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A Wylie Wabbit is a crazy little 24-ft sailboat. It only weighs 1,000 pounds and carries one crew member on a trapeze to keep the boat right side up. Each summer the class hosts the Wylie Wabbit Wiver Wun, starting off of the breakwater at Richmond Yacht Club, proceeding up the Sacramento River then the San Joaquin River and finishing at Delta Marine Yacht Harbor in Rio Vista.

This year's leader was Colin Moore's *Kwazy,* powered by his new Pineapple Sails spinnaker.

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Cover: Don Thielman's Melges 20 *Kuai* chases Ron Vandermeer's *Blast!* across the Olympic Circle during last month's Summer Keel Regatta.

Photo: Leslie Richter / www.rockskipper.com

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

### SELECT BROKERAGE



JEANNEAU 45 DS, 2008 Asking \$298,777



ISLAND PACKET 380, 2000 Asking \$225,000

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DUFOUR 44	2004	\$249,000
JEANNEAU 43 DS	2003	\$169,999
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ISLANDER 41	1976	\$67,000
SANTA CRUZ 40	1983	\$84,000
ISLAND PACKET 380	2003	\$235,000
ISLAND PACKET 380	2000	\$225,000
BALTIC 38	1983	\$114,900
ISLANDER 36	1973	\$29,500
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HUNTER 33	2004	\$79,000

### POWER BROKERAGE

I OWEN BROKERAGE				
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September 5-7	Beneteau Rendezvous	Marin Yacht Club
September 13	Try Before You Buy Oceanis 318	Pt. Richmond Office
September 20	Boat as a Business Seminar and Open Boats	Alameda Office
September 18-21	Boat Fest Marina Village, Alameda	Alameda Office
September 27	Try Before You Buy Oceanis 48	Pt. Richmond Office



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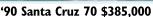














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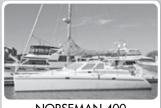
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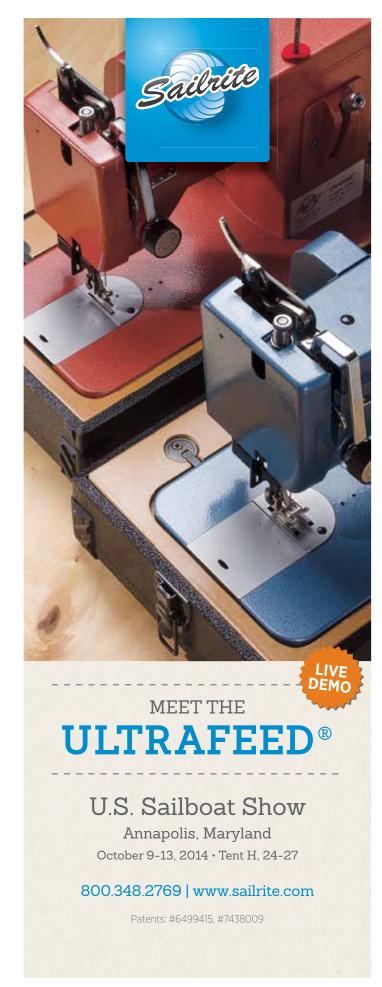
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# **CALENDAR**

#### Non-Race

**Aug. 30** — *Maidentrip*, a film about circumnavigator Laura Dekker, followed by a Q&A with Stephanie Evans, Commodore of Cal Sailing Club, at the West Branch of the Berkeley Library, 3:00 p.m. Preceded by a knot-tying workshop at 2:00 p.m. Info, (510) 981-6241 or *www.berkeleypubliclibrary.org*.

**Aug. 30-Oct. 4** — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma* on Saturdays, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or *www.nps.gov/safr*.

**Sept. 1** — Excuse #1 to go sailing on a Monday: Labor Day.

**Sept. 3-24** — 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*.

**Sept. 5-7** — Wooden Boat Festival, Port Townsend, WA. Featuring 300+ wooden vessels and a who's who of wooden boat experts. Info, (360) 385-3628 or *www.nwmaritime.org*.

**Sept. 6, Oct. 4** — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Dress warmly and bring your own mug. Free, but RSVP to Peter, (415) 561-7171.

**Sept. 6-7** — Pittsburg Seafood & Music Festival, Pittsburg Marina. Saturday, 10 a.m.-7 p.m. Sunday, 10:30 a.m.-6 p.m. Tickets \$6-\$10; kids under 6 free. Pittsburg Chamber, (925) 432-7301 or www.pittsburgseafoodandmusicfestival.com.

**Sept. 7** — Classic & Unique Boat Show at the Fairgrounds in Grass Valley, a new feature of the Roamin Angels' weekendlong car show. Info, *www.roaminangels.com*.

**Sept. 7-13** — SoCal Ta-Ta II Cruising Rally from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. Info, *www.socaltata.com*.

**Sept. 8** — Excuse #2 to go sailing on a Monday: a full moon.

**Sept. 8-29** — 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 n8kraft@gmail.com.

**Sept. 10** — Liferaft training at Encinal YC in Alameda, 3:30-5 p.m. Reservations required. \$49 before Sept. 5; \$60 after. Sal's Inflatable Services, (510) 522-1824.

**Sept. 10** — Cruising Mexico Seminars presented by Mexico marina managers, downstairs at EYC, 4-6 p.m. Free. Info, Paradise Village Marina, 011 52 (322) 226-6728, or Marina El Cid, 011 52 (669) 916-3468.

**Sept. 10** — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion, upstairs at EYC, 6-9 p.m. Free for registered 2014 Baja Ha-Ha skippers & first mates; \$7 cash for everyone else. Munchies, door prizes, slide show, Mexico experts, demos, and no-host bar. Info, (415) 383-8200 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

**Sept. 10-14** — Boats Afloat Show on South Lake Union in Seattle, WA. Info, *www.boatsafloatshow.com*.

**Sept. 11, Oct. 9** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meetings at Ballena Bay YC in Alameda, 6:30 p.m. Info, *www.singlesailors.org* or (510) 239-7245.

**Sept. 13** — Sea Music Festival on Hyde Street Pier and aboard *Eureka & Balclutha*, 10 a.m.-4 p.m. Costumed Living History players, maritime crafts, music workshops. Music on the pier is free. \$5 vessel admission; kids free. Chantey sing, 7:30-10:00 p.m., is free, but RSVP to Peter at (415) 561-7171. Info, (415) 447-5000 or *www.nps.gov/safr*.

**Sept. 13** — Delta Blues Festival, in Antioch's Rivertown District. Music starts at noon. Food & crafts vendors. Free,



#### L N E F











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## **CALENDAR**

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**Sept. 13** — Open House at Pt. San Pablo YC in Pt. Richmond, 2-6 p.m. Norm, (510) 233-1046 or *www.pspyc.org*.

**Sept. 14** — Sail Fest, Marina Plaza Harbor, Sausalito, 11 a.m.-6 p.m. Free admission, sailboat rides, music, food, vendors, boat show, kids' zone. Modern Sailing, (415) 331-8250.

**Sept. 14, Oct. 12** — Introductory Sail Open House at Cal Sailing Club in Berkeley, 1-4 p.m. Info, *www.cal-sailing.org*.

**Sept. 18-21** — Northern California Boat Fest, Marina Village, Alameda. Thu.-Fri. 12-5 p.m.; Sat.-Sun. 11 a.m.-5 p.m. New & used, power & sail, seminars, marine exhibits, music & food. Free admission & parking. Info, www.boat-fest.com.

**Sept. 19** — Ahoy mateys, it's Talk Like a Pirate Day. Info, www.talklikeapirate.com.

**Sept. 20** — California Coastal Cleanup Day at a beach or waterway near you, 9 a.m.-12 p.m. Info, *www.coast4u.org*.

**Sept. 20** — Leukemia Cup VIP reception, auction & dinner with guest speaker Wendy Schmidt, SFYC, 6-10 p.m. Robin, (415) 625-1132 or *www.leukemiacup.org/gba*.

**Sept. 20** — Marine Swap Meet, Martinez Marina, 8 a.m.-1 p.m. Free to sell or browse. Info, (925) 313-0942.

**Sept. 20-21** — Women's Sailing Seminar for beginner through diva levels at Island YC, Alameda. Info, *www.iyc.org*.

**Sept. 23** — First day of autumn.

**Sept. 27** — PICYA Margo Brown Wheelchair Regatta, a powerboat cruise for disabled veterans, followed by a picnic at Encinal YC. Linda, (510) 851-4387 or *www.picya.org*.

**Oct. 3-5** — Westsail Rendezvous, San Leandro Marina. Saturday open boats at noon. Info, *www.westsail.org*.

**Oct. 4** — Port of Redwood City Port Fest. Boat rides, fun run, live music, food booths & trucks, beer garden & tiki bar, kids' activities. Free. Info, www.rwcportfest.com.

**Oct. 4** — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Info, www.cvmarina.com.

**Oct. 9-13** — San Francisco Fleet Week and the return of the Blue Angels. Info, (415) 306-0911 or www.fleetweek.us.

**Oct. 13** — Caregivers Sailathon fundraiser, Ventura. Sailboats, powerboats and human-powered watercraft welcome. Info, (805) 658-8530 or www.vccaregivers.org/events.php.

**Oct. 26-Nov. 8** — 21st Annual Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

### Racing

**Aug. 29-30** — Windjammers Race from San Francisco to Santa Cruz, with racing and cruising divisions. SCYC, *www.scyc.org.* 

**Aug. 29-31** — Express 27 Nationals at SFYC. Info, www. express 27.org.

**Aug. 29-31** — Dolphin Cup/Moore 24 Nationals. MPYC, www.mpyc.org.

**Aug. 30** — Jazz Cup, from SF Bay to Benicia. SBYC/BenYC, www.southbeachyc.org.

**Aug. 30** — Double Angle Race from Santa Cruz or Monterey to Moss Landing. ElkYC, www.elkhornyc.com.

**Aug. 30, Sept. 6** — WBRA races on the Cityfront. YRA, (415) 771-9500 or www.yra.orq.

Aug. 30-31 — Perpetual Regatta. Tahoe Windjammers YC,

www.tahoewindjammers.com.

Aug. 30-31 — Redwood Regatta, Big Lagoon, north of Eureka in the Redwoods by the ocean. Sailing, camping, and

free boat launch. Humboldt YC, www.humboldtyachtclub.org.

Aug. 30-31 — Labor Day Regatta and Laser District 25
Championship in Long Beach. ABYC, www.abyc.org.

Aug. 30-31 — Mercury Class Labor Day Regatta at Still-

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# **CALENDAR**

water YC. Info, www.mercury-sail.com or www.sycpb.org.

**Aug. 30-Sept. 1** — SRSC Labor Day Invitational Regatta on Tomales Bay with camping at Marshall Beach. Bill, (707) 538-9139 or www.santarosasailingclub.org.

Aug. 31 — Bang and Go. SCYC, www.scyc.org.

**Sept. 1** — Labor Day Laser Sail-Off. HMBYC, www.hmbyc. org.

**Sept. 6** — Great SF Schooner Race. SFYC, (415) 435-9133 or *www.sfyc.org*.

**Sept. 6**—YRA Summer #3, run by SBYC. YRA, (415) 771-9500 or *www.yra.org*.

**Sept. 6** — Championship Series #4. CYC, (415) 435-4771 or *www.cyc.org*.

**Sept. 6, 27** — Etchells Fleet Run #3 & #4 on the Berkeley Circle. Info, *www.sfetchells.org*.

**Sept. 6, Oct. 11** — Fall Series. SSC, www.stocktonsc.org. **Sept. 6-7** — Kip Lar Rieu Tahoe Laser Fleet Championship at Stampede Reservoir in the Tahoe National Forest near Truckee. Tahoe YC, www.tahoeuc.com.

**Sept. 6-7** — BAYS #5 at Half Moon Bay YC. Info, www. bayarea-youthsailing.com.

**Sept. 6-7** — West Marine Fun Regatta for junior sailors. SCYC, *www.scyc.org*.

**Sept. 6-7** — Millimeter Nationals. EYC, www.encinal.org. **Sept. 7** — Late Summer Race. Tahoe Windjammers YC, www.tahoewindjammers.com.

**Sept. 7, 14, 21, 28** — Governor's Cup on Folsom Lake. FLYC, www.flyc.org.

**Sept. 7, 28** — Fall One Design. MPYC, www.mpyc.org.

**Sept. 7, 28** — Fall Series Races #2 & #3. FSC, www. fremontsailingclub.org.

**Sept. 7-15** — International Canoe Worlds at RYC. Info, www.intcanoe.org or www.richmondyc.org.

**Sept. 8-12** — Snipe Western Hemisphere & Orient Championship, hosted by SDYC. Info, *www.snipewho.org*.

**Sept. 11-14** — Rolex Big Boat Series. StFYC, (415) 563-6363 or *www.rolexbigboatseries.com*.

 $\textbf{Sept. 13} - \textbf{North Bay Series \#6. VYC}, \ www.vyc.org.$ 

**Sept. 13** — Half Moon Bay Race for singlehanders and doublehanders. SSS, *www.sfbaysss.org*.

**Sept. 13** — Interclub Series #6 in the South Bay, run by CPYC. Info, *www.jibeset.net*.

**Sept. 13** — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

 $\begin{tabular}{l} \bf Sept.~13-Tornberg~Regatta~for~TYC~members~only.~Info,\\ www.tyc.org. \end{tabular}$ 

**Sept. 13, Oct. 11** — Konocti Bay Series on Clear Lake. KBSC, *www.kbsail.com*.

**Sept. 13, Oct. 11** — Santana 22 Team Racing in Santa Cruz. SCYC, *www.scyc.org*.

**Sept. 13-14** — PHRF Monterey Bay Championships. ElkYC, www.elkhornyc.com.

Sept. 14 — Commodore's Cup. EYC, www.encinal.org.

**Sept. 14** — Baxter-Judson Series race. PresYC, www. presidioyachtclub.org.

**Sept. 19-21** — I-14 and Wylie Wabbit Nationals. RYC, www.richmondyc.org.

**Sept. 19-21** — Herb Meyer Regatta. BAADS, www.baads.

Sept. 20 — WBRA #7, run by CYC. YRA, www.yra.org.

**Sept. 20** — OYRA #8, run by SBYC. Info, www.jibeset.net.

**Sept. 20** — Barth Memorial Regatta, a team race between SeqYC and CPYC. Info, *www.sequoiayc.org*.

**Sept. 20** — Cal Cup Windsurfing Race Series. BYC, www. berkeleyyc.org.











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'8	7 Hunter	37	\$49	,750
2010	Jeanneau	57		\$774K
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2007	Jeanneau	49D	S	\$339K
2001	<b>Navigator</b>	48		\$324K

2002 Beneteau 473



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2014	Leopard 44	\$642K
2008	Jeanneau 42DS	\$219K
1996	Nautor Swan 40	\$325K
2004	Catalina 400	\$185K
2000	Catalina 400	\$173K
		4000



'04 Catalina 36 MKII \$100,000

		,
2010	Hunter 39	\$1851
1998	Catalina 380	\$1151
2014	Jeanneau 379	\$2341
2009	Catalina 375	\$1891
2004	Catalina 36	\$1121



'89 Catalina 34 \$42,500

1983	Catalina 36		\$39K
2006	Hunter 36		\$115K
1988	JBoats J/35		\$42K
1995	Pac. Seacraft	32	\$102K
1994	Catalina 34		\$59K

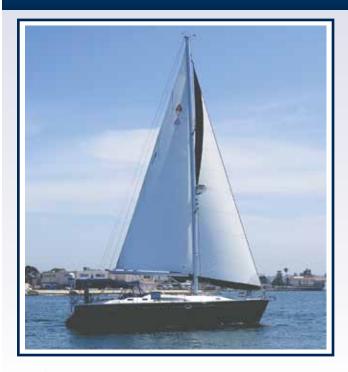
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# **CALENDAR**

**Sept. 20** — Fall One Design #2. SCYC, www.scyc.org.

**Sept. 20** — Dick Gardner One Design Race #4. LYSA, www.lakeyosemitesailing.org.

Sept. 20-21 — Open 5.70 PCCs. SCYC, www.scyc.org.

Sept. 20-21 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 20-21 — Mercury PCCs. LAYC, www.layc.org.

Sept. 21 — Fall 3 & 4 PHRF. MPYC, www.mpyc.org.

**Sept. 21** — Small Boat Series #7/Bart's Bash. EYC, www. encinal.org.

**Sept. 21** — Bart's Bash for Vanguard 15s at TISC. Info, www.vanguard15.org.

**Sept. 21** — Leukemia Cup Regatta for one design and PHRF divisions plus a cruising class activity, hosted by SFYC. Robin, (415) 625-1132 or www.leukemiacup.org/gba.

**Sept. 21** — Fannette Island Race. Tahoe Windjammers YC, www.tahoewindjammers.com.

**Sept. 21** — Jack and Jill Regatta. SCYC, www.scyc.org.

**Sept. 27** — Summer #5. SeqYC, www.sequoiayc.org.

Sept. 27 — One Design #5. LWSC, www.lwsailing.org.

Sept. 27 — Past Commodores. MPYC, www.mpyc.org.

**Sept. 27** — Mercury Regatta hosted by InvYC on Tomales Bay. Info, *www.mercury-sail.com*.

Sept. 27 — Singlehanded Race. KBSC, www.kbsail.com. Sept. 27-28 — Party Circuit Season Closer, hosted by CYC. YRA, www.yra.org.

**Sept. 27-28** — Melges 20 PCCs at SFYC. Info, www.melges20.com.

**Sept. 27-28** — Opti PCCs at RYC. Info, www.usoda.org. **Sept. 27-28** — Vice Commodore's Cup for Cal 20s,

Coronado 15s & Lasers on Saturday and Optis & Lasers on Sunday. HMBYC, www.hmbyc.org.

**Sept. 27-28** — Vanguard 15 Fleet 53 Championship at InvYC. Info, *www.vanguard15.org*.

Sept. 28 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 28 — Jack and Jill Race. KBSC, www.kbsail.com.

**Sept. 28** — Fannette Island Race. Tahoe Windjammers YC, www.tahoewindjammers.com.

**Oct. 2-5** — Prince of Wales U.S. Match Racing Championship. StFYC, *www.stfyc.com*.

**Oct. 3-5** — Melges 20 North Americans at SFYC. Info, www.melges20.com.

Oct. 4 — Shorthanded Regatta. TYC, www.tyc.org.

Oct. 4 — OYRA #9, run by BYC. Info, www.jibeset.net.

Oct. 4 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 4 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

**Oct. 4-5** — Multihull Regatta, featuring Sea Spray NAs, Weta Nationals, Hobie Division 3 Championship, F-18 Class, and MHRA Points Regatta. RYC, www.richmondyc.org.

Oct. 5 — Jack & Jill. MPYC, www.mpyc.org.

**Oct. 5** — Red Bra Regatta for all-female crews. SBYC, www.southbeachyc.org.

Oct. 5, Oct. 12 — Chowder Race #1 & #2. BYC, www. berkeleyyc.org.

**Oct. 11** — Jessica Cup. StFYC, www.stfyc.com.

 $f{Oct.}\ 11$  — Joan Storer Regatta for women skippers. TYC, www.tyc.org.

**Oct. 11** — Sunset Series Champion of Champions. SYC, www.sausalitoyachtclub.org.

Oct. 11 — Chowder Cup #1. ElkYC, www.elkhornyc.com.

 $\begin{tabular}{ll} \textbf{Oct. 11} - \textbf{Los Gatos Invitational Challenge Race. SeqYC}, \\ www.sequoiayc.org. \\ \end{tabular}$ 

**Oct. 11** — Champion of Champions. BVBC, (415) 495-9500 or *www.bayviewboatclub.org*.

**Oct. 11** — Los Gatos Challenge Race between LGYC & SeqYC. Info, www.sequoiayc.org.



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# **CALENDAR**

**Oct. 11** — Intraclub Race #4. RYC, www.richmondyc.org. Oct. 11-12 — Vallejo 1-2. Sail singlehanded to VYC and doublehanded back to Richmond. SSS, www.sfbaysss.org.

Oct. 11-12 — Fall Classic. SFYC, www.sfyc.org.
Oct. 11-12 — Sea Otter Regatta for high school sailors in FJs. MPYC, www.mpyc.org.

Oct. 11-13 — Snipe Pan American Games Trials. SDYC, www.sdyc.org.

Oct. 12 — El Toro Stampede at RYC. Info, www.eltoroyra.

Oct. 12 — Lady Skippers Regatta. PresYC, www.presidioyachtclub.org.

Oct. 14-18 — Farr 40 Worlds. StFYC, www.stfyc.com.

#### **Summer Beer Can Series**

BALLENA BAY YC — Friday Night Grillers: 8/29, 9/5, 9/19. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

**BAY VIEW BC** — Monday Night Madness: 9/1, 9/15, 9/22 (make-up). Arjan, (415) 310-8592 or www.bayviewboatclub.org.

**BENICIA YC** — Every Thursday night through 9/25. Joe, (707) 628-2914 or www.beniciayachtclub.com.

**BERKELEY YC** — Every Friday night through 9/26. Info, www.berkeleyyc.com.

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, typically in Laser Bahias and JY15s. Thursday evening JY15 races, weather and tides permitting, April-October. Must be a club member. Info, www.cal-sailing.org.

**CORINTHIAN YC** — Every Friday night through 8/29. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

**COYOTE POINT YC**—Every Wednesday night through 10/8. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday nights on the Estuary. Summer Twilight Series: 9/12. Darrell, (510) 502-8110 or www.enci-

**ISLAND YC** — Fridays on the Estuary. Summer Island Nights: 9/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

**KONOCTI BAY SC** — Every Friday night through 8/29. OSIRs (Old Salts in Retirement) every Wednesday at noon. Brad. www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/1. Steve, (530) 577-7715, ltwyc2@aol.com or www.tahoewindjammers.com.

**MONTEREY PENINSULA YC** — Sunset Series. Every Wednesday night through 10/1. Victoria Model Yacht Series: every Friday night through 10/3. Juli, race@mpyc.org or www.

OAKLAND YC — Sweet 16 Series. Every Wednesday night through 9/3. Jim, (510) 277-4676, oycracecom@gmail.com or www.oaklandyachtclub.net.

**PRESIDIO YC** — Crazy Eights Thursday Sunset Series. 9/11. Info, www.presidioyachtclub.org.

**RICHMOND YC** — Wednesday nights: 9/3, 9/17, 9/24. Eric, (510) 841-6022 or www.richmondyc.org.

**ST. FRANCIS YC** — Windsurfing Series, Friday nights: 9/5, 9/19. Kiteboarding Series, Thursday nights: 9/4, 9/18.

Robbie, (415) 563-6363, rdean@stfyc.com or www.stfyc.com. **SANTA CRUZ YC** — Every Wednesday night through

10/29. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org. **SAUSALITO YC** — Tuesday nights. Summer Sunset Series: 9/2, 9/16. Sunset Championship: Saturday, 10/11. Nick,

race@sausalitoyachtclub.org or www.sausalitoyachtclub.org. **SEQUOIA YC** — Wednesday nights through 10/8. Rick, (650) 255-5766 or www.sequoiayc.org.

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42' J/42 2000 \$199,000 Contact: Geoff Swing



40' J/Boat J/124 2006 \$279k Contact: Kenyon Martin



38' True North 38 H 2004 \$249,000 Contact: Rick Boyce

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41' Island Packet SP Cruiser 2007 \$422,500 Contact: Alan Weaver



38' SABRE 386 2005 \$239,900 Contact: Jack Lennox



36' Doral Boca Grande 2005 \$148,000 Contact: Alan Weaver



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2014 50' HANSE 505 SOLD 2014 44' HANSE 445 CALL 2012 41' HANSE 415 SOLD



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



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# **CALENDAR**

tain View, every Wednesday night through 9/24. Roger, (408) 691-0214 or www.laser.org.

**TIBURON YC** — Every Friday Night through 9/12. Jim, race@tyc.org or www.tyc.org.

**TREASURE ISLAND SAILING CENTER** — Svendsen's Thursday Night Series for Vanguard 15s and Lasers through 9/4. Tuesday Night Team Racing for V15s through 9/9. V15s, www.vanguard15.org; Lasers, www.tilaserfleet.org.

**VALLEJO YC** — Every Wednesday night through 9/24. Dave, (925) 580-1499 or www.vyc.org.

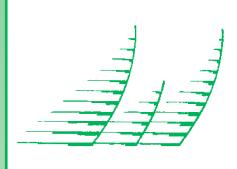
Please send your calendar items by the 10th of the month to *calendar@latitude38.com*. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related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

Calcildai is	s not meant t	o support co	illiller clar elli	er prises.
	Septem	ber Weekei	nd Tides	
date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
<b>8/30</b> Sat	0306/4.6	0838/1.8	1521/5.5	2134/1.2
<b>8/31</b> Sun	0404/4.3	0919/2.2	1603/5.6	2233/1.1
<b>9/01</b> Mon	0517/4.0	1011/2.6	1654/5.6	2339/0.9
	LOW	HIGH	LOW	HIGH
<b>9/06</b> Sat	0340/ <b>-0.3</b>	1041/5.2	1547/1.9	2204/ <b>6.5</b>
<b>9/07</b> Sun	0427/ <b>-0.4</b>	1120/5.6	1639/1.4	2300/6.6
	HIGH	LOW	HIGH	LOW
<b>9/13</b> Sat	0342/5.0	0858/1.8	1524/ <b>6.0</b>	2156/0.4
<b>9/14</b> Sun	0451/4.7	0956/2.3	1614/5.8	2301/0.6
	LOW	HIGH	LOW	HIGH
<b>9/20</b> Sat	0348/0.7	1041/5.1	1602/2.0	2204/5.4
<b>9/21</b> Sun	0424/0.7	1110/5.2	1640/1.7	2247/5.4
	HIGH	LOW	HIGH	LOW
<b>9/27</b> Sat	0216/4.8	0731/2.0	1358/5.7	2016/0.4
<b>9/28</b> Sun	0307/4.6	0809/2.3	1437/5.7	2105/0.4
September Weekend Currents				
date/day	slack	max	slack	max
<b>8/30</b> Sat		0158/2.7F	0506	0751/3.0E
	1056	1406/2.7F	1704	2016/3.8E
	2353			

3/20 Ouri	000114.0	0003/2.0	170110.1	2100/0.4	
September Weekend Currents					
date/day	slack	max	slack	max	
<b>8/30</b> Sat		0158/2.7F	0506	0751/3.0E	
	1056	1406/2.7F	1704	2016/3.8E	
	2353				
<b>8/31</b> Sun		0247/2.5F	0600	0838/2.6E	
	1134	1451/2.4F	1744	2105/3.7E	
<b>9/01</b> Mon	0051	0344/2.4F	0705	0932/2.2E	
	1223	1543/2.2F	1833	2200/3.7E	
<b>9/06</b> Sat		0205/ <b>4.7E</b>	0603	0904/3.8F	
	1216	1443/3.0E	1807	2100/3.3F	
	2356				
<b>9/07</b> Sun		0301/ <b>5.0E</b>	0651	0950/4.2F	
	1300	1534/3.6E	1859	2154/3.8F	
<b>9/13</b> Sat		0211/3.7F	0528	0754/3.1E	
	1122	1412/3.0F	1712	2015/4.3E	
<b>9/14</b> Sun	0015	0310/3.2F	0628	0846/2.4E	
	1217	1504/2.5F	1802	2107/3.9E	
<b>9/20</b> Sat		0216/3.4E	0606	0916/3.1F	
	1207	1458/2.4E	1817	2113/2.6F	
	2355				
<b>9/21</b> Sun		0258/3.5E	0646	0950/3.1F	
	1243	1526/2.8E	1857	2151/2.8F	
<b>9/27</b> Sat		0055/3.2F	0413	0645/3.0E	
	0956	1256/2.7F	1548	1903/4.3E	
	2241				
<b>9/28</b> Sun		0139/3.1F	0501	0730/2.7E	
	1031	1337/2.5F	1624	1948/4.2E	
	2329				

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# **LETTERS**

#### **↑** FAILURE TO SAVE SWEET OKOLE WASN'T AN OPTION

The rudder on Dean Treadway's Farr 36 *Sweet Okole* snapped off at the most inopportune time during July's Pacific Cup race from San Francisco to Hawaii. We were less than 200 miles from the finish, and we were leading our class at the time.

Although I was as disappointed as everyone, I still had an amazingly great time, as there is something very special to me about being on the open ocean. I suspect that sailing is in my DNA, and I feel very lucky that Dean — with whom I have been sailing for the past 30 years — saw past the complications my Parkinson's would create to invite me back for my fifth Pacific Cup. I believe I was able to function at a high level during the race.

When it comes to pure sailing, *Sweet Okole* is a magical boat. True, she's a bit uncomfortable, as she doesn't have: 1) a



One look at her and you can see why the 'Sweet Okole' crew worked so hard to save her.

head; 2) a nav station; 3) a galley; 4) refrigeration; or 5) headroom. What she does have are those God-awful pipe berths, which are so hard to sleep in. But the first time I lined her up on a 20-ft

tradewind wave, and she took off as if shot out of a cannon, I immediately understood why the many creature comforts weren't wanted.

Losing our rudder was unexpected, but being a part of what followed was a highlight of my sailing career. As required by the race rules, we did have an emergency rudder. Dean had very cleverly designed one that could quickly be made from *Okole*'s floorboards. However, installing an emergency rudder at the Richmond YC, where it was calm and where it was possible to putter around to find needed parts to pass inspection, and installing such a rudder while being tossed around in big wind and waves are two different things.

Failure to hang the emergency rudder and have it work properly was not an option for those of us on *Sweet Okole*. If we had to issue a distress call and be rescued, it would have meant that *Okole* would probably have to be scuttled. Fully aware of this, we on the *Okole* crew dedicated ourselves to getting everyone — and *Okole* — safely to Kaneohe.

What followed was an extraordinary team effort, led by Jeff Brantley, Eriksen Digman, and Greg Hoff, who spent the next 30+ hours re-engineering the emergency rudder design to withstand the incredible loads associated with steering a 10,000-lb boat in rough seas. The rudder consisted of a 12-by-60-inch plank of wood connected to the transom by two pintles and gudgeons.

Those three stepped up big-time, as they managed to hang the rudder three times without injury to themselves or damage to the boat. They were able to steer the boat, which required herculean strength, a delicate touch, and intense focus, even while moving at just five knots to reduce stress on the rudder.

I took my turn steering the first night with the emergency rudder and was clearly no better than fourth best at it. The only cool thing about that first night was the intensity of the Milky Way, which illuminated the path to follow. On the second night, with only 30 miles to go, the emergency rudder broke off while I was driving. I'm lucky they didn't hang *me* as the replacement rudder!

The second day was highlighted by the assistance of Paul





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# **LETTERS**

Elliott and crew on his Pacific Seacraft 44 *Valis*. They took many hours off their racing time to provide us with what ultimately proved to be enough fuel and back-up emergency rudder parts to make it to Kaneohe. As a result of superior seamanship on both boats, the transfers took place without a hitch.

Many thanks to everyone who contributed directly or indirectly to *Okole*'s making it to Kaneohe safely — including our concerned wives waiting at the docks. I'd also like to give a shout-out to the crew of *Free Bowl of Soup*, who won our division. They were great competitors on the water and gracious winners on land.

It was a great Pacific Cup.

Bill Keller Saratoga

#### **↑** USCUTTLED BOATS

Earlier this year, the Kaufman family on the Hans Christian 33 *Rebel Heart* were rescued by the Coast Guard far out in the Pacific. After help arrived, it was decided that the mom and two young daughters should be taken off the boat. Since Eric, the dad, didn't want to try to singlehand the boat, which had some issues, she was abandoned. I get all that.

What I don't get is why the Coast Guard then forced them to scuttle the boat. What would the problem have been with allowing the boat to continue to float on her own, until either somebody salvaged her on the open ocean or she drifted close enough to land for an easy salvage?

I've been reading *Latitude* for ages, and I get the impression that the Coast Guard's standard policy is not to allow boats to be abandoned on the open ocean. Even if they have strobe lights to mark them or position identifying devices aboard to make recovery easy. I understand why they wouldn't allow an EPIRB to be left on, but what about a Spot Messenger, which transmits a boat's position and track anywhere in the world?

I sort of understand that abandoned boats are hazards to navigation, but not really. For one thing, it's a huge ocean out in the middle of the Pacific, so the chances of their being hit are nil. Secondly, if the abandoned boats are left with strobe lights on, and solar panels to charge the batteries to power the strobes, they would be as visible as a lot of other vessels. They could also have an AIS onboard, as well as radar reflectors. In such a case, the only way another vessel could hit them would be if that vessel were being operated negligently.

From an environmental point of view, I'd like to know if the Coast Guard removes all the fuel and other potential pollutants before they scuttle boats. My guess is that they don't.

It just seems all wrong to me to sink perfectly good vessels in the middle of the ocean. Technology has advanced so far that I believe the Coast Guard could do better.

In a more humorous vein, it also makes me wonder what the Coast Guard would do if *Profligate* had to be abandoned in the middle of the Pacific. As I understand it, during a recent refit, the Wanderer had the bilges in both hulls divided up into something like 20 separate watertight compartments. Given all that flotation, I don't see how the Coast Guard could sink *Profligate* if they tried. I suppose they could set her on fire, which would cause a lot of pollution, but would only burn her to close to the waterline. She'd then be even more of a hazard to navigation.

Curious Jonathan Anderson Boatlover Currently Without a Boat Ventura

Curious — We agree that the Coast Guard's scuttling policy



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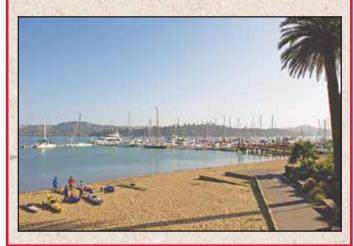






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# **LETTERS**

should be reviewed. As for Spot Messenger tracking devices, they work in much of the world, but not in large areas of the South Pacific and South Atlantic.

#### **↑ || TWO BOATS IN FIVE DECADES**

It's not unusual for a person to have owned two sailboats in their sailing career. What makes my case a little different is that I owned just two boats over a 51-year career of sailing. What made it good for me is that each boat was perfect for my needs at the time.

Before I tell you about my two boats, I would like to share with you the most important thing I learned about sailing in my more than half a century on the water, which is seeking harmony. There are at least seven things that affect your 'ride' when sailing: the length of your boat and the length of the waves; the speed of your boat and the speed of the wind; and the direction of your boat, the direction of the wind, and the direction of the waves. Sometimes just a minor change in the two that you can control, speed and direction, will make a huge difference in coming into harmony — and thus comfort — with all the different forces that you can't control.

So instead of letting your autopilot and desired speed dictate the quality of the ride, I suggest that you fiddle with both to see if you can't find that sweet spot where all at once everything seems to be more harmonious and smoother. If you have to sail a few degrees off the rhumbline to get somewhere, for example, and it results in a much more comfortable ride, it's worth it. I'm not sure about it, but this may be similar to what the publisher of *Latitude* calls 'Zen sailing'.

Now about my boats. I knew nothing about sailing and did not know a single person who sailed in the early 1960s. With no one to advise me, I bought an Angleman Sea Witch



Ernie Copp's first boat was an old-school wooden beauty.

ketch. She was 35 feet on deck, but had 12-feet of bowsprit and jib boom. She was gaffrigged with deadeyes and lanyard rigging. Tarred Manila hemp was still available for the lanyards and running backstays. She had a cast-iron manual anchor windlass, fourpart and three-part

tackles on the halyards, and not a single winch. She was the perfect boat on which to learn both sailing and seamanship. My children were young teenagers at the time, and we cruised from Santa Cruz Island to Ensenada. We had good sailing adventures while the kids grew up.

One time we rode out a tropical storm in Ensenada. It demolished the dock we were tied to. As the outside boats would break their finger docks loose, my sons and I would pull out their anchor ropes or chains, then tie them to the pilings to keep them from pushing our boat onto the rocks. That was a few days before the 1964 Good Friday earthquake in Alaska. By the time the tsunami from that hit, we had moved up to Oceanside, which at the time had only sea walls. We spent the early morning hours watching the water rush into and out of the harbor. My Sea Witch hit bottom several times. In retrospect, the experiences in Ensenada and Oceanside were great fun and real opportunities to learn.

The Sea Witch went to weather about as well as some charter catamarans — which is to say not very well at all. But on other points of sail, especially reaching, she felt exactly as a

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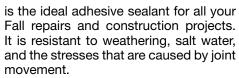
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# **LETTERS**

classic sailboat should. My boat had been built in Wilmington of Douglas fir planking with mahogany brightwork. As a result, she was lighter, and thus sailed faster, than sisterships built of teak that were imported from the Far East a few years later. She was also a very charming boat, with varnished masts and gold leaf on her trail boards.

But her manual anchor windlass lost its charm shortly after my boys discovered that girls smelled better than the tarred hemp and varnish that we used on the boat. So they disappeared and I started looking for my second boat. I wanted the largest boat I could handle by myself, but with room for guests and extra crew when desired. This was before many of the improvements sailors now take for granted, such as slabreefing, roller furling, rigid vangs, and so forth. The consensus then was that a 500-sq-ft main was all that a man in good physical condition could easily handle.

I did like the concept of a fiberglass hull, but having owned a boat with such beautiful mahogany woodwork, I could not move to an all-plastic boat. So the Cheoy Lee Offshore 50, with the teak overlay above the deck level, and a manageable main, seemed to be just right for me. The only drawback was that she cost exactly twice as much as a new, five-bedroom house in a nice subdivision, and that seemed like an awful lot of money. Then *Orient Star* came on the market, with wood shavings still in the bilge and just 17 hours on the engine. Apparently the person who ordered her had thought she would be a motorsailer. She did have a complete control center down below, but you couldn't really use it with such small windows.

