **Fjaer**, Mark/Richard Pearce. (4 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz; 2) **Surprise**, Peter Birnbaum; 3) **Ka-Nina**, Gary & Erin Stypulkoski. (3 boats)

PHRF 5 — 1) **Gypsy Lady**, Cal 34 Mk.I, Val Clayton; 2) **Luna Sea**, Islander 36,

Dan Knox; 3) **Patience**, Ranger 23T, John Baier.



(6 boats)

NON-SPINNAKER B — 1) **Kira**, Cal 33, Jim Erskine, 7 points; 2) **Spirit**, Alerion Express 28, Julia Yost, 12; 3) **Amandla**, Catalina 34, Kurt Magdanz, 12. (13 boats)

NON-SPINNAKER 2 — 1) **Wintersmoon**, Knarr, Larry Drew; 2) **Summer Sailstice**, Ranger 33, John Arndt; 3) **Gannet**, Knarr, Bob Thalman. (10 boats)

CAL 20 — 1) **Just Em**, Ted Goldbeck; 2) **Raccoon**, Jim Snow; 3) **Can O'Whoopass**, Richard vonEhrenkrook. (6 boats)

MOORE 24 — 1) **Gruntled**, Bob Hackworth; 2) **Paramour**, Rowan Fennell; 3) **Banditos**, John Kernot. (10 boats)

Complete results available at www.cyc.org

The Great Vallejo Race Rescheduled

The Great Vallejo Race dates have changed to April 26-27. Mark your calendars! The YRA Spring #1 will be May 3 and other race dates may change as well. Look for any announcements here in *Latitude 38*, or in *Lectronic Latitude*.

2014 Rolex Yachtsman & Yachtswoman of the Year

Rolex was scheduled to announce this year's Yachtsman and Yachtswoman of the Year on February 25 — right after we went to press. Look for a report on the

The PHRF 3 Division stretched out on their way to Blackaller. They enjoyed the windiest conditions experienced in the second annual Robgatta.



winners in April's *Racing Sheet*.

Coyote Point YC Double Up & Back Regatta

The small boats ruled the day on February 1, during Coyote Point YC's Annual Double Up & Back Regatta.

Originally created as a doublehanded race, it was changed into a fully crewed race last year to encourage more participation. Further changes were made this year when a second division was added, marking a return for the doublehanded boats.

A total of 11 boats turned out for the race — seven doublehanded and four fully crewed. There was also a very impressive turnout of female sailors, as five of the seven doublehanded boats had both men and women on board.

The doublehanded start was scheduled for 1 p.m., followed by the crewed boats ten minutes later. Unfortunately, at 12:55 p.m. it became clear that there wasn't enough wind to start and the red and white postponement flag was raised. The wind did pick up a little and without warning, Division 1's starting sequence began at 1:11 p.m. with Division 2 starting ten minutes later.

True to seasonal winter conditions, the light wind decided to disappear altogether within a half-mile of the first mark, and the fleet started bobbing around — *Sweet Grapes*, Mark Green's Ericson 36 RH, at one point lost steerage and headed in the completely opposite direction from the mark. The lazy drifting lasted long enough for me to have a sandwich and work on my February tan. Then I watched as the wind filled in for everyone except us (or at least it felt that way), such that most of the fleet caught up, passed, and rounded the first mark ahead of my Santana 525, *Liquid Kitty* — including those from the second division. Not cool.

Bizarrely, the wind shot up from nothing to a steady 12 knots or so for the rest of the race. Mike Haddock's C&C 100, *Hot Ice* left everyone in the dust, finishing a good seven minutes before anyone else, and Mark Hecht on his Catalina 30 *Friday's Eagle* tore through the pack, finishing well before four of the boats that had started ten minutes before him.

After rounding the Birdcage to head back to Z for the finish, we had a lovely downwind leg with the chute and a little bit of surfing action that we haven't had on the water in quite some time. The *Kitty* likes to surf, so we made up some

time closing the gap between the second-to-last boat and us in Division 1. While my crew started outlining what we could have done better, I consoled myself with the fact that once times were corrected, we would not be DFL.

And indeed, we were not last. It was a very close race all around, with the fastest boat finishing the course in two hours and 20 minutes, and the slowest boat finishing within two hours and 42 minutes. Seems that the *Liquid Kitty's* head start on the first leg worked out significantly in our favor, as she corrected out 35 seconds ahead of Luther Izmiriam to take first place in Division 1. And despite *Friday's Eagle's* valiant run, Mark Canton's Catalina 22 *Escape* corrected out 7 seconds ahead for first place in Division 2.

— yvette yong

COYOTE POINT YC DOUBLE UP & BACK REGATTA

DOUBLEHANDED — 1) **Liquid Kitty**, Santana 525, Yvette Yong; 2) **Paradigm**, J/32, Luther Izmiriam; 3) **Hot Ice**, C&C 100, Mike Haddock. (7 boats)

CREWED — 1) **Escape**, Catalina 22, Mark Canton; 2) **Friday's Eagle**, Catalina 30, Mark Hetch; 3) **Moriah**, Islander 36, Steve Maionchi. (4 boats)

Complete results at www.cpyc.com

Berkeley YC Midwinters

On February 8 we got some wind on the Berkeley Circle! And with it, we also got some desperately desired rain. We also had a bit of drama when one of our racers was knocked off a J/24. Fortunately, he was soon picked up, not too worse for wear (see the February 10 *'Electronic Latitude'*). But perhaps best of all, a couple

For more racing news, subscribe to *'Electronic Latitude'* online at www.latitude38.com.

February's racing stories included:

Wylie Wabbit Season Champion,
Richmond YC's Little Daddy,
Midwinter racing wrap-ups
from Berkeley YC, RegattaPRO,
Sequoia YC, Encinal YC's Jack
Frost Series, Sausalito YC,
Coyote Point YC, and more!

THE RACING



Participants in this year's Robgatta enjoyed some reasonable breeze in cool but dry conditions. Clockwise from the upper left: Hank Easom and his trusty crew; 'Whiplash' looking all professional and ready to round Blackaller; Conrad Holbrook's 'Topper II' hoping for more breeze; 'Racer X' performing a jibe set; 'Min Flicka' shows off her fancy Robgatta golden mustache; more traffic at Blackaller; 'Delicate Balance' making a welcome appearance.
— All photos Leslie Richter / www.rockskipper.com unless otherwise noted.

of young sea lions came to the start line and had a ball leaping in the waves, turning flips and entertaining the soggy Race Committee.

Because of the earlier-mentioned MOB, two of the 33 attending boats, John Gulliford's J/24 *Phantom* — from which Steve Bayles fell overboard — and *Wetsu*, Phil Krasner's Express 27 — which rescued Steve, went back to port before the race started. The wind was essentially southeast at about 15+ knots, which would get the racers around the 8-mile course to "D" reasonably quickly. The wind promptly veered to the right and the planned windward/leeward legs became more 'reachy'. Thus, the race was finished in pretty short order. The rain never really let up and we didn't hear any complaints from sailors wishing they'd spent more time out on the course.

Sunday's racing had a few of us on the committee boat hoping for a break in the rain — at least for a few hours. With the heavy rain came lighter winds and fewer boats — only 20 of the 42 boats in

six divisions were logged in prior to the start. Because of the small numbers, we decided to combine some starts. And, responding to some of the verbal requests, we chose a short 5.2-mile course. The wind was strong enough to get everyone around the buoys and heading back to port by 2 p.m.

The weekend presented us with an excellent opportunity to test various brands of foul weather gear. I am here to report that the new stuff keeps a person dryer than the old stuff — no matter what brand. I'm going shopping for new stuff.

February 23 marked the conclusion of Berkeley YC's 2013-14 Midwinters. A final race was held for the champions of each fleet. Only trophy winners were invited. All the first-place winners of both days raced against each other in a single division. All of the second-place winners raced in Division 2 and all of the third-place winners raced together as well. Thus we ended up with a Champion of Champions (the fist place winners in Division 1) and fist of Division 2 and a fist of

Division 3. We had a couple a duplicate fist place winners, so the invitee list was modified. In the Olson 30 Division, *Hoot* managed a first for both Saturday and Sunday, so *Yankee Air Pirate* was invited to try again and start with all the other first-place finishers. Similarly, *Motorcycle Irene* dominated the Express 27 fleet both days, so we invited *Libra* as well.

— bobbi tosse

Ed. note: Berkeley YC's Champion of Champions race results can be found online at www.berkeleyyc.org.

BERKELEY YC MIDWINTERS SATURDAY FINAL (4r. 0t)

DIVISION A — 1) **Lightspeed**, Custom Wylie 39, Richard Elkins, 12 points; 2) **Always Friday**, Antrim 27, John Liebenberg, 15; 3) **Ragtime**, J/90, Trig Liljestrand, 16. (12 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 4 points; 2) **Yankee Air Pilot**, Donald Newman, 10; 3) **Chaos**, Raymond Wilson, 11. (3 boats)

DIVISION B — 1) **Baleineau**, Olson 34, Charlie



LATITUDE / ROSS



LATITUDE / ROSS



Brochard, 8 points; 2) **Ahi**, Santana 35, Andy Newell, 9; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 11. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 6 points; 2) **Libra**, Marcia Schnapp, 11; 3) **Wile E Coyote**, Dan Pruzan, 14. (16 boats)

SF 30 — 1) **Jane Doe**, Olson 911SE, Robert Izmirian, 9 points; 2) **Elusive**, Olson 911S, John Schoenecker, 13; 3) **Shameless**, Schumacher 30, George Ellison, 13. (6 boats)

OLSON 25 — 1) **American Standard**, Bob Gunion, 7 points; 2) **Synchronicity**, Steve Smith, 9; 3) **Shark on Bluegrass**, Falk Meissner, 13. (6 boats)

DIVISION C — 1) **Phantom**, J/24, John Guliford, 6 points; 2) **Achates**, Newport 30, Robert Schock, 7; 3) **Harry**, Newport 30, Dick Aronoff, 13. (3 boats)

DIVISION D — 1) **Ypso**, Cal 2-27, Tim Stapleton, 8 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 8; 3) **Huck Finn**, Bear, Margie Siegal, 12. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard von Ehrenkrook, 5 points; 2) **Raccoon**, Jim Snow, 14; 3) **Coyote**, Dave Gardner, 14. (6 boats)

BERKELEY YC MIDWINTER SUNDAY FINAL (4r, 0t)

MULTIHULL — 1) **Foxtrot**, Corsair 24 Mk II, Todd Craig, 6 points. (1 boat)

DIVISION 1 — 1) **Stewball**, Express 37, Bob

Harford, 8 points; 2) **Always Friday**, Antrim 27, John Liebenberg, 10; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 12. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 5 points; 2) **Yankee Air Pilot**, Donald Newman, 8; 3) **Chaos**, Raymond Wilson, 12. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Libra**, Marcia Schnapp, 10; 3) **Dianne**, Stephen Katzman, 14. (10 boats)

DIVISION 2 — 1) **TMC Racing**, J/24, Michael Whitfield, 6 points; 2) **Frogflips**, J/24, Richard Stockdale, 7; 3) **Two Irrational**, Moore 24, Anthony Chargin, 16. (9 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford, 4 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 13; 3) **Raven**, Santana 22, John Hopkins, 15. (4 boats)

Complete results at www.berkeleyyc.org

More Race Results

SEQUOIA YC WINTER SERIES STANDINGS (4r, 1t)

SPINNAKER — 1) **Head Rush**, Antrim 27, Peter Weigt, 4 points; 2) **Wildly**, Wilderness 30, Jenny Thompson, 12; 3) **Relentless**, J/92, Tracy Rogers, 14. (17 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 3 points; 2) **Ohana**, Catalina 36 Mk II, 6; 3) **Caliente**, Cal 36, Helen Horn, 14. (7 boats)

Complete results at www.sequoiayc.org

ENCINAL YC JACK FROST MIDWINTERS

FINAL (6r, 1t)

PHRF <105 — 1) **Twisted**, Farr 40, Tony Pohl, 5 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 10; 3) **Peregrine Falcon**, Corsair F-27, Phil Gardner, 17. (6 boats)

SPORT BOATS — 1) **JetStream**, JS9000, Daniel Alvarez, 7 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 14; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 15. (5 boats)

WYLIECAT 30 — 1) **Crinan II**, Bill West, 10 points; 2) **Whirlwind**, Dan Benjamin, 13; 3) **Life is Good**, Andy Hall, 14. (4 boats)

PHRF >106 — 1) **Elusive**, Olson 911S, John Schoenecker, 10 points; 2) **Gig**, Humboldt 30, Gil Sloan, 12; 3) **Shadowfax**, Olson 25, Mark Simpson, 13. (6 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver, 14 points; 2) **Pariah**, Mike Kennedy, 17; 3) **Meliki**, Deb Fehr, 17. (7 boats)

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES STANDINGS (4r, 1t)

PHRF 1 — 1) **California Condor**, Antrim 40, Buzz Blackett, 6 points; 2) **Racer X**, Farr 36, Gary Redelberger, 7; 3) **TNT**, Tripp 43, Brad Cooper, 8. (7 boats)

PHRF 2 — 1) **Eight Ball**, Mumm 30, Scott Easom, 3 points; 2) **Madmen**, J/111, Dorian Mckelvy, 7; 3) **Ragtime**, J/90, Trig Liljestrand, 9. (13 boats)

PHRF 3 — 1) **Yucca**, 8 Meter, Hank Easom, 3 points; 2) **Uno**, Wyliecat 30, Brendan Meyer, 5; 3) **Hawkeye**, IMX-38, Frank Morrow, 7. (17 boats)

PHRF 4 — 1) **Shenanigans**, Express 27, Bill

THE RACING SHEET

Moore, 3 points; 2) **Youngster**, IOD, Ron Young, 5; 3) **Xarifa**, IOD, Paul Manning, 7. (10 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 3 points; 2) **All Hail**, Page Van Loben Sels, 7; 3) **Amandla**, Kurt Magdanz, 9. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford, 4 points; 2) **Narcissus**, John Jenkins, 9; 3) **Knarr 134**, Eric Gray, 10. (11 Boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 3 points; 2) **Thea**, Chris Herrmann, 6; 3) **Nordic Star**, Richard Keldsen, 7. (5 boats)

Complete results at www.ggyc.com



FRED FAGO

The 'Meliki' crew were thrilled to be racing in the Santana 22 division of the Encinal YC's Jack Frost Series.

