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George Gurrola’s Merit 25 Bandido placed first in class in Oakland Yacht Club’s Sweet 16 beer can series this spring and summer.

George and his crew, Marianne Armand, Suzanne Lee and Julia Siudyla, have sailed together for several years now. Referred to as “Georgie’s Girls,” they love that he lets them take charge of trim and tactics so he can just drive the boat. They see him, at age 82, as an “inspiration.” And he appreciates that he can just keep Bandido moving fast and let them tell him “what to do…” He says he does “listen most of the time.”

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- Oceanis 41 2014 CALL
- Oceanis 37 2013 CALL
- Oceanis 31 2014 CALL
- Oceanis 31 2009 $105,000
- First 25 2013 $89,000
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**EXCLUSIVE BROKERAGE**
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- Jeanneau 43 SO DS 2003 $169,999
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- Islander 41 1976 $63,000
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- Island Packet 380 2003 $235,000
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- Baltic 38 DP 1983 $114,900
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- Tartan 3400 2007 $159,888
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"we go where the wind blows"

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38' Cape George, 2000.......................$162,500
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**CALENDAR**

**Non-Race**

**Oct. 1-29** — 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.sfyc.com.

**Oct. 1-Dec. 5** — The 103-ft swift topsail ketch Hawaiian Chieftain is berthed at Old Sacramento’s floating dock and open for public tours on Tues.-Fri., 4-5 p.m., and Sat.-Sun., 10 a.m.-1 p.m. Closed on Thanksgiving. $3 donation. Info, www.historicalseaport.org.


**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.

**Oct. 4, 25** — Sail the Bay aboard SF Maritime Park’s historic scow schooner Alma. 12:30-4 p.m. $20-80. Info, (415) 447-5000 or www.nps.gov/saf.

**Oct. 6-27** — 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.

**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.


**Oct. 20** — SailMail Training with Jim & Sue Corenman and Shea Weston, Downwind Marine in San Diego, 9 a.m.-4:30 p.m. $50/person or $75/couple includes materials and lunch. Info & reservations, www.sailtoes.com/seminars.

**Oct. 20-24** — Basic or Advanced Navigation, SFYC. 5:30-9:30 p.m. Paul Cunningham will teach either Basic or Advanced, depending on interest. Certificates provided upon completion. $350. Info & registration, www.sfyc.org/training.

**Oct. 25** — Pacific Puddle Jump Seminar, West Marine,
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Pre-Owned Catalina Yachts at Our Docks
44’ Catalina 440, 2005 ..............COMING SOON $289,000
42’ Catalina, 1996 ..........................129,900
38’ Catalina 380, 1999 ..................NEW LISTING 85,000
38’ Catalina 380, 1997 ..................REDUCED! 87,900
35’ Catalina 350, 2004 ....................117,000
34’ Catalina, 1986 ..........................REDUCED! 34,900
32’ Catalina 320, 2000, not at our dock ........52,500
30’ Catalina, 1988 ..........................SOLD

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

Pre-Owned Sailing Yachts
44’ Norseman 447, 1984 ..............REDUCED 139,000
43’ C&C, 1973 ..................................225,000
40’ C&C 121, 1999 .........................137,000
40’ Wilderness, 1983 ......................44,900
40’ Cheoy Lee Offshore, 1968 ...........24,500
39’ Cal, 1989, cruise equipped ..........89,900
39’ Yorktown, 1980 ..........................JUST ARRIVED!
38’ CT, 1982 ..................................NEW LISTING 60,000
36’ Beneteau 36.7, 1999 ....................COMING SOON
36’ Pearson 36-2, 1986 ....................NEW LISTING 59,500
28’ Hunter, 1986 .............................15,900

Pre-Owned Ranger Tugs (base price)
31’ Ranger Tug Sedan, 2015 ..................269,937
31’ Ranger Flybridge, 2014 ..................279,937
27’ Ranger Tug, 2015 ..........................159,937
25’ Ranger Tug SC, 2014 ...................129,937

Pre-Owned Power Yachts
Glacier Bay 2870 .........................$179,137

New Powercats
Glacier Bay 2870 .........................$179,137

Pre-Owned Fishing Boat
Osprey 26, 1999 .............................63,000

1070 Marina Village Parkway
Alameda, CA 94501
(510) 523-6730
1250 Rosecrans St., San Diego, 5 p.m. Info, (619) 225-8844.
Oct. 25-26 & Nov. 1-2 — Pop-up gallery exhibiting artwork by Jim DeWitt, 1160 Brickyard Cove Rd., #202, Pt. Richmond. 12-7 p.m. on 10/25-26 & 11/1; 12-4 p.m. on 11/2. Reception on 10/25 & 11/1, 4-7 p.m. Pam, (510) 236-1401.

Oct. 25-26 — First Aid at Sea, SFYC, 9 a.m.-6 p.m. Fulfills the requirements for professional skippers of small craft working within 60 miles of a safe haven and the Senior First Aid certificate for offshore racers subject to ISAF regulations. $130. Info & registration, www.sfyc.org/training.

Oct. 26 — Baja Ha-Ha Halloween Costume Party, West Marine parking lot, 1250 Rosecrans St., San Diego, 1 p.m. BBQ is free for registered skippers & first mates; $10 for everyone else. Info, (619) 225-8844.


Nov. 11 — Veterans Day.
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or www.stfyc.com.