I bought *Orient Star*, trading my Sea Witch as part of the deal. Then I began making *Orient Star* just how I wanted her. Nine hundred hours of shipwright labor — at \$10/hour — resulted in a good chart table where the inside steering station



Ernie turned the boat he had, 'Orient Star', into the boat he wanted.

had been, reduced the interior sizes of the fridge and freezer, replaced the bar and bar stools with drawers, and other things like that. The rigging required only the addition of a stainless bowsprit so I could have double headsails. Several years later, after roller furling was perfected, I

had it put on all four sails. She was then the perfect boat for me. At no time since I first saw her did I see another boat I would have traded her for.

*Orient Star* took me to Mexico nine times, Hawaii twice, and New Zealand once. That was everywhere that I wanted to go except Chile. I ran out of time for that trip.

I was very selective in whom I would sell *Orient Star* to, but finally found a very suitable buyer who is moving her to Seattle. After doing some chartering in the San Juans to pay the boat off, he hopes to get her back on the big ocean — where she belongs and does so well.

Adapting the boat I had to the boat I wanted worked very well for me. No matter how any of you choose your boat, I hope she serves you all as well as my two boats served me. And I hope you get 51 years of sailing in.

Ernie Copp ex-*Orient Star*, Cheoy Lee 50 Long Beach



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# **LETTERS**

#### **↑** || ANY EXCUSE TO FEATURE HOT CHICKS

I saw the August Sightings item about the Iranian immigrant who had gone " . . . from nada to Prada. . . " and found it interesting for several reasons. Among other things, the rifle that was being held by one of the scantily clad women is actually an AR-15 (not an AK, as in AK-47). I am reasonably confident that the gun is illegal to possess in California, particularly if it was registered before the year 2000. Anyway, funny photos.

Actually, I was in San Diego that day and saw the guy's cars at Driscoll's Boat Yard, and Profligate tied up at the yard's work dock.

> Dane Faber WAFI, Vagabond 38 Sausalito

Dane — Perhaps your attention was distracted by the



photos of the partially clothed 'boduwomen'. but you've mixed up two parts of the report. We have no idea what the guy who owns the boat and cars, and who went from " . . . nada to Prada . . . " does, other than he says it's all legal. Nor do we know anything

There's a gun in this photo?

about the weapons the women were holding, or the laws that apply to them.

The immigrant from Iran we mentioned, who started by making clothes in his front room, and is now the source for all Levis and most of the clothes in Costco, is an entirely different person. We met him in a swimming pool at Punta Mita, and only included him as another example of a guy who started with nothing and built a successful business, telling us it was only possible in the United States.

By the way, our male readers would like to thank you for giving us an excuse to run another photo of one of the bodywomen.

### **↑** DO AS THE GOVERNMENT TELLS YOU, NOT AS IT DOES

Isn't a person being considered innocent until proven guilty one of the bedrocks of our legal system? Well, that's not how it works with the Orange County Tax Assessor's Office.

I recently got a letter from them telling me that I had to fill out a Vessel Property Statement, and that I owed them tax



The Orange County Tax Assessor's Office can't tell a ragbagger from a stinkpotter.

Portland.

on my Columbia 43 Adios!. I called them and explained that my boat had only been in Orange County for a couple of days, waiting on weather to go north to her homeport of Portland. So I asked them to please take my boat out of their tax records.

"No," they told me. Not until I provided them with a copy of the contract I had with my marina in

"Screw off!" I angrily told to the Tax Assessor's office, and



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# **LETTERS**

hung up. But the next day I called them back. As nice as the woman was that I talked to, she insisted that it was up to me to prove that my boat had not been in Orange County, not for them to prove that she had been. So I sent a copy of my moorage statement from Portland, and later a photo of Adios!.

When I had more time to look into the matter, I noticed that my Adios! was in Portland the day Orange County claimed to have taken a photo of her. Because my boat couldn't have been in Orange County when they claimed, I asked them to send me a copy of the photo they supposedly had of my boat. I had to laugh when I got the photo, because it was the photo of a powerboat named Adios!. You'd think they'd be able to tell the difference between a powerboat and a sailboat. And we think government in Mexico has problems.

> Craig Shaw Adios!, Columbia 43 Portland, Oregon

Craig - A similar thing happened to us with Ventura County many years ago. We'd kept our Freya 39 Contrary to Ordinary in the Ventura Marina for a year or so, paid personal property tax on her there, then brought her back up to Marin County, where she got back on their tax roll. Nonetheless, Ventura County kept sending us notices that we owed taxes in Ventura. We explained by phone several times that the boat was no longer in Ventura County, but in Marin. The next thing we knew, a tax lien from Ventura County showed up on our credit report when we applied for a home loan. It was a pain to get cleared

When we asked a Ventura tax official how they could bill somebody for a boat that wasn't even in their county, the guy laughed and said, "We don't bother to check if a boat is here, we just bill every boat that was here the year before."

If a private company operated with the impunity of the government, we suspect they'd have to pay big bucks to settle a ruinous class-action lawsuit.

#### **↑** || WHY WASN'T IT NAMED FULL MOON BAY?

I just want to thank Latitude and former Latitude editor



If you don't cut corners, Half Moon Bay is a great place to get away.

LaDonna Bubak for suggesting a sailing trip to Half Moon Bay. We acted on her advice last weekend and really enjoyed it. We are fairly experienced sailors inside the Bay, but had never ventured outside. Now that we have, it's very helpful to have concrete advice, such as

what buoys to sail to and reefs to avoid. LaDonna's article gave us courage to go for it.

We're signed up for the Ta-Ta and will see you there! David & Kathi Westcott Special Lady, Ericson 34 Brickyard Cove

David and Kathi — Because of the reefs and the second set of breakwaters, Half Moon Bay can be one of the trickier places on the California coast to sail into for the first time, particularly if the wind is blowing hard. We'd rate it up there with Ventura, and entering Santa Barbara and Oxnard Harbors at night when the background lights make it hard to pick





# **LETTERS**

out aids to navigation.

# $\uparrow \Downarrow \text{HELLO}, \text{ THIS IS THE WANDERER, SPEAKING TO YOU ON BEHALF OF IRIDIUM}$

I read an article in a recent *Latitude* about Iridium satellite phones, but got the feeling it was written by a salesperson for Iridium. So I'm interested in hearing from some cruisers as to which satphones work well, which don't work so well, and some of their experiences using satellite phones. If you could put my letter out there for a response, I would appreciate it.

By the way, I participated in the 2008 Baja Ha-Ha and did the Bash back in 2009. I used a rental Iridium phone and was disappointed in the service.

Additionally, can you please advise me as to the best 'hurricane holes', be they shelters or marinas, in Mexico if a tropical storm or hurricane approaches? We plan to start our cruise south next year — to unknown destinations — and need to log this information for our trip.

Victor & Jo Ann Zarzhitsky, *Odessa Mama*, Whitby 42 Portland, Oregon

Victor and Jo Ann — Everything published in Latitude about the Iridium satphone was written by the Wanderer/Grand Poobah — who, by the way, paid retail for his Iridium phone and minutes. Our opinions were based on our using Iridium satphones in every Ha-Ha since about 2000, using them in the Caribbean most years since, and doing interviews with people in the middle of the ocean — such as Gino Morrelli during last year's TransPac — who were using Iridium satphones.

Our only complaint has been that the transmissions didn't seem as clear on the original Iridium phones — the 9505s — which are still available. When we bought the newer model, the 9555, introduced in 2008, we noticed a considerable improvement. We suspect you used the early version of the phone.

It's true, the Iridium does drop calls from time to time. That said, it's been our experience that it drops them less frequently than AT&T cell service does here in the States.

The two main competitors to Iridium are Globalstar and Inmarsat. Unlike the other two, Iridium really does cover the globe from pole-to-pole. That's not true with Globalstar, which uses 'bent pipe' technology that severely limits its range out into the ocean. If you look at their coverage area map, it shows that the signal will be weak between Santa Cruz and San Diego, and that they have no service in the waters off Mexico. The weak signal goes partway to Hawaii, but there is nothing the rest of the way. Forget the South Pacific. For this reason Globalstar is not a good choice for West Coast sailors. It's a pity, because when it works, the sound quality is excellent.

The only real competitor to Iridium is Inmarsat, but there are differences between the two. Inmarsat has just three satellites, which are geostationary 22,000 miles above the equator. Iridium, on the other hand, has 66 satellites that orbit around the poles 450 miles up. The result is that Iridium gives you true pole-to-pole coverage, while Inmarsat signals can be blocked by mountains, buildings, trees and such at higher latitudes. If you can't get an Inmarsat signal, waiting won't help because the satellites 'don't come to you'. Iridium calls are sometimes dropped because the satellites sometimes lose their signal just before they pass it off to the next satellite. But in case a call gets dropped, don't worry, a new satellite will be above momentarily to provide service again. In terms of receiving data, you either get it or you don't with Inmarsat. With Iridium, you can get it in more places in the world than with Inmarsat, but occasionally will have data interruptions. Nothing is perfect in



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# **LETTERS**

this world, is it?

As we've written before, if it came to having to choose between an Iridium or Inmarsat satphone and an EPIRB, we'd go with one of the satphones every time because they allow for two-way communication.

As for 'hurricane holes', we'll try to run a little feature on that in an upcoming Changes.

# $\uparrow \Downarrow \text{HELLO}, \text{ THIS IS BOB JOHNSTON, SPEAKING TO YOU ON BEHALF OF IRIDIUM}$

I used an Iridium 9575 in the just-completed Pacific Cup race to Hawaii, primarily to obtain GRIB files, but also for regular email and voice calls. The phone and its accessories worked perfectly, with no dropped calls. I had the same



Satphone service is pricey compared to SSB, but many think the benefits or worth it.

good experience in the 2008 Singlehanded TransPac, using a rented 9505A from Global Marine Networks.

However, since 2008 the minutes have become more expensive. You have to buy blocks of prepaid minutes now, instead of giving the provider

your credit card number and only paying for the minutes you use. But I think it's still worth the cost. We also used the phone's SMS text feature, which was free.

For this year's Pacific Cup, I bought Iridium's AxcessPoint Wi-Fi hub. Thanks to it, we were able to send emails using an iPad, iPhone or Android phone, instead of having to use a laptop as before. The only shortcoming was the limited battery life in the AxcessPoint. We typically got less than a half hour of use after three hours of charging. Iridium just replaced their AxcessPoint with their new Go! Phone, which has the Wi-Fi hub built in. It's also a lot cheaper than buying the phone and Wi-Fi hub separately.

I want to give big kudos to John McDonald, who had entered his new Andrews 28 in the Pacific Cup, but had to drop out at the last minute. He loaned me his Iridium 9575 when I discovered the 9555 I'd bought on eBay had a faulty data connector. (The seller accepted it back).

Next time I'll look at the new Go! Phone. But having worked with both the 9555 and 9575 (Iridium 'Extreme'), I'd take the 9555 between the two. Despite the faulty data connector, the 9555 was better made and more robust, especially the attachments.

The downside of satphones, of course, is that you can't talk to a group, as you can with SSB. So for the Pacific Cup roll calls and 'Children's Hours', I still used my venerable Icom 802 SSB. While SSB is the communication standard for cruising, apparently very few racers in the Pacific Cup had them. Most call-outs during roll call ended with a "nothing heard" from the net control. I think this was disappointing to *Valis* and *Cayenne*, who did their usual great jobs as communication boats for the race. I wouldn't be surprised if SSB were brought back as a requirement for the next Pacific Cup.

Bob Johnston Ragtime!, J/92 Benicia

Readers — For more on the Iridium's Go! Phone and other new satellite-to-boat communication products, see this month's



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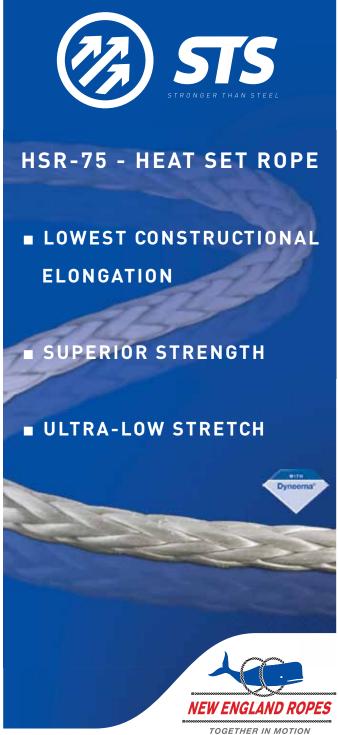
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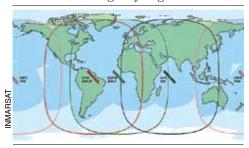
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## **LETTERS**

Sightings.

### **↑ || INMARSATS AREN'T GOOD FOR HIGH LATITUDES**

In a recent item about satphones, *Latitude* mentioned that you didn't know much about Inmarsat. They use geostationary satellites that appear to hover in one spot over the equator. As a result, the higher you go in latitude, the worse the signal



Inmarsat's coverage map shows its geostationary satellites at the equator.

gets. Inmarsat officially claims that their coverage stops at 74 degrees. That may be true, but if you're in Alaska or northern British Columbia, with mountains all around, you'll see a signal loss at signal

nificantly lower latitudes. So if anyone has got high-latitude cruising in mind, they might want to go with something else.

Mark Novak

Betty Jane, Hans Christian 43 Santa Cruz

### **↑** URIDIUM HAS BECOME INTOLERABLE

I have an older Iridium, a 9505 or 9505A, if memory serves. The phone isn't the problem, it's Iridium. Having used my phone for 10 years, the time it now takes to connect, and the overhead, has become nothing short of intolerable.

In the 10 years, I've noticed a steady degradation in how long it takes to connect, upload, and download. The 'overhead' essentially more than doubles the time of the connections as compared to 2010. I thought it might have been because I was in the Western Pacific and Indian Oceans, the back side of the world, as it were. It was not. I'm in the Miami area now, and have found that it's just as bad here as it was throughout the South Atlantic and Caribbean. In fact, it's worse.

In addition, Iridium rates have gone up 70% since 2008. So much for inflation.

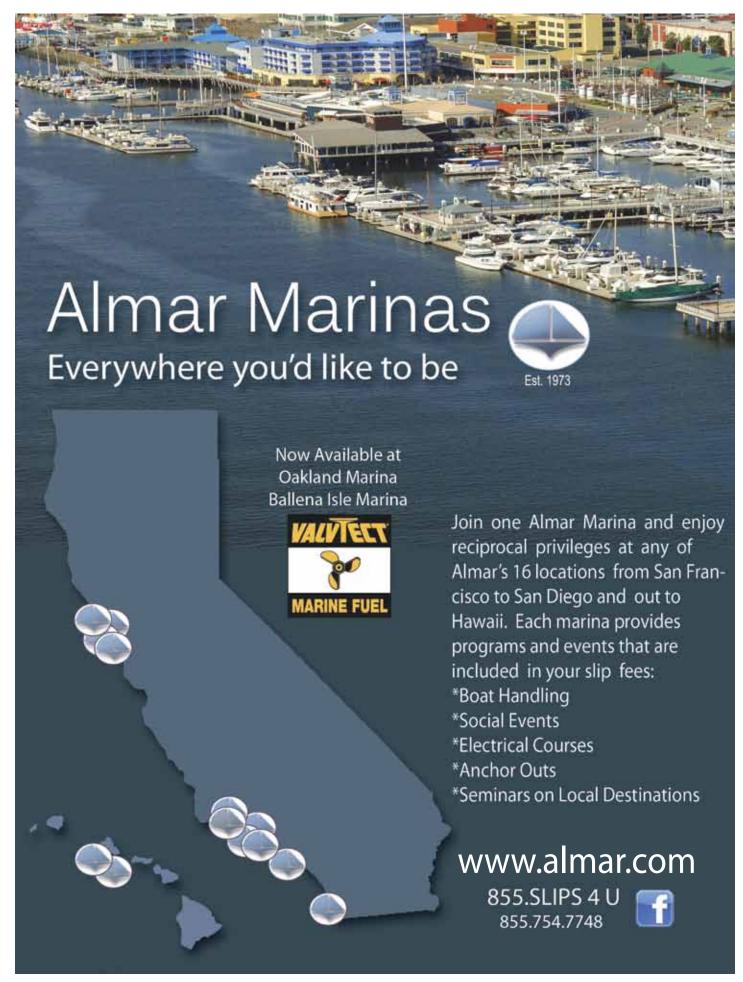
I think the problem with Iridium is that the company doesn't want to spend the money on upgrading or maintaining the system as it once was.

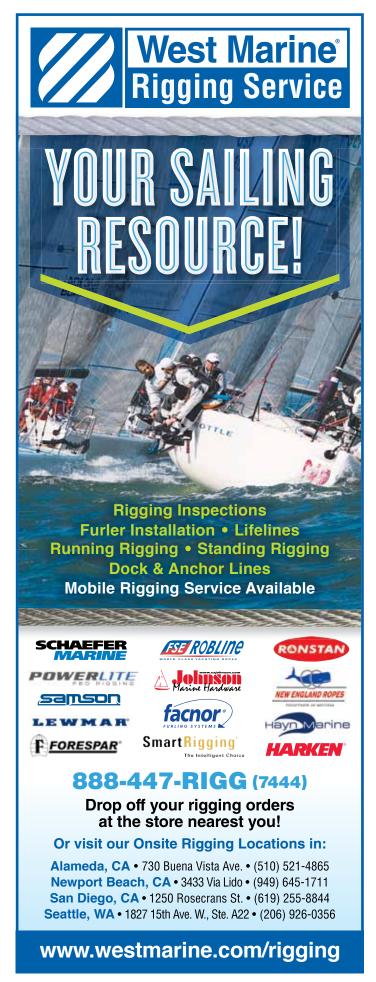
P.S. We hope to sail from South Florida to Panama and the Canal next season. When *Beach House* and I reach Costa Rica, we will have completed our circumnavigation.

Scott Stolnitz Beach House, Switch 51 cat Marina del Rey

Scott — For the record, 72 second-generation Iridium satellites are expected to be launched between 2015 and 2017. Iridium says they will enable the company to provide better and broader service. We think 'intolerable' is a little bit too strong a word for Iridium. 'Not cheap, but worth it', is how we would describe it.

But just for kicks, let's review the history of Iridium. Service was inaugurated on November 1, 1998, when none other then Vice President Al Gore made the first call. Iridium is element #77 on the periodic table, and the communications company got its name from the belief they would need 77 satellites to cover the world. They later discovered they only needed 66 for pole-to-pole coverage, so the company should have been named Dysprosium. In any event, the company, which bungled on





## **LETTERS**

numerous sales and operation fronts, went bankrupt just nine months after the 'inventor of the Internet' made that first call. Its failure also spelled the demise of several similar satellite communication companies.

Much to the surprise of many, Iridium was brought out of bankruptcy in 2000 by a group led by Dan Colussy, former president of Canadian Pacific Airlines and Pan American Airlines. They got a pretty good deal, paying a mere \$25 million for assets and technology that had cost \$6 billion. Even better, they almost immediately got a \$25-million-a-year contract from the Pentagon. Such a coincidence! The military continues to be the biggest user of Iridium, at about 23% of all service.

One of the things the new Iridium owners did was announce they would launch more spare satellites. Why would they need spares? A few broke down, a few ran out of fuel, and then there was the first-ever satellite mid-atmosphere collision. It happened on February 10, 2009, when Iridium 33 collided with Kosmos 2251, a defunct Russian satellite, at a combined speed of 22,000 mph. That's about 32 times the speed of a bullet in flight. Old 33 was last seen in smithereens over U.S. cities.

### **↑ || VIRTUAL MINUTES MAY BE A BETTER VALUE**

Our prepaid Iridium satphone account was due for renewal early last month. During the process of renewing, we learned that Iridium now offers two types of SIMs.

First, there is the old type of SIM card, which expires the day after your original contract runs out, and you lose all your minutes. However, this SIM has #2888 functionality, which means it gives you the familiar recording before each call that tells you how many minutes and seconds of time you have left. But once you run out of minutes, the phone is worthless.

The new type of SIM card doesn't have #2888 functionality, so you have to contact customer service to find out how much time you have left. However — and this is important — the SIM doesn't expire after the due date, and Iridium just starts to bill you at \$1.99/minute when your time runs out. So even if you run out of time, you can make an emergency call. They also give you additional 30 days to use any unused minutes.

All this was patiently explained to me by Barry Hipple from the Satellite Phone Store in San Diego.

> Marek Nowicki Raireva, Cape Vickers 34 Green Cove Springs

Marek — There are two kinds of SIM cards, one for Prepaid Plans and one for what Hipple calls 'Virtual Prepaid'. The former plan has always been around, while the latter has been around for about 18 months and is rapidly becoming the more popular.

The big difference between the two is that when the Prepaid Plan minutes or contract run out, the phone won't work and is only good as a paperweight. And if you have minutes left when the contract runs out, those minutes are lost forever. In the 'Virtual Prepaid', you pay for a certain amount of minutes every month. If you don't use them, they roll over, with a maximum of a year. If you go over your minutes, you are charged at a certain higher rate, but your phone still works — assuming your credit card is still good. In an emergency, this can be the difference between life and death. Hipple also tells us that with the Virtual Prepaid plan, they can tell within 50 miles where the last call was made from, something they can't do with the Prepaid plan. This would have been helpful in the case of the look





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## **LETTERS**

"Do the math, and you'll find that in most cases it's less expensive to do the Virtual Prepaid," Hipple says. Not cheap, but less expensive. By the way, different vendors have different plans, so shop around to find the one that fits you best.

### **↑** #THEY SHOULD WARN YOU BEFORE CUTTING YOU OFF

Like *Latitude*, I'm interested in how the Kaufman family's lawsuit goes against Iridium or their Iridium time provider. They claim that the loss of the use of their Iridium satphone was one of the reasons that prompted them to ask to be rescued and for them to have to scuttle their boat.

I had a somewhat similar problem with the iNav program on my iPad. When we sailed out of Costa Rica, my iNav program expired. I didn't know it had expired; I just knew there was no longer any detail on my iNav chart.

Do people know that these area charts, which you buy for about \$60, expire after 12 months? It must be in the real fine print, because I keep all my expiration dates on my iPad. As it was, we were lucky because our iPad is a back-up charting program, but I was furious about their slipping me a renewal product. Since the iNav is a navigation product, I think the vendor should have some responsibility to adequately inform users of their intention to cut you off if you don't renew.

We did pay a total of \$75 to renew the iNav chart map when we stopped in Corinto, but that will be the last time. From now on, we're checking the fine print on the other mapping programs before deciding on a chart program for our next journey.

Lauri Hamilton Ashika, Fuji 45 San Pedro

Lauri — When it comes to products or applications where the sudden loss of their function could result in damage to property, injury, or loss of life, we agree that the manufacturer/vendor should: 1) Make that very clear to all customers; and 2) alert the consumer of pending loss of service at least a month in advance. In the case of Iridium, Iridium time providers, and navigation apps, we believe it would be relatively easy to do this

### **↑ || THANK YOU FOR THE GREAT TAHITI WELCOME**

We, the crew of the Hughes 58 catamaran *Li'l Explorers* — Intrepid, 9; Integrity, 7; Innocence, 5; Vitality, 3; Valiant, 1; and parents Shannon and Courage — want to thank Andy 'Mr. Puddle Jump' Turpin and *Latitude 38* for a memorable Tahiti-Moorea Sailing Rendezvous July 4-6. We all had an



The intrepid 'Li'l Explorer' crew includes six kids, ages 1.5 to 15.

excellent time in what we're sure will be one of the highlights of our visit to French Polynesia.

The Friday night cocktail party was very informative. For example, we had no idea that there was a winery in the Tuamotus. And after meeting Adam Wade, manager of Vuda

Point Marina in Fiji, it's now become part of our plans. It was an entertaining evening, too. We loved the audience participation in the dancing — after the demonstration, of course.

Saturday's 15-mile race/cruise in company from Papeete





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Tom Wylie

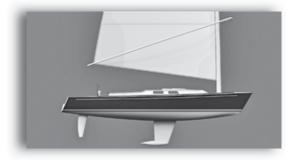




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## **LETTERS**

to Cook's Bay, Moorea was great, too. It's fun to travel in a group, as you rarely get to see friends under sail, let alone observe the strategy they employ. The cocktail party, dinner, and dancing topped off the perfect day. We really liked the informal setting, as it allowed our whole family to attend.

But Sunday was probably our favorite day, what with the outrigger races, tug-of-war, coconut husking, dance lessons, formal dance presentation, and awards ceremony. Somehow our kids found time to bounce into and out of the pool, too. There was a nice balance of activities so things kept moving, but we never felt pressed.

We know the Rendezvous requires a fair amount of preparation, planning, scheduling, and commitment on the part of local services and vendors, and we want everyone to know we appreciate their efforts to give us a warm welcome to French Polynesia!

> Shannon Grant & Courage Winter Li'l Explorers, Hughes 58 Cat Channel Islands / Bakersfield

Shannon and Courage — Thanks for your recognition because a lot of people really do go to a lot of trouble to welcome cruisers to French Polynesia.

For readers who missed the Pacific Puddle Jump preview, Courage began cruising with his parents after they built a Piver 48 trimaran and sailed to the Caribbean. They never made it to the South Pacific. Shannon, a doctor, got the idea of  $long\mbox{-}distance\ cruising\ during\ her\ honeymoon\ with\ Courage\ in$ a bungalow at Bora Bora.

The basic structure of their Hughes-designed cat was completed in 1993, but sat unfinished in Newport Beach for 20 years. The couple bought the semi-completed cat in 2012, it first tasted water in January of 2013, and they started their cruise two months later. The interior remains a work in progress.

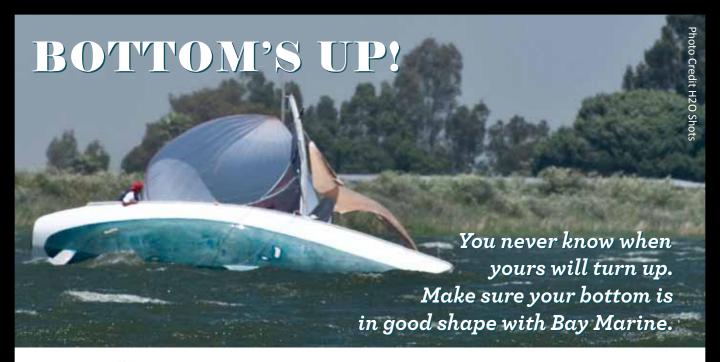
The Wanderer can relate. His 63-ft cat took off for Mexico three days after she was launched. The hydraulic steering didn't really work, there was only one light bulb in the interior of the boat, unsecured step ladders gave access to the hulls, the sails had never been raised, there were no permanent water or fuel tanks, and a few other minor shortcomings. All these years — and many fun trips later — we're still finishing her off. For example, we might even get hot water before the start of the Ha-Ha.

### **↑** ₩ WE DITCHED OUR ROCNA FOR A CLAW

Awhile back I started the thread in Latitude's letters about anchors dragging — as my Rocna did frequently. It got me a lot of good advice. By the way, I spent two years with my Norseman 447 on the Pacific Coast of Mexico, and am now lying at Nuku Hiva. I made it from Puerto Ayora, Galapagos to Fatu Hiva in the Marquesas, a distance of 3,050 miles, in 17 days and 16 hours, an average of 7.2 knots. Not too bad.

Because of my problems, I abandoned my Rocna 25 as my primary anchor in favor of a 66-lb Lewmar claw, and increased my rode to 120 feet of 3/8-inch chain, plus another 100 feet of one-inch nylon braid. I also replaced my 33-yearold Nielsen windlass with a Lewmar V3 with a gypsy drum. I haven't dragged once, in either Mexico or the Marquesas, since making the change.

What sucks, however, is the predictable difficulty of getting the anchor to free fall, as the anchor chain often gets hung up in the forepeak chain locker. It's a problem known as castling. We've tried knocking down the 'castle' after getting all the chain in, but usually have to resort to one of us staying below and pulling up and untangling chain from the castle by hand





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## **LETTERS**

while the anchor is paying out. Gloves and good posture are requirements. So when I enter an anchorage now, I get the amount of chain I think I'll need up on deck before dropping the anchor.

When I searched Google, I saw a lot of suggestions, but very little advice on how to avoid my castling problem. One interesting suggestion was to put a traffic cone in the locker so the chain would fall around it. Any good tried and true solutions from readers?

> Brian Bouch Albatross, Norseman 447 Nuku Hiva, Marquesas

Brian — It almost sounds as though you don't flake the chain when it's coming into the chain locker. We can sometimes do that with the 200 feet of chain our Leopard 45 'ti Profligate has, but could never do it with the 230 feet of chain we had on our Ocean 71 Big O, or the 230 feet of chain we have on our Surfin' 63 cat Profligate. If you don't flake the chain, it sure as heck will castle, and equally sure it won't pay out without

getting snagged.

Depending on the boat, flaking the chain can be a bit of a dirty job. Indeed, one of our wives actually ex-wives — got so sick of being the 'Flaking Queen' that she flat-out refused her duties one time off Bequia. We won't lie; that insubordination was an accelerant to the marriage's going out the hawse hole.



holding power of the Rocna.

A Rocna 25 weighs 55 lbs and is said to be good for boats 33 to 54 feet. In our opinion, cruisers

should go at least one if not two sizes above the recommended. Steve Dashew had the best advice. "Your anchor should be so big that it makes people laugh," he said.

To our thinking, 120 feet of chain isn't anywhere near enough, either. It might work if it's attached to a bunch of your one-inch three-strand, but if you're in the South Pacific, how are you going to sleep at night knowing that the line could wrap on a bommie and be severed before you wake?

We're surprised to hear your problems with the Rocna. We've never used one, but many cruisers who switched from more traditional styles swear by them.

### **↑**↓THE FLARES ARE STOWED WITH THE SEXTANT

We wanted to let everyone know about an issue regarding flares that we ran into while preparing for the 2014 Pacific Puddle Jump. We had brought coastal flares with us on the 2012 Ha-Ha, but needed SOLAS flares for our upcoming Pacific passage. After many inquiries with locals and queries on the VHF net in Mexico, we were told that there was no way to purchase such flares in Mexico. But it's a bigger issue than that, as you can't even bring flares into Mexico by air, auto, bus or by walking them across the border. Flares can only be brought into Mexico by boat. Had we known this, we would have brought the SOLAS flares with us when came down to Mexico from the Northwest.

This is an extremely important safety issue for any future Ha-Ha and Puddle Jump participants.

Pam & Eric Sellix Pied-a-Mer III, Seawind 1000 Clatskanie, Oregon Pam and Eric — Thanks for the heads-up, and for signing

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## LETTERS

up for the Ha-Ha a second year in a row.

Speaking of flares, it got us wondering if they aren't out-dated in this day and age of the pinpoint accuracy of GPS. Maybe we're wrong, but we're trying to think of the last time flares were an important part of any rescue. If it came down to having an EPIRB with GPS versus a set of flares — which cost almost the same — we're going with the former. The other thing about flares is they actually can't be seen from very far, even in clear weather, and don't last very long. We keep ours next to our sextant, if you know what we mean.

### **↑** | TRAMPOLINES A-HANGIN', WINDLASS AKIMBO

I just read your account of *Profligate*'s latest Bash, and the lack of remote control of your engine throttles and transmissions. We had a similar thing happen years ago aboard Dave Crowe's 70-ft cat *Humu-Humu*. We had crossed from Puerto Vallarta to Cabo without incident, then headed north around Cabo Falso. We were hit with 40 knots on the old schnozzola, but pressed on under double-reefed main and a partial jib. We had to keep the cat on the razor's edge. If we bore off at all, she took off like a Hobie Cat.

About an hour into this, we took a big wave over the bow and broke the strut connecting the forward and mid-beams. It was a bit of a fire drill — trampolines a-hangin', windlass akimbo — but we got organized and headed back to Cabo. On the way, we discovered that the controls for the starboard engine were not working. Hmmm.

Despite having only one engine, we unfortunately were assigned to an end-tie waaaay inside the marina. So a volunteer — me —got down in the starboard engine well and manually operated the throttle as well as putting the engine in forward or reverse. We made it to the dock and saved the day.

I still love the mag and am prepping my next cruise boat for further Mexico — and beyond — adventures, as well, of course, as another Ha-Ha.

Dave Fiorito

Irie, Beneteau 393

Novato

Readers — Dave did the first Ha-Ha in 1994 with his Pearson 34 Northstar, then the 2006 and 2008 Ha-Ha's with his C&C 36 Shenanigans.

### **↑**↓TIPS FOR *PROFLIGATE*'S ELECTRICAL SYSTEM

I read about *Profligate*'s electrical problems on the Baja Bash, which resulted in the Wanderer and Doña de Mallorca's not being able to use the Micro Commander systems to control the throttles and shifting. The problem turned out to be a bad alternator.

When alternators fail, you're stuck. We do electrical upgrades all day long. *Profligate* needs a Perko switch installed that would allow you to switch from your engine battery, which controls the Micro Commanders, to the house bank. It would have given you full power to your Commanders.

We also have a unit that would allow only one engine to charge the engine bank of batteries. Usually the first engine to start will take over that chore. If something happens to that alternator, it will drop it offline and bring on the second one. Much of the problems with your alternator can be attributed to heat. This unit allows cooldown for your alternators. By using a couple of Perko switches and the 'target charge controller', you will never have to be without steady electrical power for your boat.

By the way, when alternators fail, it's usually because they blow the diodes inside. That puts a draw on your electrical



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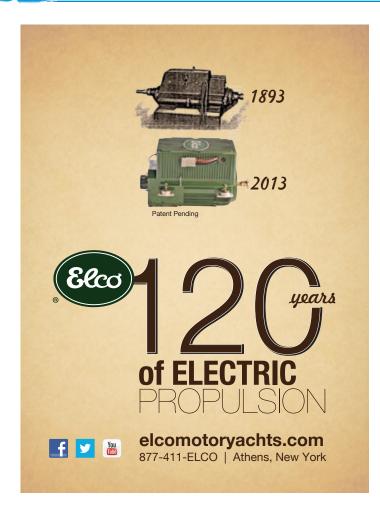


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## **LETTERS**

system. To have a bulletproof system, you will need two highoutput, heavy-duty alternators, two multi-step regulators, target control, and a couple of Perko switches. We would also incorporate your solar into the system.

I've been doing marine electrical, solar and more since 1977, so let me know if I can help.

Dave Biron Owner, Big Break Marina Oakley

Dave — Thanks for the suggestions and offers of help. Using a Perko switch to connect the house battery to the engine battery is a good idea. But since this was the only time we would have needed to use something like that in 17 years, we're going with a more simple fix — carrying 20-ft, heavy-duty jumper cables.

The target charge controller is also a good idea, but not for Profligate, as our engines are about 26 feet from each other. And once again, we now have an easy way to connect our six six-volt batteries to each engine battery.

We're also much smarter now in that we would have doubleand triple-checked the mechanic's diagnosis of the alternator being fine. We had the replacement alternator in hand, we just didn't realize we needed it. Repeated testing would have told us the real story.

Since we have now put the replacement alternator in, and the old one proved to be shot, we had to get a new one. Yanmar wanted about \$750 for one with their brand name on it. We got the identical thing from an alternator speciality shop for less than \$175. So we suggest shopping around.

You started in 1977? That's the same year we started Latitude. It was a hell of a long time ago, wasn't it?

### **↑** UGRAVELLES' BOAT YARD IS OPEN

I'm normally not one to write to publications, but I've heard a lot of rumors, from as far away as Half Moon Bay and Morro Bay, that Gravelles' Boat Yard in Moss Landing is not open. This is not true, as the yard and chandlery are both open for business.

I worked for Gravelles' for many years until I retired in 2004. Even though I don't work there anymore, I still go to their store and yard frequently for parts and just to visit. Gravelles' is a family-owned business that has been in operation for many, many years, and I believe their yard and well-stocked chandlery are one of the best on the West Coast. They are hauling out boats for bottom paint and repair work, which can be done either by the yard or by the boat owner.

In order to comply with some water quality and environmental regulations, some changes recently had to be made at the yard. That might have interfered with a few haulouts. But the work has been completed and they are back to business as usual. Ron and Chad Gravelles, and their entire staff, are very friendly and helpful people.

Ken Gardner KGLady, 42-ft sailing vessel Moss Landing

### **↑** ↓ THE PACIFIC CUP BROUGHT BACK MEMORIES

I followed this year's Pacific Cup on the Yellowbrick Tracker and it brought back a lot of memories. I was the co-chair of the 1986 Pacific Cup, which had been created six years before by the Ballena Bay YC of Alameda. Our small club didn't have a lot of money or volunteers, but we were scrappy and made the event happen. I did all the events — seminars, fundraisers, dinners — and flew over to Nawiliwili Harbor on Kauai for the awards celebration and crazy parties. We may have





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## **LETTERS**

had 30 entries, but I honestly can't remember.

It wasn't long after that our small club decided the Pacific Cup was too great a responsibility, and I worked with George Barrett and others to transfer management of the event. It was then decided to move the finish line to Oahu from Kauai.

It's now 28 years later, and what a difference! In the old days, competitors had no GPS, no sophisticated VMG programs, no satphones, and so forth. But it was a fun race then and it was a fun race this year!