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 9 points; 2) **Just Em**, Cal 20, Sally Clapper, 11; 3) **Homus**, Ericson 27, Josh Dvorson, 13. (5 boats)

SOUTH BEACH YC ISLAND FEVER SERIES (3r. 0t)

SPINNAKER PHRF <99 — 1) **Centomiglia**, FT10, Fabio Maino, 4 points; 2) **Kookaburra**, J/105,

Shane Palmer, 11; 3) **Aeolus**, J/111, Rob Theis, 12. (7 boats)

SPINNAKER PHRF >100 — 1) **Sirocco**, Soverel 30, Bill Davidson, 7 points; 2) **Iniscaw**, Martin 32, Max Crittenden, 10; 3) **Moondoggie**, Islander 36, Douglas Gooding, 12. (8 boats)

CATALINA 30 SPINNAKER — 1) **Adventure**, Jack McDermott, 5 points; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Huge**, William Woodruff, 9. (5 boats)

NON-SPINNAKER — 1) **Alfa**, Sonar 23, John Wallace, 3 points; 2) **Seaview**, Tartan C&C 115, Peter Hamm, 5; 3) **Avalon**, Catalina 30 Mk II, John Ford, 9. (8 boats)

SAUSALITO YC MIDWINTER SERIES STANDINGS (2/2)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 4 points; 2) **Escapade**, Express 37, Nick Schmidt, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 10. (7 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 5 points; 2) **Youngster**, IOD, Ron Young, 5; 3) **Cattitude**, Tartan Ten, Deana Maggard, 10. (6 boats)

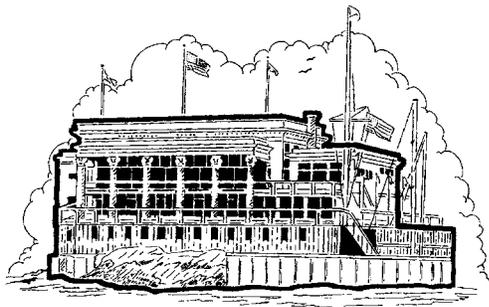
NON-SPINNAKER D — 1) **La Mer**, Newport 30, Randy Grenier, 5.5 points; 2) **Califia**, Islander 36, Tim Bussiek, 6; 3) **French Kiss**, Beneteau Oceanis 350, Dave Burton, 6.5. (4 boats)

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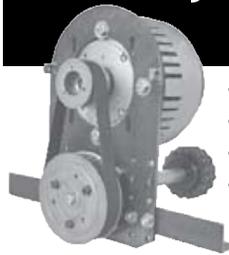
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With reports this month on **A Reconnaissance Trip to the World's Most Popular Charter Destination**, the **Green Tech Solution to Repowering Charter Boats**, and miscellaneous **Charter Notes**.

A Busman's Holiday in the British Virgin Islands

When some good friends invited my wife and me to fly down to the British Virgin Islands for a week of sailing aboard their cat *Moonshine*, it didn't take us long to decide: "Yes! Absolutely! Put some Heinekens on ice and we'll be right down."

Having lived and worked in the US and British Virgins all through the 1980s, we consider that verdant archipelago to be sort of a second home. Yet it had been six years since we'd returned for a visit.

While there've definitely been some changes lately, we were pleasantly surprised to confirm that the Eastern Caribbean's warm waters are as blue and inviting as ever, the easterly trade winds still blow steadily throughout the island chain — 18 to 25 knots while we were there — and shoreside infrastructure has been upgraded with the times without being completely overbuilt.

Even if you haven't yet taken a sailing vacation in the Virgins, you've undoubtedly heard them recommended as an ideal introduction to Eastern Caribbean sailing and culture. Sailing distances are short between the islands of the BVI, with many protected anchorages, most of which offer overnight mooring balls (\$30/nt) that help preserve underwater flora and fauna, while eliminating the stress of anchoring for charterers.

In addition, English is spoken by all, the US dollar is the national currency,

Tangling your dinghy in another boat's mooring pennant is not the recommended way to get to know your neighbor. Lesson learned.



LATITUDE / ANDY

air temperatures range between 68° and 85° year-round, with water temps in the mid- to high 70s, and most of local West Indian population is friendly if treated with respect.

There are many flights from major US gateways to both St. Thomas, USVI and Puerto Rico. St. Thomas is home to several excellent charter bases, or you can hop onto a ferry and be in 'downtown' Road Town, capital of the BVI, in an hour. From Puerto Rico, the BVI's Beef Island airport is less than an hour's flight away.

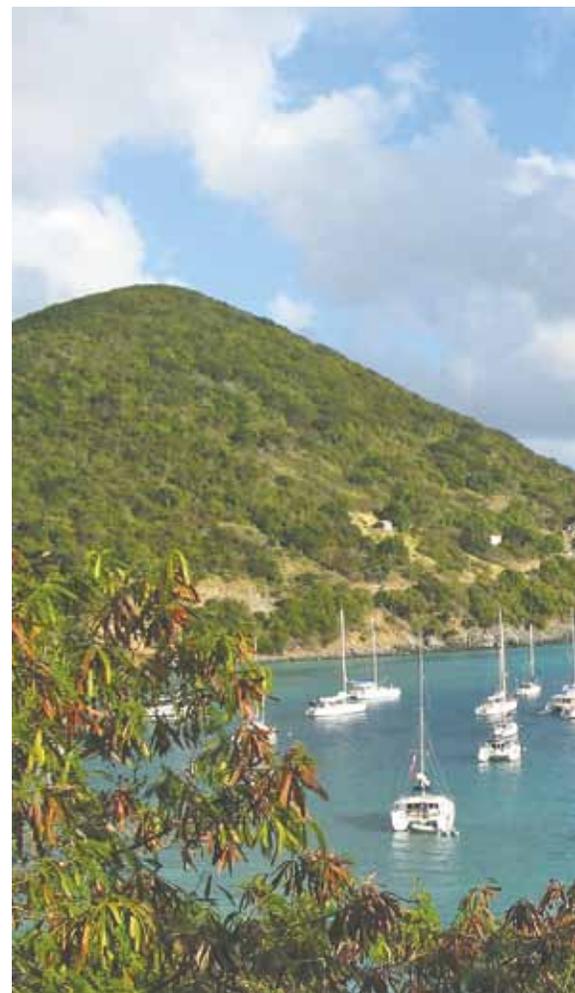
When it comes to charter boat selection, the BVI has more boats bareboats and luxury crewed yachts to choose from than any other sailing venue on the planet. Bareboats range from brand new yachts offered by top international companies, to 5- to 10-year-old boats offered by second-tier outfits. Considering all this, it's no surprise that this British Overseas Territory has long been acknowledged as the most popular charter destination in the world.

As wonderful as the BVI is as a year-round sailing destination, there's no denying that the anchorages get crowded with bareboats — especially during the prime winter months. Mooring balls go a long way toward alleviating that problem, and there are now many more balls than during our last visit. Readers who've chartered here in the past may be interested to know that now there are even balls in White Bay and Great Harbor, Jost Van Dyke.

Mooring ball pennants don't exactly jump up onto your foredeck and attach themselves to a cleat all by themselves,

h o w e v e r . There is a bit of technique involved, which is sometimes amusing to watch.

Back in the days before mooring balls, one of the local sailors' favorite sports was watching knucklehead neophyte boaters struggling to suc-



cessfully anchor their rented craft. Almost invariably, the husband would stay at the wheel, sending his poor wife to the bow to wrangle the anchor and rode. He would then roar up to a choice spot, give the command to "Let her go!" while still moving forward, then crunch his tranny into reverse and accelerate backward, ripping the anchor from the seabed before it even began to set. This Keystone Kops routine would repeat itself again and again, with the dialogue between husband and wife becoming more colorful and intense, i.e.: "No it's not my fault, you friggin' idiot. If it's so easy to set an anchor, then why don't you drag your fat ass up to the bow and set it yourself?"

Sadly, the BVI's well-maintained fields of mooring balls have robbed us of such rich entertainment — but not entirely. In a popular spot like The Bight on Norman Island, bareboaters still put on an occasional show. There was one guy, for example, who raised his main while still hooked up, with the wind blowing 20 knots. He then disappeared below for 15 minutes or so while his little sloop lashed back and forth like a

OF CHARTERING



JULIE TURPIN

There's no easier place to charter than the British Virgins. Overnight mooring balls are everywhere — now even at Great Harbor.

quarter horse struggling to break free of a starting gate. Don't be 'that guy' when it's your turn to hook up.

There was also a group of fit young Dutchmen who were participating in an annual interisland racing circuit for Europeans. Their problem wasn't lack of technique, but they chose a mooring ball that had no pennant. So, after a couple of tries to lasso it — dropping their boathook in the process — they did the sensible thing and dropped a crewman into the water to secure the ball. No problem.

No sooner had that drama played out than another began. It seems the helmsman of a big sloop was so intent on threading his bow through the fleet, that he forgot to be wary of his dinghy's track, as it trailed behind on a long painter. Sure enough, the painter got entangled in a mooring ball, which pulled taut, causing the big sloop to wheel around helplessly, bashing into the side of another bareboat. Try not to be 'that guy' either. But hey, we were all rookies once.

One of the great things about sailing the British Virgins is that you can choose to have all your meals aboard, as there are a number of well-stocked supermarkets in addition to the provisioning packages offered by the charter firms, or you can dine out every night at a different waterside resort or restaurant. Needless to say, most charterers do some combination of the two.

Dining out can be pricey, but as you may have heard drinks are cheap. So if you like to party, a BVI vacation should be high on your must-do list. In fact, without much planning you could dance to reggae and calypso to a different live band every night of the week.

Watersports are another obvious draw to these islands. In addition to point-to-point sailing, these protected waters are ideal for snorkeling, kiteboarding, windsurfing and scuba diving. You

can get kiting and windsurfing lessons at several resorts. Scuba divers will be thrilled to learn that the half-dozen BVI dive operators all offer an excellent system called 'rendezvous diving,' whereby you simply make a reservation the day before and a divemaster will rendezvous with your boat in any anchorage, pick up the divers on your crew and supply them with all the gear. No muss, no fuss. (Check out the BVI Welcome magazine online for a full rundown of land and sea facilities and service providers.)

There's no denying that most reefs in the BVI and elsewhere in the Eastern Caribbean have been damaged by storm surges and other influences during the past 20 years. But even though some coral species are struggling, there are always plenty of fish around, especially in more remote locations. So if you're into snorkeling, we'd encourage you not to simply follow the heard to well-known spots like Virgin Gorda's Baths, but to seek out less traveled sites on the lee side of islets and headlands that are far from resorts. You'll find there's still plenty of wonderful undersea life to marvel at.

Somehow we'd almost forgotten how much we love island-hopping through the good ol' Virgin Islands, but after that wonderful, but all-too-short sailing trip we've vowed to get back there much more often.

— latitude/andy

Repowering with Green Tech: No Mess, No Noise, No Smell

Modern Sailing School in Sausalito is living up to its name as it recently repowered an older boat in its fleet with an

Mollie and the rest of her crew were thrilled to bring new life to 30-year-old 'Zenergy'. Her quiet motor meshes well with the spirit of sailing.



LYNN RINGSEIS

WORLD

electric engine, following a trend in some contemporary cars. Aply renamed *Zenergy*, this 1984 Ericson 30 now sports a quiet and clean Thoosa 9 kw electric motor, installed by John Shuy of Dolfin eMarine.

Sailing School Director Mollie Hagar says many of Modern's members have made very favorable comments after taking *Zenergy* out for a spin. One client called it "green tech and cool, kind of like a Prius."

Mollie says, "The boat appeals to environmentally conscious sailors. They appreciate the benefits of no noise and no smell." Although *Zenergy* will never again need to stop at a fuel dock, it does need to be plugged in to shore power overnight.

Meanwhile, across the Bay at Tradewinds Sailing School in Pt. Richmond, three of their Catalina 30's (all early- to mid-80s models) are now being propelled by 7.5 kw electric motors from Advanced Marine Electric Propulsion.

Matt Kepner, co-owner of Tradewinds says, "the cost of installing electric mo-



LYNN RINGSEIS

Clean, quiet, odorless and sleek, *Zenergy's* new electric motor makes her a popular boat among eco-conscious charterers.

tors, including batteries, was about the same as we've spent in the past installing a Universal diesel." But there are other benefits.

Both sailing schools are happy with the fact that these motors require zero maintenance. Not having to deal with messy oil changes, fuel filters, strainers or belts is a welcome change. Interest-

ingly, for each upgraded boat, the additional batteries plus the electric motor are almost identical in weight and space to the full fuel tank and diesel engine they replaced.

