SEASONS CHANGE

AND SO SHOULD YOU.

IT’S TIME TO COME UP TO A COOL CHANGE — CHANGE TO GRAND MARINA.

Our full service marina center is home to many services including a boatyard, consignment shop, canvas maker, sail makers, metal fabrication and many more. Come check us out!

Very rare 53’ slips available, call for details.

Prime deep water double-fingered concrete slips from 30’ to 100’.
Great Estuary location in the heart of beautiful Alameda Island.
Complete bathroom and shower facility, heated and tiled.
Free pump-out station open 24/7.
Full-service Marine Center and haul-out facility.
Free parking.
Free on-site WiFi.
And much more...

Directory of Grand Marina Tenants
Blue Pelican Marine ......................140
Boat Yard at Grand Marina, The...20
Marchal Sailmakers .....................140
MarineLube ..................................141
New Era Yachts...........................144
Pacific Crest Canvas....................32
Pacific Yacht Imports .................24
Alameda Canvas and Coverings
Alameda Marine Metal Fabrication
UK Sailmakers

510.865.1200
Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com
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.

Big or small, heavy or light, up the river or across the ocean, race or cruise, Pineapple Sails has the expertise to design and build the sails you need. And every Pineapple Sail is built from start to finish right here in sunny Alameda!
Cover: Don Thielman’s Melges 20 Kuai chases Ron Vandermeer’s Kuai across the Olympic Circle during last month’s Summer Keel Regatta.

Photo: Leslie Richter / www.rockskipper.com

Copyright 2014 Latitude 38 Publishing, LLC

CONTENTS

subscriptions 6

calendar 10

letters 22

sightings 70

second half opener 82

pacific puddle jump recap 88

baja ha-ha profiles, pt. 1 94

max ebb: mind the gap 102

the racing sheet 106

world of chartering 112

changes in latitudes 116

classy classifieds 132

brokerage 142

advertisers’ index 143

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.

BOAT LOANS

from

Trident Funding

"a fresh approach from people you can trust"

In Northern California call

JOAN BURLEIGH
(800) 690-7770

In Southern California call

JEFF LONG
(888) 883-8634

www.tridentfunding.com

In Northern California call
JOAN BURLEIGH
(800) 690-7770

In Southern California call
JEFF LONG
(888) 883-8634

www.tridentfunding.com

Loans will be arranged or made pursuant to a California Finance Lenders License #605 1871.
POWER & SAIL NEW BOAT SALES • BROKERAGE • CONCIERGE OWNER’S SERVICES • CHARTER PLACEMENT

BENETEAU BROKERAGE

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>BENETEAU 473</td>
<td>2006</td>
<td>$245,000</td>
</tr>
<tr>
<td>BENETEAU 423</td>
<td>2005</td>
<td>$159,000</td>
</tr>
<tr>
<td>BENETEAU 41</td>
<td>2014</td>
<td>$279,000</td>
</tr>
<tr>
<td>OCEANIS 31</td>
<td>2014</td>
<td>$149,000</td>
</tr>
<tr>
<td>OCEANIS 31</td>
<td>2009</td>
<td>$107,000</td>
</tr>
<tr>
<td>FIRST 25</td>
<td>2014</td>
<td>$89,000</td>
</tr>
<tr>
<td>FIRST 20</td>
<td>2013</td>
<td>$57,500</td>
</tr>
</tbody>
</table>

EXCLUSIVE BROKERAGE

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISLAND PACKET 485</td>
<td>2006</td>
<td>$529,000</td>
</tr>
<tr>
<td>JEANNEAU 45 DS</td>
<td>2008</td>
<td>$298,777</td>
</tr>
<tr>
<td>JEANNEAU 45</td>
<td>2007</td>
<td>$225,000</td>
</tr>
<tr>
<td>DUFOUR 41</td>
<td>2004</td>
<td>$249,000</td>
</tr>
<tr>
<td>JEANNEAU 43 DS</td>
<td>2003</td>
<td>$169,999</td>
</tr>
<tr>
<td>HUNTER 42 CC</td>
<td>2002</td>
<td>$139,000</td>
</tr>
<tr>
<td>ISLANDER 41</td>
<td>1976</td>
<td>$67,000</td>
</tr>
<tr>
<td>SANTA CRUZ 40</td>
<td>1983</td>
<td>$84,000</td>
</tr>
<tr>
<td>ISLAND PACKET 380</td>
<td>2003</td>
<td>$235,000</td>
</tr>
<tr>
<td>ISLAND PACKET 380</td>
<td>2000</td>
<td>$225,000</td>
</tr>
<tr>
<td>BALTIC 38</td>
<td>1983</td>
<td>$114,900</td>
</tr>
<tr>
<td>ISLANDER 36</td>
<td>1973</td>
<td>$29,500</td>
</tr>
<tr>
<td>TARTAN 3400</td>
<td>2007</td>
<td>$159,888</td>
</tr>
<tr>
<td>HUNTER 33</td>
<td>2004</td>
<td>$79,000</td>
</tr>
</tbody>
</table>

POWER BROKERAGE

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIKELSON 61 PH</td>
<td>2002</td>
<td>$795,000</td>
</tr>
<tr>
<td>OFFSHORE 58</td>
<td>1995</td>
<td>$795,000</td>
</tr>
<tr>
<td>CAMARGUE 48</td>
<td>1988</td>
<td>$218,888</td>
</tr>
<tr>
<td>GRAN TURISMO 44</td>
<td>2013</td>
<td>$499,000</td>
</tr>
<tr>
<td>BAYLINER 3988</td>
<td>2001</td>
<td>$144,500</td>
</tr>
</tbody>
</table>

**Select Brokerage**

JEANNEAU 45 DS, 2008
Asking $298,777

ISLAND PACKET 380, 2000
Asking $225,000

**Beneteau Rendezvous**

September 5-7
Marin Yacht Club

**Try Before You Buy**

September 13
Pt. Richmond Office

**Boat as a Business Seminar and Open Boats**

September 20
Alameda Office

**Boat Fest**

September 18-21
Alameda Office

**Try Before You Buy**

September 27
Pt. Richmond Office

**Oceanis 45**

Join us for Boat Fest September 18-21
Marina Village – Alameda

Learn why Beneteau is the number one brand in the world, with features and craftsmanship at an unparalleled price.

**Events Calendar**

**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

**TWO LOCATIONS OPEN 7 DAYS A WEEK**

1220 Brickyard Cove Rd 1070 Marina Village Pkwy, #101
Pt. Richmond, CA Alameda, CA
f: 510-234-0118 f: 510-337-0565

www.passageyachts.com
**VARIPROP**

**Variprop** is the finest automatically feathering propeller available in the world today.

- Near zero sailing drag
- Powerful thrust in head seas
- Incredible control in reverse
- External and separate pitch adjustment for forward and reverse
- Greatly reduced “propwalk”
- Soft Stop™ Multidisc Brake to minimize impact when reversing blades
- 2, 3, and 4 blade models
- Simple, easy, one piece installation
- No shaft modifications required

**401-847-7960**
Fax: 401-849-0631
747 Aquidneck Ave.
Middletown, RI 02842
info@varipropusa.com
www.varipropusa.com

---

**SHAFT SHARK**

The best rope, line and debris cutter there is!

**401-847-7960**
sales@ab-marine.com
www.ab-marine.com

---

**Navisafe Navi Light 360°**

**Dinghy & Emergency Lighting from Navisafe**

The new Navi Light 360° is a cost-effective, super bright LED light that is visible in darkness from up to 5nm. Its high burn time, small size, waterproof qualities and ability to float make it a convenient and cost-effective addition to any cruiser's arsenal!

**401-847-7960**
sales@ab-marine.com
www.ab-marine.com

---

**SUBSCRIPTIONS**

- eBooks email list. **Free!**
  See www.latitude38.com to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and also available in Issuu format.
  Email:

- Enclosed $36 for one year Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class; make address changes with us in writing.)
- Enclosed $55 for one year First Class Postage (Delivery time 2-3 days.)
- Third Class Renewal
- First Class Renewal (**current subs. only**)
- Gift Subscription
  Card to be issued to:
  \[
  \begin{array}{ccc}
  \text{Name} & \text{Address} & \text{City} & \text{State} & \text{Zip} \\
  \hline
  & & & & \\
  \end{array}
  \]
- Phone: ( ) __________ Email: __________

**CREDIT CARD INFORMATION**

- **MASTERCARD**: __________
- **VISA**: __________
- **AMERICAN EXPRESS**: __________

**INDIVIDUAL ISSUE ORDERS**

- Back Issues = $7 ea.
- Current issue = $6 ea.
- MONTH/YEAR: __________

**DISTRIBUTION**

- We have a marine-oriented business/yacht club in California which will distribute copies of Latitude 38. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- Please send me further information for distribution outside California

**Business Name**

**Type of Business**

**Address**

**City**

**State**

**Zip**

**County**

**Phone Number**

---

**Latitude 38**

"we go where the wind blows"

**Publisher/Exec. Editor**........ Richard Spindler........ richard@latitude38.com
**Associate Publisher**........ John Arndt........ john@latitude38.com........ ext. 108
**Managing Editor**........ Andy Turpin........ andy@latitude38.com........ ext. 112
**Racing Desk**........... John Riise, Paul Kamen, LaDonna Bubak
**Contributing Editors**........ John Riise, Paul Kamen, LaDonna Bubak
**Special Events**........... Donna Andre........ donna@latitude38.com
**Advertising Sales**........ John Arndt........ john@latitude38.com........ ext. 108
**Advertising Sales**........ Mike Zwiebach........ mikez@latitude38.com........ ext. 107
**General Manager**........ Colleen Young........ colleen@latitude38.com........ ext. 102
**Production/Web**........... Christine Weaver........ chris@latitude38.com........ ext. 103
**Production/Photos**........ Annie Bates-Winship........ annie@latitude38.com........ ext. 106
**Bookkeeping**........ Penny Clayton........ penny@latitude38.com........ ext. 101
**Directions to our office**........ press 4
**Subscriptions**................. press 1,4
**Classifieds**........... class@latitude38.com........ press 1,1
**Distribution**........... distribution@latitude38.com........ press 1,5
**Editorial**........ editorial@latitude38.com........ press 1,6
**Calendar**........... calendar@latitude38.com
**Other email**........ general@latitude38.com

**www.latitude38.com**
15 Locust Avenue, Mill Valley, CA 94941
Ph: (415) 383-8200 Fax: (415) 383-5816

---

Please allow 4-6 weeks to process changes/additions, plus delivery time.
Join us for BoatFest, Sept. 18-21 in Marina Village Yacht Harbor!

Visit our website at www.SailCal.com
West Coast Multihulls and Helms Yacht Sales are teaming up to provide West Coast sailors the most comprehensive line-up of new and used multihulls, with 60+ years combined multihull experience, multihull school and charters, and the largest selection of new multihulls in the West.

San Diego
(619) 571-3513
kurt@westcoastmultihulls.com
www.westcoastmultihulls.com

San Francisco
(510) 865-2511
helmz@aol.com
www.helmsyacht.com
44' Farr
1989 • $148,500

47' Nautor Swan
1976 • $189,000

40' Passport
1985 • $145,000

32' Nordic Tug
2006 • $239,000

ALSO FEATUREING:

POWER
62' Service Ship, 1974.................................$879,000
48' DeFever LRC/Trawler, 1980....................$149,500
44' Sea Ray 440 Express Bridge, 1997..............$149,900
43' Hatteras, 1979.........................................$85,000
42' Grand Banks Class, 1971............................$63,000
41' Storebro SRC 400, 1990............................$139,000
40' Greenline, New 2014...........................Call for Pricing
39' Sea Ray SF Sedan, 1985/1991 refit............$135,000

34' Californian, 1982...........................................$48,000
33' Greenline diesel/electric, 2014...free fuel for 3 years!
32' Wasque, 1973...............................................$85,000
27' Boston Whaler Offshore Walkaround, 1992....$69,000

SAIL
44' Jeanneau, 1991.............................................$119,000
40' Beneteau, 2009.............................................$175,000
30' Cape Dory Motorsailer, 1986......................$44,900
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. 7-13 — 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. 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,
Pre-Owned Catalina Yachts at Our Docks

42’ Catalina MkII, 1996 $129,900
Price just reduced; very well equipped.

35’ Catalina 350, 2004 $117,000
Like new condition – great couples cruiser.

36’ Pearson, 1986 New Listing $59,500
New jib, standing rigging and more.

40’ C&C 121, 1999 $137,000
Just listed – great racer/cruiser.

39’ Cal, 1989 $89,900
Equipped for cruising – top condition.

47’ Tayana Center Cockpit, 1990 $244,900
Ready to cruise the Baja Ha-Ha!

32’ Catalina, 1988 $16,000

We need Catalina listings. First month’s berthing is FREE!

Pre-Owned Ranger Tugs

31’ Ranger Flybridge 2014 Closeout

36’ Pearson 36-2, 1986 New Listing $59,500
New jib, standing rigging and more.

27’ Ranger Tug, 2015

25’ Ranger Tug SC 2014 Closeout

Northern California
Boat Fest
Marina Village Yacht Harbor
AT OUR DOCK • SEPT. 18-21
### CALENDAR


**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. 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. 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.


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


**Aug. 30-31** — Mercury Class Labor Day Regatta at Still—
The Finest Sails Begin
with the Best Sailcloth

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

Sails & Service
New Sails
Sail Repairs
Furling Conversions
Free Pickup & Delivery

Get ready for fall sailing – FALL DISCOUNTS NOW IN EFFECT

Chesapeake
Jim Fair’s Outbound 46
with Hood Vektron
Full Batten Mainsail,
140% Genoa, and
Solent Jib
PHOTO COURTESY SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965
Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com
Visit our website for Special Online Discount Pricing… www.hoodsailmakers.com
CALENDAR


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


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


CALENDAR

Sept. 27—28 — Vice Commodore’s Cup for Cal 20s, Coronado 15s & Lasers on Saturday and Optis & Lasers on Sunday. HMYC, www.hmyc.org.