> Marina Eisenzimmer Mykonos, Swan 44 San Anselmo

Marina — We remember those early Pacific Cups well because, like the Singlehanded TransPac, they finished on Kauai, and usually at about the same time. As a result, there was a period of about five days when we'd be rushing back and forth, at all hours of the day and night, between the finish line at Nawiliwili and the finish line at Hanalei Bay. Because the jubilant finishers of those events would never let you interview them without guzzling a few drinks with them, we weren't the most sober driver on the island. It's a wonder we survived.

### **↑ || WHAT'S THE SECRET**

You didn't get this from me, but it's a picture of a secret underwater robot that was launched at the old Protector



Anyone know what this is?

location in Oakland. They yelled at the photographer who took the picture. I don't know what's so secret about it.

> Name Withheld By Request Oakland

### **↑ UTWO-BOAT OWN-ERS IN MEXICO**

Through a marine

attorney in San Diego, we have heard that there is a pending change in the Mexican Temporary Import Permit (TIP) regulations that will allow a person to have two boats in Mexico with TIPs at the same time. Currently you can only have one. Maybe the attorney is just looking for work, or wants to set up billing for a long escrow.

Is Latitude familiar with this potential change? I'd hate to be the first guy in line expecting this to go smoothly, and then hear it is only something being 'talked about' or just wished for by gringos.

> Pat & Carole McIntosh Encore, Cheov Lee 36 Barra de Navidad, Mexico

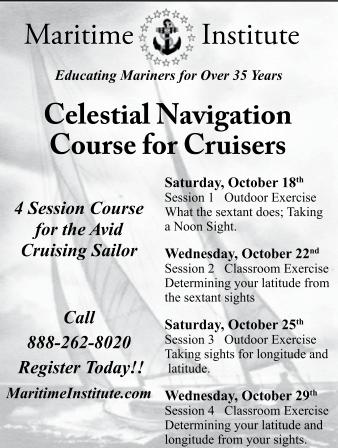
Pat & Carole — Mexico is in the final stages of making many improvements and changes to the rules and paperwork that appliy to visitors with foreign-owned boats. We have heard they were going to allow more than one foreign boat per owner, but don't know the current status. We do know, however, that a foreigner can't have two automobilies registered in his/her name at the same time.

### **↑** ↓ A RECORD NUMBER OF GPS PLOTTING SYSTEMS

We cruised down the West Coast from Vancouver, B.C. to Puerto Vallarta between August 2013 and May 2014 on our Beneteau First 435 Avant. The boat is berthed at Mazatlan









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## **LETTERS**

until our return this fall.

We used iPads as our primary means of navigation, backed up by a pair of Garmin handheld GPS Map76s (one of which ran on AA batteries, and one on 12-volt for greater redundancy). We backed up the backups with a PC with a USB GPS with CM-93v2 charts on OpenCPN, with spares (older model iPad, iPhone, and PC) in the lockers. We also had paper charts, a sextant, and a nautical almanac stowed as ultimate backups. Thus we would be running seven GPS chartplotting set-ups at all times. How is that for redundancy?

While the Wi-Fi iPads don't have GPS built in, all of our 3G iPads did. If someone wants to navigate with an iPad, they should get a 3G or newer. It's true that you can add GPS to a non-GPS-enabled iPad with a snap-in or Bluetooth add-on from Bad Elf or similar, but built-in is so much easier.

Because we both have iPads and iPhones, and all are registered with the same iTunes account, we can load — and have loaded — the Navionics charts on all of the devices at no extra cost. This gives us four redundant chartplotters at a time with identical look and feel for just the \$50 purchase price of the Navionics app.

Based on our limited experience, we found the Navionics charts for Mexico to be very good — with the following exceptions:

- 1) Depths seem to be random-number-generated. Since the surveys used in the underlying charts are about 100 years old, I guess this is to be expected.
- 2) There are a few 'ghost' features most notably for us a few islands off Mazatlan that appeared on the iPad chart but not in reality. Fortunately, the opposite is not true, as we haven't found any islands that weren't on the charts.
- 3) Navionics users must download the charts for the area to be cruised before you get there. The default operation for the app is to download a base map with limited detail, and download detail charts via Wi-Fi/3G/LTE on demand as required. Since most mariners won't have reliable connectivity at sea, it's critical to have the detailed chart downloaded in advance. Such downloading is boring and time-consuming, but you have to do it.
- 4) While the GPS in the iPad works, it's not as precise or as easy to check as a 'real' GPS. For instance, it will not tell you the degree of error, number of satellites used, and so forth. As a result, your positional accuracy cannot be determined on the iPad. Anal navigators, such as myself, don't like that, but I have learned to get over it. In reality, even if the satellite constellations are horrible, your actual position will still be within 100 or 150 feet, which should be enough for most sailors. We look at the signal strengths and constellations on our traditional GPS from time to time to reassure ourselves.
- 5) The iPad is also A-GPS ('A' for assisted), which means it starts up with positions derived from cell towers, and uses these until it gets a satellite fix. In our experience, this means the position is just plain wrong for the first 30-120 seconds after we initialize the application, or any other GPS-enabled app. If you watch the screen you can often see the initial position 'jump' to the GPS enabled position after a few seconds to a minute.
- 6) We found that using the iPad controls for screen brightness is not adequate in direct sun and not quite dim enough at night.
  - 7) There is no single-touch MOB function in the app.
- 8) Because the iPad has a capacitive rather than pressure sensitive touch screen, if wet with spray, dew, or rain (especially salt spray), it behaves in a manner I can best describe as 'rolling its eyes back in its head and swooning'. Having a



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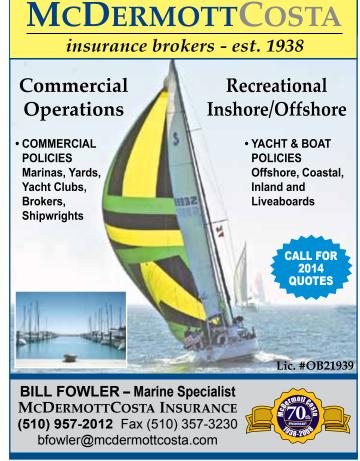
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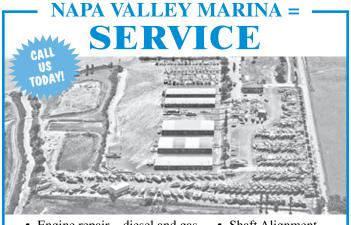
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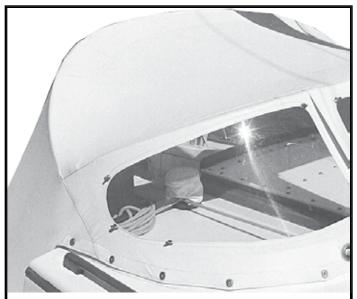
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## **LETTERS**

cloth at hand to wipe the screen dry is all that's needed to overcome the problem and get it to behave responsibly again.

9) The iPad/Navionics 'track' function is odd, and has some memory limit that I don't yet understand. After a time -12to 36 hours - it seemed to randomly end the track and not start a new one. It's annoying, but that's the way it works.

Unlike the Wanderer, we found the Navionics charts on the iPad to be accurate, even at Punta Mita, where the paper and CM93 charts were off by over a mile. While in Punta Mita I walked to the end of the panga breakwater with my iPhone, and it correctly located me as accurately as I could verify by eye. Our charts for the area show more detail than was pictured in the July Latitude, and included the rocks and outlying islands. So perhaps the Wanderer only had the base map for that area. Even Isla Isabela, which is notorious for often being mischarted, was accurate on the Navionics app.

In Mazatlan, where most charts don't show the estuary and marinas at the north end of the city, Navionics accurately shows them all, albeit not perfectly up-to-date. See the accompanying graphic of the entry to Mazatlan and entry to Marina Mazatlan. Note the 'ghost' island we passed over/ through entering the channel. The second graphic shows the track of our entry to Ensenada, which I think shows that the app gets the job done pretty well.

I suspect that Navionics has aligned the underlying charts with GPS imagery to match landforms to the chart outlines, and they have clearly added detail in areas such as San Jose del Cabo, the Mazatlan yacht harbors, Nuevo Vallarta, and elsewhere. Soundings remain the weak point, but you can't fix them with Google Earth.

We did try Garmin's Blue Chart app on the advice of a cruiser in La Paz, but found those charts weren't as good.

It seems all chart sets for Mexico are based on the old DMA charts last available to the public in the 1990s, and on surveys circa World War I done by the US Navy. These charts are out-of-date, inaccurate, and off-datum by up to miles. If you use them with the navigation techniques of the day compass bearings and hand-plotting — they work fine. If you use them with a GPS and rely on the result, grief might well ensue. The only GPS-accurate charts we have found are the Navionics, and even these have some 'personality issues'.

We also download the appropriate Coast Pilot or Sailing Directions in PDF in iBooks, and have that at hand as well, with the appropriate page 'open' in the app.

As Latitude does, we use charts and chartplotters as an aid supplemented by our eyes, sounder, radar, and a healthy fear of the hard edges of the sea, no matter where we are sailing.

To enable cockpit use of the iPads and iPhones, we use LifeProof waterproof cases, and a Ram suction cup mount on the back of the iPad. We are able to see it from the helm or from the cockpit seats by adjusting the mount. Avant has no cockpit canvas, so protection is required. We alternate between the two iPads as their charges wane, so one is below at the chart table charging while the other is in the cockpit in use. We find that we swap every 4-6 hours. We did get an overheating glitch when one iPad said it was too hot and shut down. Oddly, this was in Canada before we left, when the iPad was in direct sun for a few hours, and we didn't see this in Mexico. As the iPad is a multi-use device, it's handy to have a camera, video camera, and so forth, also instantly at hand.

> Rob Murray Avant, Beneteau First 435 Vancouver, B.C.

Rob — If you'll read a few letters down, you'll learn that



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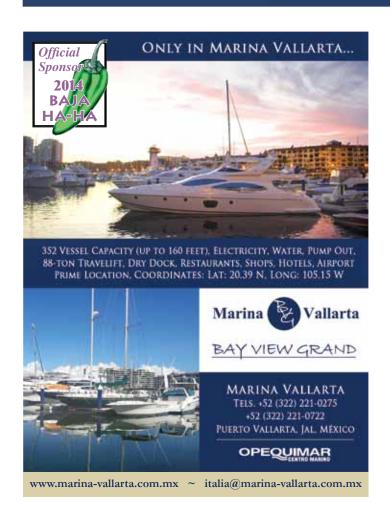
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## **LETTERS**

GPS-accurate charts are available for Mexico. By the way, you were right, our Navionics charts only had the base data. We know the coast so well that we didn't realize we didn't have the complete detail. Now we know better.

### **↑ UI FORGOT, IT WAS ALL ABOUT THE MEMORY**

I read *Latitude*'s iPad navigation article in the July issue and, having recently had issues with that system, thought I would weigh in.

I went digital in 2013 with Navionics on my iPhone 5 for the San Juan Islands. We liked it so much that we decided to also get an iPad version. My wife's iPad2 was a Wi-Fi-only version. After a bit of research, we realized that the Wi-Fi-only version of iPad2 does not have a GPS chip built in. We decided to add a Bad Elf external GPS to it. It's been good, although not quite as fast as the iPhone when it comes to satellite refreshes.

On our way to Nanaimo this year, ultimately heading for Desolation Sound, we realized a bit late that when you download a Navionics app, it doesn't automatically include all the charts — as it did on my iPhone version last year. So for the last couple of hours in Trincomali Channel headed for Dodd Narrows, we were back to paper! You also want to make sure that you have a way to charge your device underway, as the GPS uses a lot of battery power.

After finding a USB mini-adapter for the Bad Elf, and charging the iPad at the Nanaimo YC, we downloaded the complete set of Navionics charts for the area and off we went.

I was again surprised when, north of Ballenas Islands, the iPad stopped showing our position. Bashing north in Georgia Strait with heavy chop and 15-20 knots on the nose is not the best place to sort out digital issues. So we were back to having to use the iPhone, which I had also loaded with the same Navionics package.

Snug in beautiful Tribune Bay on Hornby Island — 70-degree seawater, shhh, don't tell anyone — I started using my iPhone to check the blogs for an answer to why my iPad wasn't updating positions. Finally the cause of the problem hit me — memory! Navionics uses a lot of memory, and I had forgotten to delete the once-opened pages on the iPad for weeks. Here's how to do that:

- 1) From the home screen, double-click the home button to unveil the 'open' pages still in memory.
- 2) Swipe to delete all the old stuff. You are just deleting the items in memory, not the icon or app.
- 3) Shut down the iPad completely, with the button on the side top; wait five seconds; then restart. This resets the available memory.
- 4) Close and reopen the Navionics app, which allows it to read the available memory.

Once we did that, it was like magic, as our iPad2 Navionics app was working again. We like the program a lot, but feel there should be more warnings along the way to remind users of critical items before departing their Wi-Fi connection!

Ira & Alisa Spector Enchantment, Roughwater 33 Gig Harbor, Washington

Ira and Alisa — Thanks for the tips. We had lots of things still 'open' in memory that we weren't aware of.

"Should be more warnings . . ." We think that applies to a lot more devices than iPads. Take Phantom drones, for instance.

 $\uparrow \Downarrow$  WHEN COMPANIES COMPETE, THE CUSTOMER WINS

In the July Latitude you mention using Navionics with an

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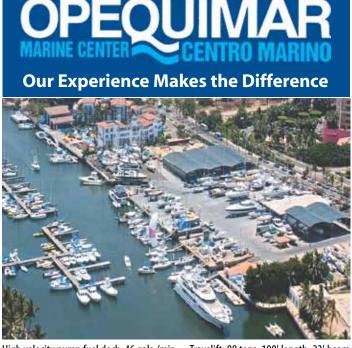
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## **LETTERS**

iPad for navigation, and some of Navionics' shortcomings. You might also consider the Garmin Blue Charts app for the iPad. The charts aren't very expensive, and they would provide a good comparison.

I haven't cruised Mexico with Blue Charts yet — I'll be doing that this coming season — but I ran the Navionics charts



Garmin's Blue Charts are also available for iToys.

on my Raymarine e7d and the Garmin Blue Charts on my iPad side-by-side this past season in the Bahamas. Hands down, the Garmin Blue Charts were better than the Navionics charts. At least in the Bahamas.

Looking at the Garmin charts for Mexico, I see that Garmin at least shows the Tres Marietas Islands. One other benefit to the Garmin Blue Charts is the integration of Active Captain, so you get to see comments on many of the anchorages. The Active Cap-

tain database is stored locally on the iPad, so it's available even if there is no internet. If you have Internet, Garmin Blue Charts also shows GRIB files.

Eric Mears Makai, Leopard 4700 Angelus Oaks

Eric — If you're a dummy like us, and only have the Navionics base data, the Tres Marietas won't show up. They do on the complete program.

We'll look into the Garmin Blue Charts, but as was noted in a previous letter, at least one user of Blue Charts and Navionics thinks the latter is better, at least in Mexico.

One thing we don't like about Navionics and Blue Charts is that they cram such diverse areas onto the same app. After all, how badly do West Coast sailors need East Coast charts, and vice versa? Filling the memory of one's devices with data you don't need doesn't make much sense to us.

### **↑ || STUCK IN 2007**

During the seven years I spent cruising in Mexico, all the chart programs were off because they used charts made around 1900, give or take a few years. The latitude was generally correct, but not the longitude. The longitude was generally off by about a mile, and in some places up to two miles. The longitude error uniformly showed the land farther west than it actually is.

The only place were I found both the latitude and longitude off was at Isla Isabela, the nature reserve about 40 miles west of San Blas. The island is about a mile south and a half mile east of where it is shown on the charts.

The least amount of error appears to be along the outside of Baja. The greatest amount of error is along the mainland coast of Mexico, and the farther south you go, the worse it gets.

The Mexican government realized this problem and several years ago did a new survey of all Mexican waters, and issued new charts for all of Mexico. Copies of the new charts can be ordered from Mike and Shelly at La Paz Yachts, and perhaps Seabreeze Books at Pt. Loma.

Chuck Losness Hale Moana, Gulfstar 41 Puerto Escondido, Mexico





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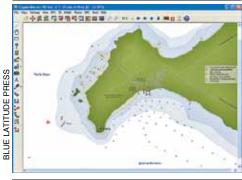
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## **LETTERS**

Chuck — You sound as though you've been as out-of-date as we have. The fact is that GPS-accurate charts have been available for the Sea of Cortez since at least 2007, and mainland Mexico since at least 2010. Check out the following letter.

### ↑ UYOU WANT ACCURATE CHARTS OF MEXICO? GOT EM!

Has Latitude checked out our electronic charts for the



Blue Latitude's GPS-accurate electronic charts are very impressive.

anchorages of the Sea of Cortez and the Pacific Coast of Mexico? We have about 130 GPS-accurate electronic charts for the harbors and anchorages. These are original harbor charts, and rely on the same data we collected while working on and updating our

Sea of Cortez and Pacific Mexico guidebooks. I've attached a couple of screen shots for some of the popular anchorages from iNavX on the iPad. The waypoints refer to the ones in our guides.

Our charts aren't meant to replace the smaller-scale charts such as Navionics, CMAP, and so forth, but rather to supplement them with larger-scale charts for the harbor with the accuracy and detail that has been lacking in the past. Everyone who has been using the charts for the past couple of years tells us they've been very pleased, and to date we haven't had any errors reported.

We are sponsors of the Ha-Ha again this year, and Heather and I will have a booth at the Kick-Off Party the day before the start in San Diego. We'll have guides and electronic charts for sale, with a demo of the electronic charts. The electronic charts are less than \$30 for both the Sea and the mainland.

Shawn Breeding Blue Latitude Press www.bluelatitudepress.com

Readers — We've seen the Blue Latitude Press electronic charts, and they're pretty impressive. By the way, Latitude 38 and Blue Latitude Press have no connection with each other.

### **↑** FROM THE TOWN THAT BROUGHT YOU THE B-52s

Remember the Freya 39 Gypsy Warrior, which was com-



'Ember' when she was ashes.

pleted from a hull by Sebastopol's Rick Gio, and taken to the South Pacific numerous times? Well, she burned and 'went to Rome' five years ago. I came across her in what were going to be her final hours before some lead-hungry keel-cutters were go-

ing to tear her apart to get at the 10,000 lbs in her belly.

Gypsy Warrior was listed for sale, but with execution day on the horizon, there had already been aggressive scavenging. Twenty minutes aboard was all I needed to convince myself

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## **LETTERS**

that she was too far gone, a project way out of my league. So as you probably guessed, a few weeks later I forked over 12 large, plus five month's berth rent, and began attacking the over-



The 'after' shot says it all.

head fiberglass with an angle grinder as if there were treasure inside. I'll spare you the gory details of the next 15 months, but suffice it to say that Willmington is the kind of place where you gain weight by simply breathing.

In any event, on

May 6, what became *Ember* splashed anew in Alamitos Bay, and within hours was bashing through four-foot chop and 25-knot headwinds under power to anchor in the lee of Long Beach's Island White. We spent two days tuning the rig there before heading to San Diego via Catalina.

I've pieced together some scraps of her history from *Latitude*'s archives, and from the blog that Joe Houska kept during her years as *Detour*. But it seems I'll have to find Rick Gio to know the full truth. If he's still out there, I hope he'll contact me at *coletaylor15@hotmail.com*.

Cole Taylor Ember, Freya 39 Athens, Georgia

Cole — Congratulations of biting off more than you thought you could chew, but still being able to digest it.

### **↑ LATITUDE SAYS "DON'T FIGHT THE WEATHER"**

After a year-long journey and adventure of cruising in the Caribbean on my Beneteau 36 'scouser, it's finally time for us to return home via the Panama Canal. My question is what would be the best time of year to make my passage from Panama to Central America and Mexico, and then the rest of the way to California.

I've already made it back to Panama, just in time to avoid hurricane season in the Caribbean. I was hoping to get my boat through the Canal within the next 10 days to try to make my way up to California before the Baja Bash starts up at the end of October.

By the way, I loved sailing in the Caribbean, especially in the BVIs, and particularly Virgin Gorda. It was unlike any kind of sailing I've ever experienced in my life. God, I didn't realize water could be that clear! My year in the Caribbean was a totally amazing experience — although I should have taken the Wanderer's advice, as I took a pretty bad beating trying to cross from the coast of Colombia to Aruba. As great as the Caribbean is, I'm dying to get back home to the Bay. I miss the sailing there and all the Bay has to offer.

Steven Thomas 'scouser, Beneteau 36 Sausalito

Steven — The biggest weather obstacles in getting from Panama to San Francisco, in our opinion, are lightning and tropical storms/hurricanes. The summer and fall are the worst times of year from Central America up through mainland Mexico for lightning and torrential rain — to say nothing of humidity. It's the same for tropical storms and hurricanes. So while it's certainly possible to make it from Panama to San Francisco at that time of year, it usually means a much less pleasant trip,



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## **LETTERS**

and an increased risk of potential weather problems. We don't recommend it.

The Dalai Lama, our good South African friend who has run sail and powerboats for many years, was asked by the owner of the 90-ft boat he runs to take her from San Diego to the Bahamas starting in late July. That meant he'd have had to confront tropical storm dangers in both the Pacific and Caribbean. "I'd quit before I'd do that," said the majestic Dalai. Mind you, he's not adverse to taking risks. For example, he not only towed a 20-ft inflatable across the Atlantic behind the big Jongert he was running, he did it five times.

The Baja Bash doesn't 'start' at the end of October, as it's pretty much a year round phenomenon. We think the times of year with the best weather windows for coming up the coast of Baja are November through January, then May through July. But it can be good at any time of year, and it can be nasty any time of year. But if you can be patient, you can almost always have a good Bash.

### **↑** WHERE IN THE WORLD IS MY HIN?

Can you give me any guidance on how to get a HIN (Hull Identification Number) on an older boat? You'll remember that a number of foreign-owned boats were impounded in Mexico last year for not having such a number.

Our boat is a 1973 Cal 46. I suspect she may have been laid up in 1972, before boats were given HIN numbers, and launched early in 1973. There is no evidence of the number and none of the archive paperwork shows any HIN. Jensen Marine, the builder, is long gone.

Do you have any suggestions as to how to secure such a number? I'm hauling in two weeks and would like to properly etch it into the transom for next year's Ha-Ha.

Bill Wilson Jubilee, Cal 46 Sausalito

Bill — We're pretty confident that all Mexican officials now realize that U.S. boats as old as yours were never given HIN numbers. Many foreign boats still don't get them.

Some boatowners have requested, and gotten, a new document from the Coast Guard that has "No HIN number" written on it. Others have adopted their document number as their HIN number, and used a Dremel tool to engrave that number into their transom. Mexican authorities accepted that as a HIN number last year.

If you do one or both of the above, and have all your other paperwork in order, we're confident you won't have a problem. Thanks to new TIP (Temporary Import Permit) forms and new procedures, we don't expect a repeat of last year's fiasco.

By the way, there are some boatowners — ourselves included — who still have the now very old 20-year Temporary Import Permits. These are still good, but since a new and much more official looking one only costs about \$50, and can be gotten online, we're getting a new one. We recommend that others with very old TIPs do the same.

### **↑** #THE TEMPORARY IMPORTATION OF REPAIR PARTS

One of the ongoing, repetitive, problems for cruisers in Mexico has been getting replacement or repaired parts into Mexico after the boat is already there. Sometimes you can bring them in as part of your luggage, while at other times customs at the airport wants to collect duty

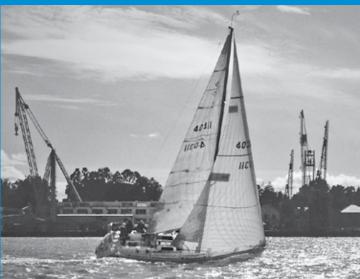
There was a procedure where you could register your broken equipment with customs when you left the country, and were then able to bring the replacement into Mexico duty





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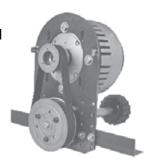
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## **LETTERS**

free. I have tried this, and it involved spending a couple of hours trying to explain the law to Mexico officials, both before leaving and when returning. A couple of times I didn't have a problem. Another time I was told, "Too bad, we still want duty on the repaired part you brought down with you."

An item in the August *Sightings* mentioned a new form: "Register of the Temporary Importation of Merchandise destined to maintenance and repair of the temporarily imported vessel." Do you know if this form will eliminate the problem? From the title, it sounds as if it could be just what cruisers need. A long time ago you could bring items with you, or even have them shipped, marked with the name of the boat and 'Yacht in Transit', and it eliminated any problems. Hopefully this new form will take us back to those days.

Bill Lilly Moontide, Lagoon 470 La Paz, Mexico

Bill — Neil Shroyer of Marina de La Paz reports "the Mexican government has created a new form for the temporary importation of items for repair or maintenance of temporarily imported foreign vessels. It limits items that can be imported to those that can be identified individually by way of serial number, model number, etc. Consumables like paint, nuts and bolts, and so forth can no longer be brought without paying duty." We'll have the link to the new form in the next issue. We hope the word of the form gets passed on down to the Customs officials.

There's an even bigger change that about 95% of people with boats in Mexico need to know about and act on. From now on, all "Mobile Accessories" — be they a dinghy, Jet Ski, motorcycle, or helicopter — must be listed on a boat's Temporary Import Permit. If not, that accessory or those accessories are in the country illegally and subject to duty if not fines. You have a dinghy? You need to get your TIP updated by going to the Banjercito.

When you get your TIP updated, you will also have a chance to correct any errors, such as in the HIN number (or lack thereof), engine serial numbers, misspellings, and what have you. Bring all your supporting paperwork. It will cost you \$51, and the expiration date will be the same as the old one. But let's not have any whining, because it's not that much money, and it's not harassment, but rather the Mexican government getting its act together. Actually, we'll allow whining if there isn't a Banjercito — military bank — in a town or city near your boat.

If you are coming to Mexico for the first time, when you get your TIP, which we presume you'll be doing online, make sure all the information is correct, and that you've included your dinghy and outboard. And helicopter, if you have one.

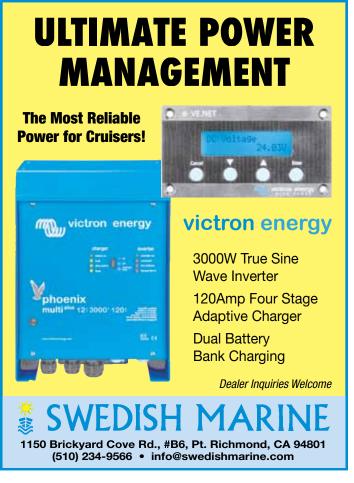
There are also changes in U.S. law that will affect cruisers heading south to Mexico. A new change in United States banking rules means checks drawn on U.S. banks can no longer be cashed by banks or financial institutions outside the United States. So don't expect to go into a Mexican bank with a U.S. check and hope to cash it. They won't do it.

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.







## **SIGHTINGS**

## wrong place at the wrong time

Ben Neely, 61, of Stockton is not the sort of sailor who would call for help at the first sign of a rain squall. In fact, he didn't even call for help early last month when his home-built, 42-ft double-ender *Walkabout* was overrun by Hurricane Julio while en route to Hawaii. A former commercial fisherman, he subscribes to the attitude that "If you find yourself in a dangerous situation offshore, it's probably your own fault."

Having jumped off from Long Beach in mid-July, *Walkabout* was only 308 miles away from making landfall at Lahaina, Maui when Ben received a text message from his girlfriend via his DeLorme



Ben and Lee Neely had seen rough seas before, but nothing quite like Hurricane Julio. While en route to Hawaii, they spent several torturous days in the storm's grasp.

InReach satellite communicator that Hurricane Julio was headed his way — with a vengeance. Aboard with Ben were his son Lee, 22, and Mike Vanaway, also 22. They were told the storm had reached Category 3 strength — winds above 96 knots or 11 mph.

A buddy of Ben's on Maui sent info via the DeLorme device about the storm's track. Because its original

northerly trajectory would take it well west of *Walkabout*'s position, Ben decided to heave to and let the torrent pass them. With no means of obtaining GRIB files or other sophisticated weather updates, though, he didn't realize until it was too late that the monster storm had begun arcing to the east, as if hunting *Walkabout* like prey.

Ironically, up until that point this had been Ben's mellowest ocean crossing ever. In fact, seas were flat for the first eight days with very light winds. In addition to his commercial fishing days, Ben had spent plenty of time offshore. One memorable voyage was a cruise to Australia and back that he made with his parents and sister when he was a teenager. Lee, an ex-marine, is also a waterman, but this crossing was Mike's very first sailing trip.

Despite their trying to sail away from Julio, the eye kept getting closer. "Eventually," Ben recalls, "it just dragged us along with it." He explains that for two or three days the three men holed up mostly belowdecks waiting for the fury to pass. With the intensity of the wind and waves, water crept in through hatch gaskets and elsewhere, soaking their bedding. They were "miserable" but safe enough inside the heavily laid-up fiberglass and Airex hull. "We had the stays'l up with the helm hard over," says Ben. "That worked well until the wind got up to about 80 or 90 knots." At that point they trailed warps of line and a drogue, which set *Walkabout* so she was taking the frothy waves on her canoe-stern's quarter.

"The waves must have been about 25- or 30-footers. But what got us was a rogue." Late in the afternoon August 10, this enormous wall of water from a contrary direction crashed down on the big sloop's 4-by-5-foot cargo hatch — built of teak 2-by-4s — and stove it in. "I'd estimate we had about 8,000 gallons of water in the cargo hold where the boys had been living." It was at least waist-high, and had swamped not only most of their possessions, but also the engine and battery banks. The men grabbed buckets and bailed feverishly for two hours before they got most of the saltwater out. Overboard with it went clothes, computers, a TV, you name it — all of which was ruined and blocking their progress toward the bilges. Everything on deck had been swept clean, including the liferaft.

continued on outside column of next sightings page

### don't miss our

As the summer sailing season winds down this month, you'd think that the crew at *Latitude 38* would be slowing down too. But actually we'll be kicking off the fall cruising season with our Mexico-Only Crew List Party & Baja Ha-Ha Reunion on Wednesday, September 10.

The party will be held at Encinal YC in Alameda from 6 to 9 p.m. Just as last year, it will be preceded by a free Mexico Cruising Seminar led by managers of marinas in Mexico from 4 to 6 p.m.

The seminar will cover topics such as safety, timing, weather, provisioning,



## **SIGHTINGS**

## crew party fiesta

paperwork, health care, navigation — and even fishing! The organizers, Dick Markie of Paradise Village and Geronimo Cevallos of Marina El Cid, will treat the first 100 participants to a free beer.

As in years past, Sal's Inflatable Services will be on hand in the afternoon too, conducting an in-the-water liferaft training session from 3:30 to 5 p.m. Sign up before September 5 to pay the discounted price of \$49, or \$60 thereafter. Reserve your space or get more info by calling Sal's at (510) 522-1824, or email

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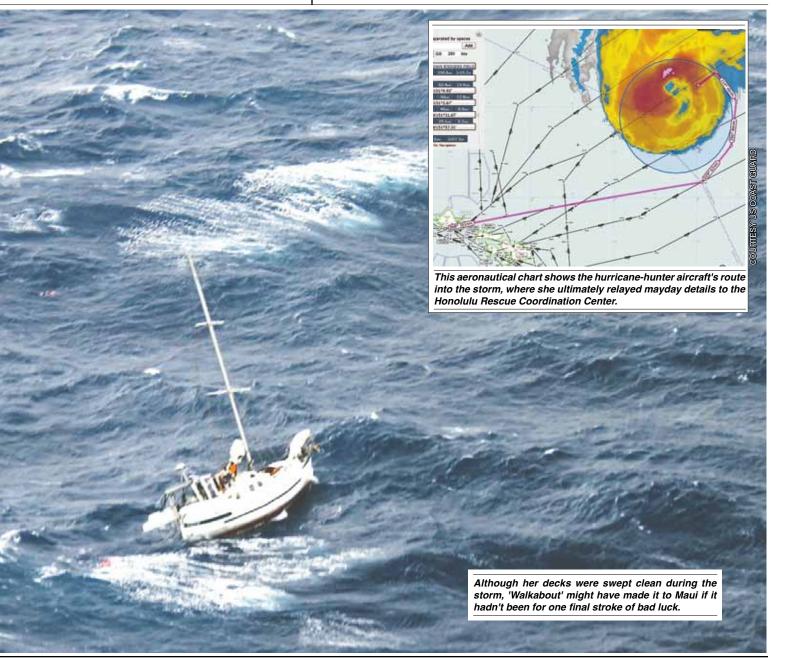
### walkabout — continued

Despite the chaos, both Ben and Lee thought they could still ride out the storm and eventually sail on to Maui. The mast was still up, they still had sails, and their steering gear was functional. Mike, on the other hand, was understandably terrified. His instincts told him to push the SOS button on the DeLorme unit, and doing so put in play the second phase of this drama.

When word of the mayday reached the Coast Guard, they dispatched their closest asset: a specialized hurricane-hunter aircraft called *Teal 76* that was monitoring the storm from within its eye. The flight crew descended to low altitude to take a look, and were able to raise *Walkabout* via VHF.

Although he may regret it now, Ben agreed to a rendezvous with a container ship so that poor Mike could get off. But he made it clear

continued on outside column of next sightings page



## **SIGHTINGS**

### walkabout — continued

that he and Lee would stay with their sturdy craft. She had been built by Ben's parents for a cruise that, sadly, never came to be, and Ben had later customized her for a cargo-carrying venture he had in mind.

Although the storm was still raging, it was diminishing when the 780-ft container ship *Manukai* arrived, well after dark. Due to *Walkabout*'s seawater-soaked batteries, her nav lights were very faint, which made the task of coming alongside her all the more challenging. Despite the captain's best efforts, the curved contour of *Manukai*'s bow caught *Walkabout*'s mast and dismasted her. Sadly, that meant game-over for the Neelys. With a waterlogged engine and no means of sailing, their only option was to abandon ship when the ship returned the next morning for a second transfer attempt.

By first light, conditions were relatively mellow, and the ship was easily able to slide alongside the battered sailboat with her cargo nets dangling so the weary survivors could scramble aboard. *Walkabout*, which was uninsured, was left to drift.

Ben, a civil engineer by profession, is now looking for work so he

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### crew party fiesta

sals in flatables@sbcglobal.net.

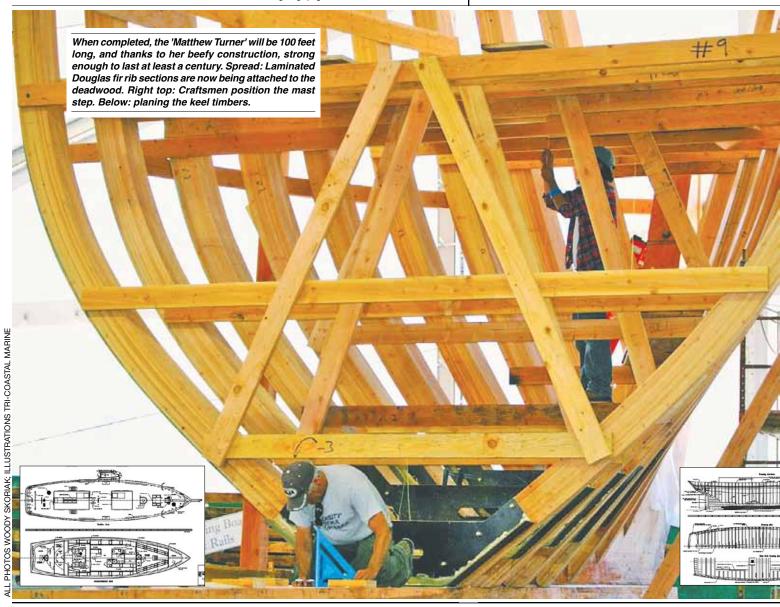
Then stick around for the Crew



Party itself, a great opportunity to meet like-minded sailors, find a ride to Mexico, or enlist crew

to help you sail your own boat. We highly recommend taking extra watchstanders on offshore passages as you'll get more rest, have more fun, develop lifelong friendships, and sail more safely.

Latitude 38 will provide munchies, name tags, door prizes, and a slideshow;



#### — continued

EYC's bar will sell drinks; and a host of Mexico cruising experts will be on hand to share their wisdom. All this for a measly \$7! Please bring cash for the door (exact change will help speed things along). As always, registered BHH 2014 captains and their first mates get in free.

If you're serious about getting a berth to Mexico, we also recommend bringing business cards and even sailing résumés.

You can get a head start on making crew connections by signing up on our free, online Crew List. Find it at www. latitude38.com/crewlist/Crew.html.

Potential Baja Ha-Ha skippers, remember that the deadline to enter the 2014 cruising rally will be September 15.

– chris







#### walkabout — continued

can eventually buy another long-range cruiser. Plus, he's considering writing a book about the ordeal. Looking back on the nightmare, one of his biggest regrets is that he hadn't found the funds to buy more sophisticated weather forecasting gear before setting out. He also wished he'd had sealed batteries and a 300-gallon-per-hour trash pump stored in a locker for just this sort of emergency.

Despite this tremendous setback, we feel pretty certain that the Neelys will be out sailing toward the western horizon again soon.

— andy

#### matthew turner takes shape

Of all the ports along the West Coast, none has a history more thoroughly wedded to maritime history than San Francisco Bay. After all, the City by the Bay evolved from a sleepy bayside town into

a thriving port city during the Gold Rush era thanks to the arrival of hundreds of sailing ships filled to the gunwales with crew and passengers from many nations — all of whom had big dreams.