As for the success of these boats for charter work, there is indeed a learning curve for students or sailing club members. One of Modern's members had to be towed back to base after using up the power supply. *Zenergy* can typically operate for three to four hours. Once members get used to that constraint, they appreciate the zen of zero emissions, zero water pollution and an efficient backup to light-air sailing.

As instructed by Modern: "If the wind is so light it will not fill your sails, you can use the electric motor to help. This is not possible with combustion engines because idle speed is too fast. But aboard *Zenergy*, you just give a slight application of the throttle (a rheostat actually) until the slow turning propeller overcomes drag resistance and is gently pushing, making the boat move just fast enough



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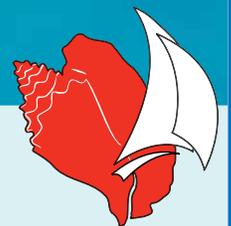
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to create apparent wind and move under sail at a couple of knots with only a minimum of amps (battery) consumption."

For personal use by boat owners, Matt says, "You could also have other means of charging such as wind, solar, even a gas or diesel generator which could reduce the amount of battery storage you'd need."

Modern and Tradewinds would like to see more sailors embrace this quiet and clean technology. To take a spin on one of these green machines, contact:

- Modern Sailing School, 2310 Marinship Way, Sausalito (800) 995-1668 or (415) 331-8250, www.modernsailing.com.

- Tradewinds Sailing School, 2580 Spinnaker Way, Richmond (510) 232-7999, www.tradewindssailing.com.

— *lynn ringseis*

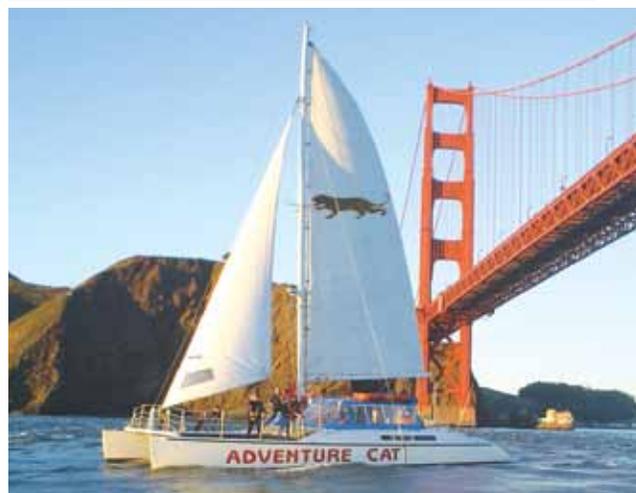
Charter Notes

First, a shout-out to any and all charter operators in the Greater Bay Area to give us updated info on your operation

so we can include it in our comprehensive April-edition listings of the local fleet. That issue corresponds with the **Strictly Sail Pacific** boat show (April 10-13), so lots of new readers see it. Don't miss this opportunity for free publicity. If you haven't heard from us about updating your info, we need to hear from you at events@latitude38.com.

Wow! It's almost spring already, so summer is right around the corner. If your family's **prime vacation window** falls during the summer months, you'll want to waste no time in locking in a reservation for the charter boat of your choice, in whatever dreamy sailing venue is at the top of your wish list.

Yeah, we know, such trips are often a real splurge for families. But we can practically guarantee that memories forged during exotic getaways with gin-clear water and sandy beaches will be



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CHANGES

With reports this month from **Ichi Ban** in Samoa; **Hotel California, Too**, racing and cruising in the Caribbean; part two of our interview with the crew of **Privateer**, who just did a two-year Pacific cruise; from **Lilo, Four Choices, Crazy Love** and **TARDIS** in Chacala; from **Legacy** at Tenacatita Bay; and **Cruise Notes**.

Ichi Ban — Columbia 34 Mk II Justin Jenkins and Anna Wiley Cruising on an Ultra Budget (San Diego)

It's January 21 as I write this, and Anna and I are currently in American Samoa, where we've been for the past three months. I made a mooring out of a concrete piling, wrapping a half-



LATITUDE / RICHARD

Justin Jenkins, a go-getter if there ever was one.

inch chain around it. We floated the mooring out to the anchorage using 55-gallon drums and ratcheting straps. How is that for marine engineering?! The mooring has been holding *Ichi Ban* in the otherwise poor holding ground of Pago Pago ever since.

I got a job working for a local Samoan teaching swimming. After a month I decided it wasn't really a job because he didn't pay me. That was awhile ago and I still haven't been paid! It turns out that Samoa has a bad reputation for people doing all they can do to get their sticky fingers on American handouts, but then not paying Americans for work they do here.

Anna and I also rebuilt two 45-ft outrigger canoes that were destroyed in the tsunami that hit here in 2009. I had to fiberglass the completely severed bow back on, then fair and paint them with Anna's help. I also did a tile and drywall job.

But the real money has been coming **Pago Pago, home to just 11,000, is the capital of American Samoa. The harbor is both smelly and foul. That's 'Rainmaker Mountain' in the back.**

from all the other cruisers in the harbor. Anna has been oiling teak and I have been cleaning boat bottoms to make ends meet. Everyone has been very kind and helpful to us. For example, Mike and Julie of *Slowride* gave us a wind generator, so I got that hooked up and we've got more power than before. I can't tell you how thankful Anna and I are for the wonderful help of all the other cruisers. We truly belong to one big family.

I could make some good, steady money if I could get hired by the couple of big contractors who are putting in the fiber optics for the island and replacing the water lines. But I haven't got on with them yet.

There are a lot of great hikes here in American Samoa, with beautiful waterfalls and swimming holes. But the surf is just okay because it's hard to get to and the waves break in shallow water. Food is very cheap here. Anna and I can get a big plate of Chinese food for \$3.50 — and it feeds both of us. While some things are hard to find, American Samoa is, overall, a good place to stock up on provisions for heading farther west.

The periphery of cyclone Ian made things pretty exciting. The wind funnels inside the harbor than out. We had gusts to 50 knots through the anchorage. It's well known that the bottom of the harbor is very fouled with trash and debris, so two boats went onto the reef. After we got the first one off, we celebrated with onboard cocktails. The cocktails were a delicious concoction of 1 part rum, 2 parts Kahlua, and 3 parts ginger beer. About halfway through my cocktail, I looked inside my cup — and saw two cockroaches chillin' in there with my ice cubes! It turned out that everyone had cockroaches in their drinks. I guess that's the Samoan Special!

While Anna and I've had fun here, we can't wait to get out. For one thing, it's pretty Americanized. Secondly, Samoans are super-religious. We tried going to church the other day out of respect, but we just couldn't hang. For a God-fearing people, Samoans get into lots of fights and throw trash everywhere. I've never seen so much trash in a harbor. So far French Polynesia has



been the true South Pacific experience for us.

We plan to head to Fiji in April, or maybe sooner. I can't wait for a change of pace and scenery, and for better surf. By the way, the *Latitude* articles about us in the South Pacific have been great. The one featuring my mom was super funny!

—justin 01/21/2014

Hotel California, Too — SC 70 Steve Schmidt Doing Everything Differently (Ex-Silicon Valley / The Caribbean)

Much of what Steve Schmidt does flies in the face of conventional sailing wisdom. Coming up on 20 years, the former Silicon Valley computer company executive has been cruising the Caribbean, usually singlehanded. Yet he's been doing it with a 70-ft boat, generally considered to be far too big for cruising



AMERICAN SAMOA TOURISM

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread; Steve Schmidt at the helm of the SC70 'Hotel California, Too', which he races relentlessly in the Caribbean, often singlehanded. She's the only 'cruising' SC70 ever built. Inset top left; Compared to most boats in the Caribbean, 'HCT' is sleek and simple. Inset bottom; Her big back porch.

without a crew.

Secondly, his boat has all of 25 feet of anchor chain, about one-tenth of what would be considered prudent. And the anchors are none too big. Furthermore, *HCT* doesn't have a windlass. Yet Schmidt frequently sets and raises anchors by himself. He does, however, get a bit of an assist from an electric winch.

If anchoring a 70-ft boat by oneself seems pretty tricky, consider the fact that for a two-year span, during which Schmidt actively cruised and raced, his boat didn't have a transmission and, thus, no diesel propulsion. So he had to set and raise anchor under sail, often in crowded anchorages.

You know how you're supposed to run modern sailboat diesels at high revs and, if you take care of them, Yanmar claims

they could last for as much as 10,000 hours? Schmidt has used this original, 17-year old, turbo-charged Yanmar 76 hp diesel almost exclusively for charging the *HCT*'s batteries at relatively low rpms. "I've only used the engine for propulsion about 4% of the time," he says. And it's not as if he's taken the best care of it. "Ten years ago I stopped cleaning the breather and turbo. Eventually it got so clogged that the engine couldn't combust the fuel and we had to clean it out." Despite both kinds of diesel abuse, the Yanmar now has 17,000 hours, and continues to run fine!

Most cruising boats lift their dinghies out of the water with davits. Schmidt has a

special flopping 'ramp' on the transom of his specially designed short rig SC 70 that allows him to drag his 12-ft dinghy onto the boat's huge 'back porch'.

There are several common ways to heat water for showers on a boat. There are electric and propane water heaters, heat-exchangers from the engine, and even plastic Sun Showers. *HCT*'s hot water heating system is even more basic than a Sun Shower. Schmidt runs a regular garden hose filled with water around the deck. "If you use the water in it before 4 p.m. in the tropics, the water is so hot it will burn you," he says. "If you wait until after 10 p.m. it will be cold." Unlike most water heaters, a hose needs little maintenance.

Since Schmidt has mostly singlehanded his 70-footer for decades, you'd think *HCT* would have a slick and sophisticated deck layout. With all due respect to Schmidt, it's pretty complicated, and not all controls are easy for a man at the helm to reach. Furthermore, the rig has running backstays and the mainsheet winch is manual.

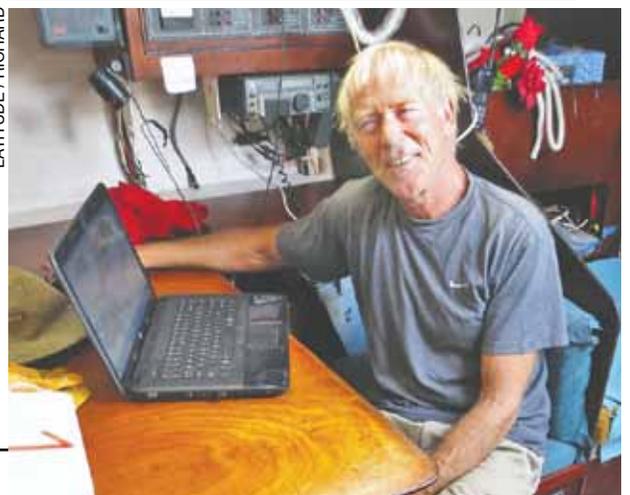
The amazing thing is that none of it seems to bother Schmidt, who, if we remember correctly, says he races about 70 races a year, many of them solo. It's a little bit funny, because when he came to the Caribbean, he really hadn't done much racing, let alone singlehanded racing. He did it in order to meet people.

When Schmidt got to the Caribbean, he wasn't much interested in diving, either. But the more he did it, the more he became fascinated by it. He now spends about an hour a day in the water. He doesn't dive for fish north of Guadaloupe because of fears of ciguatera. But he has dived on most of the points and reefs on the race courses he sails.

No matter what age Schmidt is, he'd

Singlehand a 70-footer in lots of races, maintain her, and dive an hour or more a day, and you'll be in great shape, too.

LATITUDE / RICHARD



CHANGES

be considered buff. That's what single-handed a 70-footer in lots of windy races, plus maintaining a big boat, plus an hour a day of open-water diving will do. Schmidt admits to being 39. Just between us, we suspect he's close to being able to get the maximum amount of Social Security benefits.

When Schmidt returns to Santa Barbara in late summer, he doesn't put his boat on the hard in Trinidad as do most cruisers. "Trinidad gets so much rain that the inside of the boat becomes covered in mold, he says. "I hated that. So I take my boat to Curaçao, which like the other ABC Islands is desert-like, with cactuses all about." The downside is it means he starts each cruising season 500 miles downwind of his winter cruising ground. But with a SC 70, he can cover that ground pretty quickly.

On February 14, Schmidt won the West End [of Tortola] YC's singlehanded race. The next day he, with a crew of four others including the Wanderer and Doña de Mallorca, did the West End YC's crewed regatta. Sailing with a self-tacking jib and without a spinnaker, Schmidt and crew, average age 65, corrected out second in class and fourth in fleet. A bigger jib or another five knots of wind would have made a big difference. But it was a fun time on a race designed for everyone to have fun.

When Schmidt launched *HCT*, legendary builder/designer Bill Lee gave him two Santa Cruz 70 sailing tips: 1) Never sail under 10 knots, and 2) Never sail dead downwind. Not surprisingly,

Want to grind in the main on 'Hotel California, Too'? For a singlehander, it's a long reach from the starboard side. Plus it's a manual winch.



LATITUDE /RICHARD

No, there's no windlass up here.

Schmidt doesn't even abide by the sailing guidelines of the guru of ultralights: "In over 20 knots of wind, DDW wing-on-wing is pretty fast."

But post-race was pure Schmidt. The engine wouldn't start because the lift pump had burned out, so we had to sail to a fender holding up one of the two anchor lines and have a 65-year-old try to snatch the line with a boat hook. Using just the self-tacking jib, and dodging the other boats coming into Soper's Hole, Schmidt's first attempt at lagging up to the buoy was a little too fast. The second attempt, however, was perfect.