AVAILABLE NOW AND TURN KEY THIS CATALINA IS A ONE OF A KIND.

The current owner painted her a gorgeous Flag Blue LP in July 2011 and also had the bottom paint done at the same time. Additional features include: Two Cruisair air conditioning/heating units, Mastervolt Whisper 6000 generator, HRO Seafari Watermaker, KVH M3 TracVision satellite TV antenna and LED lighting under the spreaders, under the dodger and under water.

Currently located in San Diego, this is the perfect boat for anyone considering the Baja Ha-Ha two-week cruisers rally from San Diego to Cabo San Lucas, Mexico October 26-November 8, 2014.

There are many more custom features that you must see in person or use this link to access numerous photo’s and full specifications:

Available to show anytime, just call!

Owner wants to trade for a nice, newer 50 to 60 foot Sportfisher/Sedan.

ASKING $319,000

CONTACT BLAKE OVERSMITH
PH: 619-665-7398
EMAIL: BLAKE@STANMILLER.COM

www.stanmilleryachts.com
In its first year on the water, the new Tartan 101 has already compiled an enviable race record, dominating its class* while racing against seasoned boats and crews. Featuring a lightweight epoxy infused hull, carbon fiber spar, sprit and rudderpost, bulbed lead keel and an incredible 12’ long cockpit, the T101 is rapidly becoming the boat to beat wherever she sails.

The U.S.-built 101 delivers the same high quality as Tartan’s legendary offshore yachts and can be ordered with a very comfortable cruising interior. Private owners stateroom, stand-up enclosed head, full galley, and berths for up to eight.

These hand-crafted sailing machines can be delivered and commissioned on the West Coast, with a racing sail package, for less than $250,000.

*Contact us for a complete list of T101 race results.

Blue Pacific Boating is the Tartan representative for the West Coast and maintains a Tartan demo fleet within minutes of the Los Angeles airport. We welcome the opportunity to show you what the T101 can do on the water.

To arrange a test sail, contact us at (310) 305-7227 or email us at sales@bluepacificboating.com.

Check us out on Facebook: Tartan 101 Fleet 1 • www.bluepacificboating.com
CALENDAR


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.
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.
KONOCTI BAY SC — Every Friday night through 8/29. info, (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.mpyc.org.
OAKLAND YC — Sweet 16 Series. Every Wednesday night through 9/3. Jim, (510) 277-4676, oycracecom@gmail.com or www.oaklandyachtclub.net.
SANTA CRUZ YC — Every Wednesday night through 10/9. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.
SHORELINE LAKE AQUATIC CENTER — Lasers in Moun-
INFO@JK3YACHTS.COM

65’ J/Boats J/65 2006
$1,499,000 Contact: Jeff Brown

56’ Perry Custom 1995
$619,000 Contact: Rick Boyce

42’ Bruckman/Zurn 2006
Contact: Kenyon Martin

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

41’ J/125 2000/2009 refit
$295,000 Contact: Jeff Brown

3 So Cal - J/105s Avail

35’ J/105 2001
$79,500 Contact: Kenyon Martin

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

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

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

In Seattle NOW!
HANSE 445
San Diego: 619-224-6200
Jeff Brown • Kenyon Martin
Rick Boyce

In San Diego NOW!
SABRE 42 SE w/Zeus Pod Drives
Newport: 949-675-8053
Scott Poe • Geoff Swing

In San Diego NOW!
BACK COVE 37 Downeast
Alameda: 510-227-2100
Jack Lennox • Alan Weaver
Diego Gomez

BACK COVE YACHTS
SABRE Yachts

Price Reduced

50’ HANSE 505 2014
$549,000 Contact: Jack Lennox

1997 53’ J/160
$530K

2005 52’ TP52
$349K

2007 49’ C Burns Schooner
$635K

1997 48’ SWAN 48
$489K

2001 47’ BAVARIA 47
$146K

2006 43’ J/133 - Tango
$349K

1997 42’ CATALINA 42MKII
$99K

2008 41’ X YACHTS X41
$275K

2010 36’ J/111 - JATO
$298K

2001 35’ J/105 - Hibiscus
$75K

2001 35’ J/105 - Kestrel
$83K

1999 32’ J/32

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

41’ Loaded - Nicest 124

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

ADDL SAIL ........
ADDL POWER ........
ADDL SAIL NEW ........
ADDL POWER NEW ........
S O L D
S O L D

30’ Raider 9m RIB 2009
$69,000 Contact: Jack Lennox
Visit our website: www.boatyardgm.com

We're just a 'click' away.

Click our 'Yard Cam' and 'Yelp Reviews' to

It's Simple!

Call the Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ Compare us with the competition ~

Interlux
Yacht Paint.com

Go clean into the future.

Call for a Reservation
(510) 521-6100 • Fax (510) 521-3684
2021 Alaska Packer Place, Alameda

---

Calendar

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

September Weekend Tides

date/day time/ht. time/ht. time/ht. time/ht.
HIGH LOW HIGH LOW
8/30 Sat 0306/4.6 0838/1.8 1521/5.5 2134/1.2
8/31 Sun 0404/4.3 0919/2.2 1603/5.6 2233/1.1
9/1 Mon 0517/4.0 1011/2.6 1654/5.6 2339/0.9
9/6 Sat 0340/-0.3 1041/5.2 1547/1.9 2204/6.5
9/7 Sun 0427/-0.4 1120/5.6 1639/1.4 2300/6.6
9/13 Sat 0342/5.0 0858/1.8 1524/6.0 2156/0.4
9/14 Sun 0451/4.7 0956/2.3 1614/5.8 2301/0.6
9/20 Sat 0348/0.7 1041/5.1 1602/2.0 2204/5.4
9/21 Sun 0424/0.7 1110/5.2 1640/1.7 2247/5.4
9/27 Sat 0216/4.8 0731/2.0 1358/5.7 2016/0.4
9/28 Sun 0307/4.6 0809/2.3 1437/5.7 2105/0.4

September Weekend Currents

date/day slack max slack max
1056 0158/2.7F 0506 0751/3.0E
2353 1406/2.7F 1704 2016/3.8E
1134 0247/2.5F 0600 0838/2.6E
1223 1451/2.4F 1744 2105/3.7E
1122 0055/2.2F 0705 0932/2.2E
1217 1543/2.2F 1833 2200/3.7E
1216 0205/4.7E 0603 0956 1256/2.7F 1548 1903/4.3E
2356 1449/3.0E 1807 2100/3.9F
1300 0301/5.0E 0651 0950/4.2F
1207 1534/3.6E 1859 2154/3.8F
1243 0211/3.7F 0528 0756/3.1E
1217 1412/2.0F 1712 2015/4.3E
1095 0310/3.2F 0628 0846/2.4E
1207 1504/2.5F 1802 2107/3.9E
1207 0216/3.4E 0606 0916/3.1F
1235 1459/2.4E 1817 2113/2.8F
1243 0258/3.5E 0646 0956/3.1F
2241 1526/2.8E 1857 2151/2.8F
1031 0055/3.2F 0413 0645/3.0E
2329 1337/2.5F 1624 1948/4.2E

September Weekend Currents

date/day slack max slack max
1056 0158/2.7F 0506 0751/3.0E
2353 1406/2.7F 1704 2016/3.8E
SOUTH BEACH SAILING CENTER
at the
beautifully renovated Pier 40 in San Francisco

Come Visit Us Today!

“The boat looks great. It really is a pleasure to come back to a clean boat. Your service is fantastic.”
- David Enzminger, Hunter 35 ‘Meerhexe’

Westwind
Washing • Waxing • Varnishing

(415) 661-2205

Pier 40, South Beach on the Embarcadero • San Francisco
Call Toll Free 888-828-6789
westwinddetailing@sonic.net
www.boatdetailing.com

South Beach Riggers
DO IT ONCE. DO IT RIGHT. PERIOD.

• Mast • Fabrication • Insurance Work
• Rigging • Hydraulics • More…

www.SouthBeachRiggers.com
415.331.3400

Come see us in Sausalito
399 Harbor Dr., Sausalito, CA 94965
8am - 5pm M-F

Northern California dealers for:

South Beach Harbor
SAN FRANCISCO
415.543.1887
nbmc@earthlink.net
www.northbeachmarinecanvas.com

Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops
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 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
TRANSFORM YOUR BOAT INTO A BEAUTIFUL MASTERPIECE

WITH SVENDSEN’S SUPERIOR CRAFTSMANSHIP AND TOPSIDE COATINGS BY ALEXSEAL, YOUR BOAT WILL NEVER HAVE LOOKED SO GOOD.

Svendsen’s uses ALEXSEAL® marine coatings to deliver high quality gloss and seamless repair capabilities to your boat’s outer shell with well-trained professional technicians.

www.svendsens.com

1851 Clement Avenue, in the Alameda Marina

Call 510-522-2886 to learn more!
LETTERS

Elliott and crew on his Pacific Seacraft 44 Vals. 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

SCUTTLED 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
We’ve yet to hear of a cruising sailor who wants to go slower.

The Power to Perform

Contact your North Sails representative today to discover why more cruising sailors choose North than any other sailmaker in the world. We’ll help you sail farther and faster.

Channel Islands 805-984-8100  Costa Mesa Sail Care 949-645-4660
Marina Del Rey 310-827-8888  San Diego 619-224-2424  Sausalito 415-339-3000

northsails.com  J.H. Peterson photo
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, 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 ketch. She was 35 feet on deck, but had 12-feet of bowsprit and jib boom. She was gaff-rigged 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, four-part 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
Cruisers!

To Help Prepare for Blue Water Adventure

WE HAVE IT ALL
INFO – QUALITY PRODUCTS – SERVICE

The West Coast's most experienced cruising outfitter.

Digital Instruments
Watermakers - Filters
Rigging - Lighting
Solar/Wind Power Systems
Plumbing and Ventilation
Anchor Systems and more!

Let Us Help Complete Your Cruising Plans!

Watch for our cruising seminars, scheduled for October-November, that bring out veteran cruisers, authors and factory reps to share their knowledge on self-sufficient cruising life. Our topics will include Boat Outfitting and Maintenance, 12-Volt Energy Use and Troubleshooting Tips, Emergency Preparedness, Galley Prep with Cooking Tips... and more!

Meetings at Downwind Marine with Coffee & Donuts every Wednesday, 10 AM

For Fall Schedule, Click EVENTS at www.downwindmarine.com

Tune to Cruisers' Net Ch. 68 WHX369 • 8:30 AM Weekdays

Counts on Quality

To help with all your boat projects, we proudly supply top quality abrasives, sealants, fillers, tapes, cleaners and waxing compounds, buffing pads and discs make by 3M.

3M Resists Weather, Salt Water & Stress

Products like...

3M FAST CURE 4000 UV

3M FAST CURE 4000 UV ADHESIVE is the ideal adhesive sealant for all your Fall repairs and construction projects. It is resistant to weathering, salt water, and the stresses that are caused by joint movement.

This versatile adhesive seals between mechanically-fastened joints on wood, fiberglass, metal and most plastics – both above and below the water line.

We stock Fast Cure 4000 UV Adhesive at all our stores along with many other superior 3M Marine Adhesives/Sealants including 3M Marine 5200, 3M Marine 4200, and 3M Marine Silicone – these products are offered in several colors and sold in either tubes or cartridges.

3M is a global leader in tapes, abrasives and adhesives for the manufacture, repair and maintenance of autos, aircraft and boats.

For your next project, remember 3M and San Diego Marine Exchange.

San Diego Marine Exchange

We are a great family of marine stores with the best in service and resources to meet all your boating needs!
监控器的屏幕显示着各种数据，显示着各种数据，显示着各种数据。
Choose Doyle When You’re
Ready To Leave The Crowds Behind.

Discover The Difference That Better Engineered Sails Can Deliver.
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 ‘bodywomen’, 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 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 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 Portland.

“Screw off!” I angrily told the Tax Assessor’s office, and
Cruising Mexico Seminars
Hosted by
Dick Markie,
Paradise Village Marina Harbor Master &
Geronimo Cevallos,
Marina El Cid Harbor Master

SEMINARS AT:
Encinal Yacht Club
Before Latitude 38 Crew List Party
Wed. Sept. 10th, 4:00pm 6:00 pm

PROGRAM
Safety
Timing
Route
Weather
Events
Provisioning
Paper work
Fishing
Health Care
Navigation

A Free Beer for the first 100 participants!

No Charge - Mexican Prizes - All questions about Mexico will be answered!!!
marina@paradisevillagegroup.com / Tel: 011 52 322 226 6728 / www.paradisevillage.com
gevallos@elcid.com.mx / Tel: 011 52 669 916 3468 / www.elcidmarinas.com
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 Adios! 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 up.

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 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...
Cetol® is a wood finish that provides a nice shiny look, almost like that of a varnish job. It’s very user friendly, easy for our customers to maintain themselves, and it gives a durable, protective finish with great UV resistance. Cetol offers an exceptional value – compared to a regular varnish, there’s much less maintenance and prep work involved.

Enjoy the Simplicity - Formulated for easy and rapid application.

www.yachtpaint.com

Scan this QR code to see Chris’ video

Chris White
Marshall Marine

“ It’s so simple and easy to apply, yet really durable... ”
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 Dash 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
THE BEST MARINA
IN BAJA

Latitude 31°51′38.59″ N
Longitude 116°39′36.342″ W

USA 1 (866) 302-0066
marina@hotelcoral.com
www.hotelcoral.com/marina

MARINA CORAL
ENSENADA, BAJA CALIFORNIA
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.