So it's only fitting that the Bay Area, of all places, should have its own splendid wooden tall ship that celebrates the connection to our colorful maritime legacy. We're happy to report that such a vessel is now



taking shape in Sausalito, and, with any luck, will be launched in 2016. The build site, just inshore of Marina Plaza, is open to the public most days, so we encourage you to drop by and check out the massive timbers, intricately laminated ribs and fascinating working drawings.

On any given day, you might see head shipwright Franz Baichl and his crew of professional 'wood butchers' and volunteers transforming sustainably sourced materials into a masterwork of nautical art. The basic design of this 100-ft brigantine was inspired by commercial ships built by her namesake, Matthew Turner, in the post-Gold Rush era. They featured finer bow entries than competing designs of the day, had relatively flat sheer lines, and carried their cargo farther aft, which resulted in Turner's ships being the fastest West Coast cargo vessels of their period. For this project, Turner's designs have been adapted to meet modern Coast Guard regs by the engineering wizards at Tri-Coastal Marine of Richmond.

When completed, the two-master will serve as a floating platform for experiential education for both students and adults — and dramatically extending the offerings of the long-established nonprofit Call of the Sea. According to *Matthew Turner*'s mandate: "Programs will focus on marine ecology, sustainability, teamwork, leadership and the rich maritime history of the Bay Area." In addition to sail-power, the ship will employ an innovative regeneration scheme, whereby props spinning while sailing will recharge battery banks that can supply electricity for 'house' functions, as well as propulsion via twin electric motors. Very cool indeed.

So drop by and have a look. And if you feel inspired to pull out your checkbook and make a donation, we're sure it will not be refused.

— andu

## a shark sneaks up from behind

Hood River Yacht Club's Double Damned is so named because its race course covers 36 miles between two dams on the Columbia River, with the start at Cascade Locks, Oregon, and the finish before The

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#### sneaky shark — continued

Dalles Dam. This year, six boats trailered up from Northern California and five came down from the Seattle area to compete with the locals on August 9.

Among the competitors of note was Morgan Larson, skipper of



Grand Prix sailor Morgan Larson took a break from Extreme racing to shake his Moore 24 'Bruzer' loose on the Columbia River, his adopted home waters.

Alinghi's Extreme 40 catamaran. (Remember Alinghi? That Swiss team that lost the America's Cup to Golden Gate YC?) When he's not topping the leaderboard in the Extreme Sailing Series — he currently leads that series by two points after five events - the Santa Cruz native likes to play with his buddies in the Moore 24 fleet. He and wife Krista sail the spruced-up Bruzer, which won the Double Damned in 2008-2011. Bill Erkelens' Richmond YC-based Wylie Wabbit Jack broke the winning streak, topping the results in 2012 and '13. Jack didn't make the trek this year, but two Wabbits traveled up from RYC - Simon Winer's Syzygy and Colin Moore's

Kwazy. David Bentsen's Weta trimaran made the haul up from RYC, too.

Moore 24s from the Bay Area included *Ruby*, sailed by Hogin Sails' owner Steve McCarthy, and John Gray's *Immoral*. Scott Walecka's *Adios* hailed from Santa Cruz.

But sneaking up behind the fine sailors in the lead, just waiting to take a big chomp out of them for the past two years, has been a Shark. Gay Morris's 24-ft *Fayaway* hails from Corinthian YC of Edmonds, WA. A 2,200-lb. Hinterhoeller design, the Shark's handicap rating is 231, compared to the Moores at 150 and the Wabbits at 144. A Shark is capable of what racers call "death from behind."

Last year, painfully light wind gave the Shark a chance. Morris and crew took it, correcting out to second place. Conditions this year, which went from light to moderate and back to light, were such that Fayaway had a chance to move up to first — and that's exactly what happened.

Two fast 30-footers, Eric Nelson's Henderson 30 *Gardyloo* from Tacoma and Lance Staughton's Farr 30 *Bat Out of Hell*, sailing for the hosting club, finished ahead of the rest, at 4:46 p.m. *Syzygy* came in a minute later, followed by *Kwazy* and *Bruzer. Fayaway* finished at 5:34, and once the math was done, the slowest boat in the race turned out to be the fastest.

For complete results and more info on the one-of-a-kind Double Damned, see www.hoodriveryachtclub.org.

- chris

#### around the world on a 24-footer

Ever since Joshua Slocum became the first person to sail alone around the world in the late 1890s, the challenge of solo circumnavigating has stood as the ultimate challenge for self-sufficient sailors. But few would even consider doing it in a boat smaller than Slocum's

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#### fast lap

This eighth edition of the Sevenstar Round Britain and Ireland yacht race was one for the record books. In a race that happens only once every four years, we're likely never to see another edition of the race like this one with such picture-perfect weather conditions to allow the fleet to eclipse nearly every course record on the books.

But that's not to say that it was easy. With reports of carnage, attrition and gale-force conditions both upwind and down, the 1,800-mile course around the British Isles lived up to its reputation as one of the most challenging offshore races on the planet.

We reported online that Sidney Gavignet and crew onboard the MOD 70 Musandam-Oman Sail broke Banque Populaire V's outright course record by a



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#### round the isles

scant 15 minutes. Since then, however, we've also seen the course's monohull record, the 60-ft-and-under record, the 40-ft-and-under record and the all-female crew record all get shattered. First up was the monohull record set by Ian Walker and his Abu Dhabi Ocean Racing team with a time of 4d, 13h and 10m, breaking Franck Cammas and Groupama's record by well over a day.

More important was the warning shot across the bow that Walker and crew have issued to the rest of the Volvo Ocean Race fleet in handily winning this pre-VOR showdown. (The next edition of the Volvo Ocean Race begins next month.)

This year's RBI race not only saw speed records broken, but crew and size records as well. No doublehanded crews had ever

continued in middle column of next sightings page

#### webb chiles — continued

Spray, a 36-footer.

One who has accepted that challenge, however, is five-time (mostly

solo) circumnavigator Webb Chiles, now 72. As reported earlier, Webb's choice of boat for this rounding is the venerable Moore 24, Gannet. As always, Webb has been advancing around the globe with little fanfare since leaving San Diego May 20. But he checked in recently from American Samoa with this report:



Webb takes a respite in Neiafu, Tonga.

moa with this report: "I made Hilo, Hawaii from San Diego in 17 days, almost all under only mainsail and 110% jib because my new asym-

continued on outside column of next sightings page



#### webb chiles — continued

metrical was not properly made and the head pulled away from the gennaker furling-gear swivel. Then a week later to Honolulu, where I had the sail repaired and running backstays put on *Gannet's* semicustom mast at the suggestion of Buzz Ballenger, after I asked him about sailing the boat under headsail alone.

"I left Honolulu after two weeks and had a hot and wet sail south to Apia, Samoa, crossing the equator under sail for the 14th time. I remained in Apia for a couple of weeks before sailing to Neiafu, Tonga, which I reached on August 8, after a very hard sail against headwinds that were supposed to decrease, but didn't."

Such ambitious voyaging is certainly not for everyone. But if anyone is cut out for the challenge, it's Webb. Self-sufficient to the core, he doesn't believe in carrying an EPIRB, reasoning that if he gets into trouble it's his own fault, and he wouldn't want anyone to risk his or her life trying to save him. What a guy! Will a book result from this lap around the planet? We certainly hope so.

— andy

#### fast lap

completed the RBI race before, but that's changed as three two-up crews of hard-core Corinthian sailors have now tackled the course on Beneteaus. First to finish, and establishing a new doublehanded course record, and record for the smallest yacht to ever complete the race, was the Figaro II, *Rare*, followed by the division-winning First 36.7 *Lula Belle*, which lost its engine and thus charging abilities more than 500 miles from the finish. She finished with jury-rigged running lights. Each crew was forced to hand-steer on watch, solo, for the last three days.

Not setting any course records but running away with the prize money and the hardware was the globe-trotting ('13



#### — continued

Transpac and Sydney-Hobart vet) Ker 51 *Varuna*. With a world-class crew that included sailors the caliber of Spaniard Guillermo Altadill, the sinister-looking, flat-black Jason Ker-designed IRC boat is becoming a thing of legend in her seemingly-endless campaign for global domination. Thumping the entire fleet to win IRC Overall by 10 hours, *Varuna* collected a \$20,000 shipping voucher from race sponsor Sevenstar Yacht Transport.

The crew wasted no time in cashing it in to ship the boat to Malta for the upcoming Rolex Middle Sea Race. Well played, *Varuna*, well played. (See more at: roundbritainandireland.rorc.org/)

— ronnie simpson





#### sad end for a bay area icon

The final chapter in the history of one of the Bay Area's most distinctive vessels was written last month, as the 70-ft ferrocement schooner *Aldebaran* was broken up in Sausalito and carted away in dumpsters. After sailing the Bay for decades — often in flamboyant style, with her crew decked out in pirate garb — she ran into a Pt. Richmond seawall last year when returning from a Fourth of July fireworks cruise. Owner/skipper Hayden Brown, then 77, simply made a momentary navigational error during the approach to his homeport channel, which he'd entered countless times before.

Brown built the ferrocement hull during the 1970s at Alviso Slough, alongside her sistership, schoonerman Alan Olson's *Stonewitch*,

and continued to refine and upgrade her for many years afterward.

The night of the mishap, Coast Guardsmen retrieved all 19 passengers and crew without injury. But because securing property is outside the CG's mandate, the challenge of securing the vessel was left up to Hayden and his wife Fern. The big stays'l schooner sank that night, as she had been holed in two places, and she sat on the bottom for three weeks before she could be refloated. Unfortunately, she was not fully insured.



fore she could be refloated. It took years to build 'Aldebaran' out of steel-rein-Unfortunately, she was not forced ferrocement, but only a day to crunch her up.

Due to the projected cost of repairing and refitting her, the Browns eventually transferred ownership to a new owner last fall, undoubtedly with heavy hearts. The schooner's new steward had her hauled out on the railway at Sausalito's Bayside Boatworks, where her bottom was successfully repaired. But an exhaustive list of interior repairs and replacements still lay ahead. When the new owner died last December, his two college-aged kids became *Aldebaran*'s new owners, but the prospect of restoring her was way beyond their means.

Naturally, the cost of disposing of such a stout vessel privately would also have been substantial. Fortunately, though, the young owners were able to turn in the schooner for destruction at no cost to them thanks to several state-funded grants. A special heavy-weight excavator had to be brought in to break up the steel-reinforced ferro hull, bite by bite.

There are, of course, derelict vessels that would be too cost-prohibitive to restore in most, if not all, marinas in the Bay Area. If you own one — and it's become an albatross around your neck — you might consider scrapping it through the Vessel Turn-In Program (VTIP) that is funded by grant money from the California Division of Boating and Waterways. The guy to talk to is Richardson's Bay Harbor Administrator Bill Price (415-971-3919). He'd much prefer that you choose to have your derelict boat crunched up, rather than for you to sell it cheap on Craigslist, and have it show up on the Sausalito anchorage as yet another unseaworthy floating home for illegal liveaboards.

— andu

#### around the world before 80 years

In May we reported that the intrepid Jack van Ommen of Gig Harbor had purchased a new Naja 30 Fleetwood to replace the Naja continued on outside column of next sightings page

#### before 80 — continued

30 he'd sailed to 51 countries in nine years on nothing more than the social security checks he received. Many readers will remember that the now-77-year-old lost his original Fleetwood in the Balearic Islands while trying to cross the Med in a storm last November.



Jack van Ommen

Originally Jack had planned to set sail from the Pacific Northwest at the end of summer for South America, his long time goal. "I have changed my plans," he reports, "and will be delaying the trip by one year. I still need a few more Social Security checks to buy equipment — such as a life raft, electronic navigation, EPIRB — before sailing offshore again. I have received financial and gear help from many friends and relatives, so the list is slowly shrinking. Last week I got to try out my Monitor windvane, and it worked well.

"My new Fleetwood is in all aspects a better built, better outfitted boat than my old one, so she sails better and closer to the wind. So I'm

delighted, and can't wait to make new discoveries on this new-to-me boat. Currently I have moorage and live aboard in the exceptionally attractive Arabella Landing Marina in Gig Harbor, but I'm about to leave on a three-week sailing vacation to the San Juan Islands of the U.S. and the Gulf Islands of Canada.

By spending the winter in the Pacific Northwest, I should be able to concentrate on finishing the English and Dutch versions of *Soloman*, the book about my nine-year sailing adventure that ended with the loss of my boat late last year. I also plan to study for my Ham radio license, which will make it easier and less costly for me to send and receive email through the SSB radio.

"One of my main reasons in writing *Soloman* is my desire to spread that word that you don't need a lot of money to have a fulfilling life cruising the world." Van Ommen cruises on less than \$1,000 a month.

If anyone is interested in donating money or gear to what we at *Latitude* have found to be one of the most inspiring low budget cruisers, they can contact him at *www.cometoseaus*. But don't buy him an EPIRB, because it's going to be *Latitude*'s pleasure to provide him with one.

— richard

#### an unusual opening?

Here's something you probably haven't seen very often, particularly if you don't travel to London. We're referring to the 800-ft long,



120-year-old Tower Bridge of London, a combo bascule and suspension bridge, opening up to let a sailing vessel through. At least we were led to believe this was a rare occurrence by a British woman who announced to all within earshot, "I haven't seen them open the bridge in years."

The truth of the matter is that it's opened about 1,000 times each year, and at no charge, even for recreational vessels. The operator just needs 24 hours' notice.

Why anyone with a pleasure yacht would want to go farther up the Thames River than the Tower Bridge is beyond us, as the last good place to stop is St. Katherine's Docks, just shy of Tower Bridge. In the 1880s, St. Katherine Dock, along with Hay's Wharf,

from where this photo was taken, were the undisputed centers of world trade, home to the making of fabulous fortunes. A greater icon

continued on outside column of next sightings page

#### five challengers

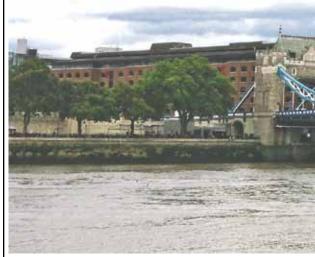
With the August 8 entry deadline having passed, the Kiwis got off to an early lead in the 35th America's Cup by being the first to formally announce they are in for another go at the Cup. Challenges from Sweden's Artemis Racing, Italy's Luna Rossa (trying for the fifth time), Ben Ainslie's British team and Team France, led by Franck Cammas, Olivier de Kersauson and Michel Desjoyeaux, have also been officially accepted.

Organizers have the option to admit late entries too.

Ahead of the AC match itself will be the America's Cup World Series, raced in venues around the world in 2015 and 2016. Teams will have the chance to host



One of the coolest places a cruiser can berth in Europe is St. Katherine Docks in the heart of London, just a few minutes' walk from the iconic Tower Bridge. The lovely green hull above is the immaculate 72-ft 'Germania'.



BOTH PHOTOS LATITUDE / RICHARD

#### for ac 35

AC World Series events at their choice of venues. A challenger series will eliminate all but one of the five teams, which will then face off with Oracle Team USA in the America's Cup Match, to be held in 2017.

According to the latest statements from the America's Cup organization, the final venue for the 35th America's Cup will be either Bermuda or San Diego. The decision should come before the end of the year. If it's San Diego, racing is expected to take place inside the harbor this time.

These five challengers will make two more than in San Francisco last year, but is seven shy of what would be a really kick-ass international America's Cup.

— richard & chris

#### unusual opening — continued

of London than The Gherkin, the Cheesegrater, and the Walkie-Talkie combined, the Tower of London is a few miles upriver from the historic Canary Wharf, the Royal Naval Observatory (which is the home to the Prime Meridian and the keeper of Greenwich Mean Time), and the Thames Barrier.

We have some beautiful and interesting bridges in Northern California, from the Golden Gate to smaller bascule bridges up the Delta, but we think everyone will agree that none has the enduring Victorian Gothic charm of the Tower Bridge. Certainly not that soulless structure that was recently built from Yerba Buena to the East Bay.

Fun Tower Bridge fact: Foreigners so often confused the colorful Tower Bridge with the bland London Bridge, that it's become urban legend that when developer Robert McCullough bought the London Bridge in 1968 for shipping and reconstruction at Lake Havasu, he wrongly believed he was buying the Tower Bridge. McCullough denied it.

richard



#### like a bad penny

Like a bad penny, Russell Perdock just keeps turning up in North Bay news report.

As reported here and in 'Lectronic Latitude posts, on April 26, 2006 the former Lake County sheriff's deputy was allegedly driving his speedboat at 40-50 mph — well beyond what could possibly be considered safe on a dark night — when it slammed into the O'Day 28 sailboat Beats Workin' II, mortally wounding Lynn Thornton and injuring other crew. But much to the astonishment of many Lake County residents and outside observers, Perdock was never charged with a crime. Instead, crewman Bismarck Dinius was, as his hand was on the tiller of the slow-moving sloop at the time.

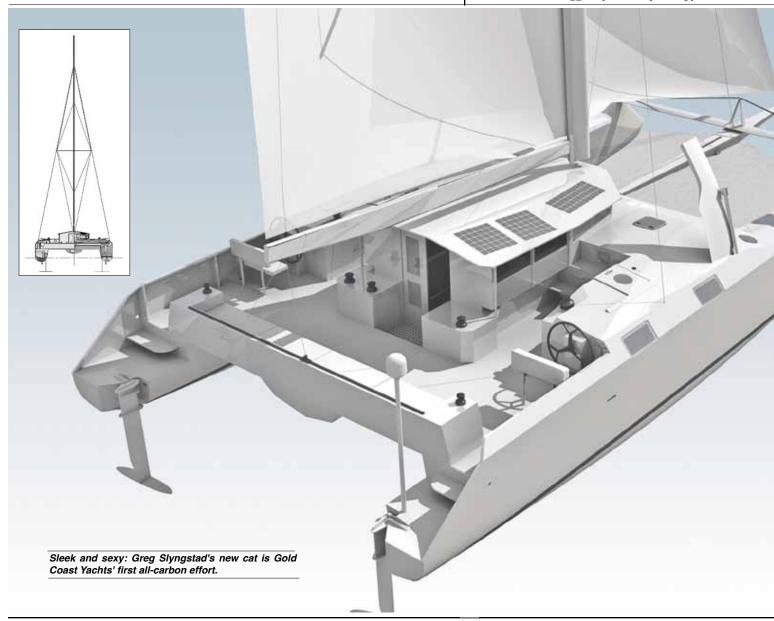
The incident quickly evolved into one of the most highly controversial and widely publicized cases ever within the realm of West Coast boating. Ultimately, Dinius was acquitted of all charges in August 2009 after a protracted legal battle that cost him hundreds of thousands of dollars in legal fees, lost him his job and put tremendous stress on

continued on outside column of next sightings page

#### important news

Of all the gear you might pack in your seabag when flying off to join a sailing cruise, your PFD is arguably the most important. If you prefer the inflatable variety, read on. Not surprisingly, hand grenades, plastic explosives and fireworks are not permitted in either carry-on or checked airline luggage. This from the Transportation Security Administration (TSA). However, you may be surprised to know that lifejackets fitted with CO2 cartridges are officially permitted in both checked and carry-on bags.

That's good news for sailors in transit, of course, but we suspect not all gate agents and flight attendants know this rule. So we suggest you carry a copy of



#### for fly-in crew

the TSA's brochure on prohibited items, which can be downloaded from this site: www.tsa.gov/sites/default/files/assets/prohibiteditems\_brochure.pdf

The exact verbiage is: "Carbon Dioxide Cylinders in a Self-Inflating Life Jacket: Up to two in life vests and two spares. The spares must accompany the life vests and be presented as one unit.

One word of caution though: We have no idea if baggage checkers for flights originating in foreign countries abide by these rules. When in doubt, we suggest using the tried-and-true method of unscrewing the CO2 cartridge, and leaving the whole works in your checked luggage.

andy



#### bad penny — continued

his family. Later, Perdock was canned by the Sheriff's Office and Jon E. Hopkins, the district attorney who prosecuted Dinius and refused to prosecute Perdock, was not re-elected.

In July 2012 Perdock was appointed to the Lake County Fire Protection District board of directors, even though, according to the Lake County Record-Bee, he had never worked as a volunteer or professional firefighter.

But now Perdock apparently craves more of the limelight, as he is one of seven candidates running for two vacant seats on the Clear Lake City Council, with the election to take place November 4.

— andu

#### a racer's ideal cruiser

Greg Slyngstad, owner of the Seattle-based J/125 Hamachi that won her division in last month's Pacific Cup, and graced the cover of August's Latitude, confirms that he's having an all-carbon, Paul Bieker-designed, 53-ft catamaran built at Gold Coast Yachts in St. Croix, US Virgin Islands. Gold Coast has built something like 100 large cats, most of them for the day-charter trade. This will be their first all-carbon effort.

Slyngstad, who grew up in Campbell and is one of the most active racers on the West Coast, describes his new boat as a "super-fast cruising cat." At 53 feet and just 12,000 pounds, she should be a

screamer. Check out her step / inverted bow. We've never seen anything quite like it. "The idea behind it is to reduce windage and panel size," Slyngstad told us recently.

Both Slyngstad and Bieker, who is based in Seattle, are "awe-some in their own way," according to Gold Coast cofounder Roger Hatfield. "Greg's life story is the envy of many as a .com creator, and Paul is considered a genius by all who hang out around him. Eric Jolley, working with Paul, has done some incredible design work. We are happy to be involved!"

Hatfield explains that the unique cat will have a very high power-to-weight ratio, and yet be able to sleep up to 8 guests!" Although she may never completely

Lesle RICHTER / www.ROCKSKIPPER.COM

Greg Slyngstad's J/125 'Hamachi' won her Pac Cup division and was chosen as 'Latitude's August cover girl.

fly a hull, but "the foils that Paul became famous for during the AC72 races [in San Francisco Bay] will help her skim the surface on one hull "

Slyngstad says, "Once the boat is launched, the plan is to keep her in the Caribbean for at least a couple of years. My wife and I have done a lot of sailing in the Caribbean and we love it — and events like the St. Martin Heineken Regatta and Voiles de St. Barth. So we'll be doing both of those and other events for a few years, as well as fast cruising with friends."

The current schedule calls for the boat to be launched in March or April next year. The Heineken is slated for March 5-8, while the Voiles de St. Barth will take place April 13-18. Slyngstad says it would be nice to be able to do both of those events, but he's had enough experience with boats to know that a whole lot of things would have to come together perfectly for that to happen. We wish him luck with the launch date, and the exciting new cat.

— richard & andy





## YRA SECOND HALF OPENER —

After jibing around the Point Bonita buoy (2.4 miles west of the Gate), each navigator was free to pick his own line for the 13-mile run through the Central Bay, beneath the Bay Bridge, and down the Estuary to the Encinal YC. As seen in the opening spread, there were two mid-Bay wild cards that day: 137 Laser sailors were buoy racing off the Cityfront in their Nationals competition, while dozens of six-person outrigger canoes

were ferociously paddling to and from Alcatraz in the Round the Rock Alcatraz Challenge. Amazingly, the SHO fleet managed to avoid them despite one canoe's flipping and her six crew having to be rescued by the Coasties.

Skies were gray all morning in the Central Bay, but gave way to brilliant sunshine by the time the fleet reached the Estuary. Although there were a few wind holes southeast of Yerba Buena, the breeze held for most boats all the way to the club, where a live band, several food booths and two kegs of free beer were waiting.

Not surprisingly, the fleet's only two multihulls — Peter Stoneberg's Pro-Sail 40 cat *Shadow* and Chris Harvey's













## POINT BONITA BLAST

F-25 tri *Mojo* — clocked the fastest times around the course. But probably no one was smiling more broadly on the Encinal YC lawn that afternoon than Kame Richards. His late-'70s-built Express 37 not only clobbered his one-design competitors by more than 21 minutes, but corrected out to first in fleet among the monohulls. Kame's secret? Carrying the #1 all the way around despite occasion-

ally being overpowered.

John Clauser of the 1D48 Bodacious+—the second mono — was also beaming: "It's not every day that we can beat the RP 44 Tai Kuai," he said. The two boats swapped their division's lead several times during the long Bonita beat, with Tai rounding first and finishing well ahead, but not far enough to overcome her handicap.

As mentioned earlier, some of the closest racing was among the J/111s, with Aeolus edging out Dick Swanson's Bad Dog by only 29 seconds, while Dorian McKelvy's MadMen nipped at the Dog's heels. The Express 27s also had a tight race. Dan Pruzan's Wile E. Coyote crossed the line with a clean sevenminute lead, but Paul Deeds' Magic Bus squeaked into second place only a mere second ahead of John Rivlin's Peaches.



Top row, left to right: 'Shadow' blasts east; 'Double Digit' picks her line; 'Aeolus' leads the J/111s; 'Harry' and 'Lelo Too' work toward Bonita. Second row: 'MadMen' chasing 'Bad Dog'; 'JetStream' glides past The Rock; 'Jeannette' goes deep; a hail from 'Mudshark'. Bottom row: the Santana 35 'Ahi' and Schumacher 30 'Shameless' roar toward the finish; busy day at the Encinal YC docks; trimming for speed aboard 'PnuemAddict'.

— all photos erik simonson / wwwpressure-drop.us











## YRA SECOND HALF OPENER

All in all, it was a great day on the water — and a spirited celebration ashore. This was, after all, a Party Circuit race.

Twenty-nine boats turned up for Sunday's windward-leeward buoy races,

staged in the South Bay, with the faster divisions sailing three laps and the slower ones completing only two.

The final Party Circuit shindig will

take place September 27 and 28, hosted by the Corinthian YC, with courses in the vicinity of Alcatraz and Angel Island. Will we see you there?

- latitude/andy

#### SECOND HALF OPENER RESULTS

Complete results at www.jibeset.net

#### YRA 2ND HALF OPENER BONITA RACE (8/2)

J/111-1) **Aeolus**, Rob Theis; 2) **Bad Dog**, Dick Swanson; 3) **MadMen**, Dorian McKelvy. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Snowy Owl**, Jens Jensen; 3) **Stewball**, Bob Harford. (6 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan; 2) **Magic Bus**, Paul Deeds; 3) **Peaches**, John Rivlin. (9 boats)

PHRF 1 (< 33) - 1) **Bodacious+**, 1D48, John Clauser; 2) **Tai Kuai**, R/P 44, Dan Thielman; 3) **Deception**, SC50, Bill Helvestine. (6 boats)

PHRF 2 (33-86) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Popp; 3) **Jarlen**, J/35, Bob Bloom. (6 boats)

PHRF 3 (87-125) — 1) **Chimera**, Little Harbor 47, Grant Miller; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (9 boats)

PHRF 4 (126-149) — 1) **Elusive**, Olson 911, Charlie Pick; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Luna Sea**, Islander 36, Dan Knox. (7 boats)

PHRF 5 (150+) — 1) **Siento el Viento**, C&C 29, lan Matthew; 2) **Harry**, Newport 30 II, Richard Aronoff; 3) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

PHRF NON-SPINNAKER — 1) **Truant**, Swan 38, Laurie & Galen Bolard; 2) **Seascape**, Ericson 32-3, Michael Bender; 3) **Aquaholic**, Catalina/Morgan 381, Ryan Sabin. (3 boats)

SPORTBOAT — 1) **JetStream**, JS9000, Rob Blackmore; 2) **Frequent Flyer**, Farr 30, Stan Phillips; 3) **Centomiglia**, Flying Tiger 10, Mark Kennedy. (4 boats)

SHORTHANDED — 1) Racer X, J/105, Rich Pipkin; 2) Pegasus, J/35, Mark Sykes. (2 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg; 2) **Mojo**, F-25C, Christopher Harvey. (2 boats)

OVERALL — 1) Shadow; 2) Mojo; 3) Golden Moon; 4) Bodacious+; 5) Aeolus; 6) Bad Dog; 7) MadMen; 8) Tai Kuai; 9) Swift Ness, J/111, Nesrin Basoz; 10) JetStream. (64 boats)

YRA 2ND HALF OPENER BUOY RACE (8/3)

J/111 — 1) MadMen; 2) Aeolus; 3) Bad Dog. (6 boats)

EXPRESS 27 — 1) **Levitation II**, Larry Levit; 2) **Libra**, Sergey Lubarsky. (2 boats)

PHRF 1 (<33) — 1) **Bodacious+**. (2 boats) PHRF 2 (33-86) — 1) **Jarlen**; 2) **Mintaka 4**; 3)

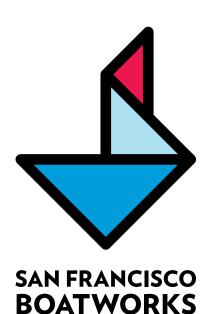
Ohana, Beneteau 45F5, Steve Hocking. (4 boats) PHRF 3 (87-125) — 1) Ahi, Santana 35, Andy Newell; 2) Shameless 3) Chimera. (6 boats)

PHRF 4 (126-149) — 1) Luna Sea. (1 boat) PHRF 5 (150+) — 1) Siento el Viento; 2) Lelo Too. (2 boats)

PHRF NON-SPINNAKER - 1) **Seascape**. (2 boats)

SPORTBOAT — 1) **Centomiglia**; 2) **Frequent Flyer**; 3) **Ragtime**, J/90, Trig Liljestrand. (3 boats) SHORTHANDED — 1) **Pegasus**. (1 boat)





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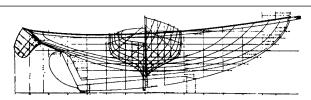


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## PACIFIC PUDDLE JUMP RECAP —

With its entry roster eventually swelling to 258, more boats signed up for the 2014 Pacific Puddle Jump than ever before, making it second only in size to the Atlantic Rally for Cruisers, the largest trans-ocean sailing event in the world.

To be clear though, we use the word 'rally' loosely to describe the Puddle



While sipping coconut water, Lewis of 'Eleutheria' shows his intricate body art.

cause unlike the ARC, the Baja Ha-Ha and other big rallies, the PPJ has no concrete starting day, no committee boat, no daily roll call and no cost to enter. Entrants depart from various points along the West

Jump, be-

Coast of the Americas during a fourmonth period.

The common thread between them is that they all will eventually converge on the same dreamy archipelagos of French Polynesia, the first stop on their island-hopping tour of the South Pacific. You might say that the Puddle Jump does provide 'prizes', though; experiential prizes like cooling off under a waterfall at the end of an ancient Marquesan hiking trail, or relaxing at anchor in the turquoise lagoon of a Tuamotan atoll, where the water is so clear that you can

Every year passage-makers send in shots of Fatu Hiva, in the Marquesas, and we're always amazed by its beauty.

watch kaleidoscopic parrotfish swimming around your anchor on the sandy bottom below.

During the two decades that we've been reporting on the Puddle Jump, news about it has spread far and wide, evidenced by the fact that sailors registered at www.pacificpuddlejump.com this year from at least 24 countries. (Check out the full list on the website.)

No doubt many of them did so in order to take advantage of a program we facilitate with a Tahitian yacht agent who offers clearance in and out, access to duty-free fuel and bond exemptions, all for a very reasonable fee. Without this exemption non-EU citizens must deposit the cash value of an air ticket home in a Polynesian bank until the day they clear out — it's an insurance policy of sorts for the government, but cruisers regard it as

"'Kattu' likes to go fast, but we constantly had to rein her in because of the rough sea state."

a royal pain. (This year's agent, Tehani of Tahiti Crew, got rave reviews by the way, even though it was her first time dealing with the Puddle Jumpers. By June, she had processed paperwork and performed other services for more than 160 boats.)

Registered Jumpers are also invited to attend our annual send-off parties at the Vallarta YC in Nuevo Vallarta, Mexico and at the Balboa YC in Panama. Both events combine educational seminars with mix-and-mingle socializing.

alk to cruisers from 10 different Puddle Jump boats, and you're likely to get 10 very different assessments of the rigors of the crossing, from wind and weather to breakage and state of mind. Even boats that leave from the same port only a few days apart often experience substantially different wind consistency—or lack thereof. Needless to say, boats with easy access to GRIB files and other weather resources generally have a more pleasant time than those who don't.

But there are always wild cards thrown into the mix in the muchcontemplated doldrums, or ITCZ (Intertropical Convergence Zone), an ever-changing band of oftenunsettled weather that lies between the northeast and southeast trades.

Where to cross it is a subject of endless debate and pontificating in sailors' bars as well as on ocean-crossing nets. Some boats report motoring across it in a couple of hours, while others report several days of squally weather with occasionally high winds. One truth that's born out anecdotally each season is that if you're going to see any high (aka scary) winds on this crossing, it will probably be within the ITCZ. As you can see on the table of crossing data on page 92, the highest gusts reported by survey respondents were 45 knots, with the average being closer to 30. In fact, in any given year, before departing many Jumpers will be worried about facing heavy weather, but when we meet up with them in Tahiti they complain about not having had enough strong breeze. Bottom line, it's more or less a crap shoot. The best advice we've ever heard about it is to be prepared for the worst, and simply deal with what you get.

Boats jump off from various ports in Mexico and Central America — plus a few sail from Equador, Chile, Peru and California. But the greatest numbers always leave from Puerto Vallarta and Panama, with many of the Panama starters stopping off at the Galapagos along the way. From there, or from PV, the distance to French Polynesia is roughly 3,000 miles.

When you read the answers to our survey questions, you might think



## ACCESSING THE ARCHIPELAGOS



Shot with a GoPro on a boat hook, we suspect, Captain Max passes the time taking a midocean selfie aboard 'Fluenta.'

the respondents are talking about two completely different oceans. The range of comments illustrates how different one passage experience can be from another. Needless to say, boat size and type come into play here also. The following is a sampling of experiences.

How did your passage-making experience differ from your expectations before the trip? Were there any surprises?

Rockstar: "The surprise was inconsistent wind. It was more uncomfortable

"It exceeded our expectations — no pirates, no cyclones, no Moby Dick attacks."

than we expected. But, we believe that was because we chose to leave from Costa Rica."

Laragh: "We had a lot more wind and associated seas in general than the name 'milk run' would have led us to believe."

Exodus: "The ITCZ wasn't very clearcut. I was expecting to know when we were in it, but it seemed to be a mystery. We were in it, then we weren't, then we were in it again. Thankfully, we never

had dead calm, just very squally periods to contend with."

Bangorang: "Since the weather was generally pretty good, in many ways the passage was easier than expected. On the other hand, I was surprised by the subtle differences in weather and sailing tactics that came into play each day. We changed and adjusted sails every day. We had a great passage, and aside from a couple dozen squalls, we experienced mostly broad reaching in

10-20 knots."

Romany Star: "We never saw any serious weather and were able to avoid most squalls, so it was an easier passage than we expected. The incidence of a second ITCZ south of the regular one was unexpected — and unfair!"

Mintaka: "The only surprise was having pretty benign weather in the ITCZ - almost no squalls."

Manureva II: "The Pacific is a much calmer ocean than the North Atlantic."

Luckness: "The passage went much easier than I expected. The surprise for me was how well the ITCZ crossing went."

Kattu: "Kattu likes to go fast, but we constantly had to rein her in because of the rough sea state. Also, the conventional wisdom on routing did not work well for us."

Pamela: "It exceeded our expectations — no pirates, no cyclones, no Moby Dick attacks."

Evenstar: "Our autopilot breaking was a big surprise. We hand-steered 2,700



Wahoo! Fish was on the menu this night aboard the big cat 'Moana Roa'. Cruising kids get an education in the school of life.

miles of the trip from the Galapagos. My two teenagers stepped up big time, taking watches and sharing the driving."

They say a long crossing is often a balance of highs and lows. What were some of the high points, or low points, of your crossing.

Tatoosh: "Balance? More like a roller coaster. Crossing the equator and getting into the southeast trades were among the biggest highs. The definite low was losing the starter on the engine. Crossing the doldrums we hit 0.0 knots through the water, with the current pushing us southeast at 1.5 knots. We had no steerage and were at the mercy of the elements.'

Rockstar: "The low points were rain

After weeks at sea, it's great to get out and stretch your legs on a Marquesan trail. The views are often spectacular.



## PACIFIC PUDDLE JUMP RECAP —

squalls in the middle of the night (on the Captain's shift) and the sea state throwing the boat around for days on end."

Laragh: "Highs — Sunsets and sunrises, whale dolphins, nearly landing several big fish, and seeing another yacht that we knew out there after seven days. Lows — Trying to cook with ingredients jumping all over the galley. Tiredness changing a normally good-humoured skipper into a cranky bollux."

*Exodus:* "Some of our highs were catching yellow fin tuna and having sashimi snacks, rainbows and sunrises at sea, skipping school to bake cookies, crossing the equator, and Tricky the dolphin who would barrel-roll on command.

"Some of our low points were getting caught by a 45-knot squall with too much sail up, being in the south equatorial counter-current, and having to run

the generator so much because of the autopilot."

Eleutheria: "Highs for Alyssa: showers. Highs for Lewis: ice and SOG over 6

"The highs were flying the spinnaker in 20 knots of wind and making 250 miles in 24 hours."

knots. Lows: leftover seas and no wind two days out of Zihua and the unbearable heat of running the engine through the humid doldrums."

Bangorang: "We were all pollywogs (first-timers) and crossing the equator

under sail was a high."

Romany Star: "The high point was leaving Mexico and reaching the deep blue of the open ocean."

*Novae:* "The highs were beautiful starry nights, and the lows were the thunderstorms in the ITCZ."

Manureva II: "The highs were flying the spinnaker in 20 knots of wind and making 250 miles in 24 hours. The lows were winds forward of the beam."

*Kattu:* "Low points were taking five days to transit the ITCZ with winds directly from the south, and being hove-to in a gale for three days around  $10^{\circ}$  south of the equator."

Did you celebrate crossing the equator?