Breaking most of the rules. It's what's worked for Schmidt, and worked for him since he started cruising nearly 20 years ago.

— latitude/rs 02/19/2014

Privateer — Hans Christian 33 Chris John and Lila Shaked The Young and Restless (Redlands and Tucson, AZ)

[This is part two of our interview with Chris, 29, and Lila, 32, who had just finished a 2.5-year, 16,000-mile cruise from California to New Zealand and back to Hawaii.]

38: Like most young cruisers, you two are budget cruisers. Where was the easiest place to cruise inexpensively?

Chris: Maui — as long as you're willing to bob and weave. We lived on the hook at Maui in the winter when the Kona winds blow. Well, forget about that, as even 12 knots of wind results in five-foot waves coming through the roadstead. There just isn't anywhere to hide. Cruising isn't easy in Hawaii, which is why a lot of people don't cruise there. But it's also why we like it.

Lila: But the absolute least expensive place was Fanning Island, because there wasn't anywhere to spend money. You have to bring everything — except for lobster, which they have in excess. If you bring clothes, you can trade for all the lobster you want.

Chris: The locals will take you when they go for lobster. It takes about five minutes to get a dozen.

Lila: We also got lots of squash, coconuts and fish in return for old clothes.

Chris: They can't grow in-the-ground crops like taro, but they can grow things, like squash, which grow above ground. We ate



squash for about a month. [Laughter] Fanning was the most welcoming place we visited, too. If you bring a spear gun, you can get all the seafood you want — but you have to be concerned about ciguatera.

38: What is the deal with that?

Chris: It varies from area to area. Whenever we got the anchor down, I'd go ashore and ask about ciguatera at the nearest *fale*. Depending on where we were, we'd be told that no fish bigger than a hand was safe, in other places it was no bigger than a forearm, and in yet others shoulder to wrist was fine. It's weird that it can be so different.

Lila: Tonga has no ciguatera, so we could eat everything we caught.

Chris: We ate huge sea bass and jacks, both of which usually have ciguatera in other locations. Being ciguatera-free is one of the reasons Tonga is paradise.

Lila: That's right, 25 knots of wind, no swell, and 170 islands in just the northern group.

Chris: Plus food is cheap, the ex-



LATITUDE/38

IN LATITUDES

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'Privateering' in the South Pacific, clockwise from above right: Racing the heavy Hans Christian 33 in Tonga. Getting some cardio on a bike in Niue. Because Chris and Lila were young, they easily made friends with locals. Room for more on a ferry at Fanning Island. Lila imitates a big manta ray.

change rate is good, and they've got pigs for roasting.

38: Last time we were there, the locals were dining on canned spaghetti.

Chris: They are big on corned beef hash and stuff like that. They'd rather eat canned food than lobster.

Lila: And boiled bananas. If somebody invites you to their home, you're likely to be served crackers, corned beef and boiled green bananas. To be polite, you have to say, "Oh yummy."

Chris: Tonga was pretty inexpensive because we'd brought all the staples with us from American Samoa, and would only go to Neiafu (Tonga) every couple of weeks for fresh stuff.

38: We're you able to get plenty of fresh greens?

Chris: Not always. Sometimes we had to make our own food, such as yogurt and cheese.

Lila: I bought yogurt starter from a

girl in Niue, and then kept making it myself. You take two spoonfuls of old yogurt, add powdered milk and water, and let it sit inside a thermos surrounded by hot water. That activates the culture. In 12 hours the milk and water become yogurt.

Chris: You'd be surprised, but it's the best tasting yogurt in the world.

Lila: But you always save two spoonfuls for the next batch. You can also make yogurt cheese and stuff. We don't have an oven, so we also learned to use the pressure cooker for baking.

38: How long did it take you to make beer?

Chris: A week to ferment, depending on what country we were in because the ambient temperature makes a difference. Two weeks later I'd siphon it into bottles, put it in cold water, add a

couple of teaspoons of sugar — not too much or it would explode — then cap it. Then we'd pour it into frosty mugs and nobody could tell the difference. It cost just a couple of cents a serving. We gave a lot of it away, too.

38: What percentage of cruisers did you see who were under 30?

Chris: I'd say 10% or less.

Lila: Not many, but young cruisers naturally gravitated to each other.

Chris: We'd always look for people rowing long distances, as it was either going to be someone who had been cruising for 40 years or young cruisers who couldn't afford an outboard and gas. So when we saw somebody in a rowboat, we knew we'd be instant friends.

38: What do you have?

Chris: An eight-foot hard dinghy and a two-person kayak.

38: What kinds of cruising boats do young cruisers have?

Chris: All kinds. One couple had a Westsail 32, and we recently met another couple that have a Columbia 34.

38: You must be speaking of our friend Justin Jenkins and his lady Anna Wiley of the San Diego-based *Ichi Ban*.

Chris: Yes! Those two are awesome!

Lila: Get outta here! Those two are great. We were about to leave Bora Bora when we bumped into them. We immediately decided to stay for another week. We'd all play music and drink this local brew that Justin made with fruit.

Chris: We met them because of their rowing dinghy. I like Justin because he's such a hustler. He'd get on the radio and say he was available for bottom cleanings, mast climbing, whatever. He scored lots of jobs, too. A lot of cruisers who would normally clean their own bottoms had Justin do it because they like to support young cruisers.

38: The last we heard they were down

These folks have a hard dinghy, so they must be longtime and/or budget cruisers. Hey wait, it's Justin Jenkins and Anna Wiley of 'Ichi Ban'.

COURTESY ICHI BAN



CHANGES

to \$150 in Bora Bora, so they took off for American Samoa in search of jobs. [Ed. note: See update from Justin and Anna in this month's first Changes and in Letters.]

Lila: We know they'd made it because other young cruising friends told us they saw them.

Chris: There are a lot of job opportunities for people under 30 who follow our route. It's easy to get a job in the hospitality industry in Hawaii. Then you get a job in American



PRIVATEER

Chris, up a tree in Niue, looking for coconuts.

Samoa. Then in New Zealand. Then in America Samoa again. If you work for six months you can earn enough for six months of cruising — as long as you make your own beer and yogurt, and row your dinghy. It's the Under-30 Cruising Circuit

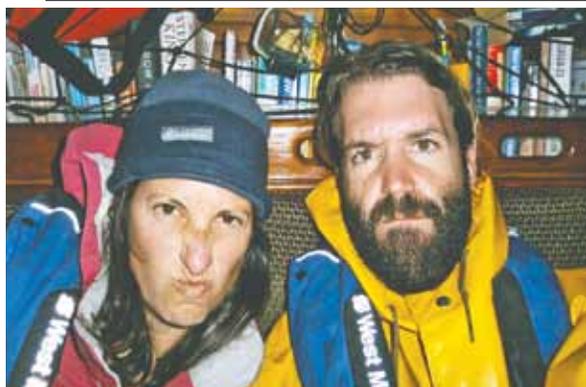
38: What did you think of your boat?

Chris: I love her. I'm not saying that we would never have a lighter boat or a cat, as it took us 23 days to sail from California to Hawaii. But for the sailing after that, there were many times we were happy to have a heavier boat. She's also big and roomy for 33 feet.

Lila: We also did three 25+ day passages with her.

Chris: It's funny how your thoughts about being on the open ocean change with experience. Our first offshore passage to Hawaii was a little scary. "We're 1,000 miles from anywhere," I'd think

Cold 45-knot winds and 20-ft seas (on three occasions) kept the 'Privateer' passage from New Zealand to French Polynesia from being ideal.



PRIVATEER

to myself. But having now sailed 15,000 miles, many of them much more difficult than those to Hawaii, I'd happily sail to Hawaii aboard an 18-footer with a little cabin. There nothing like having the wind from aft.

Chris: Of our 15,000 miles, almost all were downwind — except the last 6,000 miles. You see a lot of U.S. boats for sale in New Zealand and Australia, as Americans don't want to bring their boats back. But in a few years we want to bring our boat to Mexico, as it's sweet and cheap, and my mom is here with Glenn Twitchell on the *Lagoon 380 Beach Access*.

Lila: After Hawaii and French Polynesia, Mexico is insanely cheap. We were running around a couple of big grocery stores here in Mexico and couldn't believe how inexpensive stuff was.

Chris: If we were cruising in Mexico, we wouldn't have to make our beer in a bucket. We could buy ready made.

38: What advice do you have for 25- to 30-year-old would-be cruisers?

Chris: The same advice I've always read other cruisers give in *Latitude*: Go with the boat you have. Spend the money on rigging, Dacron, and safety gear. For example, we had paper charts instead of a chart plotter. I updated all the paper charts with a pencil, and they served us well.

38: Thank you for your time and youthful insights.

— *latitude/rs 02/01/2014*

Cruisers In Chacala Chacala Anchorage Mainland Mexico

In early January the Wanderer stopped at Chacala, which is a cruiser favorite 25 miles northeast of Banderas Bay. The anchorage usually offers good protection from the prevailing northwest swell, although flopper-stoppers are sometimes needed. There's a little cove beneath the port captain's office where dinghies are usually left unlocked, and then a lovely trail to a 200-yard-distant sandy beach with *palapas* that is a favorite with Mexicans on holiday. Except for holiday weeks and weekends, Chacala is pleasantly tranquil.

The beachfront 'wine bar' we stopped at for lunch turned out to be — thanks to high-speed Internet — the hangout for cruisers from the 15 or so boats that were anchored out front.



Before long, we fell into conversation with cruisers from four of those boats. It was an interesting group because they represented a cross section of the variety of people who cruise Mexico.

First we met the Lee family — Brian, a software engineer; Bethany, a pianist and writer; and daughters Hannah, 14, and Meria, 12 — from the little town of Lafayette, Oregon. They are cruising aboard **Lilo** a 50-year-old Wayfarer/Islander 32. Despite having a smaller and older cruising boat than most, and not meeting as many other kids as they had expected, family cruising was going well.

"The girls are having a grand time," Bethany told *Latitude*, "and it's shocking, but they still like their parents. But we felt we needed to quickly get them out of the States and away from stateside values."

The Lees aren't new to cruising, as they've owned *Lilo* for six years, and have previously cruised the west coast of Vancouver Island, noted for its often cold and

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Spread; The Lee family with their 5-day, \$750, self-built dinghy 'Red Rover', which replaced 'Split Pea'. The girls helped with construction. Flotation is provided by empty water bottles. Inset top left; The dinghy clearly has capacity for four. Inset bottom; Going ashore at the cove at Chacala.

rough weather, and Puget Sound. They sailed south from San Diego, and plan to Bash back north in the spring. "We only have one year off," Bethany explained.

It can be difficult to carry a four-person dinghy on a small boat, so as a family project five years ago, the Lees built a nesting dinghy they could stow on the cabin top. They painted her green and christened her *Split Pea*. "She had been perfect for us," says Bethany.

Nobody is sure how, but while anchored at Bahia Santa Maria in early December, *Split Pea* and her paddles, disappeared. So the family soon found themselves at Cabo with no way to get to and from shore. Taking a berth in a marina, they quickly did some research on possible replacements. An inflatable was going to be too big to fit on the boat, and in any event, their small outboard, which they'd hardly ever used with *Split Pea*, wasn't going to be powerful enough.

They decided the only solution was to build a new nesting dinghy.

Building a new dinghy in Cabo in a timely fashion might seem like a nearly insurmountable task, but the Lees, with an assist from some other cruisers and the very accommodating Marina Cabo San Lucas, finished the new dinghy in just five days!

The marina gave the Lees a parking space next to the desal plant as a work area, and all the security guys kept an extra close eye on things. While the Lees already had a jig-saw, a fellow boater loaned them a Skilsaw. Sourcing materials in Cabo required some walking around, as the cloth came from one place, the resin from another, and the tape from yet another. Home Depot delivered the plywood to the marina.

"Five days after making the first cut, our family christened

her *Red Rover* and launched her," reports a proud Bethany.

"*Red Rover* is a little more lively than *Split Pea*, sort of like a playful puppy," says Brian. "Initially we thought her flat bow might be a problem, but she's been great and we love her." says Brian.

The cost of materials was \$750.

The next cruiser we met was Robert Scholl — a great, great, great nephew of 'the' Dr. Scholl — of the Redwood City-based Islander Freeport 36 **Four Choices**. Scholl's dream is to do a circumnavigation, which he expects will really get going with a Puddle Jump in 2015, and take about 10 years.

"My wife Robin fully supports my dream, but says that I have to complete it in two years," he laughs. Scholl started heading south the day after the Ha-Ha Crew List Party last September, with his seasickness-prone wife joining him for part of the trip to San Diego. He hopes that she'll join him for more cruising this summer in the calmer waters of the Sea of Cortez.

Scholl bought his first boat, a swing keel Venture 23, in 1980. He'd put his two-year-old daughter Roseanne into a car seat, strap it to the bottom of the mast inside the cabin, then take off from the boat's berth at the 5th Street Marina in Oakland. "I'd sail the Bay with the 150% genoa up, and we'd be on our ass the whole time," Robert remembers. Despite a rough introduction to sailing, Roseanne became an excellent sailor, and recently brought her boyfriend along to cruise to Isla Isabella aboard *Four Choices*. "We had a marvelous time," says Robert.

A short time after owning the Venture, Robert moved up to an Ericson 29, which he would own for 25 years. In addition,

Robert figures he'll need 10 years to do a proper circumnavigation. His wife Robin, who is prone to seasickness, says he has two years.



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he did some racing, and charters in Greece, Canada and the Caribbean.