††HELLO, 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 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
Come celebrate boating at

THE NORTHERN CALIFORNIA BOAT FEST!

September 18–21, 2014 • 11:00am–6:00pm

There’s something for everyone with over 140 new and used power and sailboats, boat rides, seminars, food, music and fun for the whole family.

It’s all at Marina Village Yacht Harbor in Alameda – and it’s FREE!

www.boat-fest.com
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 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 significantly 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

IRIDIUM 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
Almar Marinas
Everywhere you’d like to be

Join one Almar Marina and enjoy reciprocal privileges at any of Almar’s 16 locations from San Francisco to San Diego and out to Hawaii. Each marina provides programs and events that are included in your slip fees:
* Boat Handling
* Social Events
* Electrical Courses
* Anchor Outs
* Seminars on Local Destinations

Now Available at
Oakland Marina
Ballena Isle Marina

www.almar.com
855.SLIPS 4 U
855.754.7748
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 disappearance of Niña, as searchers had little idea where to look.
BUY OR RENT A SLIP

- **BUY A SLIP** - Save money and earn equity! Enjoy tax savings. Listings start at $27,000. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockominium ownership.
- **RENT A SLIP** - 35-60’ slips, rates from $9.80 to $10.80 per foot.

AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

CALL FOR AN INFORMATION PACKET | 510-428-0505
3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

---

### On Premises

- Emeryville Yacht Club
- Magnificat 4 Charter
- Mathiesen Marine
- Rubicon Yachts
- Seaward Coastal Ventures

---

### Rubicon Yachts

- 42' PASSPORT AFT COCKPIT, 1985  
  $165,000  
  Emery Cove (510) 601-5010

- 42' WYLIE CUSTOM, 1992  
  $99,000  
  San Francisco (415) 484-1300

- 40' CATALINA 400, 1995  
  $122,500  
  San Francisco (415) 484-1300

- 39' CAL, 1988  
  $77,000  
  Emery Cove (510) 601-5010

- 38' HANS CHRISTIAN, 1979  
  $95,000  
  Emery Cove (510) 601-5010

- 37' JEANNEAU SUN ODYSSEY, 2001  
  $89,000  
  Emery Cove (510) 601-5010

- 37' GULFSTAR SLOOP, 1977  
  $49,000  
  Emery Cove (510) 601-5010

---

3300 Powell St., Emeryville (510) 601-5010 * 25 Third St., San Rafael (415) 453-4770 * 48 Colin P. Kelly Jr. St., San Francisco (415) 484-1300
“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 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
What Your Boat Insurance Company Isn’t Telling You

1. If this boat sunk because a part failed due to normal wear and tear, the immediate CONSEQUENTIAL DAMAGE — everything damaged due to the sinking, may not be covered. The cost to repair/replace all the damaged items may come out of your pocket.

2. And even if the claim is allowed, without SEPARATE SALVAGE COVERAGE, you’ll have to use part of the insurance settlement to pay to salvage the boat.

3. And if the boat leaked fuel and damaged the environment or other property, without FUEL SPILL LIABILITY COVERAGE, you could be paying the cost to contain and clean up the spill, as well as the environmental damages.

Unless You’re Insured With BoatU.S. — These coverages are included with every boat and yacht policy, in addition to protecting your boat, family, guests and even pets onboard.

The choice is as easy as 1, 2, 3 — When it comes to knowing what boaters need, trust the experts at BoatU.S. Call or visit us online for a fast, free quote today!

800-283-2883  BoatUS.com/insurance

Policies subject to limits and exclusions. In the state of California, the BoatU.S. Marine Insurance program is provided through Boat Owners Association Insurance Services, CA license #0H87086.
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-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-year-old 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.
BOTTOM’S UP!

You never know when yours will turn up. Make sure your bottom is in good shape with Bay Marine.

FULL SERVICE BOATYARD • QUALITY WORKMANSHIP • GREAT VALUE

310 West Cutting Blvd., Point Richmond, CA 94804
Tel: 510.237.0140 • Fax: 510.237.2253
www.baymarineboatworks.com

Emeryville Marina

When you call Emeryville Marina Home...
...call this your backyard!

Slips from 20-65 ft
Full Amenities - including Fuel Dock & Pumpout Station

(510) 654-3716
www.emeryvillemarina.com
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 casting 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 Proligate 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 Proligate. If you don’t flake the chain, it sure as heck will cast, 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 hauser hole.

Most cruisers rave about the holding power of the Rocna.

A Rocna 25 weights 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
RARE OPPORTUNITY!
One 62-ft, Two 56-ft, and Two 40-ft Covered Slips Available

LOCH LOMOND MARINA

Gas & Diesel Fuel Dock Open 7 Days (Tenants Receive 10% Off) • Free Pump Out Station
Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair
Arena Marine Supply Store • Andy’s Local Market • Bait Shop
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club

110 Loch Lomond Drive, San Rafael, CA 94901
Phone: (415) 454-7228 • Fax: (415) 454-6154
www.lochlomondmarina.com
Harbor Master – Pat Lopez • pat@lochlomondmarina.com

Yachtfinders/Windseakers
in the heart of San Diego’s boating community

2330 Shelter Island Dr. # 207, San Diego, CA 92106
info@yachtfinders.biz
www.yachtfinders.biz
(619) 224-2349
Toll Free (866) 341-6189

LEADER IN BROKERAGE SALES ON THE WEST COAST!

29’ ERICSON, ‘74
$13,900
Clean and comfortable with a list of upgrades done by her current owner, this boat can be yours for under $14,000.

40’ HUNTER LEGEND, ’85
$29,995
Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.

32’ GULF, ’88
$44,900
Here’s a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.

37’ BENETEAU 36.7, ‘04
$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.

44’ C&C, ’89
$118,900
Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she’s a good-looking classic!

33’ NEWPORT, ’85
$29,995
Abreojos is extremely clean and well maintained. This fast and comfortable passage-making vessel is priced to sell.

34’ HUNTER 340, ’98
$52,900
Very well-priced small boat with a big boat feel. She’s comfortable at sail or rest. A capable cruiser for SoCal.

36’ BENETEAU 36.7, ’04
$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.

44’ C&C, ’89
$118,900
Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she’s a good-looking classic!

45’ HARDIN CC KETCH, ’81
$129,000
A classy, solid offshore vessel with graceful lines and an open, comfortable layout. Seller has made her a real gem.

37’ ERICSON, ’75
$25,000
Abreojos is extremely clean and well maintained. This fast and comfortable passage-making vessel is priced to sell.

33’ NEWPORT, ’85
$29,995
Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.

32’ GULF, ’88
$44,900
Here’s a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.

37’ BENETEAU 36.7, ’04
$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.

44’ C&C, ’89
$118,900
Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she’s a good-looking classic!

33’ NEWPORT, ’85
$29,995
Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.

32’ GULF, ’88
$44,900
Here’s a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.

32’ GULF, ’88
$44,900
Here’s a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.

37’ BENETEAU 36.7, ’04
$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.

44’ C&C, ’89
$118,900
Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she’s a good-looking classic!

33’ NEWPORT, ’85
$29,995
Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.

32’ GULF, ’88
$44,900
Here’s a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.

37’ BENETEAU 36.7, ’04
$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.

44’ C&C, ’89
$118,900
Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she’s a good-looking classic!

33’ NEWPORT, ’85
$29,995
Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.
San Francisco Marina Small Craft Harbor

Set your course a full 180 degrees from the world of deadlines and commitment, into the world-renowned San Francisco Marina Small Craft Harbor, host of the 2013 Americas Cup. Discover a boater’s paradise and why so many boaters choose the San Francisco Marina Small Craft Harbor as their home port of call. From the first-time owner to the experienced Captain, there is a wealth of mariner knowledge on our state-of-the-art floating docks.

There is Something For Everyone at Our Prestigious Marina

- Stunning 35-acre, 725-slip marina, featuring all floating docks, 50% new concrete docks
- 725 berths, accommodating vessels up to 90 feet
- Electrical service from 30amp/125 volt to 50amp 125/250 volt
- Free water at every berth
- Sanitary pump-out service available, free to all
- Shower and restroom facilities, open 24/7
- The Marina Office is open daily, monitoring VHF Channel 16 & 68
- Automobile parking available near the marina
- Marine fuel station, featuring diesel and gasoline
- Beautiful view of the Golden Gate bridge, accessible by our signature Bay Trail
- Immediate Access to the San Francisco Bay World Class Sailing
- Shopping, Restaurants and Nightclubs, all within walking distance of the marina
- World Renowned Marina Green Park and Fitness Center
- Two World-class Yacht Clubs

To reserve a transient berth or for information regarding available long term berths, please contact the Marina Office.

3950 Scott Street | San Francisco, CA 94123
415.831.6322 | www.sfrecpark.org

LETTERS

up for the Ha-Ha a second year in a row.
Speaking of flares, it got us wondering if they aren't outdated 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 binned 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. Hmmn.

Despite having only one engine, we unfortunately were assigned to an end-tie waaaaay 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 power that would otherwise be flowing to the alternator.
EASOM EXCLUSIVE: ETECH

Easom/Marlow Proprietary Cover Developed for Superior Performance. Order now!

Our passionate rigging team created this 'dream line' to outperform and outlast anything on the market. Call for an estimate today!

Easom Racing and Rigging
1230 Brickyard Cove Rd., Suite 102
Point Richmond, CA 94801
(510) 232-SAIL (7245)
www.easomrigging.com

Full Service Mobile Rigging

A SELECTION OF OUR SERVICES:
Standing Rigging • Running Rigging
Furlers • Lifelines • Repair – All at Your Slip!
We can also do full rig replacement.

Patent Pending

1893 – 2013

120 years of ELECTRIC PROPULSION

elcomotoryachts.com
877-411-ELCO | Athens, New York

Pacific Rigging
Alameda
yachtcheck@yahoo.com (510) 815-4420

September, 2014 • Latitude 38 • Page 49
system. To have a bulletproof system, you will need two high-output, 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 Proligate, 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 double- and 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 specialty 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?

.scrollTop

GRANVILLE’S 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
MULTIHULL SLIPS AVAILABLE

$7.00/ft
Deep Draft

Owl Harbor Marina
in the Delta
OFF THE SAN JOAQUIN – CHANNEL MARKER 41

- Private Gated Marina
- Heated Restrooms & Showers
- Picnic Areas, BBQs, Hammocks
- Horseshoes, Bikes & Games
- WiFi, Gardens & Chickens
- Guests & Yacht Clubs Welcome
- Parking at Every Gangway
- Valet InSlip Pump Outs
- Devery’s Special Events

916-777-6055
WWW.OWLHARBOR.COM
We Look Forward To Seeing You!

Serving the Bay Area Since 1986

Service of the Month
POLISH & WAX
A buffed boat not only looks great, but will hold its shine and value for longer! Call for a buff!

ADDITIONAL SERVICES
Interior Cleaning • Detailing • Wash Downs
Maintenance • Carpet & Cushion Cleaning

Fully Insured & Marina Approved
Call now for a Free Estimate

510 428-2522 or 415 457-6300
www.seashine.net

Ultra Flip Swivel
The strongest most reliable device to connect rode to anchor

HOPE FOR THE BEST. PREPARE FOR THE WORST.

Upcoming boat shows:
Newport, Rhode Island September 11 – 14 / Newport Beach, CA September 18 – 21

QUICKLINE Home of the Ultra Anchor
714 843-6964 • www.quickline.us
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 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

Two-boat owners 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, Cheoy Lee 36
Barra de Navidad, Mexico

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
Add More Fun and Enjoyment to Your Sailing Experience with Quantum Sails

Quantum Pacific
1230 Brickyard Cove
Pt Richmond, CA 94801
510-234-4334
sanfrancisco@quantumsails.com

New Sails
- Racing
- Cruising
- Multihull
- SuperYachts
- OneDesign

Service
- Sail Washing
- Repairs
- Re-cuts
- Multi-point Inspections
- Installation & Removal
- On-the-water Evaluations & Coaching

Quantum Sails Design Group
WWW.QUANTUMSAILS.COM

New Sails
- Racing
- Cruising
- Multihull
- SuperYachts
- OneDesign

Service
- Sail Washing
- Repairs
- Re-cuts
- Multi-point Inspections
- Installation & Removal
- On-the-water Evaluations & Coaching

Quantum Pacific
1230 Brickyard Cove
Pt Richmond, CA 94801
510-234-4334
sanfrancisco@quantumsails.com

Maritime Institute
Educating Mariners for Over 35 Years

Celestial Navigation Course for Cruisers

Saturday, October 18th
Session 1 Outdoor Exercise
What the sextant does; Taking a Noon Sight.

Wednesday, October 22nd
Session 2 Classroom Exercise
Determining your latitude from the sextant sights

Saturday, October 25th
Session 3 Outdoor Exercise
Taking sights for longitude and latitude.

Wednesday, October 29th
Session 4 Classroom Exercise
Determining your latitude and longitude from your sights.

4 Session Course for the Avid Cruising Sailor

Call 888-262-8020
Register Today!!
MaritimeInstitute.com

The legacy of model maker Kenny Gardiner lives on...