## ACCESSING THE ARCHIPELAGOS

Exodus: "We made silly crowns out of duct tape, gave toasts to Neptune, cut our hair and offered it to Neptune, swam in the ocean, and had a huge feast."

Bangorang: "We made offerings of coins from our home port, toasts with champagne and tequila, and commemorative scrolls for the memories."

*Novae:* "We supined the greenest sailor to the Neptune tribunal, and when convicted threw him to the sharks — then we all joined in."

*Kattu:* "We poured Neptune a glug of champagne and drank the rest, enjoying being newly confirmed shellbacks."

Can you remember the feeling you had when you first made landfall?

Tatoosh: "Yes, I was relieved and awestruck by the scenery in Taiohae Bay. Stepping ashore I was dizzy and promptly fell over."

Laragh: "Satisfaction and relief; a sense of achievement."

Exodus: "Euphoria."

Eleutheria: "You can smell the flowers on the island. Alyssa was ready for land a week before we saw Hiva Oa."

Bangorang: "Great! It was right where it was supposed to be! It suddenly no longer felt like it had been three weeks."

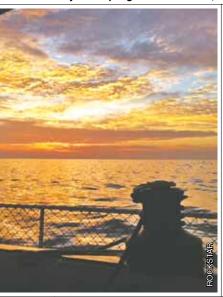
Pictures tell the story. Clockwise from upper left: equator antics on 'Pamela'; dolphins swim beneath 'Tatoosh'; another brilliant sunset; becoming shellbacks on the Wharram cat 'Kattu'; dad brings home lobster on 'Exodus'; the 'Qi' crew goofing with Daniel's Bay kids; 'Exodus' kids strike a pose; kayak sampling in the Gambiers; meeting friends along a tranquil road.

*Mintaka:* "It felt more like the end of a long road trip. The tedium was over, and we could begin to enjoy the destination."

Manureva II: "We made landfall at Atuono at 4 a.m., but the feeling of waking up in the morning with sun bathing the mountains of Hiva Oa was amazing."

Luckness: "I arrived in Nuku Hiva, but the first land I saw was Ua Huka. I saw it just before sunrise and it was awesome. As I neared Nuka Hiva I started seeing the details of the land — the lush forests and valleys, the enormous variety of shades of green as the light played over the forests. Entering Taiohae Bay was wonderful, a nice large anchorage with plenty of room surrounded by all that beauty. I loved every moment of it."

*Kattu:* "Grateful to be alive, and have the boat in one piece. Definitely a feeling of major accomplishment! Looking











## PACIFIC PUDDLE JUMP RECAP



"Ah, here I am," says Sally from 'Cygnus'. She was one of many crew who caught a 3,000-mile ride to Polynesia's awesome archipelagos.

forward to sleep, fresh food and cold beer — in reverse order!"

## What advice would you give to future Puddle Jumpers?

Tatoosh: "No matter how much preparation you do, you cannot cover all the bases. Be confident in your ability to deal with adversity in its varying forms."

Rockstar: "Take as many crew as possible. Having even one extra sailor makes a huge difference to shifts, morale and conversations. When provisioning in Central America load up on non-perishables and alcohol."

Laragh: "Know yourself and your crew well."

Exodus: "Track your departure weather window yourself in addition to getting advice from others. We left when

everyone said there wasn't enough wind, but our own analysis told us there would be, and we were ready to go, so we left. We had a fine passage."

Eleutheria: "Get the long stay (six month) visa for French Polynesia. The standard three months is way too fast. And bring more booze; a bottle of whiskey is worth almost \$100 when trading in the islands."

Romany Star: "Provision for morale as well as nutrition — night watch needs cookies! Carry a spare autopilot, or at least spares of the parts likely to break. We carry three electronic

autopilots in addition to our windvane. That leads to restful passages."

Mintaka: "While there are risks to the adventure, they are manageable with good preparation. So, prepare as well as you can, accept the risks, and go."

Manureva II: "If you haven't made a long passage before, then it is hard to prepare mentally. Take something that you can

work on for at least two to three weeks. I brought a French language course with

a lesson every day."

Kattu: "This is one serious ocean. You can't expect trade wind conditions of the sort you read about. You might have them, or you could get clobbered most of the way like we did."

Pamela: "Jump early and often. Put aside all the fears. Life is short."

If Puddle Jumping sounds like a challenge you'd like to take on, check out the passage data table below and see more info on the website. Signups for the 2015 crossing season begin in November at www.pacificpuddlejump.com.

— andy



Bob Cadranell (center) demonstrates that you don't have to be young to be silly. He and the boys sailed 'Tatoosh' home via Hawaii.

#### 2014 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Bog Make	captaillen	Boat Sone port	Departed Fro	un Landfall & Da	je Day <sup>e</sup>	of Xing	Equator X LC	ingine Hours	24 Hours 24	Hours Spec	ed Caught ish Caught	Breakage & Wins	
Bangorang	F-P 42 cat	Colin & Wendy Gegg	Ventura, CA	PV, 3/21	Hiva Oa, 4/11									
		Joe Lavash								.89 nm35 k	k7au	topilot, solar	charge controller	, fuel
Flouthoria	Tartan 37	L Allen & A Alexopulos	Redwood City CA	7ihua 3/10	Hiva Oa 4/5	25 2	070 1201	/ 110 hre	140 nm		0 ( )/		p, whisker pole, r	
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	•	Brown-Shaw family	•											oriou tour
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		D Hennessy & B O'Regan	•									•		and the
•		, ,								autopi	lot drive, bea	arings in stee	ring column failed	d, laptop died
Luckness	Pacific Seacraft 37	Craig McPheeters	Seattle, WA	PV, 3/11	Nuku Hiva, 3/31	202	2,700 131W	/0 hrs	152 nm	107 nm35 k	kN/Ano	thing broke!		
Manureva II	Voyage 58 cat	Paul Scott	Nevada City, CA	Galapagos, 4/21.	Hiva Oa, 5/14	15	. N/AN/A	A50 hrs	250 nm	160 nm30 k	k5lea	aky seal on e	ngine fresh water	r pump;
										genset impell	ler issues; hi	gh capacity a	alternator on one	engine failed
Mintaka	Ingrid 38	M Bennett & R Rogin	Salt Lake City, UT	PV 3/15	Hiva Oa, 4/9	26 2	2,949 129W	/50 hrs	161nm	.79 nm N/A	۱de	ck light wate	r intrusion	
	•	Stefano & Helen Piviali		. •								•		
		D Maggard & P York												
		Jeff & Amber Lim									•		d; broken spin pol	le end
		Paul Moore & B Wagner												
Tatoosh	80-tt Custom Seaborn	Bob & Molly Cadranell	Seattle, WA	San Diego, 5/1	Nuku Hiva, 5/27	26 3	3,339 129W	/3 hrs	176 nm	.52 nm 40 l	k7ou		ed, sprang clutch ter, refrigeration c	•

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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!

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



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## BAJA HA-HA PROFILES, PART I —

ver its 21-year history the Baja Ha-Ha rally has been characterized in many different ways by those who've done it: It's a chance to start living out long-held cruising dreams; an opportunity to reinvent yourself; and an 'E' ticket on the merry-go-round of life. But the statement that rings true for the greatest number of Ha-Ha veterans is probably that committing to its starting day, October 27 this year, is a surefire way to make you quit procrastinating, cast off your docklines, and head south to the sunny latitudes of Mexico.

The folks you'll meet on these pages will be doing just that. As you'll read in the mini-profiles that follow (and in two additional installments in October and November), members of the 2014 fleet come from all walks of life, and the range

of their past sailing experiences varies as widely as the boat types they sail on. From luxurious half-million-dollar vachts to bare-bones fixeruppers bought for a song, they'll all be carrying their crews downwind, down-swell, and down-current, from San Diego to Cabo San Lucas, with rest stops along the way — as in years past — at Bahia Tortugas and Bahia Santa Maria.

By the time they complete the 750-mile 'course' to the Cape, they'll be smiling broadly with the satisfaction of having done something truly fulfilling — and they will have entered (or re-entered) the wonderful cruising lifestyle. With that intro we bring you the Baja Ha-Ha Class of 2014 (in the order in which they signed up.)

#### Talion — Gulfstar 50 Patsy Verhoeven, La Paz, BCS

Originally from Portland, Patsy has not only done more Ha-Ha's than any-



one else, she has sailed every leg of the course every year. No wonder she's the celebrated Reina del Mar. Perhaps because of toilet seats being left up in past Ha-Ha's, this year she'll be sailing with an allwomen crew.

#### Arluck III — Cabot 36 Wayne Peters, Vancouver, BC

Wayne, a 68-year-old retired executive, has owned Arluck for 15 years. Both he and the recently refit boat have crossed the Atlantic and sailed from Vancouver to Hawaii and Vancouver to

Alaska. When he gets his fill of Mexico, he will Puddle Jump to the South Pacific.

#### Quest — Golden Wave 42 Michael Thirkill & Cybele Abbett Brookings, OR

Michael, 58, a retired homebuilder, and Cybele, a symphony executive director, "have wanted to do something like this since we were kids, and now that we have each other and the boat, it's time to go." If they have a good time on the Ha-Ha, they'll continue. If not, they'll bash back home.

#### Family Circus - Lagoon 470 cat Tzortzis Family, San Francisco

Chris, 43, a retired sales associate, and



'Family Circus' showing their Ha-Ha spirit.

Heather, a 'domestic goddess', are embarking on their "mid-life adventure." They'll have some of their six kids, including Mykaela, 20, Tristan, 12, Lexi, 11, and Maia, 6, along, "as well as a chill attitude, roller-furling headsails, a gigantic genset, a dive compressor, and books for 10 years of home-schooling." If all goes well, they will Puddle Jump in 2015.

#### Champagne — Hunter 456 Tom Junod & Kim Hysni **Newport Beach**

Tom, 64, still active in sales, and

his wife Kim, a still-practicing lawyer, have sailed 5,000 miles locally over the last five years in anticipation of a 3+ year cruise. After starting with the Ha-Ha and



'Champagne'

cruising Mexico, during which time they expect to make lots of new friends, they As the Baja Ha-Ha fleet leaves San Diego's Point Loma in the rear-view mirror, the sailors' adventures have just begun.



plan to take their time sailing across the Caribbean and up the East Coast of the U.S. to Nova

Scotia.

#### Cavale — Cheoy Lee 44 Michael & Mary Tutty, Seattle, WA

"The Ha-Ha is the beginning of our new life!" say the couple, both of whom

are mortgage brokers. "We've owned Cavale for 20 years, but nobody would recognize her, as we've redone her from bow to stern." The couple has sailed from Se-



attle to San Francisco, but this time they plan to "stay gone."

#### Long Winded — Jeanneau 42 CC **Daniel & Marla Slattery** Chula Vista

Daniel, a just-retired furniture manufacturer and designer, and Marla, a retired administrative director, have been sailing Southern California waters for more than 50 years. Now they want to enjoy all that Mexico has to offer.

## LIVIN' THE DREAM



#### Wind Dancer — Hunter 466 Phil Helman & Desley Oliphant Pleasanton

Phil, 65, owns a business, while his wife Desley is a retired international marketer. "We've put this off long enough,"



'Wind Dancer'

they sav. They plan to sail south until the water is warm enough for swimming - that will be Cabo — and then decide what to do next. Previously, their

longest trip was to San Diego.

#### Abby Normal — Island Packet 41 Brad & Gay Gibson, Seattle, WA

Brad, 55, an attorney, and his wife Gay, a computer programmer, have both been sailing for almost 20 years, and have owned their current boat for six years. Brad has sailed from New Caledonia to New Zealand and Seattle to Skagway. They will probably sail home via Hawaii.

Third Wish — Norseman 447 Jeff Goldfarb & Carolyn Lambert Long Beach

Jeff, 54, a lawyer, and Carolyn, a teacher, admit to owning "the pretti-

est Norseman 447." She'd been built for the Annapolis Boat Show. "We're stoked about starting our cruising life with the Ha-Ha, because we



'Third Wish'

wanted to do it in the company of others." If they like cruising, they'll Puddle Jump in 2016.

#### Cool Change — Pacific Seacraft 31 Rick & Cindy Patrinellis, Coloma

Rick, 59, is a just-retired tech manager, while Cindy is a just-retired govern-



'Cool Change'

istrator. "Go small, go now, go complex," is their motto, as they've loaded the boat with cruising gear. Their latest addition is a Spec-

ment admin-

tra watermaker that they won at Strictly Sail Pacific earlier in the year. The Ha-Ha will kick off their cruising life.

#### Penelope —Hans Christian 38 Karl & Susan Gierga Portland, OR

Karl, 57, a machinist, and his wife Susan, a civil engineer, are both still working. Their boat has all the cruising gear — including five anchors. They've owned their boat for eight years, but so far have only cruised to Victoria, BC.

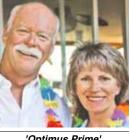
#### Kandu — Tayana V42 CC Rigney Family, Ventura

Eric, 57, is a motion picture executive, while his wife Leslie is an opera singer! Sons Bryce, 13, and Trent, 11, will be along, and they are hoping to meet up with other 'kid boats'. This is the start of the family's planned circumnavigation. Eric has already done two passages to French Polynesia and Hawaii.

#### Optimus Prime — Beneteau 49 Keith & Dana Jensen. Cameron Park

Keith, 59, retired from law enforce-

ment, has done three trips up to Monterey and back. Tim Cotter. also ex-law enforcement, will crew. After the Ha-Ha and a season in the Sea of Cortez, Keith



'Optimus Prime

plans to head to the sunny Caribee.

#### Plan Sea - Island Packet 45 Richard & Jenny Freeman Sioux Falls, SD

Richard, 61, a facilities manager, and Jenny, a secretary, jokingly want to apologize to their kids: "We're going to spend your inheritance cruising the world." Longtime sailors, the couple have owned their boat for six years and plan to "circumnavigate the Pacific."

#### Viking Mor2 — Morgan OI 41 Kenneth & Lori Lillo, San Diego

Kenneth, 66, and Lori, were both teachers. After retiring in 2007, they moved to San Diego to fully outfit their bare-bones Morgan Out Island. It took them seven years, but now she's ready to go. After sailing to Zihua, they'll head to La Paz, where they will make their home.

#### Impulse — Hunter 336 Chris & Cindy Corty, Portland, OR

Chris. 63. a retired landscape architect, and his wife Cindy, also a landscape architect, aren't sure how they'll get the boat home after a season in Mexico: via

## BAJA HA-HA PROFILES, PART I —

Hawaii, bashing up the coast, or putting Impulse on a ship. Son Doug, 31, an engineer on sabbatical, will round out the crew.

#### Freya - Cal 2-46 Steven & Cathy Straitiff, San Diego

Steven, 64, a retired high school science teacher, and Cathy, a library media specialist, will be assisted by George 'the Admiral' Robinson, a retired high school principal. The Straitiffs have sailed to Mexico before, but think it's time to "extend summer" by doing it with a "bunch of like-minded people." They'll bash home in the spring.

#### Starshine — Outbound 44 Patrick & Melodie Williams San Francisco

Patrick, 50, is a retired police officer who has already done the Ha-Ha four times, while Melodie, a retired RN, did



'Starshine'

last vear. The couple will be using the Ha-Ha to kick off "the next chapter' of their lives, which

the Ha-Ha

will be full-time cruising. Patrick's parents cruised their Passport 40 from 1991 to 1996. After cruising Mexico for a year, the Williamses will decide whether to go east or west.

#### Starfire — Islander 32 Jeff & 'Breezy' Delaney, Oxnard

Jeff, 27, is a web developer. He



'Starfire'

and his wife Breezy are "enthusiastic first-timers who have dreamed about joining the Ha-Ha for years." Dawn Brooks, a longtime sailing instructor, will be their

crew, along with their pug. After the Ha-Ha, the couple will head up to La Paz.

#### Nova — Catalina 42 Michael Pernitzke & Ina Tabak Los Gatos

Michael, 64, a retired lineman, has a joke that goes, "A lineman, a fire captain, an engineer, and a professor walk into a bar . . . "That's because there will be one of each on Nova. We'll have to hear the punch line later. A vet of the 1994 Pacific Cup, Michael has wanted to do the Ha-Ha a couple of times, but life always got in the way. He may do the Clipper Route back home.

#### Sisu III — Krogen 48 Trawler Ron & Janet Inberg, Seattle, WA

Ron, 65, and Jan are retired insurance brokers whose trawler will be



'Sisu III'

part of the biggest powerboat division ever in Ha-Ha history. Sisu is Finnish for 'guts and perseverance." Ron's grandfather, who arrived

in the U.S. via Ellis Island, impressed upon Ron the importance of those traits to Finnish culture, and thus the boat name. After at least a year in Mexico, they'll continue south and eventually head toward Florida and the Bahamas.



Meet the 'Pelagic' crew.

#### Pelagic — Hallberg Rassy 42 Bradford Family, Portland, OR

Michael, 47, is in real estate, while Amy is a biologist. They'll have their kids, Zander, 11, Porter, 9, and Anakena, 5, along. They are planning on a two-year cruise during which time they'll homeschool the boys. Michael has previously sailed from Seattle to Cape Horn to Easter Island and back to Chile.

#### Mana — Cape George 36 David & Holli Swanson, Ventura

David, 61, a contractor, and his wife Holli, a teacher, will be bringing two cats and two dogs along to keep things interesting. The couple will be starting the Ha-Ha on their 35th wedding anniversary. Having sold their ancestral home and having kids who aren't completely settled yet, they're working on trying not to worry about things they can't control.

#### Petrel — Annapolis 30 Dane Farber & Richard Fortman Sausalito

Dane, 61, an investor, took a powerboat to Mexico in 1994 and was "engulfed" by sailboats at Punta Eugenia. Seeing they were having more fun than he was, he bought a sailboat. Fun fact: Designer Philip Rhodes didn't like that the builder of the Annapolis 30 was ignoring his specs, so he got a court to stop production. Nonetheless, a previous owner did a circumnavigation with Petrel.

#### Miss Lorelei — Beneteau Oceanis 36 Michael Niggli, San Diego

Michael, 64, is an electrical engineer and realtor. His crew will have plenty of experience: Two graduated from the Naval Academy, one is a licensed captain, and the other has sailed for 36 years. After four or five months in Mexico, they'll bash home.

#### Destiny — Island Packet 36 Roberto Anima, Redwood City

Roberto, 67, a geologist and professor, exclaims, "We're finally going!" The sailor of 30 years will have a full crew, including a massage therapist. It will be Roberto's first trip to Mexico, but he's not worried about finding the way because *Destiny* has already been there. After spending some time in the Sea of Cortez, he'll decide what to do

#### Indigo — Pacific Seacraft 34 Bryan & Marya Lipiec Camp Pendleton

Bryan, 42, is a helicopter pilot, while Marya, is a marketing manager. "We've

been planning this cruise, something completely different, for 10 years," they report. "Since Bryan retired from the Marine



'Indigo'

Corps in May, we're all ready to go. We hope to do the Puddle Jump in 2015 or 2016."

## LIVIN' THE DREAM

#### Scoots — Able Apogee 50 Eric & Vandy Shrader, Belmont

Eric, 53, is a mechanical engineer, while Vandy is a writer. During



Vandy of 'Scoots'

Strictly Sail Pacific in 2008, they came up with a five-year plan to go cruising. "The time has come for the beginning of our grand adventure," they say. For *Scoots*, it's just a continuation, as the boat has been around

the world twice, as well as on additional trips to Tahiti and Seattle.

#### Papillion II — Pacific Seacraft 37 David Boyer, Vancouver, BC

David, 68, is a retired businessman. "The Ha-Ha sounds like a wonderful way to get down to Cabo," he says. But he has grander cruising dreams. After spending time in La Paz and Puerto Vallarta, he plans on doing the Puddle Jump in March

## Between Da Sheets — Beneteau 42s7 Rick & Sharon Seeber, Seattle, WA

Rick, 67, a retired engineer, and Sharon, a still-active "domestic engineer," will be doing the Ha-Ha "to say we did it." This will be the couple's longest trip. "We won't have to come home," they say, "because wherever we are, we'll already be there."

#### Double Docs — Pacific Seacraft 37 Thomas Balgooyen & Lucie Merkle-Balgooyen San Francisco

Thomas, 71, is a retired biologist, while Lucie is a still-active economist. They like the idea of being able to meet lots of other cruisers on the Ha-Ha. So far they have just done coastal California cruising, but their plans are to sail up to La Paz, then Puddle Jump in 2015.

#### Cockpit — Beneteau Oceanis 440 Renald Bouchard, Vancouver, BC

Renald, 54, is a contractor and owner

'Cockpit'



of the boat, but he'll have friend Marc Niewerth, also a 54-year-old contractor, serve as the skipper. Renald is relatively new to sailing, but says, "YEE HAAA for the Ha-Ha!" When he gets to Mexico, he plans to stay for awhile.

#### Saturna Spirit — Beneteau 411 Kat Blade & Gordon Schooley Vancouver. BC

Katherine, a retired manager, is listed as the owner of the boat. Husband Gordon, 60, will crew. "I'm a nauti-gal," says Kat. "I've been following the Ha-Ha for years, and we're finally jumping in." She's not sure what they'll do after a winter in Mexico, but she's already done a three-week trip in French Polynesia.

#### Impulsive — Outbound 44 Morris & Debra Adams, Seattle, WA

Morris, 55, is an electrical engineer, as is his wife Debra. They say their Outbound 44 is "a better sailor than we are." Most good boats are. "We're not going home," the couple advise, "as home is our boat and she'll be going to the South Pacific."

#### Opportunity 44 — Cat/Morgan 440 Miguel & Barbara Ramirez-Williams San Diego

Miguel, 61, a pilot/nurse practitioner, and his wife, an RN, intend to go where they only dreamed they could go. "By moving forward in life, we intend to 'validate reality'," they say. We're all in favor of that. They've done several long offshore passages, so after visiting La Paz, they plan to do the Puddle Jump.

#### Lea Scotia — Taswell 43 Bucky Jordan & Michelle Walker Seattle, WA

Bucky, 34, is a software engineer, while his girlfriend Michelle is a nurse. "We're looking forward to an escape from the land of cubicles and starting a new adventure," Bucky says. "I had delusions of doing last year's rally, but quickly realized things with the newly-purchased boat were going to take longer than I'd thought. Then I met Michelle and it took a bit of time to convince her to come along." They are thinking about doing a Puddle Jump.

#### Misjudged II —Hunter 460 Patrick & Laura Magers, Corona

Patrick, 64, is a retired Superior Court judge. His wife is a physician, but is not signed up as crew. Patrick has done the 2006 and 2008 Ha-Ha's as captain, and did last year's Ha-Ha as crew. He's also sailed to Cuba. After the Ha-Ha, Patrick and his wife intend to take their boat south to the Canal, then up to Cape Harbor, Florida. Patrick notes, "Florida is a state with no boat tax, no state tax, and no income tax."

#### Wayward Wind — Catalina 42 Bill & Kathi Gaffeney Huntington Beach

Bill, 69, is a retired attorney. His wife Kathi, an engineer, will fly down to Cabo to meet him. Bill and his two crew have already sailed to Mexico, but not on Wayward Wind. Bill and Kathi will cruise as far south as Zihua, 'commuter cruise' for awhile, then bash back at some time in the future.

## Iolani — Hughes 48 Barry & Sylvia Stompe San Geronimo

Barry, 55, a contractor, and Sylvia, a dress designer, both have lots of off-



'lolani'

shore experience. Sylvia, in fact, did a lot of sailing between the Caribbean and the Northeast, as well as the very first Ha-Ha, on Latitude's Ocean 71 Big O. Barry

tried to buy *Iolani* in 1990 before he met Sylvia, but was outbid, He and Sylvia bought the yawl "for a song" as a derelict 16 years later. They've since been rebuilding the entire boat in anticipation of the Ha-Ha and sailing to the South Pacific on a two-year jaunt.

#### Endeavour — Tatoosh 51 John Stephens & Tara Travers Arnold

John, 56, a retired firefighter, and Tara, an active RN, have sailed from Hawaii to California, but this will be their first time to Mexico. After cruising their big boat in the Sea of Cortez for awhile, they'll bash back to California.

#### Intuition — Tartan 3500 Don & Laura McLennan, Altadena

Don, 56, a semi-retired IT consultant, and Laura, an active attorney, say

"We're looking to expand our sailing horizons." Having done a passage to Hawaii in 2000 and the 2011 Ha-Ha, Don was inspired to share such an adventure with Laura. "Tartans



'Intuition'

are beautiful boats," he says, "perfect for the Ha-Ha and cruising the Sea of Cortez."

## BAJA HA-HA PROFILES, PART I

#### Ill-in-I - Cheov Lee 43 M/S Robert Taylor, Ventura

"I'm 63 and a retired firefighter, so I'll do whatever my wife, a retired National Park ranger, will let me do." Apparently that includes doing the Ha-Ha with three friends as crew, parking the boat in Mexico next summer, cruising more next fall, and bashing back in 2016.

#### \*Entrophy II — Ranger 33 Crumley/Svendsen Family **Bodega Bay**

Richard, 53, a retired park ranger, and his environmental educator wife



'Entropy'

Katja, are hoping to cross paths with other 'kid boats' as their four-yearold son Thorston has decided to crew

for them. After a six-month season in Mexico, they plan to bash back to Bodega

#### Sea-Esta — Acapulco 40 Trawler Robert & Sally Reynolds, Oxnard

Robert, 67, a retired Navy diver, and his wife Sally say, "Life is short, the tides

don't wait for anyone — tequila straight up!" While their boat might be slow, they note that Sea-Esta is "comfortable, paid-off — and has an icemak-



'Sea Esta'

er for the tequila." They've already been to Kodiak, Alaska and back.

#### Choisi - Krogen 55 Trawler Peter & Sara Gebhard Dartmouth, MA

Peter, 64, is a business owner while Sara is the "travel coordinator/domestic engineer." They are doing a 15-month, 8,600-mile trip from Alaska to Maine. They previously did a lot of sailing, participating in Bermuda races, deliveries from the Northeast to the Caribbean, and sailing from Turkey to Siciliy. This is there first trip 'on the dark side'.

#### Sparx — O'Day 37 **Bob & Greta Huntsman Fountain Valley**

Bob, 67, a retired television engineer, and Greta, a customer service as-

sociate, say their boat is their "happy place." Having cruised Southern California extensively with Sparx,



'Sparx'

which they've owned for 20 years, they say it's time for them to expand their horizons. Bob served on the USS Providence for four years.

#### Seaduction — Catalina 42 Mk II Dan Lawler, Holiday, UT

Dan, 68, a retired mortgage loan officer, did his first Ha-Ha in 2007 as



'Seaduction'

crew, "and it opened up a new world for me. I bought my own boat and did the 2008 and 2010 Ha-Ha's with her. I have now sailed almost 10,000 miles on my own boat, and have made great lifetime friends along the way."

He enjoys introducing Utah friends to ocean sailing.

#### Northern Lights — J/42 Roderic & Mary Deyo, Seattle, WA

Roderic, 63, is a data scientist while Mary is a retired programmer. They learned about the Ha-Ha from friends who had done it. Their motivation? "To get away from the rain and gloom of the Northwest winter."

#### Pantera — Catalina 42 Mk II Barney & Paula McCloskey Green Valley, AZ

Barney, 70, a retired IT QA tester, and his wife Paula "have spent 12 years and made two previous attempts to do the Ha-Ha. This year we're finally going to do it." They've already done a San Pedro-to-Zihua trip. "We don't plan on bringing our boat home," they say.

#### Desire — Cavalier 39 Tom & Britta Hamilton, San Pedro

Tom, 51, an LED light builder, reports that he can't believe that his wife, 'The Geminator', "has been able to put up with his s--t while living aboard for 10 years. As a reward, "the Hamburger is finally going to paradise." Britta is from Hamburg, Germany. "Our plan is to leave Cape Town to starboard, and transit the Canal." Sounds like a circumnavigation to us.

#### Que Será — Horizon Nemo 39 **Heidy Gross & Sean Hall** Marina del Rey

After doing the Ha-Ha in 2008, the now 32-year-old flight attendant created a five-year plan to do the Ha-Ha on

her own boat. "It's five years later, I've got a perfect boat of my own, money in the bank, and a wonderful partner in Sean," she says. "So I'm



'Que Sera'

quitting my high-paying job and sailing over the horizon. After a winter in the Sea, we'll decide what to do next."

#### Vixen — Ericson 39 Dan Dennis & Judy Burch Redondo Beach

Dan, 69, a retired businessman, and Judy, retired from FedEx, "have been wanting to do the Ha-Ha for 20 years." Dan sold his business on March 1, knowing it would take six months to get Vixen ready. Dan did the 1977 TransPac aboard the 73-ft Alden yawl Criterion, and Judy joined the boat for the trip back to California. After a year in Mexico, the couple plan to head to the Caribbean.

#### Moonshadow — Deerfoot 2-62 John & Deb Rogers, San Diego

John, 62, a retired software executive, and Debbie, a retired life insurance executive, are 2.5 years and 11,000 miles into a five-year cruise they have yet to

start the clock on. Moonshadow competed in the first Atlantic Rally for Cruisers under her first owner, and did a second ARC near the end of her



'Moonshadow'

16-year circumnavigation. John has crossed to the Marquesas and did the 1979 Transpac. The couple will Puddle Jump and go at least as far as New Zealand. Fun fact: Doña de Mallorca did the first leg of Moonshadow's 16-year circumnavigation.

**W**e'll take a breather here, but look for another installment of mini-profiles next month. And if you'd like to join the fun, we're taking sign-ups until September 15 at www.baja-haha.com.

— richard & andy





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## **BAJA HA-HA** MELTING POT

Check out the Ha-Ha XXI entry roster at www.baja-haha.com and you'll see that boat types and sizes in this year's fleet are as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

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

Beginning this month, we'll run three installments of mini-profiles of all registered crews. Also, you'll find frequent event updates in 'Lectronic Latitude at www. latitude38.com.

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



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# IMPORTANT DATES

Sept. 10, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal Yacht Club in Alameda.

Sept. 15, midnight — Deadline for all entries to be received by Baja Ha-Ha, LLC.

Oct. 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 p.m. Ha-Ha entrants only.

Oct. 25 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 p.m.

Oct. 26, 11 a.m. — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 26, 1 p.m. — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 27, 10 a.m. — San Diego Harbor Ha-Ha Parade.

Oct. 27, 11 a.m. — Start of Leg 1

Nov. 1, 8 a.m. — Start of Leg 2

Nov. 5, 7 a.m. — Start of Leg 3

Nov. 7 — Cabo Beach Party

Nov. 9 — Awards presentation hosted by the Cabo Marina.

Nov. 20, 4-7 p.m. — La Paz Beach Party. Mexican folk dancing, live music and more.

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#### PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

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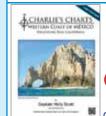


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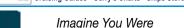


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## MAX EBB —

It was hard enough for the owner of this heavy old cruiser to persuade me to come out for a club race. But how he ever convinced Lee Helm to join us was a complete mystery. The boat is the antithesis of what she considers a proper racing yacht: roller-furling rig, heavy displacement, and a hull shape "from the dark years of IOR," as Lee would say. I can enjoy a casual race on a slow boat with good company, but Lee has much higher standards and a lot less patience. If it's not a fast boat with good sails and a perfect bottom, she'd rather be windsurfing.

Not only was it not her type of boat, but she didn't even get to call tactics. In this program she was working the mast, and I was assigned to be her mid-deck assistant.

"Great sandwiches," Lee whispered when I questioned her motives for being in this situation. "And he takes us out to a fancy dinner, like, even when we lose. Also, there's a really cool fleece jacket for all the regular crew."

Okay, bribes work, especially for starving grad students. No surprise there. But despite the bribes, Lee was not completely with the program on this cruised-out floating condo. With great effort she had convinced the owner to fold down the full cockpit dodger for this race. Usually it stays up, where it adds about a hundred square feet of brake area and makes it almost impossible for the trimmers to see their work.

"Big jib" was the call from the back of the boat, with ten minutes to our start. It was the right call, but a lot more work than on a normal race boat, because first we had to lower the roller-furled 130, flake and bag it, and then pull out the 155 genoa. So we were doing a sail change when we should have been checking out the starting line.

"Furlers," sighed Lee. "They always guarantee that you have, like, the wrong jib up. Those all-purpose 130s are too heavy for light air and too big for heavy air, and hard to tack compared to a full-hoist sail with more power and less overlap."

"Could be worse," added the guy doing foredeck. "If the number three had been on the furler, with those long vertical battens, we'd be late for the start by the time that sail was bagged."

Fortunately there were no battens to deal with, and we did the sail change quickly and efficiently. The 155 was up and drawing just after our prep signal.

"Ready about," hailed the skipper to

get us in position for the first tack with the jib up. Lee ran forward to help the big overlapping sail clear the mast, and I moved forward to help skirt in the foot over the lifelines.

"No skirt needed," said Lee. "No part of this sail is below the lifelines."

"I like it!" I said. "One less thing for the foredeck to worry about on a tack. Good visibility, too."

"I hate it," said Lee. "We give up power and pointing angle. It's like having a twofoot shorter mast, with no rating credit."

"Couldn't be that bad," I replied. "We'll be at the top end of this sail's wind speed range anyway, so I don't think we really need the sail area lost by having a slightly smaller sail."

"Losing the area wouldn't be so bad," explained Lee, "if only the tack was, like, down at deck level and there wasn't such a giant air gap between the sail and the deck. I mean, like, the gap really should be zero, which is easy to achieve with a little foot-roach and a low clew."

"I know it's theoretically faster," I agreed. "But really, Lee, how much difference will it make on this heavy cruising boat?"

"Tons!" she said. "Let me show you some diagrams of air flow around a jib, based on actual measured wind tunnel tests."

"Ready about!" Lee almost had her smart phone web browser fired up when the order came, and we all had to go back to tacking stations. Again, once the

"Those all-purpose 130s are too heavy for light air and too big for heavy air, and hard to tack."

jib cleared the mast it was an effortless tack, with the sail completely free of the usual interference from lifeline wires and stanchions.

"Going to a broad reach" was the next call from the cockpit, so the sails went out again as we bore off to the starting line to get a shore bearing and check again for favored end.

"Here's the flow around a deck-sweeping jib," Lee explained after locating the desired image. The important thing to notice is the upwash angle."

"Upwash?" I questioned. "This is a view looking straight down, right? All the wind is flowing horizontally."

"Like, they mix it up with aeronautical terms when they talk about sails as airfoils. Upwash refers to the way the wind direction lifts, or curves to leeward, just before it gets to the sail. If this were a wing, the upwash would be directed up from horizontal flow."

"Okay, I see the lifting wind direction in front of the jib luff."

"But look how big it is!" Lee exclaimed. "If you put a protractor on the streamline right in front of the sail, you get a lift of about 15 degrees."

"Is that real?" I questioned.

"For the two-dimensional case, for sure," she answered. "And if the sail is touching the deck, and high aspect ratio, the 2-D data is valid."

"It still seems unlikely," I protested. "In the real world, I don't think the wind starts to bend until it gets to the sail. How can it somehow know, in advance, that it's about to be affected by a sail?"

"The wind doesn't 'know' anything," Lee responded. "Air just flows from high pressure to low pressure. And, like, if there's low pressure on the leeward side of the sail, then the air gets sucked in that direction as the sail approaches. That's how you get the component of wind moving from the windward side to the leeward side, and when you add that vector to the apparent wind speed, you get the wind bending into a big lift — upwash in aero jargon."

"Luffing up!"

It was another pre-start maneuver, this one to check wind direction from the other end of the starting line. Lee forgot about streamlines and upwash for a second and brought out her mental pre-start checklist.

"Okay, we have shore range in one direction, wind direction from both ends of the line. We still need to know the close-hauled or barging-line course, we need to get our second shore range looking the other way, and we need to know how long it takes to run the line on starboard. And check the current. We already know that it takes 15 seconds to tack in this wind speed."

"Looks to me like left-end pin is slightly favored," I suggested.

"Totally," Lee confirmed. "Especially since, with all the boats on the line at the start, and the wind taking the easiest path around the obstructions, there's usually a very slight lift on the left end and a slight header on the right end."

"Are you going to relay that back to the afterguard?" I asked.

"Naw, they like to do it their way. This

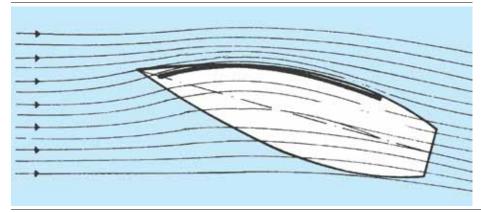
## MIND THE GAP

old lead mine rates the same as a lot of much smaller boats, so we're thrown in with boats that can outmaneuver us on the starting line. We plan on second-row mid-line starts. Saves wear and tear on the gelcoat."

We tacked back to a port-tack beam reach, and Lee's attention returned to the picture of two-dimensional air flow "Back to air flow around and under jibs," Lee said as she brought the picture back up on her screen. "If air flows under the bottom of the sail, there's no upwash because there's no low pressure to suck the air flow to leeward. No upwash, and the sail luffs. To stop it from luffing, you have to bear off by the

ratio wing or sail, with essentially twodimensional flow. There's a lot of upwash and the lift force on the sail is essentially at right angles to the flow. But then introduce the wide tip of a short, stubby wing, or the gap under the jib, and you get a vortex of rotating air as the air spills around from the high-pressure side to the low-pressure side, and this rotation 'induces' downwash that cancels the upwash, or in sailing terms, creates a header that cancels the lifted wind direction in front of the sail. This tips the lift vector back, and the aft component of this tipped-back lift vector is called 'induced drag.' Technically correct, but like, I think it's much more intuitive to just think of lost upwash because of the lost low pressure on the leeward side, so you're sailing in a header compared to having a sail that sweeps the deck."