Originally, Scholl had planned to sail around the world by crewing on other people's boats. But he soon discovered



LATTITUDE / RICHARD

Three of the 15 boats on the hook at Chacala.

there would be a lot of scheduling issues. So two years ago, he bought the Islander specifically to go around on his own boat. "One of the bits of gear I'm most satisfied with is my Hydrovane," he says. "The Cadillac of vanes, it's also the most expensive, as it cost \$6,000 installed. But two things make it particularly good for me. First, it could be installed offset, which it had to be because of the door that opens in the back of the boat cockpit. Because it's offset, its rudder is out of the slipstream of the main rudder, and is therefore more efficient. Secondly, it's a totally independent steering system, so if the main rudder fails, I can still steer the boat using the vane rudder."

Scholl says that he's been able to cruise economically — except when he's had crew with high metabolism. "I met a young man in La Paz who had ridden his bike all the way down from Canada — and then had it stolen his first night in town! He wanted to sail to Mazatlan with me, so I took him. He had such a high metabolism that he'd eat five meals a day. He'd take a jar of peanut butter and eat the whole thing! He was eating *Caroline and David of the Contessa 26 'Crazy Love'.* You don't see many Americans cruising on such small boats these days.



LATTITUDE / RICHARD

me out of house and home," Scholl said with a laugh.

The third set of folks we met were David and Caroline Krish of the San Diego-based Contessa 26 **Crazy Love**. They began sailing in 2005 when Caroline, not David, suggested they take sailing lessons. They liked it enough to more recently buy the Contessa 26 so they could "go cruising while we're still young and before we have kids". David, who is a software engineer like Robert Scholl and Brian Lee, is 33. Caroline, a clinical researcher, is 37.

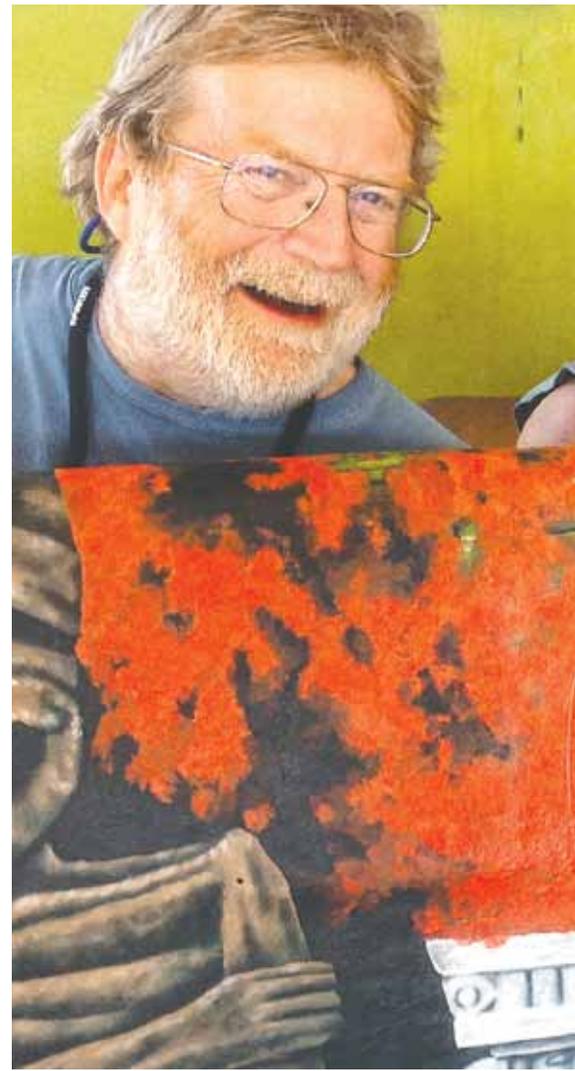
"Our 26-ft *Crazy Love* is the smallest boat we've seen out cruising so far," says Caroline. "The next smallest was 30 feet. We looked at a lot of boats, including old race boats, but decided that small and simple was good for us. First, the boats are less expensive, and second, we could learn to maintain more simple systems in a shorter amount of time."

Most of the time the couple have been content with their choice. "I only get jealous when I've been on bigger boats that have refridges and freezers, wine cellars, double beds, and those kinds of things," laughs Caroline. "But I told David the only thing the boat had to have was a real head. We're comfortable with our heavy, seaworthy, and easy-to-sail boat."

Unusually, the couple started their cruise by sailing north to San Francisco Bay in May. As one might expect, the trip up the coast of Central California wasn't the easiest in a 26-ft boat — "it was miserable at times" — but it gave the couple a lot of confidence in themselves and their boat.

"We really liked Monterey and Santa Cruz, and then we spent a wonderful month on San Francisco Bay," recalls Caroline. "But we couldn't believe how cold the Bay can be in August, and how shallow the water is off Sausalito. We enjoyed staying at South Beach Marina in San Francisco, and even walked to several S.F. Giants games."

The couple say they are going to "keep cruising until the money runs out". When we spoke to them, they weren't sure if they were going to spend the summer in the Sea. sail to Hawaii, or head down to the Canal. "I get job offers from headhunters on a weekly basis," says David, "so the idea of sailing to Hawaii and working on a contract job for six months before continuing on has considerable appeal."



The last group of folks we spoke with were Jamie Rosman and Elaine Lutz of the Taswell 49 **TARDIS** (they spell it with all caps) and their visiting crew, Dave Calhoun. Lots of sailors may remember Elaine, who managed Grand Marina in Alameda for a number of years before taking over at Cabrillo Isle Marina in San Diego. The couple bought their Taswell 49 in Mexico in 2000 while doing a four-month cruise with friends.

"This is our second season cruising," says Elaine. "When we sailed south last year, we took more than two months to get from San Diego to Cabo, including spending nine days at Cedros Island. We liked Cedros so much that we flew out there to visit with friends on our way to our boat this year. We are now headed to Puerto Vallarta for six weeks or so, and will then head up into the Sea of Cortez."

We didn't get to spend as much time speaking with the **TARDIS** crew as the

IN LATITUDES

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We don't know who the characters are at the bottom, but that's Jamie Rosman and Elaine Lutz on the right, and Dave Calhoun in the left.

others, but we made up for it with what we think is a great photo spread.

We hope you enjoyed our mini feature, which shows how very different cruisers are — except for the fact that all the guys

are engineers.

— *latitude/rs* 01/05/2014

**Legacy — Saga 43
Chris and Heather Stockard
Another Great Season in Tenacatita
(Juneau, Alaska)**

It's been a particularly fun season

this winter at Tenacatita Bay, the cruiser favorite on Mexico's 'Gold Coast' that is some 15 miles north of Barra de Navidad. But if anyone is looking to avoid socializing, this would not be the best place.

The usual tropical Mexican weather has been consistently pleasant, meaning sunny and warm with light breezes. The Caribbean may get endless days and nights of 20+ knots and big seas, but that's not what we find on Mexico's Gold Coast. The water temperature has been hovering between 80° and 83°, ideal for swimming, with decent clarity. The days are mostly sunny, so cruiser solar panels usually don't have much trouble keeping the batteries topped up. Given the calm waters of the anchorage, we've even had time to check some of the boat projects off our list.

February 7 was the Mayor's Raft-up, the 'mayor' being Robert Gleser of the Alameda-based Islander Freeport 41 *Harmony*. Thirty-two dinghies showed up for the camaraderie, making it the biggest of the season. As usual, the chefs of the fleet cooked up delicious hors d'oeuvres. And this week was the annual Talent Show. Who knew what a gifted and unique bunch of individuals we had among us?

Naturally there is a Gold Coast Cruisers Net, so everyone is able to know who is coming and going, as well as which boats have been passing through on their way down to the Zihua Sailfest.

For all we know, those of us at Tenacatita have the only cruiser swim team. Our members work out every afternoon, swimming about one-third of a mile to shore. Among the frequent participants are Terri of *Mija*, Patricia of *Paloma*, Lynn of *Voyager*, Julie of *Slacker*, Rita of *Overheated*, Kathy and Dan of *Lungta*, Sherri of *Nirvana*, Virginia of *Harmony*,

Top photo below: The mostly male bocce ball players. Bottom photo below; The mostly female Tenacatita Bay Cruisers' Swim Team.

LEGACY



CHANGES

Peggy of *Interlude*, John of *L'Ange*, and Janelle of *Cheyenne*. Everyone besides the swimmers braves a surf landing in their dinghy — although the surf has been unusually mild this year.

Once ashore, cruisers enjoy walks on the beach, bocce ball games, watching for turtle hatchlings, playing Mexican Train dominoes, and hanging out in the *palapa*.

All of us were glad to see the first of the "liberated" boats from Marina Riviera Nayarit arrive. It was sure nice for them to enjoy the freedom of being anchored at Tenacatita versus being impounded in a marina.

— *chris* 02/10/2014

Cruise Notes:

The last thing anybody needs is another messy story out of Mexico, but it's hard for us to ignore one that came out of Mazatlan in January. Canadian Bob Buchanan, who arrived in Mazatlan aboard his Acapulco 40 **Bolias Dream** in 2000, and later founded and managed **Total Boat Works** at the Fonatur/Singlar Marina, suddenly disappeared on January 16 along with his boat. Foul play is not suspected, but he's not been seen since. Depending on whom you believe, Buchanan was either a mediocre mechanic who shortchanged his employees, or he was an excellent mechanic and honest guy who had to flee Mexico in order to avoid being unfairly persecuted if not physically harmed. The third view is that it's an overblown mess that is a result of Buchanan and 'Rafa' Serrano's both being too stubborn. Serrano, a mechanic for Buchanan for many years, and a minority partner in Total Boat Works, split off to start a competing business last fall. The 'mess' that ensued is that Total Yacht Works employees and some suppliers were left being owed a significant amount of money. The former employees

Bob Buchanan, as seen in late December at Total Boat Works with a Pathfinder diesel he didn't think much of and removed from a boat.

banded together to make sure that most, if not all, of the boats in repair limbo got taken care of. This despite the fact there was no assurance that they would ever be paid. Only time will tell if they have the necessary capital and management skills to run the business, but we wish them — as well as Buchanan and Serrano — all the very best.

"My C&C 44 **Fury** has been in Marina de La Paz since mid November, and has not been embargoed," writes Fred Hazard. "I would like to do the Banderas Bay Regatta, but I'm concerned that by moving to another marina I would subject my boat to the risk of being 'audited' by AGACE. Further complicating my decision of whether to sail to Vallarta for the cruising regatta is the fact that my boat's insurance policy has lapsed and I'm having difficulty getting another reasonable one in effect. I would appreciate your thoughts."

AGACE didn't visit any marinas in La Paz, so if they were going to 'audit' more boats — which we don't think they will anytime soon — we imagine the chances they'd do it in La Paz are greater than in the Vallarta area, where they have already audited boats in three marinas. The **Banderas Bay Regatta** is a great cruisers' event, so if we were in your boat shoes, we'd go for it. As for insurance, we can't see why it would be hard to get a C&C 44 insured. You might not be able to get it for as low a price as you want, but to do the best you can, you've got to — as the old Motown song goes — shop around. The pages of *Latitude* are a good place to look.

Speaking of the Banderas Bay Regatta, most readers probably remember last year's unfortunate starting-line collision between the Portland-based Hunter 54 **Camelot** and the La Cruz-based J/160 **Blue**, in which La Cruz sailmaker Mike Danielson slipped between the two boats and had both his legs broken. It was an extremely contentious incident that went

viral in the sailing world. We didn't look forward to the time this season when the principals' paths would cross again. Surprisingly, it turned out far better than anyone could have hoped for. When Jane Roy of *Camelot* saw Cheryl Sears of *Blue*, she rushed over to her and blurted out, "Give me a hug." Before long Craig Shaw of *Camelot* and Ken Sears of *Blue* were shaking hands. The incident is over, and everyone is looking to the future. That



said, it will be interesting to see what measures, if any, the Vallarta YC takes to prevent similar incidents in the future.

If somebody opens a sail loft called **Morrelli Sails**, you have to wonder if there is any connection with Gino Morrelli, half of the super-successful multihull design team of Morrelli & Melvin. It turns out that the new Morrelli Sails loft in La Cruz is owned by Tony Morrelli, Gino's gregarious brother.

When the Wanderer and Doña de Malorca got to his Leopard 45 catamaran **'ti Profligate** in Tortola in mid-February, there was a bit of a problem. A charterer had recently put the cat up onto the rocks at White Bay, Jost van Dyke, and made a mess of one of the keels. While we could have used the boat anyway — the keels are sacrificial — there were three reasons we leaned toward having 'ti hauled right then: 1) We were near-



LATITUDE / RICHARD

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread; Sharn, the manager of Soper's Hole Boat Yard, uses the wireless controls on the Sea-Lift to haul the Leopard 45 'ti Profligate'. Fix a reef-damaged keel in three days? "No problem, we do it all the time." Inset left; The cat rolling on land. Inset right; A worker attacks the damaged keel.

ing deadline, and thus had to bang on a keyboard all day and half the night, and couldn't use the boat anyway. 2) 'ti had been so busy for the last bunch of months that there hadn't been time for her annual haulout. 3) The weather was crap for at least the next week for heading across the Anegada Passage to St. Barth. Our only fear was that the haulout would drag on and on and on, as they do.

Sharn, the young manager at **Soper's Hole Boatyard**, told us not to worry as they repair or replace catamaran keels all the time. "We can have the keel repaired in three days," he said. "What?! "But we'll need another day to paint the bottom, replace the cutlass bearings and do the other an-

nual stuff." If the yard could do all that in four days, we asked him if they could take one more day and change the boot and cove stripes from Moorings red and blue to a custom turquoise and yellow, and get rid of the striping on the side of the cabin. And they did! We were flabbergasted. It turns out that in the charter center of the universe, nobody has time for boats to be out of service, so the yards have to get work done work quickly.