Oct. 18 — YRA Champions Cup, hosted by BYC, Info, (415) 771-9500 or www.yra.org.
Nov. 8-9 — The first weekend of the Berkeley Midwinters, with separate series on Saturday and Sunday. Bobbi, (925) 939-9885, bobbi@jfcbat.com, or www.berkeleyyc.org.
Nov. 9 — Island Days #1. IYC, (510) 521-2980 or www.iyc.org.
65’ J/Boats J/65 2006
$1,499,000 Contact: Jeff Brown

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

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

42’ Bruckman/Zurn 2006
Contact: Kenyon Martin

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

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

36’ J/111 2010
$298,000 Contact: Jeff Brown

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

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

35’ J/109 2004
$181,000 Contact: Kenyon Martin

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

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

Price Reduced

ADDL. USED SAIL
1997 53’ J/160
$530,000
2005 52’ TP52
$349,000
2007 49’ C Burns Schooner
$635,000
1997 48’ SWAN 48
$489,000
2001 47’ BAVARIA 47
$146,000
2006 43’ J/133 - Tangu
$349,000
1997 42’ CATALINA 42MkI
$99,000
2008 41’ X YACHTS X41
$275,000
2007 40’ J/122 - Grace
$329,000
1994 40’ J/120 - Fee Event
$175,000
2001 35’ J/105 - Hibiscus
$75,000
2000 35’ J/105 - Kestrel
$83,000
1999 35’ 1d35 - Relentless
$79,000
2013 23’ J/70
$47,000

ADDL. USED POWER
2002 85’ AZIMUT 85
$1,998,000
2004 38’ True North 38
$229,000
2002 28’ Protector RIB
$81,000

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2015 41’ BACK COVE 41 CALL
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Remaining Summer Beer Can Series
LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/1. Steve, (530) 577-7715, ltwyc2@aol.com or www.tahoewindjammers.com.
MONTEREY PENINSULA YC — Wednesday nights through 10/1. Victoria Model Yacht Series: Friday nights through 10/3. Juli, race@mpyc.org or www.mpyc.org.
SANTA CRUZ YC — Every Wednesday night through 10/29. Info, (831) 425-0690, scyc@scyc.org or www.scyc.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.

October Weekend Tides

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<tr>
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<td>10/04Sat</td>
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<td>0925/5.3</td>
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October Weekend Currents

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<td>1956/0.4</td>
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The New Tartan 101

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.

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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.

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*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.

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Safe, fun, fast.
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BROKERAGE BOATS

Derecktor/Chance 68 1971
Wyliecat SRV Derek M. Baylis 65 2004
Tayana CC 52 1990
Kelly Peterson 44 1977
Wyliecat (new build) 40 2014
X-Yachts 362 Sport 36 2000
Wyliecat (2) 30 1997
Cal MkIII 34 1978
Chinook 34 1967
Ericson 30+ 1985
Bodega Sloop 30 1977
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LETTERS

IT WAS DISCONCERTING WHEN WE ARRIVED

I have an addendum regarding the September issue Sightings titled ‘Wrong Place at the Wrong Time’. Readers will remember this was about the Stockton-based 42-ft custom double-ender Walkabout that got caught in a hurricane on her way to Hawaii.

I happened to be part of the bridge watch on the M/S Manukai when the situation was brought to our attention on August 10. We were told there were three people aboard the sailboat, a 61-year-old male and two 22-year-old males. They were bailing water constantly, and during this time the 61-year-old suffered what may have been a heart attack, but was conscious.

We were 250 miles south of Walkabout when we received the call from the Coast Guard to go to the boat’s rescue. We immediately set a course toward Walkabout — and Hurricane Julio.

Just one hour later the Coast Guard called and told us to stand down, as the Walkabout crew stated that they were confident of riding out the storm and making their way to Hawaii. So we resumed our course for Hawaii.

The Coast Guard called another hour later, as Walkabout had again initiated a mayday. They reported that one of their main hatches had blown off and that they were taking on excessive amounts of water. So once again we set course toward them and Julio.

It wasn’t until we arrived on scene and communicated via VHF that we were told that they planned to remain aboard and press on to Hawaii. All they wanted from us was to take one crew member off and borrow a bilge pump. Having gone 250 miles out of our way, this was a bit disconcerting.

As the Latitude story reported, Walkabout was dismasted during the rendezvous with us on Manukai, taking care of that plan. As experienced sailors probably know, it’s not uncommon for sailing vessels to be dismasted when coming alongside merchant ships in heavy seas.

My take on the Walkabout loss is that their first mayday call came when Julio was causing them much harm, including flooding and a medical problem. Then the eye overtook them, and they unexpectedly found themselves in manageable seas, hence the cancellation of their mayday. Finally, as the eye moved on, Julio’s strong contrary wind again knocked them down and wreaked havoc, hence the second mayday call.

What do you think?

Ray Conrady
San Francisco

Ray — We weren’t there, and have never been through the eye of a hurricane to get an idea if sea conditions would have improved so much in just an hour, so we’re inclined to take skipper Ben Neely’s account at face value.

But here’s what we think about something else: As you were navigator for Ramon Carlin on his Swan 65 Sayula when he won the first Whitbread Around the World Race back in 1973-1974, it’s hard to believe that you’re still going to sea.

Fun factoid for readers: Ramon Carlin’s Sayula won the first
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and fourth legs of the event. The other two legs were won by Eric Taberly’s Pen Duick VI and Chay Blyth’s Great Britain II. That’s pretty darn good company.

⇑⇑

A RUDE AWAKENING

Although I’ve already been told “I told you so,” I wanted to pass along the story of my unpleasant experience at the D Street Basin in Petaluma on the weekend of September 13-14 as a warning to mariners who might visit in the future.

After a few weeks of planning, arranging for a bridge opening, and provisioning, on Saturday my lady friend and I had an adventurous passage to Petaluma’s D Street Basin. Our journey started with a Coast Guard boarding and inspection, which was exciting enough. But after five hours of enjoyable traveling and navigating, we arrived in the heart of Petaluma.

We were running late due to the Coasties’ inspection and not knowing how long it would take to get to Petaluma. Actually, we were misled by the incorrect estimate the City of Petaluma posts on their website of the time it takes to get to the D Street Basin. Surely they must know there is a five-mph speed limit posted all along the river. In any event, the bridge operator was very polite, and opened the bridge for us when we arrived. Soon after docking, we enjoyed dinner at a restaurant in town and later walked around. After a long day, we went to bed.

About an hour later, my lady friend got up from bed and started yelling at some kids who had climbed onto my boat. Her screams woke me from a deep sleep. She was a mile ahead of me in terms of taking care of the problem, but the panic in her voice shot adrenaline through my body. I was angry, but by the time I’d made it on deck in the dark, the kids were running off. I figured the kids to be high school age or a little older. We went back to bed, but I was shaking and furious that the sanctity of my boat had been violated.