BOAT MODELS by Duffy

www.boatmodelsbyduffy.com
ORDER NOW 949-645-6811

Photography: simonson/h2oshots.com
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
Discover Brisbane Marina

GREAT LOCATION! Just minutes to Central Bay sailing.
GREAT STAFF!
GREAT RATES! Starting at $6.02/foot!
MARINA GREEN with picnic/BBQ areas and Bay Trail access.
HOME OF THE SIERRA POINT YACHT CLUB

From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005
www.ci.brisbane.ca.us
(650) 583-6975
harbormaster@ci.brisbane.ca.us

McDermottCosta Insurance brokers - est. 1938

Commercial Operations

Recreational Inshore/Offshore

- COMMERCIAL POLICIES
  Marinas, Yards, Yacht Clubs, Brokers, Shipwrights

- YACHT & BOAT POLICIES
  Offshore, Coastal, Inland and Liveaboards

CALL FOR 2014 QUOTES
Lic. #OB21939

BILL FOWLER – Marine Specialist
McDermottCosta Insurance
(510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com

Authorized Cat Marine Engine Dealer
COMMERCIAL MARINE & PLEASURE CRAFT SALES/SERVICE

Dockside facility at KKMI
Complete marine engine service, from oil changes to overhauls
530 W Cutting Blvd, Richmond, CA 94804
(888) 407-7301

www.petersonpower.com/onthewater
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 — 12 to 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
INSURING BOATS & YACHTS
FOR OVER 50 YEARS

Contact Us for a Quote

www.marinersins.com

Exclusive MARINERS Odyssey® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Providing Cruisers and Racers All Over the World with Prompt, Reliable Service since 1959

Corporate Office: 206 Riverside Ave., Suite A
Newport Beach, CA 92663 / Ins. Lic. #0D36887

Racing Sailboat Program

Transpac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

N. California
Carolyn Pounds
carolyn@marinersins.com
510-254-3689

L.A./Orange Co.
800-992-4443
San Diego
800-639-0002

www.marina-vallarta.com.mx  ~  italia@marina-vallarta.com.mx

Inflatable boats and RIBs of all sizes fully rigged with Honda outboards. We offer complete service on all Honda outboards with computerized diagnostics and factory trained technicians.

Achilles, AB, Caribe, Fiji and Taurus Inflatable Boats
Klamath and Bayrunner Aluminum Boats

Powered by Honda

Always wear a personal flotation device while boating and read your owner’s manual. 2014 American Honda Motor Co., Inc.®
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.

I 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.

WHEN COMPANIES COMPETE, THE CUSTOMER WINS

In the July Latitude you mention using Navionics with an
COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!

FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs

NEW 45’-60’ SLIPS AVAILABLE

Fuel Dock currently closed for repairs.

BERTHING

- Slips to 60’ available
- Inside ties from $100 per mo.
- Multihull side ties available
- Check out our rates!

COYOTE POINT MARINA - 1900 Coyote Point Drive • San Mateo

650.573.2594

Suncoast Yachts

Exclusive California Dealer for

ISLAND PACKET & BLUE JACKET YACHTS

NEW 2015 ISLAND PACKET 485
Special Boat Show Pricing Available!

NEW 2015 BLUE JACKET 40
Arriving Fall 2014!
(Call for details and special pricing)

BROKERAGE

ISLAND PACKET 40, ’96…$139,000
ISLAND PACKET 380, ’99…$205,000
IP SP Cruiser 41, ’08 …….. $399,000
Island Packet 580, ’01 ….. $219,000
Moody 36, ’81………………… $49,000
Gemini 105MC, ‘05……….. $119,000
Hunter 33, ’04 ………………… $69,500
Island Packet 320, ’98 …… $114,900
Grand Banks 42 MY, ’02 … $419,000

2330 Shelter Island Dr., #105, San Diego, CA 92106
(619) 523-8000 • www.suncoastyachts.com

SCANMAR INTERNATIONAL, INC.

Home of the Monitor Windvane

Your Source for Self-Steering and Emergency Rudder Solutions

- Monitor Windvane and optional Emergency Rudder
- Auto-helm Auxiliary Rudder/Trim-Tab Windvane
- Saye’s Rig Windvane
- The SOS Emergency Rudder
- Meets Race and Rally Requirements
- Multihulls too!

Contact us to determine the best solution for your boat.

www.selfsteer.com
Richmond, CA
510.215.2010 • 888.946.3826
scanmar@selfsteer.com

September, 2014 • Latitude 38 • Page 29
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 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 Captain 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.

Chuck Losness  
Hale Moana, Gulfstar 41  
Puerto Escondido, Mexico

LETTERS
Call About Our Special Cruiser Rates!

San Diego’s Cruiser Destination
Harbor Island West Marina

620 Single Slips
Outstanding Central Location
Complimentary Wifi
Fuel Dock

Pool/Spa/Laundry
Deli & Restaurant
Package/Mail/Fax/Notary

619.291.6440
www.harborislandwest.com
2040 Harbor Island Drive, San Diego, California 92101

Yamaha EF2000iS Inverter/Generator

- 3-Year Warranty
- 2kw
- End of Year Clearance
- Limited Supply

Only $999

Call about our Outboard Engine Inventory
CLEARANCE SALE!

Outboard Motor Shop
Where the professionals shop!
(510) 533-9290
www.outboardmotorshop.com
333 Kennedy St., Oakland, CA 94606 • Fax 510-533-3374

San Diego’s Rigging Center
since 1983

PACIFIC OFFSHORE RIGGING

Proudly serving for over 25 years
Safe, cost effective, professional rigging solutions.

We’ll get you ready for your next sailing adventure!

Design consulting • Commissioning
Refits • Custom line and hardware

2805 Cañon St., San Diego CA 92106
619.226.1252
www.pacificoffshorerigging.com

Sponsored by Baja Hahaha 2014
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.

⇑⇓

YOU WANT ACCURATE CHARTS OF MEXICO? GOT EM!

Has Latitude checked out our electronic charts for the 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 completed 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 going 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
Making boating easier – and more fun! – is what Oyster Cove is all about. That's why we rate number one with many Bay Area boaters. Oyster Cove is an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. Oyster Cove is the private Peninsula marina closest to bluewater boating. No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

OYSTER COVE MARINA
385 OYSTER POINT BOULEVARD #8A, SOUTH SAN FRANCISCO
(650) 952-5540
www.oystercovemarina.net

YOUR SAILING HOME
MARINA BAY YACHT HARBOR
RICHMOND CALIFORNIA
Great Location Deep Draft
Reserve today (510) 236-1013
www.mbyh.com

UPGRADE WITH HANSEN RIGGING
Standing Rigging
Top to Bottom... the Best Around!
Standing and Running Rigging Specialists
Masts • Booms • Furlers • Mainsail Systems
Legendary Tuning • Racing Consultations
Excellent used booms (40-50' boat range) in stock
2307 Blanding Ave., Alameda, CA 94501
(510) 521-7027 • hansenrig@sbcglobal.net
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 overhead 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 San Francisco, 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. 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,
This Yacht Maintained by:

Stem To Stern

For all concerns, please call:
(510) 681-3831

Responsibilities of the In-port Captain
Yacht Security • Cruise Preparation
Maintenance Scheduling • Delivery Services

- Hull Cleaning
- Washdowns
- Interior Cleaning
- Detailing
- Brightwork
- Mechanical Service and Repair
- Pump-Out
- Boat Yard Set-up and Management

Check out our website for a list of all our services at www.StemtoSternSF.com
or call (510) 681-3831

We Take the Work Out of Owning a Boat

Heritage Marine Insurance

Marine Insurance Specialists

Your best source for Yacht and Boat Insurance tailored to your needs and competitively priced

We Insure:
Sail or Power ◆ Classic or Contemporary
Fiberglass ◆ Aluminum ◆ Steel ◆ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you’re getting the best insurance value please contact us for a quote.

www.heritagemarineinsurance.com
800-959-3047
Fax 860-572-5919
classics@heritagemarineinsurance.com

Program available exclusively through:

© 2014 Insurance policies issued by ACE Recreational Marine Insurance are underwritten by the insurance companies of ACE Group.
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.
Slips starting at $6.79 per foot!
Concrete and wood docks
Covered berths available
Night security guard

(707) 648-4370 • Fax (707) 648-4660
42 Harbor Way • Vallejo, CA 94590
www.ci.vallejo.ca.us

**Slips starting at $6.79 per foot!**
**Concrete and wood docks**
**Covered berths available**
**Night security guard**

BOAT LOANS

Unbeatable rates.
Call us today for a free quote.
(800) 233-6542

San Diego, Newport Beach, Alameda & Seattle

Seacoast MARINE FINANCE

www.seacoastmarine.net
A division of Seacoast National Bank.

See us at the
BOATS AFLOAT SHOW
September 10-14
Seattle, WA
AND
LIDO BOAT SHOW
September 18-21
Newport Beach, CA
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.
OASIS IN THE HEART OF MONTEREY

new Expanded Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

Deep Water
50’x18’ Slips Now Available
Call Today!

Mexico Bound?
Stop by for fuel & fun!

Reservations: Diane (831) 373-7857
www.montereybayboatworks.com

ULTIMATE POWER MANAGEMENT

The Most Reliable Power for Cruisers!

victor energy
3000W True Sine Wave Inverter
120Amp Four Stage Adaptive Charger
Dual Battery Bank Charging

Dealer Inquiries Welcome

SWEDISH MARINE
1150 Brickyard Cove Rd., #B6, Pt. Richmond, CA 94801
(510) 234-9566 • info@swedishmarine.com

VOLVO PENTA

VOLPAR, INC.
Parts & Service

Your local Penta dealer with a large inventory of parts in stock. Factory trained, certified technicians, gas & diesel, with more than 30 years experience. Bring your boat or have our mobile service come to your boat.

Open Tuesday-Saturday
10 a.m. to 7 p.m. PDT

www.volpar.com
volpar@volpar.com
941 Laurelwood Road
Santa Clara, CA 95054
toll-free (800) 845-2323
local (408) 986-0848 fax (408) 986-8482

Swedish Marine
1150 Brickyard Cove Rd., #B6, Pt. Richmond, CA 94801
(510) 234-9566 • info@swedishmarine.com
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 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 submerged 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.

Page 70 • Latitude 38 • September, 2014

continued on outside column of next sightings page
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...
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

crew party fiesta

salsinflataables@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;
**walkabout — 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/creulst/Crew.html.

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

---

**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.

---

**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...
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 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 Erkels’ 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...

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 Gavigan and crew onboard the MOD 70 Musandam-Oman Sail broke Banque Populaire V’s outright course record by a...
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 RBl race not only saw speed records broken, but crew and size records as well. No doublehanded crews had ever

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: “I made Hilo, Hawaii from San Diego in 17 days, almost all under only mainsail and 110% jib because my new asym...
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 semi-custom mast at the suggestion of Buzz Ballenger, after I asked him about sailing the boat under headsail alone.

“ar 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

The sad fate of the well-known schooner Aldebaran stands as a lesson to us all, that a single navigational error can lead to disaster. She hit a seawall late at night and sank. Although she was eventually refloated, the task of restoring her proved too monumental for the owners. Sadly, she was scrapped last month.

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
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.

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 crushed 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.

— andy

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...
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.

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 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.

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

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 Kasansa 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’.

continued on outside column of next sightings page
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

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
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.

— Andy

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 “awesome 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 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
"It was San Francisco Bay racing at its best!" recalls Aeolus’ skipper Rob Theis, class winner of the hotly contested J/111 class in the Pt. Bonita Race, August 2. That well-attended 22-miler was Act One of the YRA Second Half Opener, which serves as the official midpoint of San Francisco Bay’s summer sailing season. This year’s Bonita Race could hardly have featured more ideal racing conditions if they’d been scripted in advance — although there were a couple of substantial mid-course challenges.

With a moderate westerly blowing across the Central Bay on that Saturday morning, 66 boats in 12 divisions drove across the starting line, set north of Treasure Island, and began the long beat to Point Bonita while the current slowly changed from slack to flood. As the fleet clawed to windward north of Alcatraz, then passed beneath the Golden Gate, the breeze held in the mid-teens, occasionally gusting above 20 knots. Like carefully calculated moves on a chess board, each skipper had to balance the value of minimizing the number of tacks he called for with the benefits of avoiding the gradually developing mid-Bay flood.

The vintage Express 37 ‘Golden Moon’ roared east as her crew hoped to avoid tangling with an armada of outrigger canoes. Just inshore of them more than 100 Lasers crisscrossed the Cityfront.

— photos erik simonson / www.pressure-drop.us
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 Shadow — 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.
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 occasionally 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 Kual,” 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 Mad Men 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 seven-minute lead, but Paul Deeds’ Magic Bus squeaked into second place only a mere second ahead of John Rivlin’s Peaches.
SECOND HALF OPENER RESULTS

**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)** Chimaera, 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, Ian 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)


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
San Francisco's boatyard | www.sfboatworks.com

Authorized dealer for:

SAN FRANCISCO
BOATWORKS

Marine parts and supplies
★ Complete haul and repair
★ Engine repair and service
★ Contact us for seasonal discounts & special offers

Authorized dealer for:

Authorized dealer for:

YANMAR

marine services
for power & sail

415.626.3275
info@sfboatworks.com
835 Terry Francois St.
San Francisco, CA 94158

San Francisco's boatyard | www.sfboatworks.com

RECHARGEABLE

SOLAR LIGHTING

Light up your dock, deck, cockpit or cabin.

Light up your life with RailLight™ Premium!
- No Wires
- LED
- Rugged
- Marine-Grade Stainless Steel
- 3 Mounting Options Included:
  - Rail Clamp
  - Threaded C-Clamp
  - Wall Mount

Contact us for your FREE copy of the latest catalog from

Davis Instruments
3465 Diablo Ave., Hayward, CA 94545 USA
Phone (800) 678-3669 • Fax 510-670-0589 • Email info@davisnet.com

www.davisnet.com

QUALITY CRUISING SAILS FOR LESS!

LEE SAILS

leesailscal@yahoo.com

(707) 386-2490

SAILMAKER TO THE WORLD

MainSails
Mizzens
StaySails
HeadSails
SpinNakers
SailCovers
StrongTrack

MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration
19280 South Harbor Drive • Fort Bragg, CA 95437
(707) 964-3963
email: howard@makelaboatworks.com • www.Makelaboatworks.com
**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 Jump, because 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 Coast of the Americas during a four-month 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 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 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.