Lee glanced at her watch as we reached past the RC boat on port, also noting the signal flags that indicated the



Streamlines showing air flowing around a jib, based on two-dimensional flow. Note the upwash angle of about 15 degrees immediately ahead of the sail. (Adapted from 'Sail Power' by Wallace Ross, 1984 edition.)

around a jib.

"See the upwash?" she repeated, practically shoving the screen of her phone into my face. "See? And, like, what do you think would happen to the flow right in front of the jib if there were a big air gap that let the pressure on the two sides of the sail equalize?" What then?"

"Tacking!"

Lee was interrupted again by another call to tack, this one much more urgent, to avoid some starboard tackers that were coming at us.

"Looks like we're never going to get a good left-side shore range," she mumbled after we were trimmed for starboard tack again.

"Tell me," asked the person in charge of the foredeck. "What are you actually looking for when you find those shore ranges?"

Lee rolled her eyes, but not so the foredeck guy could see. "It's a point on shore that's co-linear with the two ends of the line," she explained. "You'll find that it's much easier for you to call distance to the line when you have a shore range to look at."

The bow guy still didn't seem to know exactly what Lee meant, but the back of the boat announced a jibe so we were tied up with more sail handling.

amount of the upwash that was lost from the air flowing under the foot of the sail."

"So you are saying that we have to bear off an extra 15 degrees if there's a gap between the foot of the sail and the deck?"

"Well okay, it's not really

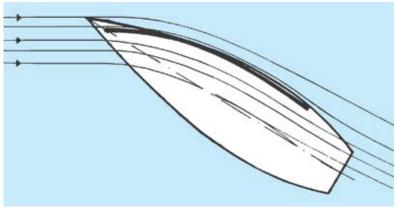
that big a hit, and it's only the very bottom part of the sail. But, like, the pressure difference is reduced at least a little bit for a good distance up the sail, so, like, for sure, you do have to bear off more to fill the sail compared to if it were a deck-sweeper. That's why you can't point as high with an air gap under the jib, even a small one."

"Okay, in the real world, how much to you think we really lose?" I asked.

"Probably two degrees for a small gap, maybe three or four with a sail that's all above the lifelines like this one."

"I read that short wide wings are less efficient than long slender wings because of induced drag," added the foredeck guy. "Is that something different?"

"It's another way of describing the same thing," explained Lee. "But not nearly as intuitive. In the induced drag model, start with a very high-aspect-



Estimated flow around the lower part of a sail with a large air gap. The pressure difference is gone and the upwash is gone. Note the difference in pointing angle.

course

"The afterguard usually forgets to look for course flags," she noted, "but it's on my checklist. Let's see... for a pin-end start, we take the time remaining at the RC boat, add the time to run the line, divide by two, add half the tacking time, and that's when we tack."

She did this calculation in her head, turned to face the cockpit and hailed "tack at 1:40" and then went back to her position on the rail.

As we sailed away from the line it was easy to tell which boats were early and which boats were late, based on our own calculated time to tack. But true to form, the boat didn't reverse course till 1:30, and we would have been 20 seconds

## **MAX EBB**

late if we had stayed with the plan to go for the pin end. But despite that, and despite our bow crew calling boatlengths off the line without understanding shore ranges, we were almost on the line at the start and got off in clear air.

"Great start!" all the experts in the back of the boat complimented each other. But it didn't last long. Upwind we couldn't point with the smaller boats, and downwind we couldn't surf with the lighter ones.

"So tell me, Lee," I said during a dull period on the second run. "If you just can't abide the gap under a roller-furling jib, how would you set up a boat for casual local cruising and daysailing?"

"How many times do you raise and lower the jib every time you take your boat out for a daysail?" she asked.

"I usually don't do jib changes when I have guests out for daysail," I said, "so the answer is once."

"How many times do you tack?"

"That depends. Maybe a dozen, two

dozen sometimes."

"Okay, so, like, to make sailing easy, do you want roller furling or self-tacking?"

"Let me think about that," I said. "Roller furling at least keeps the sail out of the cabin, so no bending sails on to get rigged in the morning and no folding sails to put the boat away at night."

"Or you could just leave the sail on deck, hanked to the forestay, and snap a cover over it like the mainsail. My idea of a cruising rig is a full-hoist non-overlapping self-tacker, with a clew board, long battens and a big roach. It would be so much nicer than those roller-furled 130s we see everywhere. Those sails are too big for heavy air and too flat and heavy for light air, not to mention they don't point worth beans 'cause of the short hoist."

"Wouldn't a maximum-size self-tacker still be too slow in light air?" I asked.

"It would probably have about the same light-air power as that roller-furled 130," Lee surmised. "But, like, for light

air you could add a giant 155% code zero or something, set on its own furler."

"Did I hear you say you'd allow a sail on a furler?"

"Well, I'd want a recess in the deck for the drum," Lee backtracked a little.

Eventually she confessed that roller furling on light racing sails was not the work of the devil, and had its applications, even on race boats.

We finished near the tail end of the fleet.

"How did your race go today?" asked the server at the owner's favorite restaurant. Apparently the crew were all regulars here. The fancy post-race dinner was standard procedure, and I could see that it worked wonders for crew loyalty.

"We had fun!" proclaimed the owner, using a phrase widely understood by racers to be code for "we got clobbered."

But the food was pretty darn good. I'll have to do a few more races to get my fleece jacket, though.

— max ebb



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## THE RACING

Two 'Moonlight Marathons' in August took advantage of favorable current in their respective neighborhoods; Vallejo YC turned a Wednesday night race pink for charity; the SSS joined forces with the OYRA for the Drake's Bay Race; Lasers circumnavigated the bridge-encumbered island of Alameda and raced on the Cityfront in their Nationals; speaking of Nationals, this is a busy season for championship regattas; and a Bay Area boat hit the road for the Santa Barbara to King Harbor Race. Plus Box Scores and Race Notes.

#### Midnight Moonlight Maritime Marathon

The Midnight Moonlight Maritime Marathon provides a respite from the usual packed summer schedule of windward/leeward courses on SF Bay. This distance race, run by San Francisco Yacht Club, starts in Raccoon Strait, rounds the center pier of the Carquinez Bridge, and returns to the entrance of Raccoon Strait. Since it's a pursuit race, the early-starting, slower boats are challenged to hold off the later-starting, boats, and the first boat over the finish line wins.

Our start on David James' Lapworth 36 *Leda* was relatively early – 2:19 – on a flood curent, with strong breeze forecast. We knew we'd have to catch the two Cal 20s that started ahead of us and have a multitude of fast boats trying to catch us.

Despite competition with the Second Half Opener, 12 boats registered. There was a bit of chatter about the lack of moonlight and midnight, but, for us, the notion of a distance race plus the knowledge that the bar would still be open when we got back was enough.

Rock (we took it to port); where the current was strongest, etc. We had a nice downwind run until the right turn at Point Pinole and held on in a close reach to the Carquinez Bridge – despite another debate on whether to peel to a reacher.

The 20-knot winds that carried us down San Pablo Bay meant the return trip, even in flood, was sure to be bumpy, so we geared back up for cold and wet. "The Slog," is what the water-beaten sailors called it later at the bar. After rounding, we couldn't see the Cal 20s ahead, but we could see a J/80 and several other boats closing in on us. We carried our big #1 genoa, which held up well in the breeze, although it meant constantly working the sails.

Before rounding Point Pinole we caught sight of the Cal 20s. The early ebb in the center of the channel helped us extend a bit on the boats behind us. We now had one job: pass the Cals. We edged past them near the Richmond Bridge, but the race wasn't over. The wind lightened, the current was spotty, and the Cal 20 *Can O'Whoopass* crew were working hard. We split tacks, and they almost had us as we sailed into a

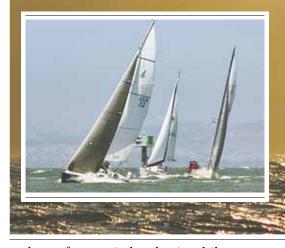


VYC was in the pink on July 23, for their third annual Pink Sail, a beer can race and fundraiser.

At the start, the huge flood meant staying upstream of the line, and we hoisted the kite as we started. The great debates ensued onboard: how to cross the North Bay; which way to pass Red flat patch of water. But we managed to find breeze and cross the line first at 8:03 p.m. It was an all Lapworth podium, as it turned out, with *Leda*, *Can O'Whoopass*, and a Cal 39 finishing 1,2,3.

The yacht club party was all we'd hoped for. The race crews rolled in within





an hour of our arrival and enjoyed the warm fire, adult beverages, good dance music and tall tales.

- paige brooks

MIDNIGHT MOONLIGHT MARITIME MARATHON, SFYC (8/2)

PURSUIT — 1) **Leda**, L-36, David James; 2) **Can O'Whoopass**, Cal 20, Richard vonEhren-krook; 3) **Salient**, Cal 2-39, Mark & Rich Pearce. (12 boats)

Complete results at www.sfyc.org

#### **Moonlight Marathon**

Twelve boats, ranging from the Catalina 27 No Worries, rating 228, to the J/120 Saetta, rating 48, sailed in Sequoia YC's annual Moonlight Marathon race on August 9. This year's course was from the end of Redwood Creek in the South Bay, around Alcratraz Island, and back to the entrance of Redwood Creek (about 44 miles). The race started at 3:30 p.m. and was scheduled to take advantage of the big currents and extra-large full 'supermoon' that night. To keep it interesting, competitors could ignore all government marks and round Alcatraz in either direction (staying away from the island for safety).

## **SHEET**



Conditions were boisterous at the start, with about 25 knots of wind together with a large ebb chop, as the various sized boats all converged on the favored end.

The faster boats had a quick beat up to the San Mateo Bridge, and then gradually cracked off to a close reach up either side of the San Bruno Shoal to the Bay Bridge. Conditions got up to about 30 knots and bouncy around Alcatraz, as the current switched on cue to a flood to speed the close reach back down the Bay. Spinnakers finally appeared just north of the San Mateo Bridge, as the supermoon finally emerged from the clouds. With the first boats finishing before 9:00 p.m., this was the quickest race in memory. Some years boats get in closer to 2:00 the next morning, when the club bar closes.

The slower boats had the moon and stars stacked against them this year, as the current switched from ebb to flood before they cleared the wind hole under the Bay Bridge. Several weren't able to get around Alcratraz before they declared they'd had enough fun and headed for home DNF.

— john graves

MOONLIGHT MARATHON, SEQYC (8/9) SPINNAKER - 1) Metridium, Catalina 42, John Graves; 2) Smokin' J, J/29, Mark Bettis; 3) Melilani, J/105, Richard Butts. (10 boats)

NON-SPINNAKER - 1) Ohana, Catalina 36 Mk II, Dan Lockwood. (3 boats)

Complete results at www.sequoiayc.org

#### Vallejo YC's Pink Sail

The third annual Pink Sail Wednesday night beer can race on July 23 featured pink racers, pink dinners, pink drinks, pink prizes and pink décor. The Pink Pigpetual trophy for the most pink sailors aboard was awarded to Elvin Valverde's J/35 Joker, Dale Anderson's Islander 36 Lean Times. Tom Ochs' Schock 35 Somewhere in Time, and Michael Coleman's J/35 Hattie.

We looked out in the harbor pre-race and 90 percent of crew members were decked out in pink," said club manager Jonathan Douglas. "The Pink Sail is a fantastic event for building camaraderie, adding whimsy to a beer can race, and, of course, raising funds. Racers, cruisers and guests have been looking forward to the fun."

It started off as a little "real men wear pink" boat-to-boat challenge, but it's become a fantastic social event plus fundraiser for cancer research.

The first year was a pass-the-can affair which netted \$70. Last year more than \$300 was raised, and in 2014 the club members filled the pink piggy bank with more than \$1,000 in donations for the American Cancer Society.

Cheering on efforts was VYC member Barbara Blotzer Brown, who took the initiative to custom-embroider 35 pink T-shirts. She sold every one of them donating the profits to the cause. The Ship Store stocked up on pink merchandise and donated 10% from sales on anything pink during the month of July. The greatest percentage of revenue was collected when members and guests stuffed donations into the piggy bank -\$20 bills were the norm.

Douglas buttoned up a rose-colored shirt and stepped onto a boat at the end of the day. "What a great way to spend a Wednesday! It's fantastic to see the club pull together and support the local community."

VYC challenges other clubs to do a Pink Sail - whether during a regular beer can or as a special event. You can find a How-To at www.vyc.org/racing.

martha blanchfield

#### Drake's Bay Race

The addition of the Singlehanded Sailing Society fleet to OYRA's Drake's Bay Race on August 16-17 was an experiment that mostly succeeded, with the exception of some glitches that will hopefully – be worked out next year.

Since some boats race in both the SSS and OYRA series, organizers decided that to be scored in both, a skipper would have to race with the least crew allowed. Stephen Buckingham has been doing the Singlehanded SSS season on the 30-ft Black Soo Starbuck, so he sailed solo. The glitch was his use of the autopilot,

For more racing news, subscribe to 'Lectronic Latitude online at www.latitude38.com

August's racing stories included:

35th America's Cup Round Britain Race Moonlight Marathon Albert T. Simpson Regatta Friday Night Races • YRA Summer #2

Plus previews of the Midnight Moonlight Maritime Marathon, the Drake's Bay Race, Zongo Yachting Cup, Bart's Bash, Melges 20 championships, Aldo Alessio, 18-ft Skiffs, Hannig

Cup, and much more!









This page: St. Francis YC hosted 30 standard rig Lasers and 107 Radials for their National Championships on July 31-August 3. Clockwise from top left: Hey, that didn't happen at the Nationals! Nope, it's the Sir Francis Chichester Memorial Circumnavigation of Alameda, in which Laser racers must somehow 'sail' their boats under three low bridges without bridge openings; THIS happened at the Laser Nationals; the spray flies at a leeward mark rounding; the Cityfront startline on Day 1 of racing. See Box Scores for top finishers.

a necessity for a 31-mile singlehanded race, but against the rules in the OYRA full crew divisions – and *Starbuck* is also competing in the OYRA series with crew.

RAY EXCEPT AS NOTED

Disagreement also arose over which boats passed the Duxbury Reef buoy on the wrong side – but the Sailing Instructions clearly stated that the mark off Bolinas must be left to starboard on Saturday, on the way up to Drake's Bay, and to port on Sunday, during the return trip back to San Francisco Bay.

The regatta had permission from the Coast Guard to fire off expired flares in Drake's Bay, an elephant seal habitat; unfortunately, one of the parachute flares failed to deploy, landed on the ridge above the anchorage, and ignited the dry grass. Fortunately, fire crews were able to extinguish the blaze.

Although the wind on the ocean was painfully light and spotty, a particular burden for the heavier boats, the racers shared the gentle sea swell with porpoises, sunfish (Mola mola), by-the-wind sailors (Velella velella), and murres

trailed by their singleton offspring.

Sunday's race featured more light air and high fog on the ocean, but once they sailed under the Golden Gate Bridge, the racers finally got 25 knots of wind – and sunshine – for the broad reach back to Corinthian YC.

— latitude / chris

#### SSS DRAKE'S BAY 1, 8/16

SINGLEHANDED MONOHULL OVERALL — 1) **Temerity**, Olson 34, David Nabors. (4 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Wind Speed**, J//30, Tony Castruccio/Konstantin Andreyev; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (12 boats)

SINGLEHANDED MULTIHULL ÓVERALL —
1) **Tri N Fly**, F-27, David Morris; 2) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED MULTIHULL OVERALL —
1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (1 boat)

#### SSS DRAKE'S BAY 2, 8/17

SINGLEHANDED MONOHULL OVERALL — 1) **Starbuck**, Black Soo, Stephen Buckingham. (3 boats)

DOUBLEHANDED MONOHULL OVERALL -

1) **Arcadia**; 2) **Moonshine**, Dogpatch 26, Dylan Benjamin/Rufus Sjoberg; 3) **Javelin**, J/105, Sergei Podshivalov/Frank Van Diggelen. (12 boats)

SINGLEHANDED MULTIHULL OVERALL -1) Tri N Fly; 2) Raven. (2 boats)

DOUBLEHANDED MULTIHULL OVERALL —

1) Roshambo. (1 boat)

OYRA DRAKE'S BAY I, 8/16

OVERALL — 1) Inspired Environments, Beneteau First 40.7, Megan Landeck; 2) Emily Carr, SC50, Ray Minehan; 3) Ohana, Beneteau 45F5, Steve Hocking; 4) Elan, Express 37, Jack Peurach; 5) Nancy, Wyliecat 30, Pat Broderick; 6) Alpha Puppy, 1D35, Alex Farrell. (23 boats) OYRA DRAKE'S BAY II, 8/17

OVERALL — 1) **Moonshine**; 2) **Starbuck**; 3) **Ahi**, Santana 35, Andy Newell; 4) **Sea Star**, Cal 39, Bob Walden; 5) **Rhum Boogie**, Quest 33, Wayne Lamprey. (20 boats)

Full results at www.jibeset.net

#### Sir Francis Chichester Race

Sailors like circumnavigations. There's something satisfying about returning to where you started, regardless of whether you've rounded an ocean, a









This page: The Drake's Bay Race was sailed on a foggy, light-air weekend in mid-August. Top: Greg Nelsen and Karl Crawford on the Azzura 310 'Outsider' head north in the Bonita Channel on Saturday; the Black Soo 'Starbuck' (sailed by Stephen Buckingham, in the back) rafted up to the Sabre 40-2 'Escapade' (crew, left to right: Michael Malaga, Leah Pepe, Ramon Nieto, Jennifer McKenna, and skipper Nick Sands). Bottom: fire on the mountain – a faulty flare went astray (the yellow lights to the left are from the occupied Historic Lifeboat Station); the peaceful scene before the start on Sunday morning.

continent or even the small island nation of Alameda. On July 26, 11 intrepid Laser sailors competed in Encinal YC's Sir Francis Chichester Race. While Sir Francis found fame in being the first person to sail singlehanded around the world by the clipper route, these racers could choose their route, and the fleet split: six went clockwise down the Estuary, while five went counterclockwise.

As challenging as the Southern Ocean may be, Sir Francis didn't have to deal with this race's great challenge: ducking under the four bridges that connect Alameda to the mainland. Three have a clearance less than the height of the Laser's mast, which makes for strategic heelings, planned capsizes, and even some rules-sanctioned dragging of boats by the bow line along shore.

With the first bridge just two miles from the start, the clockwise sailors found themselves in a dogpile under the bridges. Once clear, they fought the current as they sailed up the shoreline and watched the leading counterclockwise boats screaming downwind with the current behind them.

In the end, counterclockwise won the day. Emilio Castelli got the gun, with Roger Herbst and Richard Leland finishing four minutes later after tight match racing under the bridges. Mike Bishop, the leading clockwise racer, crossed the line 15 minutes later.

— Elisa Williams

SIR FRANCIS CHICHESTER RACE, EYC (7/26)
LASER STANDARD — 1) Emilio Castelli; 2)
Roger Herbst; 3) Richard Leland. (8 boats)

LASER RADIAL — 1) Laird Henkel; 2) Andrew Geist. (3 boats)

Complete results at www.encinal.org

### Santana 22 Nationals

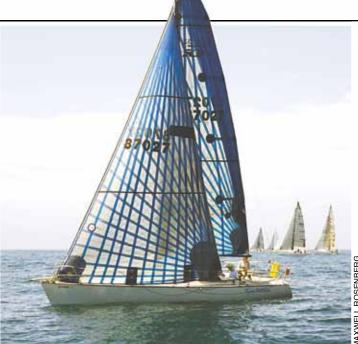
Sixteen tunas schooled for the 2014 Santana 22 Nationals on July 25-27. Racers from host Monterey Peninsula YC were joined by W.D. Schock classics from Santa Cruz YC and the 2013 defender, Garth Copenhaver (*Oreo*), from SF Bay. Deb Fehr (*Meli'ki*), 2013 Queen of *Latitude 38's* unofficial Women's Circuit, borrowed Chuck Murray's *Tara* from Santa Cruz, racing with her all-female crew in colorful tutus.

The usual fog stayed away, even if whales and harbor seals didn't. Wind, light and shifty at Friday's practice, behaved better on Saturday at 10-13 knots from the west-southwest, increasing and shifting enough on Sunday, after unseasonal rain showers, to mute most of the left favor known by locals.

Fleet starts were so competitive that over-earlies and fouls became decisive. "The start line was tight and not for the faint of heart," said Fehr. PRO Mike Gross noted, "The race committee observed a good number of boats spinning penalties, which kept things out of the protest room."

Indeed, a penalty turn by *Oreo*, after hitting the start pin in Race 4, helped Bob Comstock's *Rick's Place* secure the championship. On yielding the title,









The Santa Barbara to King Harbor Race, clockwise from top left: Tim Philpott, Steve Dair, Jeff Bruton and Jason Herring on the Hobie 33 'Flying Dutchman' spot a whale off their starboard bow; Flying Dutchman', seen here at the start, would go on to win first place overall; the crew of Jim Yabsley's R/P 68 'Taxi Dancer' had time to reflect on the race in the early going; 'David Bacci at the helm of the Wyliecat 30 'Uno'.

Garth thinks of his error "as karmic fruition from last year's Nationals," where he used a match-racing trick to cause an OCS for the previous champion, Michael Andrews (Bonito).

Comstock and wife Monika, back just one year from 20 years living in Singapore, celebrated their 29th wedding anniversary racing together with crew Pip, Bob's friend since 1978.

— Kristen Soetebier

### SANTANA 22 NATIONALS, MPYC (7/25-27)

1) Rick's Place, Bob Comstock, SCYC, 13 points; 2) Maybe, Phil Vandenberg, UCSC/SCYC, 16; 3) Oreo, Garth Copenhaver, SSS, 17; 4) Cnidarian, Kate Conway, MPYC, 18; 5) Leprechaun, David & Charlie Kurtman, MPYC, 30. (16 boats)

Eddie Rideout Trophy for the oldest skipper: **Tickle**, Jeff Carter, MPYC.

Complete results at www.santana22.com

### Santa Barbara to King Harbor Race

On Wednesday, July 23, Bay Area sailors Brendan Meyer, Erik Menzel, and

David Bacci trailered the Wyliecat 30 *Uno* down to Santa Barbara YC, launched the boat, stepped the mast, and dropped into a Wet Wednesday race.

"After we rounded the first mark in back of the leaders, the wind died, and in the big lump of ocean waves and no wind we worked our way through our fleet and some of the fleets ahead to finish in the top group of boats," said David Bacci.

Next up was Friday's Santa Barbara to King Harbor Race. *Uno's* co-owner, Steve Wonner, who bought an avocado farm and moved to the San Diego area last fall, drove up to meet the boat.

"The weather report was miserable," said Bren, "with some sort of weird low coming from the south. Winds of 2-4 knots were forecast." But actually they had a whole 5 knots from the southwest at their 12:25 p.m. start. They reached off a bit, sailing lower than the competition, so that they could set a Code Zero. A breeze of 12-15 knots filled in and lifted them toward Anacapa Island, which must be kept to port. Sailing un-

der spinnaker through pods of dolphins and whales, *Uno* was among the first few boats to make it through the gap between Anacapa and Santa Cruz Islands. They went wide, passing boats that had sailed into Anacapa's wind shadow, then followed the rhumbline to King Harbor.

The wind shut down around 2:00 a.m., and the Wyliecat's boatspeed dropped to 0-3 knots. *Uno* finished around 5:00 in the morning in 2-3 knots of breeze from the south, placing third in their division. "Imagine a bunch of tired sailors ghosting along with collapsing spinnakers," said Bacci, "barely making the finish line while rowdy seal lions on a big buoy are carrying on in a wildlife version of the Jerry Springer show!"

The crew's intention was to hang out at King Harbor YC on Saturday and drive home on Sunday, but there wasn't much to do at 6:00 a.m. in Redondo Beach, so, after one hour of sleep, they sailed down to San Pedro, hauled out, and drove home, arriving in Alameda at 2:00 a.m. on Sunday.

Ninety boats sailed in the Santa Barbara to King Harbor Race this year; see results at *www.sbycracing.org*.

— latitude / chris

# **SHEET**



Queen Deb on the tutu Tuna 'Tara' had an all-girl crew for the Santana 22 Nationals in Monterey.

### **Race Notes**

The Andrew Simpson Sailing Foundation finalized the criteria for **Bart's Bash** events to be counted in the Guinness World Record attempt for the largest sailing race in the world.

For a race to count toward the record it must have at least 25 boats participating. The race must take place between 00:00 GMT (5:00 p.m. PDT) and 23:59 GMT on September 21.

Registration for clubs will close on September 14, and individual online entries will close on the 19th. Anyone signing up after that can do so directly with their club. In California, Berkeley, Richmond and Mission Bay YCs, SFYC/Leukemia Cup, and Artemis Racing in Alameda are signed up, and Treasure Island Sailing Center and Encinal YC are planning events.

California sailors racing abroad

in August included San Diego YC's **George Szabo**, who placed third at the 46-boat **Star Eastern Hemisphere Regatta** after four races. Szabo is ranked sixth in the world among Star Boat skippers. Top-ranked Diego Negri with crew Sergio Lambertenghi of Italy topped the regatta. which was held on August 7-13 in Brunnen, Switzerland.

Also hailing from SDYC, Scott Sinks and Rebecca McElvain won the Club 420 class at the US Sailing Youth

**Championships** at Grosse Pointe YC in Michigan on August 10-14.

Bay Area kiteboarder extraordinaire **Johnny Heineken** won the **Engadinwind Kitefoil Gold Cup**, held August 11-14 on Lake Silvaplana in Switzerland. The next and final stop on the three-event tour will be in Townsville, Australia, at the end of September.

— latitude / chris

Meet the new Santa Cruz 27 champions. Left to right, back row: Chris Otanez, Chris Neufeld, Leland Hubble; front row: Ron Boehm, Cindy Satterberg, Doug Stelck. See Box Scores for results.



# THE BOX SCORES

LASER NATIONALS, STFYC, 7/31-8/3 (11r, 2t)

STANDARD — 1) Rob Crane, Noroton YC (CT), 32 points; 2) Erik Bowers, Minnetonka YC (MN), 35; 3) Frederick Vranizan, Royal Vancouver YC (BC), 37; 4) Luke Muller, Lauderdale YC (FL), 37; 5) Kyle Martin, Royal Vancouver YC, 45; 6) Stephen Bourdow, SCYC, 51; 7) Malcolm Lamphere, Lake Geneva YC (WI), 59; 8) Max Gallant, Royal Victoria YC (BC), 60; 9) Stephen Long, Santa Barbara YC, 74. (30 boats)

RADIAL GOLD — 1) Erik Weis, Lauderdale YC, 28 points; 2) William Marshall, Fast Sailing (RI), 45; 3) Haddon Hughes, TCYC/GCYSA (TX), 46; 4) Graham Harney, Royal Vancouver, 50; 5) Christine Neville, US Sailing, 58; 6) Alexander Fritz, Royal Vancouver, 68; 7) Ander Belausteguigoitia, Club de Vela Izar (MEX), 74; 8) Patrick Shanahan, St. Petersburg YC/Lauderdale YC, 79; 9) Liam McCarthy, St. Petersburg, 81; 10) Cooper Weitz, StFYC/SFYC, 81. (54 boats)

RADIAL SILVER — 1) Richie Gordon, Cedar Point YC (CT), 83 points; 2) Lola Bushnell, SFYC/StFYC, 89; 3) Ellie Shaw Ungar, Seattle YC/Royal Vancouver, 109; 4) D'amy Steward, Coronado YC, 126; 5) Wade Wagner, Lauderdale/Chicago YC, 140; 6) Greiner Hobbs, Davis Island YC (FL), 147; 7) Caden Scheiblauer, Cabrillo Beach YC/Santa Barbara YC, 161; 8) Alexander Hankins, Lakewood YC (TX), 162; 9) Jessica McJones,

Cal YC, 169; 10) Cameron Feves, Cabrillo Beach, 174. (53 boats)

Full results at www.stfyc.com

SANTA CRUZ 27 NATIONALS, MPYC, 8/1-8/3 (7r. 1t)

1) California Zephyr, Ron Boehm, Santa Barbara YC, 10 points; 2) Hanalei, Rob Schuyler, SCYC, 14; 3) Sumo, Henry Cassady, SCYC, 19; 4) Jersey Girl, Pete Woodhouse, SCYC, 30; 5) Mistress Quickly, Evan Diola, SCYC, 31. (15 boats)

Full results at www.sc27.org

CORONADO 15 NA, HMBYC, 8/8-8/10 (9r, 1t)

CHAMPIONSHIP — 1) Terence Gallegher, Marina del Rey, 14 points; 2) Kiersten Vance, MdR, 14; 3) Vincent Paternoster, South Coast Corinthian YC, 20. (9 boats)

CABRILLO — 1) Ofer Amir, HMBYC, 20 points; 2) Richard McCluney, HMBYC, 22; 3) Mike Day, HMBYC, 25. (8 boats)

### DAY ON MONTEREY BAY, SCYC, 8/10

PHRF 1 (< 97) — 1) **Elyxir**, SC52, Skip Ely; 2) **Buena Sera**, SC70, Edward Marez; 3) **Hijinx**, J/120, Brad Sampson. (7 boats)

PHRF 2 (97-170) — 1) **Spitfire**, J/70, Tyler Kuraszcusid; 2) **Paddy Wagon**, Moore 24, Sean

McBurney; 3) **Magic**, SC27, Magdalena Naef. (7 boats)

PHRF 3 (171-300) — 1) **Wind Walker**, Islander 28, Van Tunstall. 1 boat)

NON-SPINNAKER — 1) Sailing Pair a Dice, Catalina 30, Barry Keeler; 2) Surprise, Alerion 38 yawl, Charles Hawley; 3) Sagittarius, Catalina 38, Steve Murphey; 4) Valkyrie, C&C 41, Dave Emberson. (13 boats)

SUMMER KEEL, SFYC, 8/16-17 (5r, 0t)

J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Peregrine**, David Halliwill, 12; 3) **Twist**, Timo Bruck, 13. (5 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 11 points; 2) **Mojo**, Jeff Littfin, 16T; 3) **Godot**, Phillip Laby, 16T; 4) **Risk**, Jason Woodley/Scott Whitney, 24; 5) **Akula**, Doug Bailey, 29T; 6) **Jam Session**, Adam Spiegel, 29T. (19 boats)

J/70 –1) **1FA**, Scott Sellers, 8 points; 2) **Jennifer**, Chris Kostanecki, 15; 3) **Bottle Rocket**, David Schumann, 19. (10 boats)

EXPRESS 37 – 1) **Golden Moon**, Kame Richards, 5 points; 2) **Stewball**, Bob Harford, 13; 3) **Expeditious**, Bartz Schneider, 16. (5 boats)

MELGES 20 - 1) **Kuai**, Dan Thielman, 9 points; 2) **Flygfisk**, Tom Kassberg, 11; 3) **Blast!**, Roland Vandermeer, 15. (6 boats)

Full results at www.sfyc.org

# WORLD

With a special report this month on **The Case For Buying Into Charter Management Programs in Exotic Destinations**, and a special **Charter Note**.

### Putting Your Boat in Charter: An Investment in a Lifestyle:

If you're new to renting bareboats in exotic locations, you may not realize that most of them are not actually owned by the charter companies that market them. Most are owned by private individuals who keep their boats under 'management contracts' with bareboat firms in order to gain some enticing benefits.

So why would you want to own a "rental" boat far from home? A quote heard often in the Caribbean, where life is lived at a much slower pace than here on the mainland, may help to explain: "It's not always about the money, mon."

Most charter companies are forthright in explaining upfront that buying a boat and putting it into charter is an investment in an amazing lifestyle, although probably not the best place to put your money if your financial goal is to maximize the growth of your portfolio.

Putting a boat that you own into an international bareboat fleet can, however, help offset some of the expenses involved with yacht ownership, such as slip fees and maintenance. With some, but not all, management companies, you also get a percentage of the charter fees.

If you, as a potential boat owner, take far-flung sailing vacations with family or friends several times a year, being in a yacht-management program works to defray the cost of boat rentals, and gives you an incentive to get away frequently

"Everybody say, 'Pina Colada."" Picture yourself on a 'business trip' in the tropics, checking up on your investment. to use your own boat in an exotic sailing destination. The larger charter companies offer reciprocal use of boats that are of a size and type similar to yours in many venues worldwide.

If charter yacht ownership is an investment that you've been considering, there are many companies with a range of options that may work for you. But be prepared to do your homework and keep your calculator handy.

Larger companies, such as The Moorings (which is now affiliated with Sunsail under their common parent company, TUI Marine), Dream Yachts Charters and the Catamaran Company are called first-tier companies. Through the brokerage departments of such companies, they can guide you through the purchase of a brand new yacht that can remain in their charter fleet for four or five years.

Once that term is up — assuming you purchased the boat with a mortgage — you will most likely still have a hefty chunk of the loan to pay off, although you will have gained five years of equity, and there can be some substantial tax advantages, depending on how your deal was structured. At that point also, of course, all the day-to-day boat costs become your responsibility. So you would have some important decisions to make.

You could retrieve your boat and sail off to paradise, as many full- or part-time cruisers do; sell the boat and be boatless; sell the old boat and upgrade to a new one, implementing a new management contract; or continue to offset some of the day-to-day costs by placing

your boat in what's called a secondtier company such as Footloose (part of TUI), BVI Yacht Charters, TMM, Horizon, Voyage, Conch Charters or Pro Valor Charters. This list is a sampling of such companies located in the British Virgin Islands — which is, as regular readers know, the most popular charter destination in the world.

Another option



for testing the waters of charter boat ownership is to start off with a secondtier company by buying a used boat (of a type and size acceptable in that market) that has already experienced some devaluation, but has been well maintained. Doing this would offset some expenses as you paid down the mortgage.

Not all second-tier companies have multiple bases in different locations where you could use reciprocal privileges, but if you're happy with returning every season to a place like the BVI, you may find that you like working with a smaller, more intimate company. Every company has a somewhat different management deal, such as charging for dockage, maintenance and insurance, so be sure to look into the details carefully.

Some advantages of being involved with a smaller operation include working directly with the owners, such as Jim Gulczynski and Cecilia Donegan of Pro Valor Charters in the BVI. They hail from Wisconsin and were drawn to the BVI like many others by dreams of warm water and sweet sailing. They have owned and operated Pro Valor Charters since 2007.

Cecilia explains: "Being a smaller company in the BVI, each person that



# OF CHARTERING



Can you spell tranquil? If you"ve ever chartered in a dreamy location like this, you get the meaning of 'investment in a lifestyle'.

owns and charters a boat will work with each of PVC's staff members at one time or another during the course of their charter start/end experience. It truly is personal."

Jim and Cecilia own a catamaran in the fleet, so they can relate to fellow owners' requirements and many of them have become life-long friends.

Conch Charters also has a family feel and has been in the BVI for 26 years. Peter Twist is in charge of yacht purchase and management. "There is always a director of the company on site and a lot of our owners like this," he explains.

Another longstanding BVI business is TMM, with founders Barney and Lin Crook still at the helm. They believe it is a privilege to manage and care for the vessels of others, and they appreciate the opportunity. TMM sales employee Don Pietrykowski says, "The TMM program is simple and straightforward and has proved successful for well over three decades." These days, TMM also has bases in St. Vincent and the Grenadines, and in Belize.

Laura Greces, sales manager for BVI Yacht Charters says, "Our longtime staff provides personal service, and potential owners have many options when choosing the make and model of the boat to purchase, along with the equipment to meet their personal requirements."

If you're looking for a larger company with lots of bases around the world, you'll want to talk to Sunsail and The Moorings, as they are the largest. Dream

Yacht Charters is another to consider, as it, too, offers a great diversity of international locations. Stephen Cockcroft of Dream explains, "Unlike other operators, DYC owns about 40% of the fleet and runs owners' yachts alongside company-owned boats. DYC has a well-developed worldwide reservations system with hundreds of agents

to ensure good occupancy of the fleet."

If you and your sailing buddies are serial charter addicts, make sure to find out how much owners' time you'll be given by the terms of your contract. Some companies offer unlimited time, while others allow just a few weeks a year. Keep in mind that owners typically pay a fee each time they use their boat to cover expenses such as prepping and cleaning. Such fees vary from company to company.

Given the highly competitive nature of this industry, it's not surprising that details of management deals offered by different companies vary substantially. Some offer attractive tax incentives, some offer a guaranteed monthly income regardless of how many times your boat is rented, and some offer more use to the owner with more varied choices of reciprocal bases. So we recommend that you shop around, explore your options and talk to other boat owners.

Putting a boat in a bareboat management program won't appeal to everyone, but there are plenty of happy owners who find that the 'pros' outweigh the 'cons'. Some like the arrangement so much that they've upgraded and begun again multiple times when they've reached the end of their contractual period. One satisfied owner is *Latitude 38's* publisher, who keeps his Leopard 45 'ti Profligate in charter with BVI Yacht Charters, and uses her as a floating office and race viewing platform for a couple of months each winter. He couldn't be happier with the arrangement.

Here's a final thought: The next time

When was the last time you took a nap in a shaded hammock with the warm trade winds wafting over you like a gentle caress?



# WORLD OF CHARTERING

you find yourself on a charter watching the fiery sun slip into the sea while you sip a sundowner with your loved ones, take a look at the hailing port on the stern of your rented boat, and make a toast to the owner. It's likely that he or she is stuck at a desk in some landlocked

state at that very moment, yearning to be where you are, watching the sun sink below the horizon.