An hour or two later, I was once again awoken by my lady friend’s screams. Apparently, a different group of kids had climbed onto the flybridge of my boat while we slept. Having detected them, my lady friend darted out of bed and ran up the steps, furiously yelling at the kids to get off the boat. I ran up the stairs after her, ready for battle.

It was pitch black so I couldn’t tell how many intruders there were. But I grabbed the first body I could, and threw it across the boat, yelling for them to get off our boat. I grabbed the second and did the same. After I did, the second one told me it wasn’t right to hit a girl. I hadn’t hit anyone, just threw them. Besides, it was pitch black and I couldn’t tell what gender anyone was.

Anyway, this second person started to attack me, throwing punches and getting totally out of control. I told my lady friend to call 911 while I tried to bear hug him to the ground. He got free from me, however, and the two of them ran off.

About 10 minutes later, the police arrived. We gave them a report, and they suggested that we move to the gated west side of the basin and avoid the east side docks. But by that time I’d had it with the D Street Basin. I called to see if I could get the bridge opened so we could leave. By then it was nearly 11 p.m. and I couldn’t reach the bridge attendant.

We eventually did move to the west side, where we were greeted by kind and helpful boaters. Nonetheless, we still had a sleepless night, as we could hear kids in the downtown area. Plus, my lady friend swore she could hear the same kids contemplating revenge.

In all, the bridge attendant, police, and other boaters were very friendly and helpful, but the police agreed that the area has become a hellhole. They suggested avoiding it. I later
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found out that our visit wasn’t the only one that had been ruined by a bunch of punk kids. Apparently it’s common.
If I ever return, I’ll have my shotgun aboard. When the Coast Guard boarded my vessel, the first thing they asked was whether I had any firearms on board. “No,” I responded. Now I regretted having to do that.

Please do not use my name or any information about me, as I’m concerned about retaliation from these punks.

Name Withheld By Request
San Francisco Bay

N.W.B.R. — We’re sorry to hear about your frightening experience in the Petaluma Turning Basin, but it seems to be an anomaly compared to what other Bay Area boaters normally report. After we reached out to city officials for a comment, Dan St. John got back to us quickly. A sailor and regular Latitude reader himself, St. John oversees the marina and turning basin in his role as director of Public Works and Utilities.

“We take the gentleman’s comments very seriously,” he said, then explained that after hearing from you, officials emailed back with a sincere apology. But the crux of the issue seems to be that you docked at the unsecured commercial docks on the north side of the basin, which serve as a shortcut for pedestrians to get from Weller St. to downtown businesses. By contrast, the guest docks on the opposite (south) side of the basin are automatically locked from 8 p.m. to 8 a.m., and from there, the nearby restrooms of the Petaluma YC are accessible to reciprocal members.

Nevertheless, neither St. John nor police officers he consulted with could recall any previous boardings on either dock during the 20 years since they were installed. Last year 466 vessels stayed for a total of 1,076 nights in the turning basin, including annual cruise-outs from a number of YCs and sailing schools.

In response to the incident, we’re told that police have increased their presence around the basin, and a note has been added to the website (http://www.visitpetaluma.com/the-river) urging overnighting boaters to use the gated south-side docks. For those who haven’t made this 11-mile trek upriver from San Pablo Bay, the two most important things to know are that you should plan to enter and exit at high tide if you draw more than six feet, and that sailboats must arrange (at least four hours in advance) to have the D Street drawbridge opened for them when entering and exiting. Also, be prepared to ‘Med moor’ stern to the dock on busy weekends. A call to (707) 778-4303 alerts the YC and harbormaster to your arrival. Shortly after your arrival, you’ll be met by the harbormaster with a welcome packet and gate key. The berthing fee is only $24 per night.

WHY REINVENT THE RELIEF AGENCY WHEEL?

I want to concur with Latitude’s decision of “not setting up a new relief organization” in the wake of Hurricane Odile. Based on my experience as a correspondent, editor and reporter with experience in several disasters, including the 1985 Mexico City earthquakes, the best thing people can do is send money to established relief groups.

This is especially true past the first few days of crisis. The established relief groups I think well of are the Red Cross/
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LETTERS

Cruz Roja, the Salvation Army, Doctors Without Borders, Medical Teams International, and other more local groups. Many people have an urgent desire to help and think that sending perishable food and other items will help. This often results in a logistical nightmare for those trying to provide assistance. In my view, let the experts already on the ground—or trying to get on the ground—do the hard work. The best way to help them is by giving them money.

Keep up the great work in informing everyone about what's going on in post-Odile Baja.

John Enders
Victoria, Pacific Seacraft 34
Anacortes, WA

John — As we’re sure you know, the history of even the most well-intentioned relief efforts are pockmarked with corruption, pilfering and tremendous inefficiencies because of logistical problems. It’s difficult for people to know how to give intelligently, but we agree with your belief that giving money to established relief agencies with good records, and known local charitable organizations, is the best idea. According to a report forwarded by Holly Scott of Charlie’s Charts, anyone who asked was getting “two chickens and a bag of rice” from the Red Cross in Cabo.

A lot of sailors have a romantic idea of showing up at the end of the Ha-Ha with a few blankets, a couple of boxes of baby diapers, a case of canned meat, and a few bottles of aspirin. The sentiment is great, but when it comes to efficiencies of scale, it’s at the extreme wrong end of the spectrum. There is a reason all the junk that comes over from China comes in big ships and not little boats. Similarly, it’s infinitely more efficient for the stuff to be shipped to Cabo by truck and for the relief agencies to use your money to buy it in bulk off the shelf at places like Costco.

If sailors want to bring some relief stuff down on their boats, that’s fine, but you’ll be doing everyone a favor if you end up distributing it directly to people in need. If you are willing to donate money, we agree with the agencies recommended above, as well as the Bisbee Cabo Relief Fund for Cabo. In La Paz, friends Dennis and Susan Ross of Two Can Play recommend Judy Peterson’s FANLAP (www.lapaznininos.org) and Barbara Spencer’s Care For Kids La Paz (www.careforkidslapaz.com) as having the highest integrity. The Club Cruceros also has a fund.