Talk 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 GRI 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 much-contemplated 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...
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 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 clear-cut. 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."

**Exenstar:** "Our autopilot breaking was a big surprise. We hand-steered 2,700 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..."
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 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 in the middle of the night (on the Captain’s shift) and the sea state throwing the boat around for days on end.”

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 10º 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."

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 Atuona 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 forward to enjoying the destination!"
2014 PACIFIC PUDDLE JUMP PASSAGE DATA

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

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Boat Make &amp; Length</th>
<th>Captain &amp; Crew</th>
<th>Homeport</th>
<th>Departed From</th>
<th>Days of Xing</th>
<th>Engine Hours</th>
<th>Miles of Xing</th>
<th>Breakage &amp; Breakdowns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangorong</td>
<td>F-P 42 cat.</td>
<td>Coln &amp; Wendy Gegg</td>
<td>Ventura, CA</td>
<td>PV, 3/21</td>
<td>21</td>
<td>2,774</td>
<td>129W</td>
<td>50 hrs</td>
</tr>
<tr>
<td>Cygnus</td>
<td>F-P 38 cat.</td>
<td>Joe Lavish</td>
<td>Newport, OR</td>
<td>PV, 3/23</td>
<td>24</td>
<td>2,866</td>
<td>130W</td>
<td>62 hrs</td>
</tr>
<tr>
<td>Eleuthera</td>
<td>Tartan 37</td>
<td>I. Allen &amp; A. Alexopoulos</td>
<td>Redwood City, CA</td>
<td>Zihua, 3/10</td>
<td>25</td>
<td>2,970</td>
<td>129W</td>
<td>50 hrs</td>
</tr>
<tr>
<td>Exodus</td>
<td>Lagoon 400 cat.</td>
<td>Gresham family</td>
<td>San Diego, CA</td>
<td>PV, 3/11</td>
<td>22</td>
<td>2,908</td>
<td>127W</td>
<td>96 hrs</td>
</tr>
<tr>
<td>Fluventa</td>
<td>Brown-Shaw family</td>
<td>Jeff &amp; Kathy Woodruff</td>
<td>East Greenwich, RI</td>
<td>Galapagos, 5/15</td>
<td>16</td>
<td>3,050</td>
<td>N/A</td>
<td>90 hrs</td>
</tr>
<tr>
<td>Laraghe</td>
<td>Jeanneau 44</td>
<td>D. Hemmery &amp; B. O’Regan</td>
<td>Cork, IE</td>
<td>Panama 2/20</td>
<td>15</td>
<td>3,500</td>
<td>87W</td>
<td>70 hrs</td>
</tr>
<tr>
<td>Luckness</td>
<td>Pacific Seacraft 37</td>
<td>Craig McPherson</td>
<td>Seattle, WA</td>
<td>PV, 3/11</td>
<td>10</td>
<td>3,051</td>
<td>130W</td>
<td>84 hrs</td>
</tr>
<tr>
<td>Manureva II</td>
<td>Voyage 58 cat.</td>
<td>Paul Scott</td>
<td>Nevada City, CA</td>
<td>Galapagos, 4/21</td>
<td>15</td>
<td>3,064</td>
<td>117W</td>
<td>107 hrs</td>
</tr>
<tr>
<td>Mintaka</td>
<td>Ingrid 38</td>
<td>M. Bennett &amp; R. Roghn</td>
<td>Salt Lake City, UT</td>
<td>PV, 3/15</td>
<td>26</td>
<td>2,949</td>
<td>129W</td>
<td>50 hrs</td>
</tr>
<tr>
<td>Novaee</td>
<td>FourNation Pigot 48 cat</td>
<td>Stefano &amp; Helen Pichini</td>
<td>Freemantle, AUS</td>
<td>Galapagos, 3/12</td>
<td>16</td>
<td>3,064</td>
<td>87W</td>
<td>101 hrs</td>
</tr>
<tr>
<td>Pamela</td>
<td>Pacific Seacraft 37</td>
<td>D.Maggard &amp; P. York</td>
<td>San Francisco, CA</td>
<td>PV, 3/15</td>
<td>10</td>
<td>3,050</td>
<td>117W</td>
<td>101 hrs</td>
</tr>
<tr>
<td>Rockstar</td>
<td>CBC Landfall 43</td>
<td>Jeff &amp; Amber Lim</td>
<td>Vancouver, BC</td>
<td>Goffle, CR-4</td>
<td>13</td>
<td>3,059</td>
<td>60 hrs</td>
<td>110 hrs</td>
</tr>
<tr>
<td>Romany Star</td>
<td>Ohlson 38</td>
<td>Paul Moore &amp; B. Wagner</td>
<td>San Francisco, CA</td>
<td>PV, 3/28</td>
<td>10</td>
<td>3,030</td>
<td>129W</td>
<td>140 hrs</td>
</tr>
<tr>
<td>Tatoosh</td>
<td>80-ft Custom Seabom</td>
<td>Bob &amp; Molly Cadranell</td>
<td>Seattle, WA</td>
<td>San Diego, 5/1</td>
<td>34</td>
<td>3,339</td>
<td>N/A</td>
<td>102 hrs</td>
</tr>
</tbody>
</table>

“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.”

Laraghe: “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.”

Eleuthera: “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 spare parts 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 challenges 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.
Your Boatyard in the Heart of Paradise

Large, fenced, secure dry storage area

HAULOUT
• Marine Travelift 25 tons
• Marine railway 120 tons
• Storage in adjustable steel cradles
• Fenced Yard

PAINTING
• Topsides, hull, bottom, varnish
• Brush, roller, spray

MECHANICAL WORK
• Inboard, outboard, diesel, gas
• All brands

REPAIRS
• Electrical repairs
• Refrigeration installation & repair
• Fiberglass & woodwork
• Welding, steel, stainless, aluminum

SAFETY LOFT
• Sail repairs, biminis, dodgers, covers

STORE
• International, Pettit, Epiglass, Devoe
• Spares
• Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française
Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68
Web site: http://www.raiatea.com/carenage ~ email: raiateacarenage@mail.pf

Raiatea Carenage will make sure paradise is everything you expected.
Call, write, or sail in . . . we’re here to serve you.

TAHITI CUSTOMS POLICY
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.

Baja Ha-Ha Alert:
There’s no such thing as too much shade!

• Sun/Rain awning, self supported, no halyard.
• Rigid, folding, flexible frame. “Stands on lifeline”.
• Waterproof, marine grade construction throughout.
• Easy up & down. Stows complete in 10”x36” bag.
• Designed for use in true cruising conditions.
• Stock models for up to 50-ft boats.
• Custom designs also available.

Let Hydrovane steer you home safely.

WHAT IF...
• Autopilot fails
• Batteries are dead
• Engine won’t start
• Steering broken
• Rudder is damaged
• Crew incapacitated

NO WORRIES WITH HYDROVANE
Totally independent self-steering system and emergency rudder... in place and ready to go.

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

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

www.shadetreefabricshelters.com
email: info@shadetreefabricshelters.com
1-888-684-3743 1-251-987-1229

1.604.925.2660
info@hydrovane.com
WWW.HYDROVANE.COM

SURVIVE YOUR DREAM

September, 2014 • Latitude 38 • Page 93
Over 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 yachts to bare-bones fixer-uppers 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 Bahía Tortugas and Bahía Santa María.

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 anyone 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 all-women crew.

**Artuck 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.

**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 cruising Mexico, during which time they expect to make lots of new friends, they plan to take their time sailing across the Caribbean and up the East Coast of the U.S. to Nova Scotia.

**Cavale — Cheo 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 Seattle to San Francisco, but this time they plan to "stay gone."

**Family Circus — Lagoon 470 cat**
Tsortzis Family, San Francisco
Chris, 43, a retired sales associate, and...
**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,” they say. 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 prettiest 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 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 government administrator. “Go small, go now, go complex,” is their motto, as they’ve loaded the boat with cruising gear. Their latest addition is a Spectra 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 enforcement, 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 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 Corts, 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
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 the Ha-Ha last year. The couple will be using the Ha-Ha to kick off “the next chapter” of their lives, which 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 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 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.

**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. 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 next.

**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 Corps in May, we’re all ready to go. We hope to do the Puddle Jump in 2015 or 2016.”
it’s just a
Ocean
in 1990 before he met

Vandy of ‘Scoots’
La Paz, then Puddle Jump in 2015.

They have just done coastal California
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
doing last year’s rally, but quickly real-
alized 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.

Cockpit — Beneteau Oceanis 440
Renald Bouchard, Vancouver, BC

Renald, 54, is a contractor and owner
of the boat, but he’ll
have friend Marc Niew-
erth, 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 Out-
bound 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 practition-
er, 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.

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 Geromo

Barry, 55, a contractor, and Sylvia,
a dress designer, both have lots of off-
shore experience. Sylvia, in fact, did a lot of
sailing between the Caribbean and the North-
east, 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 der-
eict 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 consult-
ant, and Laura, an active attorney, say
“We’re looking to expand our sail-
ing horizons.”
Having done a
passage to Ha-
waii in 2000
and the 2011
Ha-Ha, Don
was inspired to
share such an
adventure with
Laura. “Tartans
are beautiful boats,” he says, “perfect
for the Ha-Ha and cruising the Sea of
Cortez.”
BAJA HA-HA PROFILES, PART I

I’ll-in-I — Cheoy 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.

‘Entropy II’ — Ranger 33
Crumley/Svendsen Family
Bodega Bay

Richard, 53, a retired park ranger, and his environmental educator wife Katja, are hoping to cross paths with other ‘kid boats’ as their four-year-old son Thorston has decided to crew for them. After a six-month season in Mexico, they plan to bash back to Bodega Bay.

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 icemaker 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 Sicily. This is their 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-soicate, say their boat is their "happy place." Having cruised Southern California extensively with 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 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 McCluskey
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 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 — Deertoot 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 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.

We’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
The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their Baja Ha-Ha Specials! (Turn the page for more.)

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 first-timers, 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.
Among the important dates to note (on the facing page) is Latitude’s annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion on September 10. There, hundreds of potential crew will mix and mingle with Ha-Ha boat owners who are looking for extra watchstanders.

Get a head start on the process at our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific. We call that annual springtime migration the Pacific Puddle Jump, and we report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacifpuddlejump.com.

Let Marina El Cid Welcome You to Mexico
A Cruiser’s Paradise!
www.elcid.com
marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468

Best Marina in Banderas Bay
www.marinarivieranayarit.com
011-52-329-295-5526

Best Marina in Banderas Bay
www.marinarivieranayarit.com
011-52-329-295-5526

San Diego Bay’s
Harbor Island West Marina
Serving Southbound Cruisers in San Diego Bay for over 40 years
www.harborislandwestmarina.com
619.291.6440
CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!
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.

La Paz Tourism Board welcomes you to La Paz
Enjoy our Baja Ha-Ha Beach Fiesta
November 20
011-52 (612) 122-4624
www.golapaz.com

Pacifi c Offshore Rigging
Proudly serving for over 25 years
Design consulting • Commissioning • Refits
Custom line and hardware
WE SHIP RIGGING WORLDWIDE
(619) 226-1252
www.pacificoffshorerigging.com

San Diego’s Rigging Center
Proudly serving for over 25 years
Design consulting • Commissioning • Refits
Custom line and hardware
WE SHIP RIGGING WORLDWIDE
(619) 226-1252
www.pacificoffshorerigging.com

The place to be in La Paz, conveniently located near downtown.
marinadelapaz@prodigy.net.mx
011-52 (612) 122-1646
www.marinadelapaz.com

La Paz Tourism Board welcomes you to La Paz
Enjoy our Baja Ha-Ha Beach Fiesta
November 20
011-52 (612) 122-4624
www.golapaz.com

NEW! Western Mexico 13th Edition with Expanded Sea of Cortez Coverage
www.charliescharts.com
Charlie’s Charts
Cruising Guides • Gerry’s Charts • Ships Store

Pantaenius
American Yacht Insurance
“Always At Your Side”
+1-914-381-2066
For a free quote, visit www.pantaenius.com

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

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

Imagine You Were Designing the Perfect Marina
MARINA CORTEZ
An idyllic La Paz location
011-52-612-123-4101
www.marinacortez.com

September, 2014 • Latitude 38 • Page 101
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-furred 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 two-foot 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 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 zero 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 baring-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
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 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.

“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.

"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 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 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-ratio wing or sail, with essentially two-dimensional 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 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...
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.

"S
o 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
Raise a sail and help find a cure!

Please join us at the 9th Annual Bay Area Leukemia Cup Regatta

Ellen Hoke

Raise a sail and help find a cure!

Saturday, September 20
VIP Reception, Auction and Dinner with Guest Speaker Wendy Schmidt

Sunday, September 21
Races for one design and PHRF divisions and cruising class activity

www.leukemiaacup.org/gba

For more information contact Robin Reynolds  l  415.625.1132  l  robin.reynolds@lls.org

The San Francisco Yacht Club  l  Belvedere, CA  l  September 20-21, 2014

National Sponsors: Gosling’s Rum, Jobson Sailing, Inc, North Sails, Offshore Sailing School, Sailing World, Philip Steel, West Marine
Distinguished Honorary Chairman: Tom Perkins
Presenting Sponsor: Hannig Law Firm
Spinnaker Sponsors: Jeff Burch, Hot Ticket, Pacific Union Intl, Passport Capital
Windward Sponsors: Capital Pacific, Corrum Capital Management LLC, Enersen Foundation, Ernst & Young, Kilroy Realty Corporation, Merrill Lynch, Millennium, Sutter Health, vineyard vines

Local Sponsors: Doug & Laurel Holm, Kimpton Hotels & Restaurants, Nuveen Investments, The “Tad” Lacey Family, Stroub Construction, SunTrust
Media Sponsors: Talk 910AM KKSF, Big 103.7, Star 101.3, 98.1 KISS, iHeartRadio

The Leukemia & Lymphoma Society® (LLS) is the world’s largest voluntary health agency dedicated to fighting blood cancers. Learn more at www.LLS.org.