— lynn ringseis

### **Charter Notes**

It's been a longstanding editorial policy at *Latitude 38* that we don't normally run obits on departed sailors. But we do make occasional exceptions. This month we're very sorry to have to ring our 'eight bells' for sailing educator John Connolly.

Born in 1947, John passed away August 1 aboard his boat in Sausalito, surrounded by close family members.

He cofounded Sausalito's Modern Sailing School & Club with business partner Jack Majszak and was an early advocate for crew-overboard practice and research. He personally led ambitious charter trips in the Caribbean, South Pacific and elsewhere, and taught more than 140 advanced



Regarded as a walking encyclpedia of sailing knowledge, John personally led many training voyages in far-flung destinations.

American Sailing

Association courses throughout the world.

He also hosted and facilitated the ASA's "live" man overboard trials every few years, where ASA instructors would fly in from all over the country and — under the auspices of the US Coast Guard

— would test the various COB methods with live people in the water in challenging conditions at the foot of the Golden Gate Bridge.

"John's sharing of experiences was effusive and often nonstop," recalls Captain Robert McCreary, an ASA instructor at Modern Sailing, "When John Connolly talked ocean sailing, sailors ranging from beginners to professionals listened.

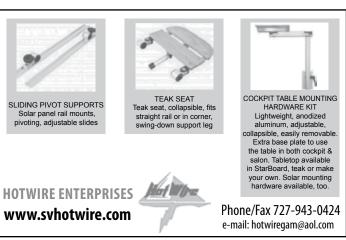
"His love and fascination for the history and treasures of the areas around the world in which he led students knew no bounds," adds McCreary. "He was a virtual walking encyclopedia of knowledge."

John taught sailing for more than 20 years, but it wasn't his first career. He found early success as a New York tennis champion, rock-concert promoter, and a Southern California foreign-car parts distributor. He developed and held patents for a built-in emergency hull-hole cover and an ice-surface rescue device.

John will be sorely missed by many in the S.F. Bay sailing community.











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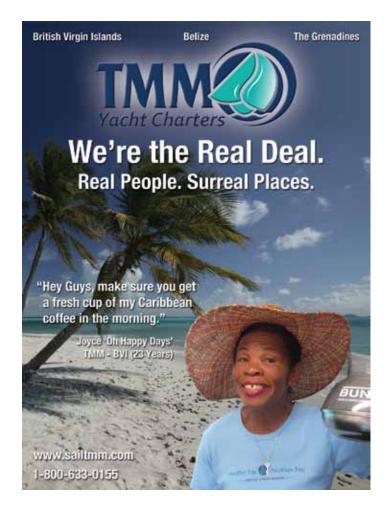
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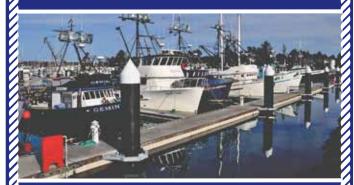




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# **CHANGES**

W ith reports this months from  ${f Angel}$   ${f Louise}$  at Baiona, Spain;  ${f Savannah}$ getting spectacularly rebuilt in Seattle for a future second cruise; Beau Soleil on decades of cruising all over — and around, twice — the world (on \$500/ month; from Joy of Tahoe on getting from Texas to France, and Schengen problems and solutions; from R&R Kedger on the El Salvador Rally; and Cruise Notes.

### Angel Louise — Catalac 41 Cat Ed & Sue Kelly Snagged on Fishing Gear (Des Moines, Iowa)

We are now in Baiona, Spain, where Chris Columbus first made landfall back in Europe in 1493. A replica of the vessel he sailed to the Caribbean and back 521



the harbor. We have now personally floated on the waters Columbus left from, the Rio Tinto on Spain's south coast east of Gibraltar, as well as the bay he returned to.

What's with the Mac?

Last week we had a bit of an

adventure, as we managed to get a heavy 100-ft line wrapped around the shaft and prop of our port engine, stopping the engine. It happened while we were transiting a tidal cut between a point and some offshore rocks.

Because the line was attached to fishing gear and a submerged float 100 feet behind us, it actually pulled us backward and to port. We were only able to get out of the jam by applying full power to the starboard engine and steering with 18 degrees of right rudder. We only managed to do two knots. Without the load we would have done five.

We continued on to San Francisco Beach, not far east of Muros, where we were able to set our Spade anchor in

Lovely Baiona, Spain is a tourist town with a medieval historical center. The population of 11,000 swells to 45,000 in the summer.

35 feet of water. We were being blown parallel to the beach in a 12-knot wind, but nose toward the beach because the load on the port prop acted like a second anchor, holding our stern into the wind.

Ed got out the wetsuit, mask and snorkel, and jumped overboard with a knife. It was a poor imitation of what Lloyd Bridges used to do on the old Sea Hunt TV show. After six dives, I managed to cut the line. The boat was under so much tension that it literally 'jumped' when the line was severed, and quickly turned 90 degrees clockwise to align with the anchor rode.

The rest off the mess on the prop was so tight, and the line so hard, that we elected to continue on to Muros and engage the services of a professional diver. All ended fine, and Angel Louise and her happy crew moved on. We were incredibly moved to be escorted by a great pod of dolphins, and this time got one of the better dolphin shots ever.

Life is good! But would be even better if a rain leak hadn't doused part of our MacBook Pro laptop keyboard overnight. It was turned off at the time, so we're hoping that if we let it dry for a couple of days, it will work again.

We're slowly making our way down to the Cape Verdes Islands for a winter crossing of the Atlantic to the Caribbean.

— ed & sue 08/04/2014

# Savannah — Featherlight 43 Cat Teal, Linh and Emma, 7, Goben Working Toward a Second Cruise (Ellensburg, WA)

You really do meet some of the most interesting people on a Ha-Ha. Consider the case of Teal and Linh Goben, who were 38 and 23 respectively when they

> did the 2004 Ha-Ha with their Lauren Williams 41 trimaran Savannah. They had a little excitement during the event, as they were hit by a whale that put a small crack in one of the hulls. Teal was able to make repairs during the stop in Turtle Bay.

Following the Ha-Ha, we met up with the Gobens in Mazatlan and later Banderas Bay. In fact, lovely Linh became the first commodore of the Punta Mita Yacht & Surf







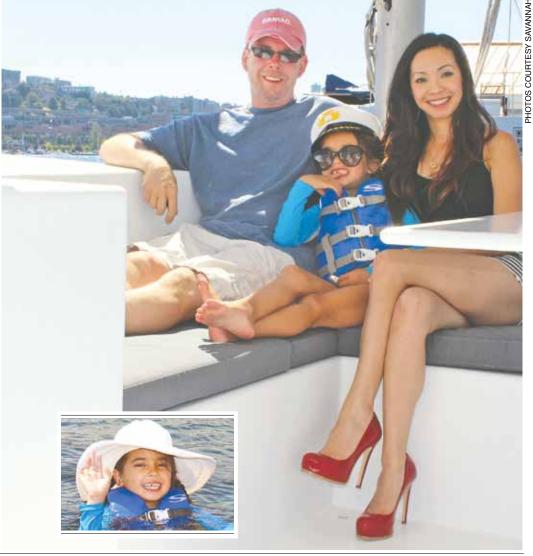
Club. "I missed out," she laughs, "because back then the commodore didn't get to initiate new members with a whack on the bottom with a paddle."

After two years of cruising on the mainland and in the Sea, the couple decided it was time to return home and get on with their life. One of their goals on returning was to earn enough money to buy a larger multihull, this time a catamaran. They sold Savannah to Julia Brown — who has entered her in this year's Ha-Ha — to buy a house in the small eastern Washington town of Ellensburg.

Before long, Linh was surprised to find that she was pregnant. With a child on the way, Teal, whose work experience had pretty much been limited to working in a lumberyard, didn't seem to have the brightest prospects. But the great thing about people is that sometimes they can really surprise you. Despite the fact that



# IN LATITUDES



Big photo: Teal, Emma and Linh, the Goben family aboard their new 'Savannah'. Each has certain interests they are allowed to indulge in. For Teal it's tools and the nav station. For Emma, it's cooling off in Lake Union. For Linh, it's simple and healthy food — and wearing heels on the boat.

the economy was just entering the Great Recession, Teal had no building experience, and contracting jobs in small towns supposedly only go to locals, he decided to become a contractor.

"People thought he was crazy," says Linh. One can only imagine how the young couple had to struggle, right?

"Within a week he had a couple of jobs," says Linh, "and he's been busy ever since. For the last couple of years, he's built \$3 to \$5 million luxury homes."

Who knew there were such things east of the Cascades?

Before long Linh was busy taking care of their lovely daughter Emma, while Teal was not only working hard as a contractor, he even started a millworks supply company. With the young family so occupied, sailing naturally got put on

the back burner.

"Although things were going really well," Linh remembers, "after a couple of years we got the sense that something was missing in our lives. We discovered

what it was during a little vacation trip to Whidbey Island. We saw all the boats and it reminded us how much we missed sailing. We needed the catamaran we'd been dreaming about when we left Mexico.

"We were on the cusp of buying a Wildcat 35 cat," Linh continues. "But Teal got on the Internet and read all the neg-

atives posted about them by the owners of *Bumfuzzle*, novice sailors who had done a circumnavigation on one. Their cat had taken them halfway across the Pacific before they realized what a two-speed winch was, but they still seemed to complain about a lot of things. Our broker told us he felt their comments had really driven down the value of the Wildcats. So we passed."

Linh finally asked Teal why they were only looking for cats in the Caribbean. She knew cats were few and few between in the Northwest, but it couldn't hurt to look. So they found a broker and told him to keep an eye out for a project.

"We were surprised when just a week later he told us to come to Friday Harbor, less than a three-hour ferry ride from Seattle, to look at a Featherlight 43 that had been built by Mastermold in Florida in 1993. Her owner had bought her in the Caribbean, brought her through the Canal, replaced her single outboard on a sled with two 30-hp Yanmar diesels, and got her to the Pacific Northwest. But when his uninterested wife got pregnant, the cat had to go.

"That was  $4\frac{1}{2}$  years ago, and we bought the cat that first weekend we saw her. When we did the sea trial, her jib looked like the one Kevin Costner had on his trimaran in *Waterworld*, the main was tired and didn't have full battens, and the boat was loaded down with years' worth of accumulated stuff. But there was a nice breeze, and we hit 18 knots. Teal was just tickled."

You can do 18 knots when your 43-ft cat only displaces 8,000 pounds.

After buying the boat, the family moved her to Seattle's Lake Washington, where she has a view of the Space Needle and has been ever since.

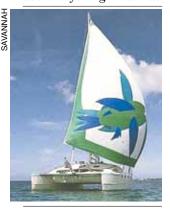
"It took Teal an entire year to gut the

Teal has given 'Savannah', now old enough to drink alcohol, a totally clean and modern interior. Excellent styling and craftsmanship.



# **CHANGES**

boat. It's a long time, but he was only able to work on weekends, and it's a two-hour drive to the boat from our house. In addition, Teal is meticulous, he took out everything that wasn't structural,



The new 'Savannah'.

including all the electrical and plumbing. All we wanted was the shell, a s we're not fans of the traditional look. We wanted to make her as clean and modernlooking as possible. Low mainte-

nance and very light weight have been two other major considerations."

So far Teal, with some assistance from Linh and Emma, has completed the main saloon and main cockpit, Emma's stateroom, and two other main staterooms. "He's used a lot of honeycomb and other light materials," says Linh, "and carefully weighs everything before bringing it aboard. It's rubbed off on Emma."

"Now seven, Emma knows all about the importance of keeping the boat light. So when it came time for her to select a musical instrument to play, she chose a violin over the piano. And she loves the boat and helping her dad. She hops on and off the boat on her own, and knows more correct nautical terms than do a lot of other sailors on our dock. In fact, Emma has replaced me as cocaptain. I've been demoted to cook."

Linh tells us that Emma is enthusiastic about becoming a marine biologist. She's certainly not afraid of even cold Lake Union water. "It's about 65 degrees,

Teal and Linh pose at Isla San Francisco, Sea of Cortez, during their last cruise. Their trimaran 'Savannah' can be seen in the background. but she still spends as much time as she can in the water. If I have to punish her, I don't go in. I like my ocean water to be over 80 degrees."

The Gobens got Emma interested in travel early. "We kept her watching the Travel Channel, and she really enjoyed it. So she's the one who has mapped out all our future travels. With Emma, I don't need a son, too.

"I love to cook and entertain, so I asked Teal for indoor and outdoor galleys. I know I'm spoiled," she laughs, "but I really needed both. Nonetheless, I'm keeping things really simple and light. All I need to make delicious food outside is the grill, a sink, and one spatula."

Linh got into cooking fresh and natural foods during their first cruise. "Teal, who often dove for dinner, lost 20 unneeded pounds in the first month, and kept it off. "And it's not like we don't drink. Emma has eaten only good food from when she was born. She sneers at Chicken McNuggets and hamburgers, saying they aren't real food.

"We learned a lot from our first cruise," says Linh, "such as we brought 50% more stuff than we needed or ultimately wanted. So now we're keeping things very simple. Nonetheless, in order to be happy cruising, you need to have a few things that are really important to you. For Teal, it's tools, spare parts, and his beautiful nav station."

What about for Linh?

"We all have wants and needs. I want a lot of luxury, but know that I only needed three things: The two galleys and my own head, are the first two. I'd had a shoe locker on our trimaran, but on our new cat I needed my own shoe display."

It turns out that the past commodore of the Punta Mita Yacht & Surf Club has an Imelda Marcos-type shoe fetish.

"Before we went cruising the first time, I had 102 pairs of shoes. I cut that down to 75 pairs for our trip. Some men

don't know that a woman needs different shoes for the different seasons. Because we need to keep the new boat as light as possible, I'm going to limit myself to 50 pairs when we move aboard. I'll have two pairs of Topsiders and 48 pairs of high heels.

High heels?!

"People laugh when they see me walking down the dock in high heels, but I can walk better in high heels. The only times I've gotten hurt walking is when I wore flip-flops."





What kind of shoes does she wear on the boat?

"High heels. At least I do about 80% of the time. But I'm careful to buy high heels that don't scuff." A nice big hat, a bikini, and high heels. That's Linh's nautical look. It could catch on.

"It's taken us longer than we expected for our cat to be ready for us to live aboard," says Linh, but we know why, and neither of us are willing to compromise superb quality for getting the boat ready a little earlier. And we do have big plans. We expect to move aboard next summer, and living aboard should make it easier for Teal to get jobs done more quickly. We've already bought everything we need to finish her."

Linh says living aboard is important to the family because "we know we'll be happy there, and happiness is more important than money — although we're confident we could make money anywhere." After being a stay-at-home



# IN LATITUDES



Insets left. Teal, wiped out after another hard weekend day working on 'Savannah'. Nobody has been able to figure out where Emma got her interest in clothes and shoes. Above; Karen and Mike Riley look normal enough, but what they've accomplished, on so little money, is extrordinary.

mom, Linh has gone back to work at a title company.

"We'll certainly do another Ha-Ha and go cruising again, but not right away," says Linh. "Sometimes I hear people who haven't done a Ha-Ha dismiss it as a bunch of party people. I tell them to bite their tongue, as the Ha-Ha is a great community. Many of our best friends are people we did the Ha-Ha with, and even though it was 10 years ago, we keep in touch. Half of them are still cruising in other parts of the world, while half of them are in the Pacific Northwest and we have reunions. I wouldn't trade my Ha-Ha and cruising friends for any of my land neighbors. When you do a Ha-Ha and cruise, you discover that you make better friends in a week than you do with land people in years."

— latitude/rs 08/04/2014

### Beau Soleil — Dickerson 47 Mike & Karen Riley Cruising on \$500/Month (Coronado)

I don't know how cruisers spend so much money. I say this as someone who has cruised for 40 years, most of it with my wife, and much of it with our

son Falcon, on today's equivalent of \$500 a month. We have twice circumnavigated, and recently crossed the Pacific a third time.

I started cruising with *Time Out*, a humble, engineless 24-ft Columbia Challenger. I made it from Coronado to the Mozambique Channel in the Indian Ocean. More than halfway around the world, I ran into a freighter, and knocked three feet off the bow of my boat in the process. I sailed the wreck back to the Comoros

Islands, where I sold her.

After returning to Coronado, I became broken-hearted because I hadn't even attempted to repair my brave little boat. Seeking redemption, I bought a Columbia 24 — the one with the raised cabin and two big ports — and christened her *TOLA*, meaning *Time Out Lives Again*. I circumnavigated with her via the Red Sea and Panama.

It was while passing through Papua New Guinea on my second circumnavigation that I met Karen. We would be married in Australia. Our son Falcon was born in Malta. The three of us continued across the Med, the Atlantic, the Caribbean and the Pacific to Hawaii on our little boat. We finally sold *TOLA* in Hawaii because Falcon had outgrown his berth.

We returned to Coronado to work for a year, then we bought the Dickerson 41 Beau Soleil. We circumnavigated with her via the Cape of Good Hope and Panama. Subsequently we spent three years in Maryland so Falcon could complete high school. After he graduated, we sent him off to Coronado for college, and we took off again.

We're still on our Dickerson, but cruise around at a slower pace. We sailed up to Maine, then down to the West Indies and the Western Caribbean. After a couple of years in the Sea of Cortez, we crossed the Pacific, sailing down to New Zealand. Karen, by the way, is a Connecticut/Kiwi. Last year we sailed up to Fiji and New Caledonia, then returned to Whangarei, New Zealand, where we left Beau Soleil. We are currently in Coronado, caring for my 92-year-old mother.

I've written 13 books — mostly nonfiction — during the course of our cruising. All of them are available at Amazon. I'm even more proud of the fact that I built my own printing press, and sold my books 'off the back of my boat'. I haven't been able to pay for our cruising habit

The Rileys say that cruisers can save money by not hauling in boatyards. This is their Columbia 'TOLA' getting a bottom job in India. India!



MIKE RILEY

# **CHANGES**

through writing, but it's kept me in rum and beer. There's not much money in writing, but you do meet a lot of people.

As I said earlier, I really don't understand how people can spend so much



Young, in love, and in the jungle.

money cruising. I can only imagine they wake up in the morning and make a plan to spend it all. It just doesn't cost that much to go cruising. Of course, Karen and I do things differently.

For instance, we do dine out, although only for lunches, because they are much less expensive than dinners. The exceptions are birthdays and anniversaries. When we 'dine out', we tend to eat street

food, because we've fallen ill too many times after eating in regular restaurants. My theory is that families who sell food on the street eat all the leftovers at the end of the day. Sit-down restaurants shove their leftovers into the fridge to be served later.

We have also developed a system of 'buy prices' for food that we normally use to stock the boat. Unless we are desperate for something, we never buy over our 'buy price'. When we do find the right price, we buy cases of whatever it might be. For example, cream of mushroom soup, 3/\$1. Beans, four 15-ounce cans for \$1. Rice, 20 pounds for \$7. These are rock-bottom prices, but you can find them. Often you can find them in one country but not others. It does help that our current boat has huge lockers compared to the ones on the 24-footer

Both buying clothes and having to do lots of laundry are boring and can be expensive. so sailing naked is not only fun, it's economical.

we went around on twice.

We brew our own beer, we decant toddy from coconut trees, and we make our own rum. Others might call it 'white lightning', but I prefer the term 'rum'. It's my bottle, so I call it what I want!

Despite our being frugal when it comes to food, food and beverages are still our greatest expense.

We also believe that boat insurance is a pyramid scheme. Instead of paying insurance premiums, we buy heavy gear for anchoring and are eternally vigilant. Furthermore, we never leave our boat in hurricanes. Many boats are lost in hurricanes because the owner doesn't attend to the anchor lines.

Lest anyone think that we're shouting through our hat, we have been through the eye wall of four Category 5 hurricanes in 40 years. The eye wall is where the most vicious mini tornados lurk. We're ridden out storms with mini tornadoes that added 100 to 150 knots to the wind speed.

When we were younger, we used a 15-hp outboard. But gas is very dear in most of the world, so now we either row or use an electric outboard.

Our solar panels give us half a kilowatt a day, allowing all our tools, galley gear, and audio/visual toys to be driven by inverters.

We avoid hospitals. Most ports have shipping pharmacies, where the boat's captain, armed with departure papers, can buy any medicine. We stock up. We also carry medical books, such as *Where There is No Doctor*.

There is plenty of entertainment in our lives. It's easy to organize parties and potlucks. We trade DVDs. And the world is full of great books. I know, because I wrote 13 of them!

We do fly back to the 'real world' every two or three years, but only after exhaus-

tive Internet searches for the lowest prices. Cheap tickets can be found — although they usually involve flying through Communist countries. When in the Third World, a bit of currency adaptation can keep the price down.

The other side of spending on any budget is making money. It's not hard while cruising. Really! But you want to be smart, which means earning money in expensive countries, where the pay is good, and spending it in cheap countries, where everything is cheap. This isn't rocket science, right?

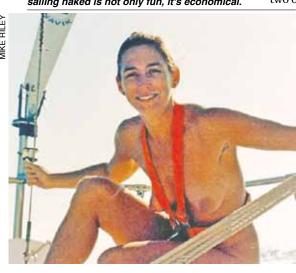




I hold a 100-ton license, but so do many other cruisers, so what's my trick to getting the gigs? I tell the owner that I'm coming to see him and his boat at his dock, and will be arriving on my own boat by myself. Commercial docks are rarely easy, so I check for currents and windshifts before arriving. Then I make sure I make a great landing in front of my potential employer. If you make a good landing, you'll at least get a job trial. You are never paid for the first few days of driving a commercial vessel; that's just the way it is. Make sure you don't break the boat during the trial period, and you should have a lasting job.

Using this technique, I have driven vessels in many parts of the world. I particularly like driving ferries, as I enjoy the challenge of stressful landings with less-than-nimble vessels. Plus, ferry docks are usually located on points, where the current and wind are about the worst. If you aren't ready for that much stress, maybe you should get more practice first.

Sometimes you can only find normal



# IN LATITUDES



Spread; The Rileys' Dickerson 47 'Beau Soleil', which Mike stretched from 41 feet with a "surfing bustle". They'd previously done 1.5 circumnavigations with 24-ft boats. Note the solar panels. In the long run they save big bucks. Insets left; Karen with some South Pacific locals. Falcon Riley.

types of jobs. I worked as a carpenter in Noumea, a truck helper in Australia, an ore wheelbarrow man in Australia, a boatwright in Tunisia, and a backpacker transporter between the San Blas Islands of Panama and Cartagena, Colombia. It's true that none of these jobs were legal, but nobody cared. For instance, I had to walk past an immigration officer each morning to go to work in Noumea. He didn't mind, as I wasn't taking a 'good job' away from a local.

I have also worked on cruising boats as a rigger, a refrigeration mechanic, a delivery captain — you know the drill. Work isn't hard to find if you let people know that you are looking for it. Most boatowners assume that you are as rich as they are. There is no shame in letting them know that you are not, and that you need to make money.

Karen is a wizard with a sewing machine. She has rescued many a sailor in

far ports by repairing trashed sails, and has been rewarded for her work.

When it comes to work, our son Falcon has put both his parents to shame. He delivered ice to boats in Malaysia,

used our dinghy to be a ferry captain in Phuket, delivered the morning coffee and newspapers in the Seychelles, and taught kids to rock climb in South Africa. In these cases there hadn't been legal jobs for him, so he created them.

Making money is easy. But if you're not used to getting jobs by your wits and using your hands, I recommend getting some experience before taking off on a world cruise. That's right, quit your high-paying job and learn to use your wits and passion to find work. Really.

So how much does it cost for us to cruise? It comes to about \$500 a month, plus diesel, plus a haulout every couple years. If we are feeling too poor for a regular haulout, we lean our boat against a dock while the tide goes out or careen her on a beach.

Far from being embarrassed, we feel as though we are living like kings. We fill our cockpit with friends, booze them up, and have a great time. Or we go to all the beach parties, where Karen competes in the game of who makes the best food. When cruising, we eat fish three nights a week, meat three times a week, and have one night of 'who knows what' experiment. I have learned to love the results of the experiments — or else!

Can a couple really cruise for so little. Absolutely! We do it with a Dickerson 41, which is actually 47 feet long because I added a 'surfing bustle'. It costs a lot of money to maintain a 47-foot boat which is why we do all our own boat work. Can you? Will you?

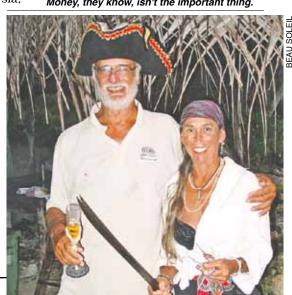
Some cruisers work and save half their lives for their cruising adventure. We've seen too many who have spent their savings as quickly as they could in their first port. When they are out of money, they have to go home.

Some cruisers are more careful with their money, and get over to New Zealand or Australia or Singapore. But then they lose their courage and/or desire to sail home.

Other cruisers fall in love with the cruising lifestyle, which is based on freedom, joy, laughter, terror, and victory.

Did I mention freedom? Freedom in every sense of the word. Complete and utter freedom. As far as we're concerned, there isn't a drug that can compete with that. We're not the only cruisers who can't seem to give up the sea, as we've met plenty of others who have been out cruising for decades. They might stop

No longer kids, Mike and Karen maintain their youthful - and healthy - outlook on life. Money, they know, isn't the important thing.



for a bit, but the call of the sea lures them back. They are addicted, but to a new, non-polluting, non-global warming, totally free, fabulous lifestyle.

So \$500 a month for freedom, joy and happiness. Most of you probably have the boat and enough money in the bank to get started already. What's to stop you? Lack of ambition? The important commercials you might be missing on television?

Got kids? I say take them out of school so they can get a real-world education. They'll make new friends. So will you. People out cruising are like your longlost brothers. They want to cross oceans as you do. They want to stare at the far horizons with steel in their eyes, as you do. They want to laugh with the full body laughter only possible to those who have succeeded against near-impossible odds.

Or do you want to stay ashore, waste money, get old and fat, and go to an early grave? Life should be more than a slow plod to the grave. Live your life as though it's the only one that you have. Live as if you only have a couple of years left. Draw a few more boxes on your Bucket List.

The one thing you shouldn't do is make the excuse that you don't have the money. Five hundred bucks a month. Anyone can do that. We've been living proof for 40 years.

- mike 06/15/2014

### Joy of Tahoe — Lagoon 440 Cat Walt & Joy Kass The Schengen Situation (Tahoe City, California)

Bonjour from Port Chantereyne, Cherbourg, France. Joy and I should not be placed in the 'he-man, old salt, pirate-slaying, cruiser class. We believe

The 'Joy of Tahoe' motors past the Statue of Liberty in New York Harbor. She's now enjoying the country that gifted Lady Liberty to the U.S. in calm passages with friendly winds and curents, where the wine glasses don't break and the espresso machine works every day. And we want to thank *Latitude* for all the years of great reading, and for being such a great inspiration and source of knowledge.

After living in Tahoe City and owning Barifot Photography for 40+ years, we were motivated to visit some different and older cultures. So in 2006 we took delivery of our Lagoon 44 catamaran Jou of Tahoe at Kemah, Texas. The cat had come directly from the factory as deck cargo. We had Capt Bill Olson sail JOT around the tip of Florida and up to the Chesapeake in November 2008 so we could learn how to sail. Twenty-five years of Ski Nautique-ing around Lake Tahoe, and a two-week-long Captain's Course at California Maritime Academy, had qualified me for a Masters 25 Ton Inland USCG license. It's the lowest of the low of these licenses, but above the 'Six Pak'.

We liked the Chesapeake — specifically Tracy's Landing, south of Annapolis and a half hour from D.C. — so much that we decided to stay for three years. The highlights were history, overdosing on soft-shell crabs, the many friends we made, and our trip with said friends to New York on our way to Mystic Seaport. We motored past the Statue of Liberty on July 6, 2012, glad to be on the water as it was 104° on the streets of NYC.

That fall we passed through Charleston on our way to winter in Fort Lauderdale. Spring Break is for the physically young. *JOT* has an air draft of 73 feet, which precludes her from using much of the Intercoastal Waterway, where bridges are a standard 66 feet tall. Getting around Cape Hatteras was an experience

we hope not to repeat.

Capt Bill sailed JOT to Lymington, England for us, as we didn't want to do 30 days at sea. He arrived on July 1, 2013. We've been 'sort of cruising' since, as we're using our cat as a floating apartment.

There are two additional concerns for U.S. mariners cruis-







ing in the United Kingdom and Europe; immigration regulations and the threat of the 20% Value Added Tax (VAT).

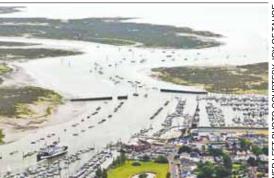
There were reports in the July Latitude from Jim and Debbie Gregory on the Richmond-based Schumacher 50 Morpheus, and Ed and Sue Kelly on the Des Moines-based Catalac 41 cat Angel Louise, on the immigration issue. In particular, the 'Schengen Area' rules that make it difficult if not impossible for Americans to stay in Schengen Area countries — meaning most of the E.U. — for more than 90 days without having to leave for another 90 days. Based on our experience, everything written about the subject in Latitude has been accurate.

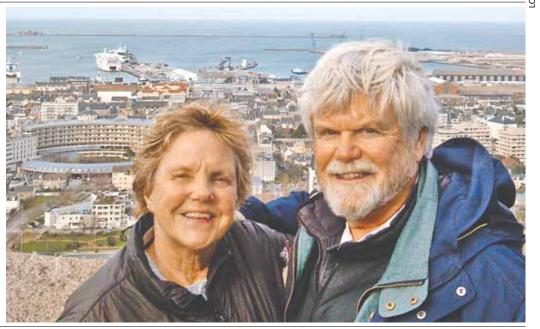
Here's the short version of our Schengen adventures. Keep in mind that we made every effort to be legal, as our boat is our home. The United Kingdom — except perhaps for the dependencies of Jersey and Guernsey — allows U.S. tourists only six months in the country. According to much research and face-to-face discussions with three UK immigration officers, we learned no extensions



# IN LATITUDES







Joy and Walt, spread, have gotten around on their Lagoon 440. Clockwise from lower left; Tracy Landing, south of Annapolis and close to D.C. Soft-shell crabs from the Chesapeake. Kemah, Texas, where they first stepped aboard 'JOT'. Lymington, England at street level and from above.

are possible, and that we must leave for six months before we can return for another six months. That's the law.

The reality is somewhat different from the law. One couple we know has stayed on their boat in London for a few years. Each time upon returning from normal return-to-home-type trips, they were granted an additional six months in the UK. The decision to allow visitors back in less than the six months away required by law is apparently left to the immigration officer you get on your return. He/she can ignore the law or not. We were repeatedly told this was the case.

Rather than risk back-and-forth trips only to be turned down by a UK immigration officer, we decided to try something else based on the advice of three French embassy agents in London. They assured us that all we had to do was show up in France, where we could apply for a year-long French Long Stay Visa. So we crossed the English Channel

in mid-January — having become illegal aliens in England for two weeks as a result of waiting for suitable weather. We still missed the weather window by 12 hours, and bashed into 20-knot winds that gusted to 30. The sounds that an overloaded cruising cat can make in such conditions are amazing, but we had no problems other than *mal de mer* and speed over ground of just three knots.

We ended up in Cherbourg, Normandy, which is perfect for us. The local prefecture lady was extremely apologetic, but said that no matter what the embassy agents in London had told us, we couldn't apply for a Long Stay Visa while in France. We ended up having to fly to the French consulate in San Francisco, where they spent five-minutes taking our fingerprints and photos, as well as confirming our income, and health and repatriation insurance. A week after the appointment, we got our passports back with the LSV glued in.

The second step of the LSV is to have a medical exam here in France within

90 days of our return. This involved a two-hour trip to Caen on the Normandy coast for a 241-euro each medical exam, including x-rays and a fairly complete physical. The examining doctor was a little past prime, but very nice, and needed only a black and white filter and a Gauloises hanging from his lips while dusting ashes off the x-rays to fit into a film noir scene.

The confirming LSV sticker was duly pasted and stamped into our passports the same afternoon, making us legal in France for a year. We can travel anywhere we want, with the proviso that we cannot be out of France for more than 90 days in a row, or we are considered not interested in the LSVs. We would have to forfeit them, with the penalty of having to reapply in San Francisco. We can renew our LSV in France two months before expiration.

UK friends have told us they are hearing that both the UK and Schengen Area countries — the latter require you to leave the Schengen area for 90 days after every 90 days — are talking about making visitor visas less restrictive. They also told us not to hold our breath. But for right now, the French LSV seems like the best approach for us.

Before any Americans get too huffy about UK and Schengen Area restrictions on tourists, don't forget that the U.S. also has a 90-day rule for foreign visitors.

Then there is the major matter of VAT. We'll discuss that, and our favorite places, in the next *Latitude*.

- joy & walt 08/07/2014

### R & R Kedger — Hunter 460 Rob and Rose Benson El Salvador Rally (San Diego)

We'd like to share our fond remembrances of this year's Cruisers Rally to El Salvador. We'd started our cruising with a wonderful Baja Ha-Ha in 2013, then

Rose Benson. We're not sure if she's smiling because she has a good cell connection with the U.S. or what, but it's a happy smile.



# **CHANGES**

jumped across the Sea of Cortez south to Banderas Bay. Lunch plans with fellow cruisers resulted in our attending an El Salvador Rally presentation by Bill Yeargan and Jean Strain of the Hawaii-based

Rob takes a crack at making maize. It's not easy.

Irwin 37 Mita Kuuluu. They are the organizers and hosts of the event.

Originally we had no plans to stop in El Salvador, as we were going to sail right past that small Central American country on our way to the Panama Canal. But Bill and Jean's presentation opened up our

minds and got us excited about El Salvador, so we changed our plans. Besides, it was right on our way to Panama.

It's a bit of a jump from Banderas Bay to El Salvador's Bahia del Sol — a little over 1,200 miles. As the rally doesn't have a defined starting place or starting date, we took our time and made many stops in Mexico. But knowing the rally was out there, we kept sailing. It was a good thing, for otherwise we might have gotten stuck somewhere in Mexico and then returned to San Diego for the hurricane season. As it was, we were able to pick our weather windows so we that had superb conditions all the way down. It wasn't hard, as the weather was almost always accommodating.

We arrived at the Bahia del Sol rally site on the first day, and stayed through the final day, a full month later. We met

One of the El Salvador Rally boats crosses the bar at Bahia del Sol. It's rarely as exciting as most crews hope it will be.

were headed north proved to be excellent sources of current information on the places we were headed to. From our welcome cocktail through

many Salvadorans and the most amaz-

ing fellow cruisers. The cruisers who

the final dinner, Bill and Jean went out of their way to make the event terrific, keeping all the participants engaged and entertained. We learned how to make empanadas and papusas, paddled a cayuco, visited colonial cities, and even swam in a pool — with large blocks of ice with our new best cruising buddies.

For those who wanted to do more land travel in Central America, Bill and Jean either led the way or hooked us up with locals who knew the way. We quickly learned that it's easy to visit a lot of places without too much effort. We truly enjoyed our trips all around El Salvador, Guatemala, and Honduras. The people, history and culture were mesmerizing.

A great thing about the rally, aside from the wonderful people at the marina and hotel, is that you could participate as little or as much as you wanted. Activities were planned for most days, but if you wanted, you could pass. As a result, we could catch up on planning, boat projects, and the always important relaxing.

Another plus of the rally was that it didn't matter if you arrived days late or needed to depart before it ended. You could arrive when you liked, stay as long as you wanted, and depart when you wanted to or had to.

We liked El Salvador so much that we stayed at Bahia del Sol for an additional month. We honestly thought about staying there even longer, but knew it was time to head toward the Panama Canal. We most likely will return to Bahia del Sol when we head north in the Pacific again. It won't matter if the rally is happening or not; we will return to see our

> Salvadorian friends, and we're sure that Bill and Jean will insure "the fun will continue."

rose and rob 08/08/2014

Readers — "This was the fifth uear of the El Salvador Rallu." report organizers Bill Yeargen and Jean Strain. "Entries start from anywhere they want when they want, and the Bahia del Sol activities start in mid-March and continue for about a month. The entry fee is \$76. We had 32 entries the first year, with a 40% increase the next two years. The next two years it dropped to





about 25, but picked up again this year. The number of non-rally arrivals has increased each year from 14 in 2012 to 37 in 2014. The majority of these boats say they heard about El Salvador from former rally entrants who recommended us as a 'must stop' destination. Also encouraging is more boaters are finding that this is a good place to stay during hurricane season. Twenty-one boats are summering over this year. While a couple of boats have had exciting bar crossings over the years, most have been 'Ho-hum, what's the big deal?' crossings."

### **Cruise Notes:**

We can't believe it, but Mexico's 'Nautical Stairway' idea is back. About 30 years ago, a private marina company came up with the concept of a 'stairway' of harbors and marinas between California and the Pacific Coast of tropical Mexico. It got nowhere. About a dozen years later, Fonatur, Mexico's tourist



# IN LATITUDES

TOS COUNTESY WAYR KEIGER AND EL SALVADOR RALLY



Spread; Cruisers gone wild at Bahia del Sol? Not exactly, but everybody enjoys it when the big chunks of ice are put in the pool to cool the water. Other photos from lower left; One of the van tours. Salsa instructors demonstrate how to do it. The Ladies Sundowner Society meets in the pool.

development agency, not only revived the idea, they acted on it with tons of money. One of the first things they did was build a breakwater at remote Santa Rosalillita on the Pacific Coast of Baja, which was to be the terminus of a 'land canal' for boats from the Sea of Cortez to the Pacific. Once the breakwater was finished, it started filling with sand, and to our knowledge has never been used.