CALL OFF THE HA-HA

You want to help make a difference in the slightly messed-up world we live in? Call off the Ha-Ha for this year unless the Mexican government releases the U.S. Marine they have in prison. Besides pissing off the Mexicans, such a boycott should piss off a few sailors on our side of the border, and maybe they could shake some cages.

T.C. LaTorre
11th Marines (1957-1960)
Twain Harte

T.C. — We’re not sure why you think a Ha-Ha boycott of Mexico would “make a difference.” The Ha-Ha brings about
We’ve yet to hear of a cruising sailor who wants to go slower.
500 people to Mexico each year, which is about 1/28,000th of the 14 million foreigners who visited Mexico in just the first six months of 2014. In other words, we’re not even a drop in the bucket of tourism, and thus don’t have much leverage. So we don’t get the point of deliberately pissing off anyone when it’s more than likely going to end in a Mexican standoff.

We’ll be the first to admit that the wheels of justice move very slowly in Mexico, and sometimes in strange ways. But we also have to admit that Andrew Tahmooressi’s story of how he ended up in Mexico with a .45-caliber pistol, a 12-gauge pump shotgun and an AR-15 isn’t the most convincing. And for what it’s worth, based on personal experience, the U.S. legal system — outside Judge Judy — is hardly something to be proud of.

Moving to a more upbeat subject, Mexican tourism is on a roll. Starting in 2009, tourism to Mexico fell off because of the H1N1 flu scare, and took a further hit after all the grisly reports of cartel murders. Tourism continued to drop from 2010 through 2012, but last year climbed back to 2008 levels.

Tourism to Mexico has exploded this year, with a 20% increase over the numbers from last year and 2008. The curious thing is that cartel deaths are only off about 15% from their peak. They just aren’t as highly publicized as they were before, which is fair enough, because previously their effect on foreign visitors was greatly exaggerated by the likes of the New York Times, CNN, and even the U.S. government.

It may be a conspiracy theory of ours alone, but we believe there was an anti-Mexico campaign waged by the U.S. government and media because they didn’t want all the American dollars and social security checks leaving the country during a big recession.

Tristan Jones had a list of the three most useless things aboard a sailboat: 1) A wheelbarrow; 2) An umbrella; and 3) A naval officer. Having read the Changes item about Linh Goben of Savannah in the August issue, can we add high-heeled shoes to the list?

Sam Burns
Southernaire, Catalina 309
Alameda

Sam — You can add high heels to your list if you want, and we agree it would be a good idea for owners of monohulls. But if Linh Goben wants to visit the catamaran Profligate wearing her non-scuff high heels, she’ll be welcome.

I’m a long time and enthusiastic follower of Latitude 38. However, the August Changes featuring a pin-up shot of some old gal decked out in high-heel shoes while sitting on a sailing vessel, who alleges that high heels on sailboats are perfectly safe, was the most absurd thing I have ever read in your magazine. And most dangerous, too.

It may have been written to afford your readers some humor, and the woman in the picture her 15 seconds of glamor.
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time, but lots of people new to sailing read Latitude for advice. And this bit was not only silly, it was dangerously stupid. If a caveat advising the reader that this was all just a joke was somewhere in the article, I missed it.

High heels are not safe on sailboats, and they definitely can damage the decks and cabin soles. Fun is fun, but this article seriously told folks that high heels are safe and acceptable as boat shoes. This was dangerous and stupid. By publishing such an idiotic article and validating the subject matter, Latitude’s credibility as a sailor’s news source slipped tremendously.

Suzanne Biely
Santa Maria

Suzanne — You might want to visit your optometrist, because Linh Goben, the young woman in the photo, is about as far from “some old gal” as could be. In addition to being an exemplary mother and wife, she takes pride in her appearance. As someone who has rarely, if ever, taken any pride in our appearance, we find that to be an attractive quality. Like her husband Teal, Linh cares about quality in all aspects of her life. As if that doesn’t put her above reproach, she’s a past commodore of the prestigious Punta Mita Yacht & Surf Club.

Is wearing high heels on a boat absurd? Maybe not quite as absurd on a catamaran at the dock — one on which you helped paint the decks — as on a monohull on the high seas, but we would agree that generally it is. Which is why Sperry doesn’t have a line of stiletto-heel boat shoes. But high heels are Linh’s thing, and we thought — and continue to believe — that it was humorously newsworthy. And yes, there was a caveat that you overlooked. Linh admitted that people on other boats laugh when she walks down the dock in her heels.

We support people who have the confidence to be different, even when others laugh at them. In fact, we like the entire Goben family program, and can only imagine what life in the United States would be like if all families were so hard-working, responsible and self-sufficient, and maintained such high personal standards.

By the way, the photos we published were family photos, not “pin-up shots.” If that’s the way Linh thinks she presents herself best, we’re onboard. We just hope the real source of your umbrage isn’t that Linh is young, attractive and Asian.

Warning: You might want to skip this month’s Changes because it turns out that at least one Aussie cruiser is not only a dedicated mother and wife, but loves to look her au natural best while doing it. And like her husband, doesn’t mind if others admire the results of her efforts.

DA TA-TA WERE A CRUCIAL BASHMENT, MON!

Hey, mon! Thanks so much for putting on the SoCal ‘Reggae ’pon da Ocean’ Ta-Ta rally last month. It was wonderful! We had fabulous sailing weather, the reggae parties were fun, and we made lots of new sailing friends.

At 25 feet, our boat was the smallest in the fleet of 43, but we had everything we needed. The only difference for us was
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Photographer: Billy Black

Our World is Water
that we started each leg a bit earlier than the official start time so we could sail with most of the fleet.

In addition to the great sailing and lively reggae parties, the week included getting to watch the Super Moon rise over Anacapa Island, resulting in moonshine sparkling on the water. We also explored sea caves from our dinghy, swam and snorkeled in the unusually warm water, hiked — and even got to see the 394-ft mega yacht A cruise down the coast.