About the third week of February, two good friends of *Latitude*, Greg King of the Long Beach-based 65-ft schooner **Coco Kai**, and Kirk McGeorge of the

Virgin Islands-based Hylas 49 **Gallivanter**, were about to start their 6,000-mile voyages from Cape Town up to the Caribbean, with a couple of stops along the way. Sailing down the east coast of South Africa is always a dicey proposition. **McGeorge**, who is sailing to the Virgin Islands to reunite with his wife and son, filed two reports:

"Feb. 11: It was a battle, but we arrived in Port Elizabeth last Saturday after an 89-hour, 470-mile passage from Durban. We caught two fish and enjoyed about 12 hours of favorable sailing conditions. The rest was difficult. But nothing broke and nobody got hurt. Most of our chores are done, so we're relaxing and doing a little safari in anticipation of our next leg around the Cape of Good Hope and onward to Cape Town."

"Feb. 16: Greetings from Cape Town! We arrived yesterday after a nice and uneventful 480-mile passage from Port Elizabeth under pure sailing conditions, which I'm told is a rare thing in these parts. We got in just in time to avoid the 53-knot winds that roared through last night."

Greg King, who must have crossed paths with McGeorge at Cape Town, had the following two reports:

"Feb 7: Arrived at Port Elizabeth after a 24-hour, 400-mile run from Durban. I saw a top speed of 14.7 knots. *Coco Kai* doesn't go that fast. Thank you, Aghulas

For circumnavigators, Cape Town marks the end of the rough sailing in the Indian Ocean and the beginning of nice sailing in the Atlantic.



Kirk McGeorge, with dinner — and more.



CHANGES

Current!"

"Feb. 8: Had a great day. Went inland and did some wine tasting, drove down to False Bay and had a couple brews at the Brass Bell, drove to Hout Bay and had a couple more brews — and the best calamari ever. Then we took the coast route back to Cape Town. We just took on 27 cases of wine and Champagne that will be stowed until the boss meets the boat in Barbados in June." [*The 'boss' is Jennifer Sanders of Los Angeles, King's girlfriend and the owner of the schooner.*]

One of *Coco Kai's* crew is David Nichols, who has become an 'accidental crewmember' for the sail across the South Atlantic. "I came to Cape Town to say farewell to my friends who are sailing to the Caribbean via Brazil. Well, one thing led to another, and now I am joining them on a fantastic adventure! We leave for St. Helena as soon as the weather improves, and should end our journey in Barbados in June."

Having both done the stormy east coast of South Africa, once McGeorge and King get a couple of hundred miles from Cape Town, they can expect 6,000



CAROL DEAN

The presumably Mexican-owned boats in Acapulco are the only ones we know of that have had embargo notices taped onto them.

miles of about the most pleasant sailing the planet has to offer.

"We were pretty beat when we arrived in Acapulco after a two-night trip from Huatulco with a sputtering engine," report Guy and Carol Dean of the San Francisco-based *Seawind 33* cat **Stray Cat**. "We'd stopped in El Salvador, Nica-

ragua and Costa Rica on our way back up from Panama, and had a good trip. While in Panama, we helped a friend take his boat through the Canal, then decided we'd head back to Mexico. We started having to live with thunder and lightning in Panama way back in April, and let us tell you, it gets hot in Panama! We never realized that our skin could be so sensitive to the heat. Coming north, we only stopped at La Marina in Acapulco because we needed a new fuel pump for our port engine. While there, we found six boats on the dock with SAT (Mexican IRS) 'temporary embargo' notifications taped to them. All six appeared to be local boats. When we asked a boat boy washing one of the boats what the taped-on signs meant, he just shrugged."

"There was a request on the Mazatlan morning net in early February for someone who speaks Russian," reports Rob Murray. Apparently a sailboat, believed to be a **WestSail 32 with two Russians** aboard, was lost in heavy seas north of Mazatlan. The two were reportedly rescued by a helicopter from the Mexican

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navy and taken to the navy hospital in Mazatlan. As a result of the incident, the port captain was looking for someone who speaks Russian."

Can anybody confirm this story? Does anybody know more about it?

Jack is starting to look for a new boat! In one of the most heartbreaking stories we've ever had to report, last November Jack van Ommen, the 76-year-old adventurer from Gig Harbor, Washington, lost his Naja 30 **Fleetwood** to a rocky cove of Tago Mago, one of the smallest of Spain's Balearic Islands. It happened at 4 a.m., and all that remained of the boat that van Ommen had completed from a kit were small bits of flotsam. Decades after doing a Singlehanded TransPac and having the boat sit unused on a trailer, van Ommen had gone bankrupt, and about all he had left was the boat and modest monthly Social Security checks. Yet that was all he needed to begin to live an extremely rich and rewarding life, one that has seen him cruise 47,843 miles, transit 565 locks in Europe, and visit something like 50 countries. After van

Ommen lost *Fleetwood*, he declined offers of financial assistance from *Latitude* and others, saying he had \$5,000 in the bank and was thus "fine for now".

We're glad to report that van Ommen has already begun looking for a replacement boat. "I will likely end up with an inexpensive 28+ footer in need of my reconstructive skills," he wrote. "I'll probably look on the Atlantic Coast or the Great Lakes. As an example, I saw an Alberg 30 on Lake Michigan for \$5,000 that would need another \$5,000 or so in reinforcements, maintenance, and so forth. One of my dreams with *Fleetwood*, after taking her to South America so I could land-travel there, was to sail her up to the Great Lakes, then take her down the Mississippi. So maybe I can still do that."

"We hope the Wanderer and Doña de Mallorca are enjoying St. Barth, you

LATITUDE / RICHARD



'Moonshadow', one of those "stubby-masted Deerfoots," looks like an old America's Cup boat with a keel curtain while getting painted.

bastards," write friends John and Debbie Rogers of the San Diego-based Deerfoot 62-2 **Moonshadow**. "While we really wish we were there, La Cruz ranks as a pretty good consolation prize, and we're getting a lot of much-needed painting done here at the La Cruz Shipyard. Tonight we met cruisers Ed and Connie Quesada of the Newport Beach-based Cardinal 46 **Sirena** under, for them, less than ideal circumstances. While taking photos of the frigate birds flying around our *casita* with a 300mm lens, I noticed

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CHANGES

a boat well off the entrance to Marina Riviera Nayarit with what looked like a stubby-looking mast. As owners of one of those stubby-masted Deerfoots, Debbie and I take notice of such things. But it turned out not to be a stubby mast, but a dismantled *Sirena*.

We later met Ed and Connie, who were dealing with the aftermath of the day's disaster a lot better than Deb and I think we would have. They reported that while sailing with friends in flat seas and just 15 knots of wind, the bolts on *Sirena's* starboard upper shroud chainplate broke. All five of them! The chainplate came off, and the top half of the mast went over. Fortunately for Ed and Connie, nobody was hurt, and there were six experienced sailors aboard. For us, *Sirena's* misfortune was a valuable wake-up call to be aware of any corrosion in or around our boat's chainplates and their fasteners. We will be pulling a few of our chainplate bolts to inspect them before our next sail aboard *Moonshadow!*

"The publisher of *Latitude* once asked me if I would circumnavigate again," writes Max Young of Antioch, who did a



JOHN ROGERS

From a distance, 'Sirena' appeared as though she might be a "stubby-masted Deerfoot." It turns out she was a dismantled Cardinal 46.

12-year, 36,000-mile circumnavigation with his Perry 47 **Reflections** — prior to her being sunk by a whale while he was singlehanding a Baja Bash in 2012. "I told him, 'Yes, I would circumnavigate again in a heartbeat if I was younger.

I will be 70 soon.' The thing that I neglected to add was: 'Those 12 years of circumnavigating have been the best 12 years of my life!' I originally planned on taking three or four years to go around, but then I stayed in Australia for 3½ years, Thailand for 18 months, Turkey for 18 months, Italy for 18 months, and the East Coast of the United States for a year."

Snow skiing in Baja? We recently read an article in the *New York Times* by a contributor to a skiing magazine, and he listed some of the more unusual places he's skied. Although we lost the clipping, we recall that he said one of the places was Mt. Pancho — or something — in Baja. We suppose if they can snow ski in Hawaii, they can ski in Baja.

Returning to St. Martin and St. Barth after a two-year absence are Greg Dorland and Debbie Macrorie of the Tahoe-based *Catana 52 Escapade*. "Debbie's cooking is still hot and the *Escapade's* wine cellar is full, so we're ready to return to St. Barth," says Greg. "But I have two warnings about St. Martin.

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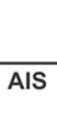
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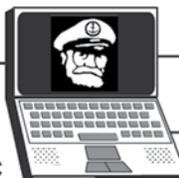
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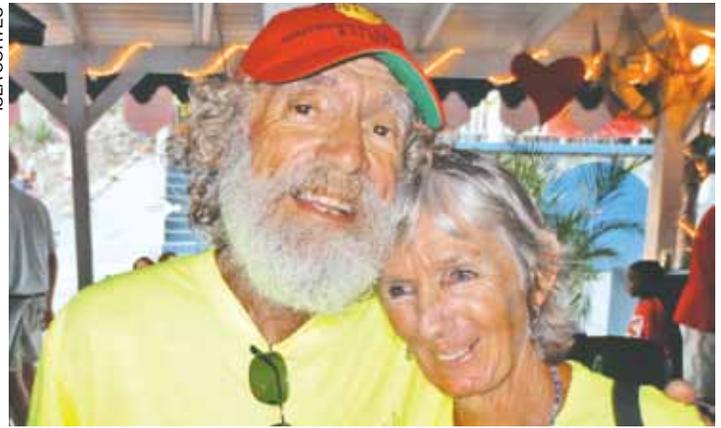
First, the authorities have gotten serious about charging boats to anchor at Marigot Bay. Second, after anchoring in front of the Tastevin restaurant at Grand Case, a marine police boat came by and asked us to leave because some pilots were complaining about our mast being in the flight path! Mind you, we're not talking about Queen Julianna Airport on the Dutch side of the island — which is notorious for the hairy landings and for 747 takeoffs that blow sunbathers off the beach and into the ocean — but little L'Espérance Airport on the French side that services dinky little planes."

You meet the most interesting people out cruising. Take John Everton, who along with his wife Veronica has lived and raised two kids aboard the legendary 50-ft wood ketch **Gaucha**. While at a bar in the British Virgins, John told us that although he was born in Grinnell, Iowa, he learned to sail in Rangoon, Burma. It turns out that his dad was John F. Kennedy's ambassador to Burma, and young Everton learned to sail when visiting from the boarding school he attended

in the Philippines. Given his cosmopolitan upbringing, it's no wonder that John didn't marry the 'girl next door', but rather Veronica, a bird from London.

The Evertons tell us they had a wonderful cruising season last year, highlighted by a month at North Sound in the British Virgins. "Sometimes we didn't see another boat in the whole Sound," they say, "and the most we ever saw was five boats." To put this into context, North Sound is packed with bareboats and a sprinkling of megayachts during the winter season. But come September, everybody thinks it's too hot and humid. "The weather wasn't bad at all," says 'Roni', "thanks to the ever-present breeze." If threatened by a tropical storm, the couple would have

ISLA CORTES



John of Iowa, the Philippines and Burma, with Veronica of London. They've lived aboard 'Gaucha' for something like 30 years.

quickly retreated to Coral Bay, St. John, in the U.S. Virgins. But there were no such threats.

This February wasn't as good as September was for the Evertons and *Gaucha*, as they were T-boned in the Soper's Hole anchorage by a motorsailing charter cat. "*Gaucha* was built of good hardwoods, so she'll be fine," says John. Why is *Gaucha* legendary? She was built in Argentina in 1943 for diplomat Ernesto

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Uriburu, who won the Blue Water Medal for what would be nearly 70,000 miles of ocean cruising between Buenos Aires and the Suez Canal, as well as retracing Columbus' Voyage of Discovery.

"A couple of days ago we went out to our Catalina 42 **Destiny** at the La Cruz anchorage, and the anchor locker hatch smacked my arm, leaving a reasonable-sized wound," writes John Foy. "Gilly dressed it, but it kept bleeding a bit. We decided that it would be prudent to have it checked, so we went to the *salud* — the health clinic — in La Cruz. A very nice young female doctor re-dressed the wound and suggested that I take a 10-day regimen of antibiotics and get a tetanus shot. So for 516 pesos — or \$39 at the current exchange rate — I received the consultation, antibiotic cream, 10 days of amoxicillin, bandages, rubber gloves and a tetanus shot — which I had to get in nearby Bucieras. Even with Medicare, I can't even guess how much more it would have cost in the States. We're full-time residents of Punta Mita after living in Alameda for many years, and have had many wonderful



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experiences with health care providers in Mexico, and at extremely favorable prices."

"I just read the Wanderer's report from the Caribbean, and I feel his pain about having trouble finding **decent Internet** in order to work," writes John Thompson. "He really ought to check out getting Internet through a phone network, as it's

way more reliable than having to find Wi-Fi hotspots. It's not that expensive, and it's available almost everywhere. I was in the Caribbean for most of January doing a Moorings charter from St. Lucia to Grenada, and bought a SIM card for my phone from Digicel. It came with 50mb of data per day, and cost about \$25 per month. I have an Android phone with a built-in wireless data-sharing connection with my computer, and it was easy to set up. I know a lot of people get Internet on their boats through the phone system in Mexico, and now it works great in the Caribbean, too. If you need more than 50mb per day, there are other quick and easy plans that you can sign up with. With such a setup, the Wanderer could easily work from his boat and not have to hunt for Internet at McDonalds or some other less-than-ideal 'office'."