September, 2014  •  Latitude 38  •  Page 105
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 current, with strong breeze forecast. We knew we had 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.

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 Red 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 eb 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 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)


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 Alcatraz 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).
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 Alcatraz before they declared they’d had enough fun and headed for home DNF.

— John Graves

MOONLIGHT MARATHON, SEQYC (8/9)
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 Jonathon 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 Saa 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!
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.

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.

---

**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 OVERALL** —

1) Tri N Fly, F-27, David Morris; 2) Raven, F-27, Truls Myklebust. (2 boats)

**DOUBLEHANDED MULTIHULL OVERALL** —

1) Koshamo, 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/Refus 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)

---

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
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,
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 under 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
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 kitelander extraordinare 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 Steilck. See Box Scores for results.

THE BOX SCORES

LASER NATIONALS, STFYC, 7/31-8/3 (11r, 2t)


Full results at www.stfyc.com

SANTA CRUZ 27 NATIONALS, MPYC, 8/1-8/3 (11r, 2t)

1) California Zephyr, Ron Boehm, Santa Barbara YC, 10 points; 2) Hanaelei, Rob Schuyler, SCYC, 14; 3) Sumo, Henry Cassedy, 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)


J/105 — 1) FA, Scott Sellers, 8 points; 2) Jennifer, Chris Kostanek, 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) Kual, Dan Thielman, 9 points; 2) Flygfish, Tom Kasberg, 11; 3) Blast!, Roland Vandermeer, 15, (6 boats)

CALIFORNIA SAILING PAPER | www.sfyc.org

SHEET
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 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 second-tier 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 second-tier 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'.

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 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...
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.

— lynne ringsets

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 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 non-stop," 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.
BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

**BVI YACHT CHARTERS**

www.bviyc.com
charters@bviyc.com

**10% off all new bookings when you mention this ad.**
With reports this month from Angel Louise at Baiona, Spain; 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 $8500/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 years ago sits in 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.

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 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
"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 negatives 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 4½ 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.
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, including all the electrical and plumbing. All we wanted was the shell, as we're not fans of the traditional look. We wanted to make her as clean and modern-looking as possible. Low maintenance 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 state-room, 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, 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 unnecessary 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 Toppers 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."

"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

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, 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 non-fiction — 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!
Young, in love, and in the jungle.

Both buying clothes and having to do lots of laundry are boring and can be expensive. 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 exhaustive 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?
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 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 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 long-lost 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 you only have a couple of years left. Draw it’s the only one that you have. Live as if you will never die? Life should be more than a slow plod to the grave. Live your life as though 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 Chantereine, 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 currents, 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 Joy 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 Port 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 cruising 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
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

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.

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.
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 Yeargen and Jean Strain of the Hawaii-based 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 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 many Salvadorans and the most amazing fellow cruisers. The cruisers who were headed north proved to be excellent sources of current information on the places we were headed to.

From our welcome cocktail through 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 pupusas, 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 year of the El Salvador Rally,” 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 had 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...
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 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 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 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 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.
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 night of 99-mph winds, our experiences have been very anticlimactic," reports Walt. "JOT was docked near 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 Lymeington 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-
between 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.

“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 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

---

**BAY MARINE DIESEL**

*Marine Inboard Diesel Repair*
*Surveys • Personalized Instruction*

- Cummins | Ford/Lehman | Hino | Perkins
- Universal | Westerbeke | Yanmar

Marty Chin, Owner – (510) 435-8870
Email: Baymarinediesel@comcast.net

---

**KATADYN SURVIVOR 35 WATERMAKER**

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour.

Reconditioned by Katadyn $1050

Also available:
- New Katadyn Survivor 35: $2195
- New Katadyn Survivor 40-E: $3695
- New Katadyn Survivor 80-E: $4695

---

**EQUIPMENT PARTS SALES**

In the U.S.: (800) 417-2279 • Outside the U.S.: (717) 896-9110
email: rod@equipmentpartssales.com

---

**NEW AND USED SAILS!**

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top quality.

- Full Batten Mains
- Furling Genoa
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

---

**WEDLOCK, RAMSAY & WHITING**

*Three Independent Marine Surveyors at One Convenient Location*

Serving the Bay Area since 1980

www.norcalmarinesurveyors.com
(415) 505-3494

---

**THE SAIL WAREHOUSE**

Ph. (831) 646-5346 www.thesailwarehouse.com
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 Kuulu 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 Maine.

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 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/Livermore-based 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
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 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 Otorowski; Balikci, 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; Maravelha, Hanse 430e; Victor Pinheiro; North, Hallberg-Rassy 43; Nejat Avci; Sojourner, Shannon 37; Ken Small; Perseverance, Swan 56; Tom Puett; Constantar, 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 Yeatich; 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.

We’d love to hear from YOU!
Punta Mita Beachfront Condos

Call now for winter reservations!

(415) 269-5165

www.puntamitabeachfrontcondos.com

JUST YOU AND THE SEA...

ENGINE INSTRUMENT PANELS
Made in America

Compatable with hundreds of engines:

Universal
Hino
Detroit Diesel
Lugger
Caterpillar

www.acdcmarineinc.com
sales@acdcmarineinc.com. (424) 263-5106

OEM Wholesale Sail Manufacturing
Hong Kong Worldwide Delivery

Fareastsails.com
Our Sails Catch Better Winds

Worldwide Marine Forecasts
Cruising, Racing & Commercial
Packages Starting at $65.00 USD

(866) 882-WXGY (9949) toll free
(808) 291-WXGY (Mobile)
(808) 254-2525 (Office)
(808) 443-0889 (Fax)

970 N Kalaheo Ave
Suite C-104
Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

HAWAII
LONG TERM DRY STORAGE
Clear Customs at our dock
GENTRY’S
KONA MARINA
HONOKOHAU HARBOR
156°1’30” W
19°40’20” N
TOLL FREE 888-458-7896
www.gentryskonamarina.com
The friendliest boatyard in Hawaii

available now!

LONG TERM DRY STORAGE
Clear Customs at our dock
GENTRY’S
KONA MARINA
HONOKOHAU HARBOR
156°1’30” W
19°40’20” N
TOLL FREE 888-458-7896
www.gentryskonamarina.com
The friendliest boatyard in Hawaii
Ad will be posted online within two business days, before and after counts as one word. We will spell-check, abbreviate, edit, as necessary. Please read before submitting ad

Here’s What To Do:
Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space for the best – and most exposure – of your classified ad...

Submit your ad safely online with Visa, MasterCard or AmEx at: www.latitude38.com

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

WHAT’S IN A DEADLINE? Our Classify 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. Infrequently; never after 2006 due to Bay, then moved to Lake Tahoe - sailed Berkeley. $4,000. Sailed 2-3 times in SF 14-FT 29ER, 2002.

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.


24-FT PACIFIC SEACRAFT DANA, 2001. Channel Islands Harbor. $84,000. Classic, excellently maintained, 2001 Dana 24 (27’ LOA). $10-20k more equipment than any other Dana on the market including: Monitor windvane, twin RP headsails, asymmetrical spinnaker, solar, Maxwell windlass, Max-Prop and much more. She’s ready to cruise now! This professionally outfitted beauty will save you many months in research, design and installation time. (805) 469-2460 or mwilson501@gmail.com.


CAYLULA 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 (510) 646-9220 or gfnin@yahoo.com.

NOR-CAL COMPASS
Adjustment • Sales Authorized Compass Repair
Capt. Alan Hugenot • (415) 531-6172 • Accredited Marine Surveyor ASA Certified Offshore Sailing Instructor Power boat handling & docking, single or twin screw, 35 years sailing sloops, ketches, schooners & catamarans SF Bay or Coastal • Accepts all credit cards


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.


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 (631) 336-8450 or ewitus@gmail.com.


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://www.sailboatlistings.com/site/norse27forsale/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) 699-8153 or 327.9forsale@gmail.com.


25-FT PACIFIC SEACRAFT, 1977. San Rafael. $18,500. Traditional pocket cruiser in excellent condition. Yanmar diesel, drippless 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 furlet 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.
30-FT CAPE DORY, 1982. San Carlos, MX. $30,000. Full batten main, Furlen, Lewmar ST30’s, diesel, wheel, dodger, Autohelm, EPIRB, radios, QPR, 50’ chain, propane stove, solar panel, gel batteries, dinghy, gooseneck trailer, more. US delivery possible. (575) 758-8366 or jmac@laplace.org.


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, 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.


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 sounder, GPS, chartplotter, depth finder, furling, new sails, head, and hold tank, pressurized water. Email gallagher415@gmail.com.

30-FT PALMER JOHNSON. Charleston Harbor, Coos Bay, OR. $14,000. Designed by Olly Stephens. 10hp Volvo Penta MD-6A diesel. Boat needs upgrade, gear, cosmetics and refurbishment. Contact Hick, rjtesq@northcast.com or (916) 296-8525.


30-FT WYLIECAT, 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 sounder, GPS, chartplotter, depth finder, furling, new sails, head, and hold tank, pressurized water. Email gallagher415@gmail.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.
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. Hayyards led aft for single/double handling. Large sail inventory including new asymetric 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 djonjon1@sonic.net.


32-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. $85,000. Original owner, mechanical engineer, Perkins 4-108 diesel. Gori folding prop. (7) 399-0263. Contact miguel@hitchcraft.net or (415) 917-5229 or yachts@hitchcraft.net.

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, 110% g1b, spinnaker. Many extras. Pictures available. (916) 715-9861 or (916) 419-6818 or omahoy02@blueglobe.net.


36-FT ISLANDER FREEPORT 36B. 1980. Puerto Escondido, Mexico. $55,000. Great condition. On mooring in Puerto Escondido, MX. Main, genoa, spinnaker. New watermaker, Pathfinder 55, in good shape. New upholstery in the salon. This boat ready to cruise or live aboard. Many spares. This boat will take you anywhere. 10-ft Aquapro dinghy, 15hp Evinrude outboard. Forget the Ha-Ha, your boat is waiting in the Sea of Cortez! (425) 773-4381, (206) 234-8713 or chrisde44@hotmail.com.

36-FT CAL, 1971. Oceanside, CA. $10,000/obo. Knot A Clew. Palmer 60 gas engine runs great, needs transmission or re-power. Lots of racing sails, tiller, fast Oceanside slip, partner or sell. (949) 280-6220 or granahan@cox.net.

37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. $85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12v refrigeration, teak interior, no teak decks, excellent condition, many extras. (775) 345-0170 or Attakake@aol.com.


36-FT CASCADE, 1974, Stockton Sailing Club, Stockton, CA. $36,000. Solid cruiser with all the extras. Hard dodger, solar panels and full electronics. Extra sails and much more. Needs some TLC. One-owner boat with custom teak work throughout. Contact (530) 409-9101 or eallonso@sbcglobal.net.


38-FT PEARSON 385, 1984, Barra de Navidad, Jalisco, Mexico. $49,500. Exceptional, cruise-ready Pearson 385, ready to go ANYWHERE. Detachment is berthed in Barra de Navidad near the international airport, near Manzanillo (ZLO). She has been constantly upgraded and equipped. Upgrades include solid teak and holly cabin sole, all stainless steel galley, 250 GPD watermaker, recent Garmin 4kw HD radar and 4012 chartplotter and much more. Consider being a full-time or commuter cruiser. (619) 251-1212 or pearson385@aol.com.

37-FT JEANNEAUX SUN ODYSSEY, 2002, Long Beach. $68,000. End of season sale. Original owner, selling well-designed cruiser, built with Jeanneau-lasting quality. Raymarine autopilot and instruments, bimini, dinghy with Yamaha OB. Contact (760) 980-0204 or marshallkagan@yahoo.com.


37-FT PEARSON 365 SLOOP/CUTTER, 1978. Sausalito. $35,000/obo. Reduced to sell. Well maintained, upgraded, sailed, and lived on for 23+ yrs. Recent LPU topsides, Mainsail, much more... Come see. Contact (415) 297-4080 or art_epstein@yahoo.com.


Guide to Navigation & Tourism in French Polynesia

Best Fr Poly guide but out of print. We imported all remaining copies from authors. Excellent aerial photos of many anchorage entrances; great chartlets. $69 plus shipping. Email: fropolytraveler@yahoo.com

Offshore Passagemaking Instruction in the Pacific & Atlantic

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 Mahina Tiare III, drawing on their combined 584,000 miles and 73 years of experience. www.mahina.com • (360) 378-6131

Going Somewhere? Mexico => Caribbean => South Pacific

Stop by our office and take a bundle of Latitude 36 magazines along with you. We promise you’ll be a hero for sharing them with other cruisers!
Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-6200 • Open M-F 9-5

Yoga for Sailors on the San Rafael Waterfront

48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. $298,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman’s design, completed by Royal Huisman. Lola is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to “new” condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.com.

44-FT KELLY PETERSON, 1977. Alam- eda. $95,000. Motivated sellers. NEW: 150% jib, mainsail with Stack-Pack, dodger, 4-person survival raft, 12 V re- frigeration. 475 hrs on Perkins engine and transmission, asymmetrical spinnaker in sock, dinghy with 4hp, 3 CNG bottles, electric windlass, 60# CQR with 300’ chain, 45# CQR w/250’ rope, LED lights, symmetrical spinnaker, 115 jib, storm sails, new clutches, big Lewmar winches, etc. The cleanest, tightest KP you will find. Outfitted for cruising. (209) 304-0444 or 10fbad711@opayq.com.