We’re looking forward to next year’s SoCal Ta-Ta!

Don & Linda Murphy
Serendipity, Catalina 250
Camarillo

Don and Linda — We’re glad that you had as good a time as we did on the Ta-Ta. What great people and what great weather!

A lot of folks, ourselves included, were unsure what a Super Moon is. Google tells us that a Super Moon is when the moon is not only full, but also when it is closest to the earth. Thanks to the lack of any marine layer, we got to enjoy the Super Moon in all its glory.

Like you, we saw the 394-ft superyacht A motor down the channel during the Ta-Ta lay day at Santa Cruz Island. She’d been on a trip up the West Coast to Seattle, and had previously stopped at other California garden spots such as Redwood City’s industrial port.

Here’s a little secret if you promise not to tell anyone. Despite the fact that we believe A has relegated all other large motoryachts to the dustbin of inferior style, and the fact that Andrey Melnichenko, her 42-year old-Russian billionaire banker owner, had begged the PooBob to let A enter the Ta-Ta, we had to turn him down. Despite tearful pleas by Aleksandra, Andrey’s gorgeous ex-model wife, to make an exception for them, we had to explain that the Ta-Ta is limited to boats between 25 and 390 feet, and rules are rules, even for Russian oligarchs and their beautiful wives. Besides, we’d once been anchored next to A in St. Barth, for a couple of weeks, and they didn’t so much as invite us over for vodka and caviar once. Like most billionaires, the duo didn’t like being told no, which might be why A took off down the Santa Barbara Channel so quickly.

† † † HAVING A DEADLINE ALWAYS HELPS

We want to thank Latitude for organizing the second SoCal Ta-Ta, as a rally is a great way to help people like us set a date and go for it. For years we talked about sailing our own boat to Southern California to do some cruising, or chartering a boat in Southern California for the same purpose. But we never actually did it. The Ta-Ta helped us make it happen, and thanks to Latitude’s advance planning, it was so easy. The Grand PooBob was an enthusiastic and patient leader.

David, Kathi & Blake Westcott
Ellis Island II, Catalina 34
Redondo Beach

David, Kathi and Blake — The PooBob thanks you, as seeing people having fun gives him the most pleasure.
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THE TA-TA LOOKED GOOD FROM THE AIR, TOO

I flew out of LAX on Friday, September 12 to Vancouver to join the Cal YC’s Commodore’s Cruise. I was sitting on the right side of the plane as we lifted off and over Santa Monica Bay, and soon spotted a row of boats with spinnakers heading out of Paradise Cove toward the west end of Catalina. Perfect!

Mike Priest
Marina del Rey

Mike — Perfect really is the word to describe it. We were able to start sailing right out of the cove at 10 a.m., and had a delightful close reach in flat seas the entire way. Several of the multihulls enjoyed long stretches in the teens, and the displacement boats were hitting hull speeds. It was warm, too. We hope you’ll be participating next year.

FACTS AND OPINIONS

There is a photo of a Ta-Ta and future Ha-Ha participant, identified at two-year-old Grace of the Horstman 38 trimaran Reprieve, in the September 12 edition of ‘Lectronic. She’s playing on the boom. Sadly, she is not wearing a PFD, which is a bad habit and also illegal.

Bob Temple
Orinoco Flow, Pearson Ariel Sausalito

Bob — There are facts and opinions. When you say the photo of Ta-Ta favorite Grace depicts something illegal, you are factually wrong. The following are the State of California requirements for PFD use:

“Children under the age of 13 must wear a life jacket when aboard an underway vessel 26-ft in length or less. Under state law the operator may be fined up to $250 for violation of this requirement.”

Based on the regulations, there are two counts under which Grace was not required to wear a PFD. The family’s Horstman 38 trimaran Reprieve is over 38 feet in length, and the trimaran was tied up at the dock in Channel Islands Harbor at the time the photo was taken.

As for your opinion that Grace’s not wearing a PFD in that situation is indicative of “bad habit,” we disagree with you. For one thing, during the course of the week, we noticed that Grace was usually outfitted in her PFD, even when not required by law. For example, during the Channel Islands Marina / Vintage Marina floating dock party, Grace is a lively young one who likes to run around and dance, so her parents had her wearing a PFD.

In our opinion, there was nothing wrong with Grace’s sitting on the boom, sans PFD, with her parents supervising. The overwhelmingly trend in the United States is for parents to tend to be overprotective, preventing...
Congratulations to owner Don Payan and the crew of *Whiplash* for their 2014 Big Boat Series HPR Class Victory.

*Whiplash* was among many Rolex Big Boat Series winners “Easomized” for a performance edge.

Congratulations to our own Dan Morris crewing aboard the winning multihull, the MOD 70 *Orion*, and our own David Liebenberg sailing aboard the 2nd place J/70. Additionally 1st and 2nd place J/70s rigged with Easom’s exclusive ETec line as well as the 1st and 2nd place HPR finishers. Congratulations, too, to the many other successful Easom-rigged Rolex Big Boat Series winners.

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Every year we apply the lessons from the race course to dozens of cruising boats whose owners appreciate the easy safety and performance of a well-rigged boat.
their children from being exposed to even minor risks. We don’t think this is any more healthy than parents who try to prevent their children from being exposed to germs.

We spend a bit of time in Mexico and the Caribbean every year, where ‘helicopter parents’ are few and far between. American parents would be horrified to see how freely children are allowed to explore, take risks, and learn from their mistakes. While there is some greater risk and pain in the short term, we believe those kids grow up more confident and better equipped to evaluate risks than those who are the victims of well-intentioned overprotection.

This reminds us of a story that Commodore Tompkins once told us. Commodore grew up aboard the great 85-ft pilot schooner Wanderbird, and in the movie 50 South to 50 South, there is footage of a young Commodore and his sister happily swinging in a swing below a boom, despite the fact it was blowing hard and they were in very large seas in what looked like the Southern Ocean.