Alas, last year we bought SIM cards for St. Barth in both St. Martin and St. Barth. Neither worked. But we'll try again this year.

Out cruising? We'd love to hear from you. A paragraph and a couple of high res photos are fine.



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24 FEET & UNDER



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18-FT MARSHALL SANDERLING. 1976. Walnut Grove, CA. \$8,900. Great condition/well maintained. White hull and deck with gray cockpit. Teak rails/trim. 1999 Yamaha 4hp OB/EZ lift bracket. Mast replaced 2000. 12-volt system with running/cabin lights. Anchor and Porta-Potti. 1997 Thurston sail in good condition with lazy jack and cover. Complete boat cover. (916) 777-7004, (415) 608-9293 or joe.r.sutton@gmail.com.

25 TO 28 FEET



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29 TO 31 FEET

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30-FT WYLIECAT, 1997. Pt. Richmond. \$89,500. *Dazzler*. Major refit 2007-08, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion iPod stereo. LED lighting and more. Yanmar diesel. Fast and really fun. (510) 381-0802 or Tom.Patterson@iCloud.com.

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30-FT CAPO, 1984. SFYC. \$34,000. *Toy Box* is for sale! Designed by Carl Schumacher, and similar to the Olson 911S, the Capo 30 is a very fast, racer/cruiser with a 120 PHRF rating. (415) 488-3317 or pjcampfield@yahoo.com.



30-FT ERICSON 30+, 1984. Sausalito. \$25,000. Never buy fuel again. *Zenergy* has 9 kw Thooza electric motor, new prop, CNG stove, Bose stereo, sleeps 6, newer rigging, professionally maintained, great Bay boat, no diesel smell, must see to appreciate. Contact (415) 331-8250 or jack@modernsailing.com.



31-FT BENETEAU, 1992. San Diego. \$39,500. *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.



30-FT ERICSON 30+, 1984. Emeryville. \$18,900. This fin keel, inboard diesel sloop is an excellent example of a Bruce King design. Made entirely in the U.S. this coastal cruiser is perfect for the weekend getaway or a day of cruising the Bay. Recently refinished the floors. Really runs well and sails nicely! (408) 569-3582 or frankjquinn@gmail.com.

30-FT CAPE DORY, 1982. San Carlos, MX. \$30,000. Gooseneck trailer. New rigging, gel batteries. Full batten main, Furllex, Lewmar ST30's, Volvo diesel, wheel, dodger, Autohelm, EPIRB, radios, CQR, 50' chain, propane stove, solar panel, dinghy, more. US delivery possible. (575) 758-8366 or jmac@laplaza.org.



30-FT ERICSON, 1985. Alameda Marina. \$15,000. Well maintained, classic 1985 Ericson 30+. Mahogany-paneled interior with new upholstery (sleeps up to 6 comfortably). Fully-equipped galley and stand-up, enclosed head with shower. Many other upgrades. Fully outfitted and sailaway-ready for weekend enjoyment, club racing or even longer cruising. Contact (408) 728-1587 or (951) 201-3453 or derekvenema@gmail.com.

30-FT CATALINA, 1978. Benicia, CA. \$5,000/obo. Currently berthed in Benicia, estate sale, inboard diesel, needs hull cleaned/painted, wood need refinishing, all sails plus extra sails and tackle. Photos on request. (916) 801-7868 or jidubois56@gmail.com.

32 TO 35 FEET

32-FT O'DAY, 1987. Monterey. \$32,000. 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.

33-FT DEHLER OPTIMA, 1985. Brickyard Cove.  This boat has sailed in Bay, 16 years.  g recon 2008.  s, new spinnaker, pedestal steering, great interior, sleeps 6, dinghy w/motor, no dealers.



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.

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33-FT CAPE DORY, 1980. Alameda, CA. \$59,500. A rare opportunity to own a classic Carl Alberg-designed sloop w/ full keel and attached rudder. Rich teak interior w/careful joiner work produces warm and inviting interior. Many recent upgrades. GPS/chart plotter, radar, VHF. Quantum main and jib, genoa, storm, asymmetrical spinnaker, roller furling, self-tailing winches. Westerbeke 27A diesel recently serviced, 35# CQR, Lofrans Royal windlass. New fuel tank, batteries, propane system, bottom paint, all in 2013. Adler/Barbour refrigeration w/freezer, H/C pressurized water. 8-ft Achilles inflatable, other extras. Contact (831) 429-5050 or marvinbrandt@comcast.net.



CATALINA 34 MK II, 1997. Berkeley Marina. \$78,000. Fin keel, lightly used, well maintained/equipped. Dodger, bimini, 12 volt fridge, cruising spinnaker w/dousing sock, custom V-berth mattress, diesel, 2013 bottom and batteries + more. Contact (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Roche Harbor Resort, San Juan Island, WA. \$77,500. Hard-to-find high quality bluewater pedigree cruiser. Lightly used, always professionally maintained. Same owner of 17 years has invested over \$80k in upgrades, too many to list. Contact (206) 920-7337 or sailsmantf@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.

34-FT CATALINA C-34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, refrigeration, VHF, cockpit table and cushions, new batteries (July 2013), bottom painted June 2013. Very clean, well maintained. Photos are available by email. Contact billsailbay47@hotmail.com.

33-FT HOBIE, 1983. San Diego. \$25,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun daysailer, race winner. Plan your assault on Transpac 2015 now! Many pictures on blog at <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdyc@gmail.com.



32-FT COLUMBIA 32 SPORT, 2007. Newport Beach. Custom and factory refurbished, new North Sails, GPS, rigging, 4,185 lbs. - flies around the course. Winning record. This is the second generation of the Columbia 30/32 (now Columbia 32 Sport) and was built for the owner of the company and then owned by the designer of the boat. Only four of these hulls were built and this is the only one that is 7/8 rigged and modified by the designer. Her sister Columbia 32 hit 26 kts and won its class in the San Francisco to Hawaii 2012 Pacific Cup. Includes tandem trailer. See <http://exigent7000.wordpress.com>. Contact (949) 294-9777 or tgrant@calrer.com.

32-FT SAMPSON C-MIST. \$4,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

35-FT J/105, 1998. Berkeley Marina. \$72,000. J/105 #181 *Wianno*. Tiller boat for sale. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. More at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.



35-FT NAUTICAT, 1993. Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours of AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. Contact marge@passion-yachts.com or (503) 289-6306.



32-FT ERICSON SLOOP, 1988. San Francisco, GasHouse Cove. \$28,500. Solid, beamy ride built with quality. Original owner-have original purchase docs. Roomy cockpit, traveler above cabin. Everything, including instruments, operational; engine mint. Stays and shrouds relatively new. Six Lewmar winches. Sails, including roller-furling jib, main, and spinnaker. Excellent cabin layout with V-berths (full) fore and (smaller) aft. Galley to port of companionway, full head to starboard. Beautiful teak throughout. Lots of storage. Ready to sail! (650) 704-7590 or (650) 400-3763 or debby.schilling@gmail.com.



32-FT COLUMBIA 5.5, 1966. Alameda. \$13,000. Complete refit 2000. Faired keel, rudder. New halyards, bottom in 2013. Pneumatic vang. Carbon spinnaker pole. Electric bilge pump. Great race record in both One Design and PHRF. Turnkey boat. Alameda, upwind berth. (707) 644-1978 or pszasz@att.net.

34-FT SAN JUAN, 1980. Richmond. \$27,000. Good condition, 100% ready to sail. Yanmar diesel 2QM15. All lines aft. Mainsail with double reef, 110% roller furling jib, 155% roller furling genoa. Hot/cold pressurized water. Rubber dinghy with outboard. Contact (530) 673-8457 or sf885@sbcglobal.net.

36 TO 39 FEET



33-FT HOBIE, 1983. Healdsburg. \$20,000. Ballenger double-spreader rig, new standing, running rigging and life lines last 2 years. Lines led aft for single-/doublehanding, many upgrades including Honda-powered sail drive, removable bowsprit for asymmetrical spinnaker, oversized rudder by Foss Foam, Raymarine instruments. Lift keel version with keel set in semi-permanent down position. On galvanized trailer in good condition with electro-hydraulic brakes, tongue extension, new stainless steel rotors. Many sails in ex-racing condition. Upon sale will transport this Pocket Rocket to the Northern California location of your choice. (707) 433-3692.

36-FT ISLANDER FREEPORT "B", 1978. Loch Lomond, San Rafael. \$60,000. New full batten main, staysail, roller furling jib, Espar heater, Isotherm refrigeration, LectraSan, rebuilt Perkins, new electrical panel, new dodger, sail cover and wheel cover. 2000 watt inverter. Pullman berth. (510) 410-5401 or tgrady7889@msn.com.

37-FT JEANNEAU SUN ODYSSEY 37.1. 1995. St. Croix, USVI. \$62,000/Reduced. Original owner. Well maintained, beautiful inside and out. Furling main/jib, Yanmar 3GM30F, low hours. Zodiac/6hp Tohatsu. Recent canvas. Full electronics. Email for photos and equipment list. Contact (516) 582-9342 or stxboater@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. Contact (415) 337-5303 or svtekin@gmail.com.



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38-FT CONTEST 38S, 1986. S.France, Marines de Cogolin. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc, VAT paid. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75 amp Balmar alternator. Recent Raymarine instruments w/direct drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, lcom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marines de Cogolin, walking distance to St.Tropez. Berth available with 5-year lease. Contact terryshari@yahoo.com or (650) 637-7919.

39-FT JEANNEAU SUN ODYSSEY. 2007. Sausalito. \$164,900. Boat's in great shape and includes the following features: furling mainsail, furling genoa, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata & wind, electric winch, autopilot, spinnaker pole, and three sails. (415) 505-9614 or miami.hood@sbcglobal.net.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$49,500. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see, make offer. (415) 297-4080 or art_epstein@yahoo.com.

39-FT CAL, 1988. Emeryville. \$75,000. This latest model Cal is equally at home cruising the world or on the race course. Quality equipment complements a very well designed and built vessel. Please contact John for particulars. Email d100cm@sbcglobal.net.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,000. Raymarine autopilot, bimini, dinghy with Yamaha OB, Volvo 29hp, original owner. (760) 980-0204 or marshallkagan@yahoo.com.

36-FT SCHUMACHER, 1989. Paradise Cay. \$30,000. *National Biscuit*. 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.



36-FT COLUMBIA, 1968. Brisbane Marina, San Francisco Bay Area. \$15,150. Ready to sail. Single fiberglass hull, needs TLC. Rigging in good shape. Engine recently replaced with rebuilt Yanmar diesel and hardly used. Mainsail with sail cover, full bimini in great shape. 4 self-tailing winches, inflatable 10-ft dinghy, life jackets, stove/oven, 2 double, and 2 single berths, sleeps 6 comfortably, 44 gal. fresh water. Teak interior in excellent condition, upholstery in OK shape. Email rodrigo.extranomical+latitude@gmail.com or (415) 322-8811.



36-FT CATALINA C36 MK II, 2006. Vallejo Yacht Club. \$135,000. Full spring mattress. Stove, oven, ice-making refrigerator, double sinks. Full-batten Leisure Furl in-boom furling main. Electric cabin-top winch. Raymarine C80 chart plotter with radar. Raymarine wind, depth, speed. Belowdeck autopilot. Fusion stereo, Bose speakers, iPod dock and Sirius, wired remote. LED lighting in cabins. LCD TV with DVD player. Tank level monitors (all tanks), Link 10 battery monitor. Electric fresh water toilet, shower with shower on swim platform. Removable outboard motor hoist. Flexofold three-bladed folding prop. Teak cockpit table. Anchor windlass up and down switch. Leather-wrapped folding wheel. In excellent condition. Includes all safety equipment, dock lines, power cord, etc. Contact (707) 319-2414 or john@honn.com.



46-FT HYLAS, 2000. Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



40-FT BRUCE ROBERTS. Cutter-rigged sloop, 1984. Bradford Island, CA. \$23,000. Price reduced! *Windy*: Documented, 37-ft LOD, bluewater, custom-built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, Queen bed. "Little ship". *Windy* will be on the hard at Marine Emporium Boatyard, for your viewing and inspection during March. Bring all offers. 5993 Bethel Island Rd., at Bethel Island, CA. Brad. Contact (209) 406-0965, (209) 855-4085 or bnrldeltadreamer@aol.com.



40-FT HUNTER LEGEND, 1990. Emeryville Marina. \$70,000. Boat is very spacious with centerline queen aft stateroom with plenty of storage, 2 heads, large galley, forward facing navigation station, dinette seating, large forward cabin. Very well equipped with good electronics, strong Yanmar engine, and new mainsail, new stereo, aft head, lines and has been detailed inside and out, looks like new! Great boat for sailing the Bay and live aboard! Check to see more photos at <http://tempestsailboat.shutterfly.com>. Contact fawcett1204@hotmail.com or (702) 303-4228.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 *Vagabond 47*, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.



45-FT FASTNET 45, 1974. Portland. \$67,000. Price reduced!. 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.



43-FT BENETEAU 423, 2005. Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two cabin configuration. (650) 533-7732 or Captmaddog@gmail.com.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Auto-helm, new rigging, ice maker, marinated Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.