45-FT GARDEN YAWL. One-off, double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking, $30K as is, or $7 to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.


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, cabinet 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.

41-FT PEARSON RHODES, 1964. Mazatlan, MX. $40,000. Classic Rhodes 41, fun and easy to sail, cruise-equipped. She’s a hot rod with a 44hp Yanmar and LP paint jobs. 10.5 beam, 9.5 draft, 8,800 ballast, 18,800 displacement, 6 bags of mail, new rigging, B&G autopilot, GPS, radar, fishfinder, custom 12v refrigeration system, electric windlass, gel cell batteries, solar panels, depth finder, 10-ft dinghy with 15hp Yamaha, many spares, meticulously maintained. Contact (360) 961-0907 or boatbunnell@hotmail.com.

45-FT FASTNET 45, 1974. Portland, OR. $87,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very sea-worthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.

43-FT J/133, 2005. Redwood City. $320,000/obo. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Haymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new furred bottom, etc. (408) 234-4402 or john@castlerock.com.

44-FT KELLY PETERSON. Center-cockpit cutter, 1978. La Paz, BCS, Mexico. $94,500. Price recently reduced. This classic, well equipped, proven voyage-maker is in good condition and ready for a new owner with cruising plans. (562) 599-9068 or taken@frontier.com.


42-FT BAVARIA OCEAN, 1998. Portland, OR. $165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finley crafted mahogany. This vessel has had three owners and is lightly used. (971) 401-6441 dborland@me.com.


LOCAL AUTHOR WRITES THIRD ADVENTURE BOOK!

Travel guides and navigation aids are a dime a dozen, but C120, radar, autopilot, bow thruster. LLC available. Contact (408) 666-3261 or jerrett@saol.com.

CHARTER RESTORED 42-FT MOTOR YACHT

Beautiful mahogany motor yacht just completed restoration, and now available for charter on the Bay. Berthed in Sausalito. Call for details. (415) 324-5558

Doggieventure – A doggie daycare on the go! Morning or afternoon sessions available in San Francisco Training • Boarding

www.doggieventure.com • (415) 314-7541
51 FEET & OVER


MULTIHULLS

52-FT MODIFIED TENNANT. Blade Runner, 1987. Ventura, CA. $175,000. Afterburner, fastest coastal sail catamaran on the West Coast, for sale to a good home. See http://afterburner.gibbsCAM.com. Contact afterburner@gibbsCAM.com or (619) 459-7147 or furioso_orlando@hotmail.com.


POWER & HOUSEBOATS

50-FT OAK KURT HUGHES. Sailing cata- maran, 1998. $275,000. A go-anywhere boat! Six headsails and main, two 30hp Yanmars, watermaker, solar, 110 inverter, 3 state rooms, 2 showers, swimstep show- ers, two helms, 360 degree view and more. (619) 222-5736 or msteria@gmail.com.

SAIL SHARE IN THE SEA OF CORTEZ. Marina Real/Puerto Escondido. Best offer. 40-ft sloop in Baja condition. 2 double berths, 2 heads, all amenities (TV, stereo, Sirius) and safety equipment. Learn to sail, water getaway (in slip), honeyymoon, fishing, diving, sailing, exploring, adventure or swim with the whale sharks? Bare or crewed (USECG licensed). Will deliver to Baja fully provisioned. Terms flexible. Email for more information, malpraclaw@aol.com or calimesmalt@aol.com. Call (831) 818-8452 or (831) 688-2911, ext. 104.

CLASSIC BOATS

47-FT OAK KURT HUGHES. Sailing cata- maran, 1998. $275,000. A go-anywhere boat! Six headsails and main, two 30hp Yanmars, watermaker, solar, 110 inverter, 3 state rooms, 2 showers, swimstep show- ers, two helms, 360 degree view and more. (619) 222-5736 or msteria@gmail.com.


PARTNERSHIPS

NON-EQUITY PARTNERSHIP. C&C 30 sailboat. Sausalito, CA. $150/month. Dues cover slip fee, utilities, bottom cleaning, towing insurance. Boat has wheel steering, furling jib, sleeps 4, galley, head with/Lifeguard VHF, automatic bige pump, stereo, ice box, GPS, wind speed indicator, fathometer, knotmeter, autopilot. 15hp Yanmar inboard motor recently refurbished. Partnership agree- ment renews in March. Partners to keep boat clean, replace lost items and pay for damages (up to $300 insurance deduct- ible). (415) 659-7147 or (715) 735-4953 or edcurnardi@gmail.com.

50-FT OAK KURT HUGHES. Sailing cata- maran, 1998. $275,000. A go-anywhere boat! Six headsails and main, two 30hp Yanmars, watermaker, solar, 110 inverter, 3 state rooms, 2 showers, swimstep show- ers, two helms, 360 degree view and more. (619) 222-5736 or msteria@gmail.com.

SAIL SHARE IN THE SEA OF CORTEZ. Marina Real/Puerto Escondido. Best offer. 40-ft sloop in Baja condition. 2 double berths, 2 heads, all amenities (TV, stereo, Sirius) and safety equipment. Learn to sail, water getaway (in slip), honeyymoon, fishing, diving, sailing, exploring, adventure or swim with the whale sharks? Bare or crewed (USECG licensed). Will deliver to Baja fully provisioned. Terms flexible. Email for more information, malpraclaw@aol.com or calimesmalt@aol.com. Call (831) 818-8452 or (831) 688-2911, ext. 104.

SUBTLE OF THE BORDER


WANTED

AEROGENS/GIVENS. Honolulu. $-open. Wanted: Aereogen wind generator 5 x 6’s working or ?. Givens offshore liferaft ocean pack/6-man. (808) 230-6466 or aequus99@yahoo.com.

WANTED: YANMAR 1GM10. 1 cylinder diesel. Santa Barbara. A good runner or a rebuild candidate or even something in between. Email tootdttlcadamarine.com.

GEAR

KARVER TOP DOWN FURLER. Santa Barbara. $1,100/obo. Top down Karver chute furler. Model 2 with lock. Briefly used on boat with 19-foot J and 50-foot mast. No trolley lines included. Email jaulnie@cox.net.

CAPE HORN WINDVANE STEERING. SF to Napa, will deliver. $2,700. Zero miles on this proven, elegant, robust design. It was installed, but the boat did not voyage, so was removed. All parts and installa- tion manual included. (510) 551-6672 or furioso_orlando@hotmail.com.
**NON-PROFIT**

**VOLUNTEER SKIPPERS.** For runs to Faralones. Visit the faralones.com. Join the skippers that volunteer their time and boats to deliver researchers and supplies to the island. Experienced skippers with sound boats can contact Keith. (415) 710-4134 or kloeswick@hotmail.com.

**BERTHS & SLIPS**

**40-SLIP MARINA NEAR DANA POINT.** Free dock at 40-slip marina development with TD at 6%. Contact (805) 898-9392 or sequoyal@taylorhahoo.com.


**50-FT BERTH FOR SALE.** Pier 39, SF. Best offer. Slip J16 at San Francisco’s Pier 39. Contact office@petesanprops.com or (408) 954-1000.

**50-FT COMMERCIAL SLIP.** San Francisco, Pier 39. $55,000. Newly constructed J-Dock, Slip 6, west side with views of Golden Gate Bridge, Angel Island, and Alcatraz Island. Special rates for owners at Pier 39 parking garage. Sublease until 2034, contact James. (650) 520-4607 or jvandyke100@yahoo.com.

**SOUTH BEACH HARBOR, BERTH**

**Available for the Spinnaker Sailing charter fleet. We have berths for sailing vessels from 32- to 43-ft. The boat must be active in Spinnaker’s charter fleet and be late model, in excellent condition, with the appropriate equipment. This is the perfect income opportunity for an owner to offset the costs of ownership, while berthing at the best marina in NorCal. www.spinnaker-sailing.com. Call (415) 543-7333.**

**CAPTAINS & INSTRUCTORS.** Wanted. Join the professionals at Club Nautique’s award-winning Charter and Sailing Club teaching US Sailing’s most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings for friendly USCG-licensed captains who exhibit exceptional communication and boating skills, and willingness to train and work in a professional environment. Our fleet is unmatched in quality with the addition of 10 new power and sail vessels in the last six months. With both Sausalito and Alameda bases to work from and 35 years of uncompromised standards, we are interested in hearing from you to discuss our new pay scale, and the process of joining our team. Contact Steve at: seaschoolclub@clubnautique.net or (510) 865-4700.


**SAILING INSTRUCTORS.** OCCSailing, located in the Berkeley Marina, has P/T openings for instructors at its award-winning school. OCCS’s curriculum is famous for turning out the best sailors in the country. You’ll enjoy a thorough training and coaching process to help you develop as an instructor and to help acquire a USCG license and US Sailing instructor certifications. Read what being an instructor at OCSC is like at website: www.ocscsailing.com/about/people/sailing_instructor.php. Email resume and cover letter to Tim: tm@ocscc.org.

**CAPTAIN WANTED.** San Francisco. 50-ton or over, to take diners to Forbes Island. $20 per hour, 5 to 10 p.m. Include dinner. More at www.forbesisland.com/home.html. Call (415) 722-7485.
EMPLOYMENT OPPORTUNITY. Passage Yachts Inc. San Francisco Bay Area. We are adding a position for an experienced sales professional to join our progressive and growing Yacht Dealership Company. Company support, leads and an excellent work environment are offered. High-income sales professionals with extensive training and your income needs are six figures, we invite you to apply. Commission position. Please contact us by phone, (510) 236-2633, or by sending a resume to: butch@passageyachts.com.


COMPLETE BOAT SERVICE TECHNICIAN. Skills needed are diagnostic. Repair skills for mainly Beneteau and Lagoon sailboats and Beneteau powerboats. Good working environment and steady hours, a full-time position. Email resume to butch@passageyachts.com or call (415) 690-9923.
Come join Jim DeWitt at this year’s Sausalito Art Festival
August 30-September 1

Mendocino Coast, Jim DeWitt style.

Check out Jim’s new online store at:
www.DeWittAmericasCupArt.com

DeWitt Art Gallery & Framing • (510) 236-1401 • pam@jimdewitt.com

Start Line Strategies
Winning Legal Strategies For Yachting
12+ years America’s Cup Experience
Sponsor & Venue Arrangements • Crew Contracts
Vessel Shipping Logistics • Charter Agreements
Ashley Tobin
(925) 324-3686 • amtobin2@gmail.com

Mathiesen Marine
For all of your electronics and electrical needs
Professional Sales, Design, Troubleshooting,
Installation, Consultation, Education & Surveys for
Electronics, Electrical, PC/Mac Based Navigation,
Corrosion Issues, Electric Drive Conversions + More
See us at Boat Fest, Marina Village, Alameda
September 18-21, 2014 ~ FREE ADMISSION
Emery Cove Yacht Harbor Showroom
3300 Powell Street, Emeryville, CA
Tuesday - Saturday 9:30 a.m. to 4:30 p.m.

KISS-SSB
The Simple, Proven Marine SSB Ground Plane
• Easy to install
• Superior performance
• Fiberglass/wood boats
• Sail or power
See www.kiss-ssb.com for more info or to order.

(360) 510-7885

Bilge Steam Cleaning  Oil Changes
Professional service at your slip!!

MarineLube 877 744-2244
www.MarineLube.biz
Fuel Polishing  Tank Cleaning
The Multihull Company is pleased to announce the opening of the Northwest Multihull Center on Puget Sound’s Commencement Bay. The Northwest Multihull Center is a great starting place for buying or selling a catamaran or trimaran or to learn more about the world of multihulls. We are creating the West Coast’s largest concentration of catamarans and trimarans to serve you better!

The Multihull Company is the world’s largest international catamaran and trimaran brokerage. Our team of multihull experts offer several distinct differences including buyer and seller services, a powerful online presence, worldwide offices, displays at major national and international boat shows, newsletters and social marketing that inform and reach the right buyers and sellers. Visit us at www.MultihullCompany.com or at our new Northwest Multihull Center and see why The Multihull Company is truly the choice for sailors around the world.

SAN FRANCISCO   SEATTLE   FT. LAUDERDALE   CHARLESTON   FRANCE   TURKEY   TRINIDAD   GRENADA   TORTOLA   ST. MARTIN
HQ Phone: 215-508-2704      Northwest Multihull Center: 206-297-1151      email: info@multihullcompany.com

FEATURING WEST COAST LISTINGS

50’ CATANA, 2008
Washington
$700,000

42’ SHUTTLEWORTH, 1983
Baja California
$139,000

58’ PROFILE, 1988
Washington
$399,000

35’ SEAWIND, 2008
Alaska
$248,000

34’ GEMINI 105MC, 2008
Washington
$139,000

34’ GEMINI 105MC, 2002
Washington
$124,950

How to Read Latitude 38 in the Azores:
Download our eBooks FREE!
www.latitude38.com

SS Marine
Yacht and Ship Brokers

BROKERAGE
38’ SEA RAY, ‘00, aft cabin $128,800
34’ ISLAND GYPSY, ‘79 $189,000
38’ CABO ROGO, ‘79 $74,000
32’ BAYLINER, ‘86 $52,500
30’ SUN RUNNER, ‘90 $119,500

San Francisco, California
(415) 456-8080 • www.ssmarineyachts.com

SS Marine
Yacht and Ship Brokers

BROKERAGE
44’ ISLAND GYPSY, ‘79 $189,000
38’ CABO ROGO, ‘79 $74,000
32’ BAYLINER, ‘86 $52,500
30’ SUN RUNNER, ‘90 $119,500

San Francisco, California
(415) 456-8080 • www.ssmarineyachts.com

Full service yacht sales staff for listing and selling your powerboat or sailboat. Serving San Francisco Bay, Marin and the Delta. Full service yacht management services for maintenance, repair and bottom painting.