In other footage, a young Commodore can be seen sliding down the headstay, using just his hands and feet, with no safety gear at all. He once told us he only remembered one time that his father somewhat reined him in. It happened while they were sailing along somewhere in the middle of the ocean and young Commodore decided it would be fun to hang, one-handed, from the bowsprit over the water. His father leaned over, watched for a moment, and said something like, “I don’t think that’s a very good idea.” And look how good Commodore turned out from that kind of parenting.

⇑⇓

DRAGON’S TOY COMING HOME AND LEAVING AGAIN

After 3 years, 355 days and 4 hours, we arrived back in San Francisco Bay aboard our Island Packet 37 Dragon’s Toy. After a month in San Francisco to take care of the necessary evils of life and some boat projects, we will be headed out again.

We left San Francisco on September 10, 2010, and turned left to participate in our third Baja Ha-Ha. After spending the winter in Mexico, we joined the El Salvador Rally to Bahia del Sol. After three months of land tours up and down Central America, we left Dragon’s Toy in the estuary at Bahia del Sol and joined Mark and Dot Hazlett on their Honolulu-based Outbound 44 Pua’ena to cruise from Papeete to Samoa and American Samoa.

We then returned to Dragon’s Toy to continue our travels. We stopped briefly in Honduras and Costa Rica before doing the Canal and the San Blas Islands, then making the long haul up to Belize and eventually Florida.

We took Dragon’s Toy up the East Coast from Florida to Maine for five weeks of warm, sunny days. That’s right, no fog in Maine for us! We then high-tailed it back down to the Chesapeake just in time for Hurricane Sandy and the Salty Dawg Rally to the BVI’s. Once we got to St. Martin, we bumped into the Wanderer and Doña de Mallorca at the St. Martin YC.

After two seasons in the Caribbean, and summing in Grenada, we headed west for Galveston, Texas. It was here that we cheated a bit, as we loaded Dragon’s Toy aboard a truck for Seattle. After careful calculations, we decided that
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trucking was less expensive than sailing to Seattle, not to mention much quicker.

We had a wonderful summer in Seattle, playing grandparents to our four-year-old granddaughter and sailing though the San Juans and Desolation Sound. The Pacific Northwest was quite a culture shock after the hustle, bustle and crowded anchorages of the Caribbean.

With the colder weather approaching, it was time to head for warmer climes. After a month in San Francisco to take care of business, we will be joining the 21st annual Baja-Ha-Ha for the run down to Mexico. After that, it will depend on which way the wind blows.

On the subject of bikes, we’ve had two Dahon all aluminum bikes on Dragon’s Toy since we left San Francisco four years ago. We used them quite a bit down the California coast and in La Paz. South of there we didn’t break out the bikes again until after going through the Canal and up the East Coast. We rode them all over Charleston for the Spoleto Music Festival. We also used them a little bit in the Eastern Caribbean, but the roads were really too narrow and the drivers are not used to sharing the road with bicycles. We also had them out a couple of times this summer while we were in Seattle. We’re not sure if the bikes will stay on the boat when we go south with the Ha-Ha.

Tom Kohrs & Cary Purvis
Dragon’s Toy, Island Packet 37
Currently between Pt. Arenas and Pt. Reyes (heading home)

Tom & Cary — We take it as a considerable honor that you, who have cruised so far, have signed up for yet another Ha-Ha.

THANKS FOR ASKING
I’m currently shopping for two bikes for my husband and myself. We have looked in many shops and online, but hope to see lots of responses to Latitude’s request for info and advice on bikes on boats.

Rose Alderson
Aussie Rules, Catalina 34 Mk II
Gabriola Island, BC

Rose — You’re getting what you hoped for, as we got plenty of reader response. The following is just a sample.

WE USED MONTAGUE FOLDING BIKES
My wife Jan and I, and our two Montague folding bikes, just completed an 8-year, 46,000-mile circumnavigation aboard our Slocum 43 Baraka. The 21-speed, full-size bikes were fabulous! They lived under the floor during passages in special bags that Jan made for each wheel and each folded frame. On land we used them for touring and shopping, enjoying the great range — and great exercise — they provided.

Previously, starting in 1988, Jan and I, along with our then-10-year-old son Joel, did a four-year sailing trip from Seattle to Turkey. This was aboard our Hans Christian 33 Moulin Rouge, on which we carried three stainless Dahon folding bikes. The three of us had a wonderful time biking around many European cities. That positive experience convinced Jan and me to definitely take bikes again when we
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Thurs., Oct. 23 – Tom Teevin, Mechanic & Educator
Outboard Motor Care for Cruising Mexico
Fri., Oct. 24 – Dick Markie, PV Marina Dock Master
Info on Cruising Mainland Mexico & Puddle Jump

Mon., Oct. 27 – Capt. Holly Scott, Charlie’s Charts
Ground Tackle – Tips & Techniques for Cruisers
Tues., Oct. 28 – Rich Wilcox, Certified ASA Trainer
Safety at Sea & Crew Overboard Rescue & Recovery
Wed., Oct. 29 – Bruce Brown, Certified USCG Trainer
Safety at Sea & Crew Overboard Prevention
Features Life Jacket Fit Test & Life Raft Deployment
Thurs., Oct. 30 – Authors Bob & Gail French
World Cruising – 18 Endless Summers of Sailing
Fri., Oct. 31 – Happy Halloween
--No seminar scheduled--

Mon., Nov. 3 – Amancio & Chrispeels on Insurance
Update – Boat in Mexico & Health Coverage Abroad
Tues., Nov. 4 – Capt. Ann Kinner, Seabreeze Books
Passage Making with Today’s Nautical Chart Info
Wed., Nov. 5 – Barry Kessler, CEO, Altra Regulators
Onboard Power to Cruisers! Tips on 12-Volt Cruising
Thurs., Nov. 6 – Bruce Brown, Cruiser/Forespar Rep.
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Fri., Nov. 7 – Seminar to be announced

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began planning our most recent trip.