The rest of the project was to consist of high-end resorts with golf courses and about a dozen new marinas located near similarly new airports. It was a brilliant idea — assuming everybody in California with a boat over 30 feet was going to bring them down to Mexico every year. In the end, all that got built were nine marinas, the best known of them at Puerto Escondido, La Paz, Guaymas, Mazatlan and San Blas. Except for Mazatlan, most

of them have been under achievers, to put it mildly.

Previous 'Stairway' failures notwithstanding, during a recent tourism festival at Cancun, **Mexican President Enrique Peña Nieto** unveiled plans for a new \$174 million *peso* 'Nautical

Stairway' from Baja Norte as far south as Nayarit (Banderas Bay) "to make of the Sea of Cortez a safe and attractive spot for the practice of sailing and yachting." Isn't it attractive enough already? We hate to be a killjoy, but mariners haven't been crying out for such facilities.

There is a lot more tourism investment money headed to **Puerto Vallarta** and the **Riviera Nayarit** over the next five years, too. Some \$500 million pesos are earmarked for a new marine terminal in P.V., another \$500 million pesos to upgrade the old colonial city center and malecon, and \$50 million pesos for a new terminal at the airport. San Blas, in Nayarit, will get \$500 million pesos for tourist development, with the main focus being the historic port. You'll remember that last month the Governor of Nayarit announced that ground would be broken this November to make tiny San Blas the biggest container port in Latin America. All we can say is only time will tell.

Cherchez la femme! "There is this giant government Customs boat that comes and searches your boat in the Marquesas to see if you have anything you haven't declared," report the crew of the Channel Islands-based Hughes 58 cat Lil' Explorers. "They searched our boat in Nuku Hiva. We heard that the boat came to Tahiti, where her crew got drunk and hooked up with some fun-loving women. No doubt seeking to impress the ladies, the crew took the customs vessel out for a little spin — and hit a reef, sinking the boat."

"I've been in La Paz for seven years and had never seen a *chubasco*, but we've already had half a dozen of them this year," reports **Shelley Ward** of La Paz Yachts. *Chubascos* are powerful but short-lived storms that normally hit farther up in the Sea of Cortez in the summer and fall. Perhaps caused by very warm air and ocean temperatures, one came up through Cabo on July 24 with 80-knot winds, glanced La Paz with just 35 knots, and then nailed the anchorages of San Evaristo and Puerto Escondido with what was estimated as up to 60 knots of wind.

One of the victims was **Cyber**, Bill Grinder's Yorktown 35. A failed weld on a Sampson post apparently started a chain

Bill Grinder's Yorktown 35 'Cyber', on her first mini cruise, was a victim of a powerful chubasco at San Evaristo.



# **CHANGES**

of failures that put the boat on the beach at Evaristo with a large hole. "It's really sad for a couple of reasons," says Ward. "First, Bill, who had been our Friday net controller, had spent three years fixing up the boat, which he'd bought without a mast from a boatyard. Second, it was his first little cruise on her, with his Mexican wife, kids and dogs."

Jake Howard of the Seattle-based Hunter 40 **Jake** reports that they had 38 knots gusting to 42 at **Puerto Escondido**. Three boats had dinghies with outboards flip over. "Boats to the south at **Candeleros Bay** had 50-knot gusts." **Saltshaker** went onto the rocks at Ensenada Blanca, and is apparently a lost cause. **Carpe Iam** was blown onto the rocks at Isla Coronado. While she was left unguarded for the night, many things were taken. Big surprise. She was hauled at Puerto Escondido, declared a total loss, and will be sold as salvage.

Speaking of strong winds, **Joy of Tahoe**, Walt and Joy Kass's Tahoe-based Lagoon 440 cat, has seen her share of powerful winds in the last eight years.

"Despite three hurricanes and one



Over 400 two-story Lagoon 440s were built, making them the most popular catamaran of her size in history. This is a sistership to 'JOT.'

night of 99-mph winds, our experiences have been very anticlimactic," reports Walt. "JOT was docked near Kemah, Texas in a well-protected marina with 25-foot-rise pilings on floating docks

with condos all around. We weren't aboard when hurricane *lke* hit in 2008. After a week of no word and nail-biting, we learned that *JOT* was fine despite damage to Kemah. The boatyard she'd been in just before had been blown 30 miles inland!

"JOT was berthed at Tracy's Landing, Maryland when hurricane **Irene** came through in 2008. We were in Tahoe and she was spider-webbed in the marina. Once again, nobody was aboard and there was no damage.

"We were aboard *JOT* in the Chesapeake when hurricane **Sandy** came calling in 2012. The usual spider web of lines was deployed, and she sat out 60+knot winds in the marina. We watched from a few blocks away. Although Sandy devastated large areas, the Chesapeake was mostly spared. Having a generator and watermaker made us a little smug.

"The last wind event was at **Lyming-ton** on the south coast of England near the Isle of Wight. We heard predictions of 100-mph winds two days before, and had *JOT* tied to a 150-foot pontoon be-







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# IN LATITUDES

tween two pilings near the town center. As a precaution, we ran extra lines to the pontoon before going to bed. There were 99-mph winds at the Needles, and we woke the next morning to find the pontoon had a 90-degree angle. Our lines and that of other boats were all that were holding it together! No damage to *JOT*."

"For a visiting cruiser to describe the boats in the **Waiting Room** anchorage just outside Puerto Escondido, Baja as "squatters" is simply wrong," reports Mike Wilson of the S&S 44 **Tortue**. For one thing, it's a tough place to anchor. Second, each of the vessels is legally moored there and pays a monthly or daily fee to A.P.I. (Integral Ports Authority). It's just like people paying to have a boat on a mooring in Newport Beach. This fee includes garbage disposal and a water supply.

"We've been making a summer cruise to the Sea of Cortez from our base in Mazatlan for the last several years," continues Wilson. "Normally we cross in late June or early July, when the winds have switched to the southerly monsoon,

and most always when there is a full moon. It's normally a lovely sail, and we usually make landfall at Isla San Francisco or Agua Verde. When the northers return late in the summer, we reach south and east back to the mainland.

"Melissa and I never take a mooring," Wilson goes on, "as we prefer to rely on our own tackle, knowing it's in

good condition. We've enjoyed our time in the Middle Sea, and have found the folks who have chosen to make it their home to be friendly, decent, extremely helpful — and yes, a bit different. The latter is part of the flavor. As for **Elvin Shultz** of P.E.M.S. in Puerto Escondido, who was suspected of 'borrowing' a dinghy, he's as honest as the day is long. If he says he took someone's dinghy by mistake, we believe him."

"We sailed from New Zealand to



The 'Pacific Highway' crew thanked these playful Fijian kids for their hospitality by giving them a 2012 Baja Ha-Ha frisbee.

Fiji, arriving at the end of May, report Bruce and Laura Masterson of the St. John, USVI-based Davidson 44 **Pacific Highway**. "Fiji has quickly become our favorite cruising ground. The Fijians are incredibly friendly, the snorkeling has been the best ever, the beaches are spectacular, and the food and fishing great. Best of all, the cost of living is easy on a cruiser's budget. We were adopted by a village in the Lau Group, where we found

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# **CHANGES**

a good home for our 2012 Baja Ha-Ha frisbee!

"Having left our Nor'West 33 **Brio** in Chiapas Marina, Mexico for hurricane season, we arrived at Bahia del Sol, El Salvador both excited and nervous about the bar crossing," report and Leah and Jonathan Kruger of Vancouver. "Frankly, we were disappointed in our bar crossing, as there were no breakers. Bill Yeargen and Jean Strain of the Irwin 37 Mita Kuuluu were at the Bahia del Sol dock to greet us with slushy rum drinks. Check-in with customs and immigration took less than 30 minutes. Our only regret is that we didn't leave the boat in El Salvador for hurricane season the year before, as we could have had the wonderful locals varnishing and painting while we were gone." The couple have recently passed through New York City on their way to Jonathan's home in

Who liked the **El Salvador Rally** and El Salvador? Among many was Kevin 'CB' Midkiff of the Seattle-based Hans Christian 38T **Palarran**. "We signed up for the El Salvador Cruisers Rally on the



Kim and Dave Wegesend of the Catana 42 'Maluhia' in El Salvador looking pretty happy. Maybe it's the change after years in P.V.

recommendation of friends who did it in 2011. We're glad we did. We got here mid-April, and four months later are still here. On a cruiser's budget — and not very good at sticking to it — staying in El Salvador would have been way more economical than staying in Costa Rica."

"Since leaving the Galapagos for the South Pacific, we have had two days of motoring with no wind and the current against us, followed by three days of over 200 miles per day," blogs Al Wigginton of the Indianapolis/Livermorebased Hughes 65 catamaran Dragonfly. "Yesterday it looked as though we would exceed 240 miles in 24 hours, but oh no, my wife Jill, the referee, blew the whistle and called for a reduction in sail so it would be easier for people to sleep. My view is what we have on the boat are not people, but crew, and they should not expect to sleep when a few more bumps and crashes at 13 knots would get us over the 240-mile-per day hurdle. What Jill did was the football equivalent of calling offensive pass interference on a touchdown, assessing a 15-yard penalty, and giving the other team possession. I will be filing an official protest with the Pacific Puddle Jump to overturn the call and ask for sanctions against the ref.

"Our crossing from Panama to the Galapagos, and on to the Marquesas, was nice except for **breakages**. We broke



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# IN LATITUDES

a main halyard just before getting to the Galapagos. Fortunately it was at the crane, so we only lost 18 inches, but it was a pain to re-run. Four days after leaving the Galapagos, one autopilot quit. Three days later, the new back-up autopilot quit, so it was hand-steering from then on. Our rudders have a hydraulic link instead of a bar between them, and we had a problem with one cylinder leaking past the ram. So after a few hours one rudder would go out of alignment. In half an hour it would be badly misaligned, so I closed the bypass valve, meaning we could only steer with one rudder. This was all right when we were on one tack, but we had difficulty sailing on the other tack, as the weather helm would overcome the rudder and the boat would head into the wind. So we stayed further south than we wanted, then made some northing back when the wind dropped and we were close to Fatu Hiva.

"We got repairs done and a new cylinder in **Nuku Hiva**. A control head had gone bad on one autopilot and a

pump/motor unit in the other. Everything is fine now except for a recently broken Reefurl unit. Although it was new in 1999, the folks at Reefurl said they would cover it under warranty! We have done four weeks of rotations with the Sea Mercy folks and are waiting to start the

next eight weeks of non-stop travel in the Lau Group of Fiji. So far it has been great fun and very rewarding."

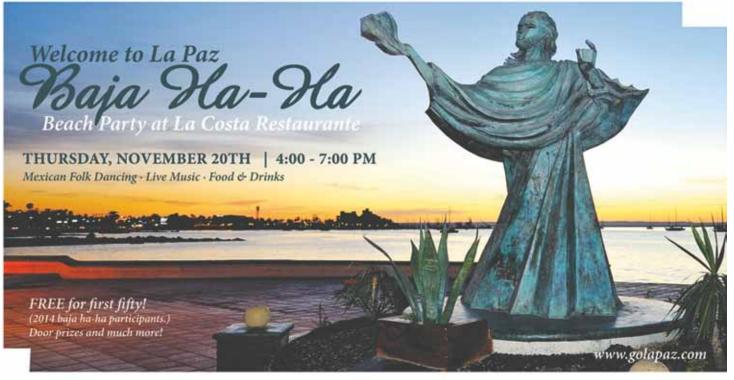
"We have spent two months in New Caledonia, and love it," report Steve and Dorothy Darden, long ago of Tiburon, of the M&M 52 **Adagio**. "There are a few things Puddle Jumpers heading this way need to know about.

The first is about checking in with customs and immigration at **New Caledonia**, as misleading information is given



New Caledonia is 750 miles east of Australia and home to 250,000 people. This is an aerial view of a marina in the capital of Noumea.

on both the Puddle Jumper's PDF and the Port Moselle Marina's website. While there are five ports of entry — Lifou, Koumac, Hienghe, Touho, and Noumea — the truth of the matter is that you can only fully check in at Noumea without incurring a large and unnecessary expense. There have been cases where cruisers who have landed in Lifou, for instance, have had to pay for an immigration official to fly round-trip, plus















# **CHANGES**

hotel and meal expenses, to avoid big problems.

"Second, the Puddle Jump Guide seems to suggest that Port Moselle Marina and Port du Sud Marina are somehow one facility, but they are two.

"Cruisers also need to be aware of the changing political climate in New Caledonia," continue the Dardens. "The locals are friendly in most places, but not in some of the outlying areas. For instance, two cruising boats in the lovely Bay of Oro on the Isle of Pines were told to leave by locals in a small boat. When you cruise New Caledonia waters, it is important to be sensitive to changing attitudes."

It's getting toward the **cruising rally** time of year, so let's review them. We'll start with the 2,700-mile ARC from the Canary Islands to St. Lucia that starts in late November. There are 215 entries, 14 from the States: Antares. Island Packet 380, Joe Novotnak; Aphrodite, Swan 46, Christopher Otorowksi; Balikcil, Jeanneau 45, Mustafa Yurtbulmus; Bikini, Bavaria 49, Dmitri Sokolov; Ekaterina, Sabre 386, Michael Bull; Euphoria, EC-

42, Len Borjeson; **Hanuman**, Oyster 54, Morris Schindler; Imagine, Najad 355, Ben Kaliwoda; Libeccio, Leopard 44, Kevin Rush; Maravilha, Hanse 430e, Victor Pinheiro; **North**, Hallberg-Rassy 43, Nejat Avci; Sojourner, Shannon 37, Ken Small; **Perseverance**, Swan 56, Tom Puett; Constanter, Swan 62RS, Willem Mesdag.

The ARC became so overcrowded a few years back that they had to add the ARC+, which starts a little earlier, stops at the Cape Verde Islands, then continues to finish in St. Lucia at the same time as the original ARC. There are currently 63 entries with a big waiting list. The U.S. entries are: **Archer**, Outremer 51, Rick & Julie Palm; Asylum, Bavaria 39, Thane Paulsen; Azzurra, Tayana 55, Ray Veatch; Bonnie Lass, Catalina 440, Bill Alexander; Carrick, Rustler 42, Allan Dobson; Makena, Lagoon 620, Luc Barthelet; Purr-fect, Lagoon 380, David and Linda Witham; Wipaca, Lagoon 450, Oscar Rabeiro Bonome. It's fun to see

what people are cruising on these days.

There are also three rallies from the Northeast to the Caribbean: The NARC (North American Rally to the Caribbean): the Caribbean 1500; and the newest and biggest of them all, the Salty Dawg **Rally**. More on them next month.

Sixteen years ago, Clive Green, a former utility worker who is now 62, and Jane Green, a former hospital microbiologist, now 60, left Wales on what was intended to be a weekend cruise to Ireland and Spain. They didn't return for 16 years, having now completed a 56-country, 60,000-mile circumnavigation with the Trident Challenger they bought for \$30,000. They spent another \$36,000 outfitting the boat. While cruising, they lived on just under \$1,000/ month, most of which came from two small rental properties. One time they ran short of funds in Fiji, and had to trade one of her bras for fruits and veggies! The couple say they saw a lot of great places, but the most rewarding were the people they met along the way. No surprise there.

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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately.

# DINGHIES, LIFERAFTS AND ROWBOATS



14-FT 29ER, 2002. Lake Tahoe or Berkeley. \$4,000. Sailed 2-3 times in SF Bay, then moved to Lake Tahoe - sailed infrequently; never after 2006 due to back injury. Stored hull-up under a porch. Needs bath and at least one bungee cord, otherwise in excellent condition. Included are 2 spinnakers (1 unused), sail bag, boat cover, daggerboard and rudder bag, and dolly. Not included is the trailer pictured. Email mr.uxor@gmail.com.

### 24 FEET & UNDER



24-FT DANA - CUTTER RIGGED, 2001. Anacortes, WA. \$84,000. Refit/relaunch 07/14. Yanmar 2GM20F - 685 hrs. Max-Prop. New: bottom paint, AGM batteries, laminated bowsprit, ocean canvas dodger and canvas covers, running rigging, GPS receiver, polish and wax. Email rharmel@mac.com.



16-FT LOFLAND SNIPE, 1968. Capitola, CA. \$1,500, Cash only. With trailer, all in good or better than good condition. New centerboard. Pineapple sails with original sails as backup. Call and I will email more pictures. (831) 345-5246.

17-FT DAY SAILER, 1979. Walnut Grove/ Sacramento. \$2,200. Good condition, fully equipped, spinnaker, Doyle Curtis sails, plus extra set. New EZ Loader trailer. Sacramento area. (916) 776-9222 or (916) 776-9221 or w.rutherford@frontiernet.net.



### 24-FT PACIFIC SEACRAFT DANA.

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**24-FT NEPTUNE, 1981.** Napa. \$4,000. Excellent condition inside and out. Shoal keel. Two main and two jib sails. 9.9 Yamaha outboard. Sleeps 5 comfortably. Tandem axle trailer with brand new tires. (707) 290-3662 or myklive@yahoo.com.

19-FT POTTER PREMIUM PACK, 2008.

Medford, OR. \$17,500/firm. Midwatch blue hull, red sails, sailed 3 times. Excellent condition. Always garaged. Fast rig singlehanded mast. Bimini top and bottom protected paint. Dual batteries, battery charger, Icom VHF radio mast antenna. Bow docking lights. Garmin 545 GPS depth sounder. Stereo with interior/ exterior speakers. Upgrade Baja trailer, fold-away tongue, trailer brakes. Tohatsu 5hp. Lighted compass. Many more options not mentioned. (541) 779-0504 or kgerlitz@charter.net.

22-FT CATALINA CAPRI, 2002. \$11,500. Like new, wing keel, race package, lake-sailed, Trail-Rite galvanized trailer with brakes. 2006 Honda 5hp 4-stroke. Newer sails, Ullman race main, Quantum Kevlar 135%, Haarstick Triradial 155% Santa Cruz Triradial carbon and Kevlar 155, Somerset spinnaker and Rolly Taske spinnaker. Mast-mount Velocitek speed puck. Lifesling, anchor, handheld VHF. Equipment stored: CDI furler + sleeve, newer cockpit cushions, unused Porta-Potti. (707) 278-7071 or (650) 888-6626 or coovert6682@gmail.com.

CATALINA 22 MK II WING KEEL. 2001. Shady Cove, OR. \$10,000/Asking. Hull #15464 w/single-axle galvanized trailer. Clear title to boat and trailer. Many extras. Call or text for details. (530) 277-6760 or (541) 646-9220 or gfnin@yahoo.com.



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22-FT MERIT, 1984. Pt. Richmond. \$4,800. Double-axle trailer, 4hp Yamaha, good sails, center cockpit traveler. Reinforced keel box. ST1000 autopilot. Porta-Potti, near-new interior cushions. Lifting gear (launch via trailer or hoist). Many extras. Contact (707) 280-7775 or skyvine@sonic.net.



17-FT MOLLY CAT, 1988. San Rafael. \$22,000. Adaptation of classic New England Cat Boat, with 1000 lb. keel. Built in Richmond for SF Bay conditions. Prettiest little gaff rig on the Bay. Inboard Yanmar: also sweet. Trailer. (415) 893-0226 or nate@natesumner.com.



**18-FT MUDHEN, 1985.** Napa. \$4,200. Gaff-rigged FG double-ender in excellent condition. Trailer, custom covers and cuddy, huge cockpit with cushions and 7' oars. Contact (707) 265-8415 or rdoormann@yom.com.



20-FT HARBOR, 2015. Corona, CA. \$36,000. I have four (4) 2015 Harbor 20's, three are being built right now. One is ready to be delivered anywhere. Great class and great class association. If interested please call and I can send you more information. Please only serious inquires! (415) 724-8566 or (415) 944-8028 or alfonso94970@gmail.com.

22-FT CATALINA CAPRI, 2004. Eureka, CA. \$11,900. Fin keel. Trailer. 5hp Honda. 5" GPSMAP chartplotter/depth. Roller furling. Self-tailing winches. Ullman cruising spinnaker. Spinlock extension. Reefing. Lifting cable. Interior and navigation lighting. VHF. Emergency equipment. Email for photos: psfreeman@aol.com.



12-FT SF PELICAN, KENWOOD, CA. \$4,000. #2676. Mahogany deck and inside, fiberglass hull. A real work of art! Sailed little of late. Selling due to age. (707) 833-5277.

### 25 TO 28 FEET



27-FT ERICSON, 1978. Alameda. \$5,700. Nice Bay boat. Wheel steering. Yanmar diesel. Harken roller furling 110% jib. Sleeps 5. Interior and cushions in good condition. All lines run aft. Danforth anchor, chain and rode. (530) 626-9626 or davprice@yahoo.com.

25-FT SPITZGATTER, 1938. Point Richmond. \$5,000/obo. Classic offshore cruiser, 90% restored. Hull has been professionally cold-molded, cabin top replaced and mast completely refinished. Needs electrical, running rigging. Death forces sale, make offer. (510) 697-1569 or charlotte@knoxeducation.com.



28-FT PACIFIC SEACRAFT ORION. 1980. Sausalito. \$34,500. Acknowledged as one of the best built, full keel, seaworthy designs. 31-ft LOA. Excellent Yanmar diesel, ProFurl, new standing rigging, sail cover, and much more. Very good condition. Email Ohana854@yahoo.com.



25-FT CAPE FOULWEATHER BAHAMA. 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. More at www.bastress.com/bahama25. Contact woodshop@bastress.com or (510) 457-8982.

26-FT PEARSON COMMANDER, 1965. Richmond Yacht Club. \$14,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom. More at www.sailboatlistings. com/view/42374. Contact (415) 686-4686 or fabrizio.natale@gmail.com.



25-FT NORDIC FOLKBOAT, 1961. San Francisco. \$40,000. Complete professional restoration. New full cover and racing sails. SF West Harbor berth. Filur is fully varnished showpiece, actively racing on the Bay. Photos at website: http://folkboatsforsale.com. (415) 577-1148.

25-FT CATALINA, 1985. Ben Lomond. \$9,000. With trailer. 9.9hp Honda, swing keel, furling genoa, main, autopilot, marine radio, depth sounder, log, stereo, Porta-Potti, CNG stove, new anti-fouling paint. Trailer and outboard recently serviced. Contact (831) 336-8450 or ewtitus@gmail.com.



28-FT CAPE DORY, 1984. San Diego. \$28,000. USCG Documented. Great Bay/ ocean cruiser. Well built and maintained, full keel, teak interior, full batten main, jib, genoa(s), spinnaker, ProFurl, Autohelm, knot/depth, canvas. Information: www.capedory.org/specs/cd28.htm. Contact miquelkumar@gmail.com or (619) 507-4119.

27-FT NOR'SEA, 1977. Santa Cruz Lower Harbor. \$26,500 or better. Four-month restoration and partial refit of this Lyle Hess world cruiser now complete. All details at website: http://sites.google.com/site/norsea27forsale/home?. Contact lewiskeizer@gmail.com or (831) 345-9384.

25-FT S2 7.9, \$14,000. Hull #168. Freshwater sailed. Epoxy bottom. Quantum sail inventory. Easily trailered and launched. New standing and running rigging. (541) 690-8153 or S27.9forsale@gmail.com.



26-FT INTERNATIONAL FOLKBOAT. 1973. Alameda. \$35,000/offer. Unique, world-class sailboat. Sweet-sailing fiberglass Folkboat, reconstructed into safe passage-maker or strong Bay sailer. Double-spreader mast, masthead forestay, jumper stay. Two mainsails, one straight-leech, the other larger with curving leech; four headsails. Graphite fiber frames, fiberglass stringers, laminated beams reinforce hull, deck, and hatch. Massive rudder with oversize bronze rudder hangings. Radar. Monitor windvane, Autohelm 2000 steering. VHF radio, masthead antenna, VHF handheld. Two GPS. Depth sounder. 75-watt solar panel and 40-amp international shorepower charger, three AGM gel batteries; 6hp extra-long shaft outboard with 5-amp charger. All lines - halyards, outhaul, reefing, vang - led to cockpit rope clutches. Rigid vang. Whisker pole. Three anchors, rode. Parachute sea anchor with 400foot line. Four-person liferaft. Email idarh@lvcos.com.

25-FT CATALINA, 1980. Owl Harbor - Delta. \$5,995. Swing keel, new standing/ running rigging; 110AC, new 8hp with cockpit controls. New furler, 135% genoa. Clean interior. No trailer. More at http://dhowe.com/c25. Contact (916) 214-4281 or boat@dhowe.com.

25-FT PACIFIC SEACRAFT, 1977. San Rafael. \$18,500. Traditional pocket cruiser in excellent condition. Yanmar diesel, dripless shaft, newer water and fuel tanks, 15 gallons fuel, 20 gallons water, VHF radio, tabernacle mast, 2-burner stove, marine head. Newer through hulls with ball valve seacocks. NEW in 2014: Epoxy paint on hull and topsides, Furlex furler and Hood 120 jib, group 27 maintenance-free battery, smart charger, custom mattress, overhead hatch, bottom paint. Clean survey October, 2013. (530) 878-0595 or papermoon31@att.net.

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25-FT CATALINA, 1980. Rio Vista, CA. \$6,500. Tall rig, full keel, 2012 Ullman main, 2013 8hp outboard, 2013 self-furling jib, new sail covers, new house battery, heavy-duty rudder gudgeons, lazy jacks. Includes trailer. Contact Roy. royarnoldcameron@yahoo.com or (209) 988-0148.

# 29 TO 31 FEET



30-FT CHEOY LEE BERMUDA KETCH. 1965. Point Richmond, CA. \$18,500. Well-maintained 30-ft ketch. Yanmar 3GMF, aluminum masts and booms, roller-furling jib, new teak deck and cabin sides, full boat cover, rigged for single-handed sailing. Contact (510) 412-2120 or grinz.sailing@gmail.com.



**30-FT SEAFARER, 1963.** Moss Landing, CA. \$29,500. Bill Tripp-designed full-keel boat made in Holland. New 24hp Yanmar, total restoration, absolutely beautiful. Call or email James. (831) 383-1650 or windwardcaycmarine@yahoo.com.



31-FT HUNTER, 1986. Alameda. \$27,500. Very clean and well maintained boat. Recently new rigging and sails. Engine well maintained and runs smooth. New navigation instruments and new bottom paint. New dodger with strong acrylic. All lines to cockpit. Genoa and spinnaker included. New lifelines and four recently serviced self-tailing winches. More at http://tinyurl.com/qz5fupj. Contact (831) 345-9384 or (661) 619-5840 or jeffschulz@me.com.



**30-FT CAPE DORY, 1982.** San Carlos, MX. \$30,000. Full batten main, Furlex, Lewmar ST30's, diesel, wheel, dodger, Autohelm, EPIRB, radios, CQR, 50' chain, propane stove, solar panel, gel batteries, dinghy, gooseneck trailer, more. US delivery possible. (575) 758-8366 or jmac@ laplaza.org.



**30-FT WYLIECAT, 1997.** Pt. Richmond. \$84,500. *Dazzler*. Major refit 2007-08, Yanmar diesel. Pineapple carbon sail, Icom VHF, Garmin GPS color plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion stereo. AGM batteries, shore power, charger. (510) 381-0802 or Tom.Patterson@iCloud.com.



31-FT BENETEAU, 1992. San Diego. \$39,500. Lanterne Rouge has been set up to be easily singlehanded. This is a turnkey 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 WYLIECAT, 1998.** Oxford, MD. \$75,000. Diesel inboard, custom tandemaxle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. (727) 641-5688 or (727) 502-0186 or hallpalmer@hotmail.com.



**30-FT WILDERNESS, 1980.** Richmond. \$12,500. Ultra-light sailboat with standing headroom and berths for four. \$10K professional re-fit in 2011 including new paint. 2010 6hp Tohatsu Sail Pro. With an extensive sail selection, this boat is ready to race! Email foxlegende@yahoo.com.



30-FT WYLIECAT, 2008. Monterey. \$89,995. Yanmar YSM8 2-cyl diesel, 12 gal aluminum tank, Racor filter, ducted fire retardant engine box with automatic fire suppression, dripless prop shaft seal, new sail. Blue Sea commercial electric system. 4 batteries, battery charger. VHF, Autohelm ST2000. Raymarine fathometer/ speedometer, holding tank, macerator pump, fixed prop installed, comes with folding prop, watertight crash bulkhead in bow, grill, recent haul. Will deliver within 250 nm Monterey, CA at seller expense. More at http://monterey.craigslist.org/ boa/4534008339.html. Contact (831) 372-7245 or capt\_dutch@yahoo.com.

29-FT RANGER, 1973. Napa. \$2,500. Popular SF Bay design by Gary Mull has great potential for the handyman. Roomy interior sleeps five, enclosed head, folding dinette table, custom dual anchor rollers, 3 anchors, windlass, dodger, all lines led aft, Dutchman flaking system on main, 3 jibs, spinnaker, 2 self-tailing Lewmar #30 winches, slotted toe rail, Atomic 4 gas engine, bow/stern pulpits, depth sounder, knotmeter, compass, VHF. Owner passed away, priced to move quickly. For details, email: ranger29sailboat@hotmail.com.

**30-FT ERICSON 30-2, 1979.** San Francisco. \$17,000. Clean cruiser, great condition, rebuilt Yanmar and engine mounts (2014), new sails (2012), Harken RF, spinnaker and pole, wheel, VHF, depth, speed, grill, stereo, head with holding tank, pressurized water. Email gallagher415@gmail.com.



**30-FT PALMER JOHNSON.** Charleston Harbor, Coos Bay, OR. \$14,000. Designed by Olin Stephens. 10hp Volvo Penta MD-6A diesel. Boat needs upgrade, gear, cosmetics and refurbishment. Contact Rick, rjtesq@northcoast.com or (916) 296-8525.

# 32 TO 35 FEET

32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info: gulf32coyotepoint@live.com.

**35-FT ERICSON, 1977.** Pt. Richmond YC. \$23,000. Well maintained. Yanmar 30hp, wheel/tiller, autopilot, roller furling, asymmetrical spinnaker, new sails. Have receipts for all new additions, many miscellaneous extras. For photos and more information, must check out blog: www. ericson351977.blogspot.com. Call (925) 935-4413.



**33-FT FREEDOM CAT KETCH, 1980.** Oxnard, CA. \$10,000. Strong, sound and simple. 15hp Yanmar, new running rigging, new fuel tank, new batteries, centerboard draft 3' 6"/6'. Needs stove and new electronics. See Yachtworld for specs. Email katakun@mac.com.



34-FT DEHLER, 1986. Alameda. \$23,000. Sails: main '13, Kevlar 155% '11: #3, #4, storm jib, 3/4, & 1/2 oz. spinnakers. Spin and whisker poles. House battery replaced '14. Simrad Tillerpilot, VHF, speed, depth, MOB pole, Lifesling. SS frames for dodger and bimini. Sheet winches self-tailing. Replaced thru-hulls 2011. All lines led aft, great boat for singlehanding and the family! Yanmar diesel. Sleeps 6, 2-burner propane stove, PHRF 129. Contact Chris, ccase@aeieng.com or (925) 250-9541.



**35-FT BABA, 1979.** King Harbor Marina, Redondo Beach. \$59,000. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.



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33-FT HOBIE, 1983. Healdsburg, CA. \$18,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/double handing. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



**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. (435) 640-0587 or sail@mechdesign.com.

**32-FT GULF PILOTHOUSE, 1985.** Fortman Marina, Alameda. \$32,500. Cruise the world in spacious comfort! Radar, GPS, davits, fridge, microwave, hot water. Includes 9-ft Achilles and 2hp motor. (510) 303-9533 or dickfolger@aol.com.

**33-FT WAUQUIEZ GLADIATEUR, 1983.** Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website. Please contact if questions. www.quest33.info. (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.

**35-FT J/105, 1998.** Berkeley Marina. \$67,000. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race-ready. http://picasaweb.google.com/Gnuggat/J105181Wianno-ForSale# or gnuggat@gmail.com.

34-FT HUNTER, 1983. Stockton Sail Club. \$26.000. Clean, fresh-water boat, light usage. New bottom 10/2013. Yanmar diesel. MaxProp, GPS, 135% genoa, 10% gib, spinnaker. Many extras. Pictures available. (916) 715-9861 or (916) 419-6818 or omafray02@sbcglobal.net.



34-FT O'DAY, 1982. Alameda. \$25,000/ obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.



**32-FT ERICSON, 1985.** Benicia. \$17,500. Model 32-3, deep draft 6' lead keel, Universal M-25 diesel, newer Twin Disc TMC transmission, Edson wheel steering, Hood main and foam luff working jib, ProFurl furler, Barient self-tailing primary winches, newer upholstery, documented, 7/13 haulout, very clean. (707) 748-1364.



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46-FT KRISTEN, 2000. Sidney, BC, Canada. \$375,000 cdn. Proven offshore deck saloon cutter-rigged sailboat. Leisure Furl boom, hydronic heat, 2 Harken furlers, watermaker, liferaft, EPIRB, steel hull, center cockpit. See www.pamelabendall.com/sv-precious-metal.html. Email mybentley@yahoo.ca.

41-FT CT-41, 1972. Gardnerville, NV. \$4,999. A very reasonably priced CT-41 that has all the problems that came with the older Taiwan boats. Wiring, cabin sides, and some deck work. This beauty comes with brand new, never-stepped mast and new rigging that cost over \$28,000. I will sell the mast and rigging for \$7,500 or you can take the boat and everything for \$4,999. I ran the engine and it runs good. Lots of old sails, but I haven't opened them so don't ask the condition. I will take some photos to send, but it would be best to come have a look. (775) 720-3166 or busyguyfish@gmail.com.



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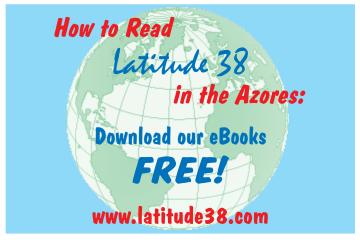


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40' BRITISH COLUMBIA CLASSIC TROLLER Beaufiful pleasure yeath conversion. Ultimate in seaworthiness, economy & salhiness. Built for rigors of commercial use in PNW waters & all conditions. 6-71 GM dsl, 8KW dsl gen, inverter, red cedar planking, nov computer, rodar, depth, 2 VHFs, AP, reefer/freezer, dsl range, +. Asking \$39,950



120' CHARTER/EXCURSION YESSEL. Legal for 12 paying passengers plus crew. Standalone high-endurance bluewater steel vessel. V-12 CAT, gensets, comfort, seaworthiness, safety and great accommodations, crane, HELICOPTER PAD and MORE! Alaska anyone? Asking \$360,000/offers



175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beoutiful, comfortable interior, great accommodations and more.

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34' MORGAN Sloop. Rare centerboard model. Completely restored/refitted 2012. ALL NEW: Dsl eng., wiring, sails (incl. RF), rigging, cushions, rails, dodger, chart plotter, GFS, radar, self-tailing winches, inverter, refrig, 4-person canister liferaft, MORE! EXCEPTIONAL! Asking \$26,900



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. Must see! Asking \$39,900



34' PETERSON Sloop. Doug Peterson's renowned Performance Cruiser design, Great boat. Well cared for and nice above & below. Yanmar dsl, roller furling, 3 spinns, 2 mains, 5 jibs, new batteries, full galley w/reefer/freezer, 6'6" hdm, AR, more! Asking \$19,900



34' SPAULDING Sloop. Beautiful bright red performance cruiser by Sausalito's legendary Myron Spaulding. Epoxy saturated Brunzeel cold-molded construction. Exc. cond. Monel, bronze, + Low his j/b Greymanine, teak decks, 2 mains, 2 gennys & spinn. Very nice boot. \$14,900



38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full gallley w/ fridge & freezer, rodar, GPS, plot, etc. with repeaters, spinnacker, wheel/pedestal, solar panel, tender w/mator, AP, liferaft, 2 dbl staterooms & MORE! Asking \$51,500



34' CATALINA Sloop. Exc. cond. Very clean & lightly used. (Only 365 on dsl eng.) Self-tailing winches, lines led aft, RF, new dodger & canvas, wheel, aft dbl & fwd stms. Room & Comfort. Teak & holly sole. Dedicated nav station. Cockpit cushions. A very nice yacht. Asking \$37,950



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 IPU & MORE! \$13,500/obo



34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed marine head w/shower, full calley & MORE! Askina \$104,950



45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genon, autopilot, reefer/freezer, more! Asking \$99,500



50' HERRESHOFF CENTER COCKPIT Ketch. Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy+o/h, more! A big, comfortable, strongly-built, GLASS, bluewater world cruiser from a fine designer, FAITH comes with a lot of gear. Asking \$92,500.



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29' J/29 Sloop. Legendary performance racer/ cruiser. Fractional rig, new diesel engine, full 2x lifelines/pulpits, nav gear, good inventory. Great sailer! JOIN THE FUN!



39' BENETEAU 390 OCEANIS Well priced good 1993 potential cruiser in nice shape. Refit with Yanmar diesel, 3 cabins, 2 heads with showers, autopilot, GPS, RF, battened main, dodger, wheel steering on pedestal, full galley with refrig, more! Asking \$65,000



46' GARDEN PORPOISE Ketch. Bill Garden's magnificent all-teak world-beater design. She's circumnavigated before & ready to do it again. Fully equipped to take on the world's oceans in safety & comfort. Asking \$95,000

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