How to Read Latitude 38 in the Azores:
Download our eBooks FREE!
www.latitude38.com

Full Painting Service
Gelcoat Repair
Fiberglass Repair
…and More

Carlos D’La Cruz • 415.524.5194
www.carlosboatworks.com
San Rafael Yacht Harbor
557 E. Francisco Blvd., San Rafael, CA 94901
### ADVERTISERS’ INDEX

<table>
<thead>
<tr>
<th>Company</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB Marine</td>
<td>6</td>
</tr>
<tr>
<td>ACDC Marine</td>
<td>131</td>
</tr>
<tr>
<td>Alcom Marine Electronics</td>
<td>50</td>
</tr>
<tr>
<td>Almor Marinas</td>
<td>39</td>
</tr>
<tr>
<td>BVI Yacht Charters</td>
<td>115</td>
</tr>
<tr>
<td>Baja Ha-Ha Beach Party</td>
<td>129</td>
</tr>
<tr>
<td>Baja Ha-Ha Sponsors</td>
<td>99-101</td>
</tr>
<tr>
<td>Bay Marine Boatworks</td>
<td>45</td>
</tr>
<tr>
<td>Bay Marine Diesel</td>
<td>127</td>
</tr>
<tr>
<td>Berkeley Marine Center</td>
<td>65</td>
</tr>
<tr>
<td>Blue Pelican</td>
<td>140</td>
</tr>
<tr>
<td>Blue Water Yacht Insurance</td>
<td>130</td>
</tr>
<tr>
<td>Boat Fest</td>
<td>37</td>
</tr>
<tr>
<td>BoatU.S. Insurance</td>
<td>43</td>
</tr>
<tr>
<td>Boat Yard at Grand Marina, The</td>
<td>20</td>
</tr>
<tr>
<td>BottomSiders</td>
<td>128</td>
</tr>
<tr>
<td>Breitwasser Cove Marina</td>
<td>69</td>
</tr>
<tr>
<td>Brisbane Marina</td>
<td>55</td>
</tr>
<tr>
<td>Canvas Works, The</td>
<td>58</td>
</tr>
<tr>
<td>Carlos Boat Works</td>
<td>142</td>
</tr>
<tr>
<td>CDI/Cruising Design</td>
<td>66</td>
</tr>
<tr>
<td>City Yachts</td>
<td>9</td>
</tr>
<tr>
<td>Club Nautique</td>
<td>28</td>
</tr>
<tr>
<td>Conch Charters</td>
<td>114</td>
</tr>
<tr>
<td>Cover Craft</td>
<td>64</td>
</tr>
<tr>
<td>Coyote Point Marina</td>
<td>59</td>
</tr>
<tr>
<td>Crescent City Harbor</td>
<td>115</td>
</tr>
<tr>
<td>Cruising Yachts</td>
<td>15</td>
</tr>
<tr>
<td>Davis Instruments</td>
<td>87</td>
</tr>
<tr>
<td>Defender Industries</td>
<td>64</td>
</tr>
<tr>
<td>DeWitt Studio</td>
<td>141</td>
</tr>
<tr>
<td>Dinghy Doctor, The</td>
<td>57</td>
</tr>
<tr>
<td>Downwind Marine</td>
<td>27</td>
</tr>
<tr>
<td>Doyle Sails</td>
<td>29</td>
</tr>
<tr>
<td>Duffy Boats</td>
<td>53</td>
</tr>
<tr>
<td>Easom Racing &amp; Rigging</td>
<td>49</td>
</tr>
<tr>
<td>Elco Electric Boats</td>
<td>49</td>
</tr>
<tr>
<td>Emery Cave Yacht Harbor</td>
<td>41</td>
</tr>
<tr>
<td>Emeryville Marina</td>
<td>45</td>
</tr>
<tr>
<td>Equipment Parts Sales</td>
<td>127</td>
</tr>
<tr>
<td>Far East Sails</td>
<td>131</td>
</tr>
<tr>
<td>Farallone Yacht Sales</td>
<td>11</td>
</tr>
<tr>
<td>First Watch Marine</td>
<td>130</td>
</tr>
<tr>
<td>Flying Cloud Yachts</td>
<td>145</td>
</tr>
<tr>
<td>Fortman Marina</td>
<td>42</td>
</tr>
<tr>
<td>Gentry’s Kona Marina</td>
<td>131</td>
</tr>
<tr>
<td>Gianola Canvas Products</td>
<td>104</td>
</tr>
<tr>
<td>Grand Marina</td>
<td>2</td>
</tr>
<tr>
<td>Hansen Rigging</td>
<td>63</td>
</tr>
<tr>
<td>Harbor Island West Marina</td>
<td>61</td>
</tr>
<tr>
<td>Harken</td>
<td>12</td>
</tr>
<tr>
<td>Helms Yacht &amp; Ship Brokers</td>
<td>8, 145</td>
</tr>
<tr>
<td>Heritage Marine Insurance</td>
<td>65</td>
</tr>
<tr>
<td>Heritage Yacht Sales</td>
<td>143</td>
</tr>
<tr>
<td>Higin Sails</td>
<td>52</td>
</tr>
<tr>
<td>Hood Sails</td>
<td>13</td>
</tr>
<tr>
<td>Hotel Coral &amp; Marina</td>
<td>35</td>
</tr>
<tr>
<td>Hotwire Enterprises</td>
<td>114</td>
</tr>
<tr>
<td>Hydrovane</td>
<td>93</td>
</tr>
<tr>
<td>Interlux Yacht Finishes</td>
<td>33</td>
</tr>
<tr>
<td>Iverson’s Design</td>
<td>54</td>
</tr>
<tr>
<td>JK3 Nautical Enterprises</td>
<td>19</td>
</tr>
<tr>
<td>KISS-SSB/Radioteck</td>
<td>141</td>
</tr>
<tr>
<td>KKKI - Boatyard</td>
<td>148</td>
</tr>
<tr>
<td>Kissinger Canvas</td>
<td>62</td>
</tr>
<tr>
<td>Lee Sails</td>
<td>87</td>
</tr>
<tr>
<td>Leukemia Cup</td>
<td>105</td>
</tr>
<tr>
<td>List Marine Enterprises</td>
<td>104</td>
</tr>
<tr>
<td>Loch Lomond Marina</td>
<td>47</td>
</tr>
<tr>
<td>Makela Boatworks</td>
<td>87</td>
</tr>
<tr>
<td>Marchal Sailmakers</td>
<td>140</td>
</tr>
<tr>
<td>Marina Bay Yacht Harbor</td>
<td>63</td>
</tr>
<tr>
<td>Marina Cortez</td>
<td>67</td>
</tr>
<tr>
<td>Marina de La Paz</td>
<td>128</td>
</tr>
<tr>
<td>Marina El Cid</td>
<td>66</td>
</tr>
<tr>
<td>Marina Puerto</td>
<td>57</td>
</tr>
<tr>
<td>Escondido</td>
<td>130</td>
</tr>
<tr>
<td>Marine Lube</td>
<td>141</td>
</tr>
<tr>
<td>Marine Outboard Company</td>
<td>14</td>
</tr>
<tr>
<td>Mariners General Insurance</td>
<td>57</td>
</tr>
<tr>
<td>Maritime Institute</td>
<td>53</td>
</tr>
<tr>
<td>Marotta Yachts</td>
<td>146</td>
</tr>
<tr>
<td>Mast Mate</td>
<td>130</td>
</tr>
<tr>
<td>Mathiesen Marine</td>
<td>141</td>
</tr>
<tr>
<td>McDermott Costa Insurance</td>
<td>55</td>
</tr>
<tr>
<td>Miller, Stan, Yachts</td>
<td>16</td>
</tr>
</tbody>
</table>

CONTINUED
The Shoreline Yacht Group

Ha-Ha Ready ~ Let's Head South!

Mason 43
1981 • $119,000

Catalina 42
1990 • $118,000

Gulfstar 44 Cruising Sloop
1981 • Reduced $89,500

37' Tartan 38
1978 • Reduced $59,000

www.TheShorelineYachtGroup.com

Your So. Cal Cruising Specialist Jim Jennett
(562) 243-5576 • longbeachjj@gmail.com

HELMS
YACHT SALES INC.

(510) 865-2511
www.helmsyacht.com
helmz@aol.com

TELSTAR 28 TRIMARAN
w/ 50hp outboard & trailer.
$70,000

CORSAIR 31R
Two from
$95,000

CREALOCK 37 YAWL
by Pacific Seacraft
$87,500

CORSAIR DASH
From 1 to 10, this is a 10.
Loaded. $65,000

PDQ 32 CATAMARAN
Very nice. Very special.
$120,000
48’ TAYANA CUTTER Deck salon version of Robert Perry’s “go-to” design for safe, luxurious passage making. This low time, late model example is BRISTOL and TURNKEY. $439,000

See at: www.marottayachts.com

46’ KELSALL CATAMARAN, 2008 Easy to handle long-distance cruiser, bristol in and out. Twin Volve diesels, Northern Lights genset, full electronics, lying in Sausalito YH. $324,000

See at: www.marottayachts.com

53’ KANTER BOUGAINVILLAEA, 1996 Beautiful one-off aluminum cruising cutter, cost over $800k new; priced well below market to allow for recommended rig and sail work. $250,000

See at: www.marottayachts.com

42’ BENETEAU 423, 2003 Two-strm, deep-draft version shows bristol in/out. New batteries & new running rigging, very low time on engine. Potentially transferable Sausalito YH slip. $163,000

See at: www.marottayachts.com

41’ KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. Starfinder is a great example of a great design. $149,000

See at: www.marottayachts.com

37’ PASSPORT, 1985 Very nice Robert Perry-designed sloop that’s outfit for cruising. Vessel shown by appointment, please. $107,000

See at: www.marottayachts.com

43’ HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6’6” headroom and lots of light and storage. Lying Oxnard. $97,000

See at: www.marottayachts.com

35’ BABA FLYING DUTCHMAN CUTTER, 1980 Owned by same family since new, she’s the nicest boat of this vintage we’ve seen in years. Total refit incl. Yanmar repower. Must see. $79,000

See at: www.marottayachts.com

31’ PACIFIC SEACRAFT, 1988 Designed and built by actual cruisers. Shows very nicely. Yanmar diesel, radar, chartplotter, autopilot, offshore dodger, wheel, roller furling. $78,000

See at: www.marottayachts.com

33’ BENETEAU 331, 2000 Clean, well equipped and lightly sailed. Priced right by a motivated out-of-state owner. Turn key condition; potentially transferable Sausalito YH slip. $69,000

See at: www.marottayachts.com

45’ HUNTER, 1987 Amazing space below with 6’7” headroom; feels like a 50+ footer! Boat is in nice shape, well equipped and well priced. Pullman berth forward, shaft draft. $59,500

See at: www.marottayachts.com

28’ ALERION EXPRESS, 2000 Lovely little daysailer shows as new for a fraction of the price. Very well equipped, potentially transferable Sausalito Yacht Harbor slip. $59,500

See at: www.marottayachts.com

35’ MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. $59,000

See at: www.marottayachts.com

36’ ISLANDER, 1979 One of the nicest Islanders we’ve seen in years, this boat has been extensively updated inside and out and is a MUST SEE! $49,000

See at: www.marottayachts.com

TWO HUNTERS: 31’, 1987 & 28.5’, 1985 Both are clean and well priced. Either would make a good, inexpensive, fun daysailer or weekender. The 31 is $27,000; 28.5 is $10,000.

See at: www.marottayachts.com
34' TIFFANY JAYNE $39,950
VHF, AP, reefer/freezer, dsl range, +. Asking in PNW waters & all conditions. 6-71 GM dsl, 8KW dsl gen, Beautiful pleasure yacht conversion. Ultimate in seaworthiness, comfort & safety. 40' BRITISH COLUMBIA CLASSIC TROLLER $95,000

32' HUNTER VISION $13,500
Roller furling, new LPU & MORE! Great daysailer or weekender – or for limited cruising. Aft & Forward double bunks, +. Low hrs i/b Greymarine, teak decks, Yanmar dsl, roller furling, 3 mains, 2 gennys & spinn. Very nice boat.

34' PETERSON $360,000/offers
34' SPAULDING $14,900

313' CAR FERRY $60,000/offers
REEF, battened mainsail, roller furling, lazy jacks, fixed dodger, forward double bunks & large salon & galley, etc. with repeaters, +. Beautiful, comfortable interior, great accommodations and more. Reduced to $34,950. Asking $57,900.

39' GULF PILOTHOUSE $16,700

50' HERSHEY SHOFF CENTER COCKPIT

50' GARDEN PORPOISE

133' CAR FERRY $34,950
29' J/29

52' TENDER/EXCURSION VESSEL $13,500

39' GULF PILOTHOUSE $16,700

120' CHARTER/EXCURSION VESSEL $65,000

39' GULF PILOTHOUSE $16,700

175' Lighthouse Tender, "FIRE" $19,900

45' F U N K E T C H $96,500

48' GRAND BANKS $360,000/offers

57' CHINESE JUNK

70' BENETEAU $26,900

57' CHINESE JUNK

48' GRAND BANKS $360,000/offers

48' GRAND BANKS

40' British Columbia Classic Troller

40' British Columbia Classic Troller $85,000

48' GRAND BANKS $360,000/offers

40' British Columbia Classic Troller

48' GRAND BANKS $360,000/offers

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT $26,900

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

50' HERRESHOFF CENTER COCKPIT

39' GULF PILOTHOUSE

39' GULF PILOTHOUSE

39' GULF PILOTHOUSE

39' GULF PILOTHOUSE

39' GULF PILOTHOUSE

39' GULF PILOTHOUSE