Dave Pryde
Baraka, Slocum 43
Seattle, WA

↑↑BE CAREFUL WHERE YOU RIDE

Bikes are invaluable when cruising in foreign countries. In Hiva Oa in the Marquesas, for example, it’s a loooong walk to provision. Having a bike makes it so much easier. I think the accompanying photo of doing boat errands with a bike in Papeete is funny because we had all this stuff for a 40-minute ride back to the boat. Another day we even brought a kite/surfboard package back to the boat, something I don’t recommend.

My only caution is that riding a bike can be dangerous in places like Papeete.

Jen Martindale
Big Sky, Montana

↑↑CARBON IS GOOD FOR A GUY WITH A BAD BACK

We have two full-size cross bikes, which we’ve had modified with flat mountain bike-style handlebars, battery-powered lights, and small handlebar bags. They are carbon, so they aren’t cheap, but carbon makes for a comfortable ride for a guy with a bad back. We use them to both ride to stores and go on long rides for exercise.

We absolutely love our bikes and wouldn’t want to give them up. We found that the roads are a little too steep and the driving too wild to ride in St. Barth, but we rode them in St. Martin and in Mexico where, come to think of it, driving habits are pretty wild, too. Our best riding has been on Molokai and Cuba, where there are so few cars. Martha’s Vineyard, Nantucket, and Newport, Rhode Island all have wonderful bike trails with great destinations at the end.

Bikes are the best way to see the countryside!

This is the fifth year that we’ve owned the bikes, and we brought them home to Tahoe for summer vacation and to replace a few worn-out or rusted odds and ends. When cruising, we remove the front wheels and hang the frames vertically by fork brackets in the forward ’crew locker’ on our catamaran.

Greg & Debbie Dorland
Escapade, Catana 52
Lake Tahoe

↑↑ANOTHER ESCAPADE WITH BIKES

We own a Giant aluminum seven-speed folding bike, which my wife loves, and a steel, 24-speed folding bike made by Bike Friday, which I love. We took them to Mexico on the Baja Ha-Ha last year aboard I'O. They were great for getting around, except in Puerto Vallarta where the cobblestone streets were treacherous. The bikes expanded our touring area, and we engaged with many locals on a deeper level. Mexicans are huge bike fans.

We store the bikes in bags so we can quickly spray them for rust yet not spread grease around the cabin. We also use the bags to transport them on the buses in Mexico, and the airlines don’t charge you for a bagged bike when you fly.

In addition, we purchased a used folding single child trailer
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We used a seam ripper to remove the child seat in the trailer and create a larger cargo area. The dog, provisions, jerry cans, parts and the outboard have all had rides. In addition, car drivers see the trailer, expect kids to be in there, and give us a wide berth. The trailer also provides us with the opportunity to do some overnight bike touring when we want to get off the boat.

We also purchased the most expensive Abus U-lock to ensure we keep the bikes, and lights for night travel. My wife has realized the additional benefits of cycling in feeling better and toning muscle. I appreciate her muscle toning.

Frank & Barbara Lagorio
Escapade, Rawson 30 ketch
Spa Creek, Annapolis, MD

↑↑ RUST, WHAT RUST?

We have two Tern C7s bikes that fit in sail bags and are stored in our sail locker. They don’t have any rust so far, and we couldn’t be happier. We bought ours through REI, but the last time that we looked they only stocked the single speed version. If anyone will be riding up even moderate hills, multiple speeds are a must. Tern does make a DC8, which has eight speeds instead of the seven on our bikes.

Andrew Rosen
Murar’s Dream, Beneteau 46
Marina del Rey

↑↑ OUR BIKES ARE GOING STRONG AFTER A DECADE

My wife and I have had folding 27-speed performance Bike Friday bikes for 10 years. They fit nicely on the sidedecks of our Fisher 30, and even inside my West Wight Potter 14. They will also fit into suitcases and can be taken onto planes as baggage.

We have taken our bikes to the San Juans, Angel Island, San Diego, and Catalina. On Catalina we rode from Two Harbors to Avalon on very challenging terrain, loaded with panniers.

We had a strange experience on Catalina, as even though we’d obtained the necessary permits, we were detained at the ‘Airport in the Sky’ and forced into the ranger’s van. Why? Because “small wheeled bikes are not allowed on Conservancy property.” I think it was just B.S. to keep pilots from taking folding bikes along to avoid paying the ridiculous cab fare down into Avalon. The rangers eventually refunded our permit fees, but spoiled a fine day.

Our bikes are pricey — $1200! — but they build them to order using your body measurements to customize frame dimensions and components, making them the most comfortable bikes we’ve ever ridden, small wheels or large. They have held together for a decade, and thus have been worth every penny.

The accompanying photo is of my wife Gale and our bikes at Cat Harbor, Catalina. Having bad knees, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike. When I was crewing on a ketch in Turkey, I’d go nuts without a bike.

Goose Gossman
Goose and Gale Gossman were turned away on Catalina because of small tires.

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We’ve biked in Mexico, French Polynesia, New Zealand, Fiji, Samoa, and on Fanning Island. The latter has an abundant supply of bikes for all visitors, thanks to the occasional visits by Norwegian cruise lines.

The accompanying photo was taken on the southeast coast of Fanning Island with Bob and Laurie of Susuitl and my wife Sue of Kiapa.

Peter Wolcott
Kiapa, M&M 52 cat
Southern California

Bay Fill in Richardson Bay

Following a recent Richardson Bay Regional Association (non)-meeting about the ongoing problem of illegal anchor-outs in Richardson Bay, I wrote the following letter to Kate Sears, President of the Marin Board of Supervisors:

I cannot tell you how disappointed I was at the RBRA meeting on Thursday in Sausalito. This was my first RBRA meeting, and I was looking for the stewards of Richardson Bay. I found none. Is there not a policy in place to make sure there are at least three boardmembers in attendance at a meeting? Would this lack of concern be the same if the subject had been Muir Woods?

The number of illegal anchor-outs on Richardson Bay recently doubled to 218 ‘boats’. I consider this to be the wholesale giving away of public land, and it’s happening on your watch. At what point do you draw the line? Marin County is the last area to allow this permanent ‘fill’ of the Bay. Oakland, Redwood City, Clipper Cove, and the Delta have all taken control of their public lands. I am not asking you to enact new county laws, all I am asking is that you enforce the current laws of Marin County and the State of California.