40 TO 50 FEET

40-FT MARINER KETCH, 1970. Richmond. \$8,500 w/engine, \$6,500 w/o. Far East Yachts. Heavy glass hull. Liveaboard cruiser, refit/rebuild underway, materials included. Rebuilt Isuzu 40hp, 0hrs. Windlass, holding tank, galley range, AC reefer. Health forces sale. Make offer. (916) 947-8382.

40-FT BENETEAU, 1994. Present-LaPaz/March-Southern Cal. \$89,000. Beneteau Oceanis 400, two-cabin, in-mast furler, 65gal fuel, 130 water, Yanmar 56hp. Well maintained. sailmurraygrey@yahoo.com.



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48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$310,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.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. Contact (408) 234-4402 or john@castlerock.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$319,000. Major price reduction! 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.



47-FT CATALINA, 2000. Long Beach, CA 90803. \$198,000. Beautifully maintained and priced to sell. Call or email for more information, specs and photos. (626) 705-4561 or sailboat470@gmail.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 (480) 447-7316 or info@theoriana.com.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabins. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtahoe@yahoo.com.



50-FT HUDSON FORCE 50, 1974. Perfect liveaboard or ocean cruiser pilot-house ketch, cutter rigged, singlehander, 50-ft redesigned vessel, lots of room, storage and living. New aluminum rigging, new main and mizzen sails, 2 full heads, 2 bunk rooms, 1 master berth, 78hp diesel Ford Lehman engine, 5K diesel genset, new batteries, plenty of tankage, lots of extras. Needs some finishing work, but is ready to sail anywhere. Taking serious cash offers. (650) 589-8821.



CATALINA 42 MK II, 2002. Friday Harbor, WA. \$167,000. Pristine condition, meticulously maintained, and ready to go cruising! Fully enclosed canvas cockpit great for affordable Northwest adventuring. Full specs and photos on website: <http://CatalinaSailboatForSale.blogspot.com>. Contact (360) 370-5976 or (360) 298-2627 or ahampton06@yahoo.com.



45-FT GARDEN YAWL. One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



42-FT CATALINA, 1996. Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. All interior fabric to be new... your choice of color if purchased within March. Call Tom. (415) 271-2722.



40-FT PASSPORT, 1980. Nadi, Fiji. \$99,000. Start living your dream in paradise. Renowned bluewater cruiser currently based in Fiji, actively cruising the South Pacific. All rigging and systems are less than 10 years old. 4200 engine hours. See <http://sites.google.com/site/1980passport40forsale/home>. Email svboldspirit@gmail.com.

47-FT CATALINA, \$249,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Auto-prop. Much more. See <http://adream2sail.publishpath.com>. Call (916) 607-9026.



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.



46-FT CAROL KETCH. John Hanna design, 1946. Berkeley Marina. \$42,000. Classic wooden ketch. You'll be only the fourth owner of this beautiful double-ended ketch. Recently hauled and surveyed in January 2014, lots of work done in the last 2 years that you will benefit from. 48hp Perkins diesel. All sails in good shape. New sail covers. Interior freshly painted. More information and plenty of photos available, just ask. Contact (970) 261-1611 or jfa@technicaldesigns.net.

40-FT CAL, 1967. Berkeley. \$15,000. Our family boat since 1974. Needs TLC. Approximately 15 sails, many older extras, SSB radio, Autohelm. For more, email projectcal40@gmail.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$262,900. Light and airy deck salon in Bristol condition. 75hp Yanmar with 600 hours. New solar panels and batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Contact (408) 666-3261 or jerryfisa@aol.com.

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48-FT PERRY-DESIGNED CUTTER. 1994. Seattle, WA. \$99,000/obo. Beautiful custom center cockpit, lightly used and well cared for. Excellent sails and rigging. Bow and stern thrusters and much more! **MUST SELL.** Photos/specs at: www.yachtsoffered.com/listing.php?yacht_id=223. Contact larsons_5@yahoo.com or (206) 352-6453.

47-FT PASSPORT, 1984. Grenada, BWI. \$185,000. Aft cockpit, 2 staterooms, 2 heads, Perkins 4-236, generator, water-maker, plus more. Excellent bluewater cruiser. An experienced world cruiser. Visit our website for photos and cruising history. See <http://musetta.us>. Contact (360) 378-1188 or (360) 298-4044 or js15@musetta.us.

51 FEET & OVER



65-FT PILOTHOUSE KETCH, 1975. West Indies. \$74,900. Wooden hull, kauri. Built in New Zealand. Beautiful details. Excellent pricing (flip it!). Please only serious buyers contact. See http://docs.google.com/document/d/1DNCdryW4REzDjMOpnh6UHrFFwYzyvwxwK_j1LrznSE/edit?usp=sharing. Contact (916) 267-1461 or sailtheseas@outlook.com.



55-FT SWAN SLOOP, 1971. San Carlos, Mexico. \$198,000. Classic Swan 55 S&S sloop, one of three built by Nautor in Finland #007. Great racing cruiser. Email for more information: swanfun@hotmail.com or call (707) 371-6550.



CLASSIC BOATS



25-FT FOLKBOAT, 1948. Coyote Point, San Mateo. \$3,000. Good structural conditions. Sailed regularly. Great Bay Area boat. Requires deck re-canvassing. Full cover. Optional electric outboard. More at <http://elcaleuche.net/Folkboat>. Contact (650) 387-5342 or jnavarro@gmail.com.



58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See www.schoonersforale.com. Contact schoonersuva@gmail.com or (360) 643-3840.

MULTIHULLS

48-FT TRIMARAN. Sacramento. \$9,999. In the water, project boat. Has new sails, 60hp Japanese diesel. Some damage to hull, interior partially completed. (916) 205-1912.



38-FT FOUNTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$149,000/obo. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear: drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.



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38-FT CHAMBERLIN CAT, 1992. Nevis/St. Kitts, Caribbean. \$80,000. Custom 38-ft OSTAC performance cruiser: composite Vac-bagged Divinycell/Vinylester/Biax. Strong and lightweight. Two doubles, galley/settee berths up, bridgedeck with seated headroom. 30,000 ocean miles. See specs at <http://sydeva.blogspot.com>. And photos at <http://picasaweb.com/sydeva>. Email sydeva@gmail.com.



40-FT FUSION CATAMARAN, 2012. Vancouver, BC. Composite performance cruising catamaran. Yanmar 30hp saildrives, hydronic heating, LED Garmin instruments, Harken equipped. 3 cabins, 2 heads, stove/oven, fridge and freezer. Teak/ holly flooring, cherry cabinets and plentiful storage throughout. Sail away in comfort and style. (604) 600-1386, (604) 465-1662 or heliparts@bladesaviation.com.



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42-FT CROSS 42R TRIMARAN, 1986. Guaymas, Mexico. \$20,000 obo/trade. Rounded hulls, on the hard in Guaymas, Sonora, Mexico. For pics and details: www.flickr.com/photos/60957671@N07. Email sv.demaris@hotmail.com.



28-FT CRUISING DESIGN, TELSTAR. 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, Tridata, Seatalk, spinnaker, drifter, 50hp fully maintained Honda, completely overhauled trailer. Ready to tow with mast up/down in under 5 minutes, fast, seaworthy cruiser. Priced to sell and in good condition - Leopard 43 finally coming. (415) 752-8683 or (415) 377-0816 or mmichaelbrown@mac.com.

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32-FT CHRIS CRAFT CONSTELLATION. 1961. Vallejo. \$-Trade for sailboat. Great condition classic woody that I would like to trade for 25- to 30-ft sailboat in like condition, non-fixer, wheel steering, valued at \$13K. Visit website for details - send info. www.netn2it.com/br2/index.html. Email mike@netn2it.com.

20-FT NOVURANIA CL600, 2005. Treasure Island Sailing Center. \$37,500. Novurania 600 CL-20' Custom RIB tender w/teak decks. Volvo Penta D3 10-A diesel engine w/700 hrs, SX 1.66 stern drive. Dry-stored, fully loaded custom launch including scuba and navigation packages. Email novurania@onclippercove.com.

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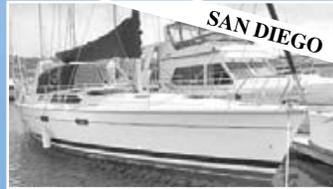
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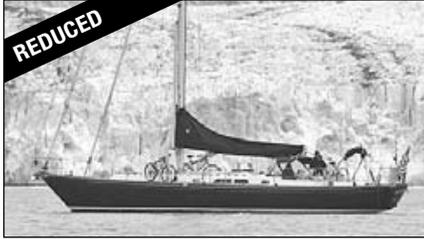


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1987 \$75,000**



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34' GEMINI 105MC CATAMARAN, 2005
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43' HUNTER 430, 1995 Boat's in nice shape inside and out with spacious and thoughtfully laid out three stateroom/two full head interior with 6'6" headroom through most of the vessel, and lots of light and storage. Lying Oxnard. **\$97,000**

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31' PACIFIC SEACRAFT, 1988 Few modern cruising yachts are designed and built by actual cruisers, but the Pacific Seacraft 31 is a delightful exception. Shows very nicely. Yanmar diesel, radar, chartplotter, AP, offshore dodger, wheel, roller furling. **\$78,000**

See at: www.marottayachts.com



45' HUNTER, 1987 An amazing amount of room below; with 6'7" headroom, it feels like a 50+ footer! Current owner of 10+ years has change of plans. Boat is in nice shape, well equipped and well priced. Pullman berth forward, shoal draft. **\$77,500**

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28' ALERION EXPRESS, 2000
Lovely little daysailer shows as new for a fraction of the price of a new build. Very well equipped and lying in a potentially transferable Sausalito Yacht Harbor slip. **\$69,500**

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35' HINCKLEY YAWL, 1966
Only two owners, nice original condition with roller furler jib, new sails in 1999, Westerbeke diesel rebuilt in 2007, striking gray Awlgripp hull. **\$62,000**

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35' MAXI 105, 1983 High quality Swedish-built yacht in excellent condition with an interesting 3/4 aft cockpit configuration. She shows much newer than her actual age. Built largely by hand and showing Bristol, she's a must-see. **\$59,000**

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36' CANADIAN SAILCRAFT, 1986 Classic one owner CS in beautiful shape with rebuilt Westerbeke diesel and new standing rigging, and much more. Designed by Ray Wall of Camper and Nicholson, she's perfect for the Bay! **\$53,000**

See at: www.marottayachts.com



36' CATALINA, 1987 Very nice inside and out, interior showing much newer than actual age. Family obligations necessitate sale. Will make a great first boat or step-up from a Catalina 27 or 30. Potentially transferable Sausalito YH slip. **\$42,000**

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32' DREADNOUGHT, 1978 Classic William Creaklock-designed, California-built cutter. These stout double-enders have sailed all over the world and have all the charm in the world! In a potentially transferable Sausalito YH slip. **\$24,500**

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36' MARINER Sloop by Mariner Yachts of New Hampshire. A bluewater cruiser set up to follow the weave of one's dreams. Stoutly built in New England by boatwrights proud of their skills. Heavy hand layup glass construction with impressive joinery. Asking **\$39,000**



46' LIBERTY 458 Excellent condition & fully cruise equipped. Full electronics pkg incl. GPS/radar/etc. 85 hp diesel, wheel, dodger, wind generator, Heart inverter, cabin heat. Too much to list. Fully found bluewater cruiser – ready to go. Asking **\$135,000**



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36' CANADIAN SAILCRAFT Sloop. Noted for quality, performance, comfort & seaworthiness, the CS-36 is an outstanding design; "TIME OUT" is a fine example of the marque. Dsl, roller furl, dodger, self-tailers, big sail inventory, clean & well equipped. Shows well! Asking **\$52,900**



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29' CAL 29 Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender – or for limited cruising. Roller furling, new LPU & MORE! Asking **\$16,500**



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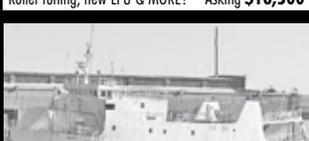


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32' DOWNEASTER Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$32,500**



30' HUNTER Sloop. Nice, squared-away one-owner boat with lots of good features. Yanmar diesel, large aft dbl S/R, RF, AP, all lines led aft for short-handed sailing, GPS, VHF, wheel steering, H&C pressure water, spin-naker, walk-thru transom, more! Asking **\$28,950**



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39' BENETEAU 390 OCEANIS Well priced good 1993 potential cruiser in nice shape. Refit w/Yanmar dsl, 3 cabins, 2 heads w/showers, autopilot, GPS, RF, battened main, dodger, wheel steering on pedestal, full galley w/refrig, more! Attractive **\$70,000** asking price



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Eventually, no matter what type of construction, even fiberglass vessels will need some form of a refit after a number of years. Whether the refit is due to wear and tear or simply obsolete equipment, your vessel will need more than routine maintenance. Let the craftsmen at KKMI extend the life of your vessel and your enjoyment with your next refit. We provide refits on all sizes and types of craft. Our facilities offer enclosed workshops where our team of craftsmen can bring new life and value to your boat. For a sample of some of our projects check out our website under "Video Library".



SPEAKING OF REFIT... here's a sample of a few comments posted from KKMI's clients. "I've had my boat there for about 4 months while doing a full rig refit. This is a great place to work that provides expert help. The Project Manager (Bob) is honest and straightforward. The rigger I've been consulting with has been a great help." Here's another posting. "KKMI has won my loyalty. They stand behind their work 100%. I have found them to be very fairly priced, due to the efficiency of their staff and the layout of the yard. I have always left the yard feeling great about my experience there. KKMI is the only boatyard I have been to that I can say this about."



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