San Diego had a similar situation, which they controlled with regulation and enforcement. You can do the same. I suggest you move the County Sheriff’s patrol boat to Schoonmaker Point Marina in Sausalito to show presence. Then have the Sausalito Police Department boat patrol the bay between the hours of 7-9 a.m., and the Sheriff’s boat between the hours of 4-6 p.m. You have no idea of the impact that it would have.

This cannot be a budget issue, as the county and other government agencies have already spent millions on the problem. Please just enforce the laws of Marin County and make the prevention of the loss of public lands in Marin County a priority.

Recently, two boats washed up on the beaches of Richardson Bay. You might also look up the article on SFGate.com
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about the owner of one of them, *Paloma*. According to the article, he was wanted in San Mateo County on a $70,000 drug conviction warrant. Both of these boats had gallons of motor oil and diesel oil that leaked from them. I understand the clean-up cost over $100,000.

Why are the anchor-outs given immunity from state and county law? This amounts to selective prosecution for those of us who follow the law.

The winter storms are coming soon, so now is the time to act. Millions have been spent on the Richardson Bay problems to date, but the number of illegal boats has just increased and the problems gotten worse. Nobody in government is being held accountable for this. You are our elected leader, so it’s your responsibility to be on top of this.

After seeing the apathy at the RBRA meeting, I have contacted Lieutenant Governor Gavin Newsom, Attorney General Kamala Harris, and the Bay Conservation and Development Commission. If you’re not up to handling the problem, maybe the state needs to do it for you.

We need to solve this problem, as more people than ever are using the Schoonmaker Point beach, a beach where I have seen everything from dead bodies to human waste wash ashore. We owe it to our children to clean up the situation.

Name Withheld By Request
Richardson Bay Boatowner

N.W.B.R. — We at Latitude have nothing against the concept of anchor-outs, as we ourselves are anchor-outs for at least three months of each year. But the thing that has always boggled our minds about Richardson Bay anchor-outs is that they seem to be sacred cows.

A few years ago, a member of the Marin County Sheriff’s Department wrote us a citation at Schoonmaker Point Marina because we’d inadvertently put the state registration sticker for our photoboat on our dinghy, and vice versa. It was an obvious error on our part, and if the deputy felt he had to write it up, so be it. But what really bothered us was not getting any response when we pointed to the fleet of ‘boats’ anchored about 200 feet away, almost none of which had any registration, let alone met any navigation or environmental standards, and asked why none of them were ever written up.

Can you imagine if the Highway Patrol only enforced laws on newer cars, and ignored rolling wrecks without headlights, license plates or seatbelts? In our view, Richardson Bay is the nautical version of that.

How did the anchor-outs acquire sacred cow status? We’re not sure if it’s true, but the way it was explained to us in the greatest of confidences, 15 or so years ago the BCDC was going to come down hard on the illegal anchor-outs because they consider them ‘Bay fill’. But just before they did, San Francisco’s John Burton, then-president pro tempore of the State Senate and said to be nearly as powerful as the governor, told the BCDC to back off or he’d make sure their budget was slashed in half. Anchor-outs have seemed to be immune to BCDC regulations — which are strictly enforced on everyone else — ever since.

As we said, we don’t know how much, if any, of the above explanation is true, but some things would seem to fit. Burton, for example, has always been a champion of the poor and homeless. Indeed, it’s the main focus of his foundation. And having resigned from the U.S. House of Representatives in 1982 because of admitted addictions to cocaine and alcohol, he has always felt empathy for people struggling with those problems, as a number of anchor-outs do.

In an aside, Burton, now 79, was the kind of swagger-
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ing, adept and imperious politician who won’t be seen again anytime soon. Notoriously foul-mouthed, Burton, according to the Daily Show’s John Oliver, cursed “more than a West Coast rapper.” And despite being as progressive as could be, Burton settled a $10 million sexual harassment suit in 2008 with Kathleen Driscoll, who had been the executive director of his charitable foundation for homeless children. According to Google, Driscoll accused Burton of making lewd and suggestive comments about her underwear and body parts on a near daily basis, accused her of being “probably wild sexually like all Catholic girls,” mimicked masturbation on a number of occasions, and introduced her to business associates as a thong model. While Burton would be unelectable today, he currently is — you can’t make this stuff up — the Chairman of the California Democratic Party.

We might not be understanding you correctly, but it sounds as though you’re opposed to all anchor-outs, referring to them as Bay “fill” — as the BCDC famously does. We’re not in agreement with the concept of boats being fill, or the idea of eliminating boats from Richardson Bay. In fact, we think Richardson Bay is a lot more scenic with boats on it than without. However, we think that boats on the bay for the long term should be in specific mooring fields, and should have to meet the basic navigation and environmental requirements. In addition, there should be specific areas set aside for short- and medium-term anchoring. And derelicts should be removed.

Years ago San Diego had a similar problem with collections of illegally anchored boats that had sometimes become crime centers. They came up with what we believe has been a good solution. They organized mooring fields and made sure the boats in them met and continue to meet navigation and environmental standards. The Laurel St. Anchorage is one example, and is a very attractive part of the San Diego waterfront. In addition, San Diego has a reasonably large area where out-of-county boats — meaning legitimate transients — can anchor, after obtaining a permit, for up to three months at no charge. We’d like to know why something like that can’t be done with Richardson Bay. The only reason we can think of is that there isn’t the political will. Unless we’re reading them wrong, members of the RBRA and Marin Board of Supervisors have historically thought of Richardson Bay as an acceptable place for homeless people and/or those recently released from San Quentin and other detention centers. As if they would allow Muir Woods to serve a similar purpose. In our opinion, the RBRA hasn’t done a good job in this respect. And in the long run, we don’t believe they’ve done any favors for the down and nearly out people whom they apparently believe they’ve been helping. We’re sure others will disagree with us, but that’s our opinion.

DOES A SSB SEMINAR STILL MAKE SENSE?

Is there a plan to do daily radio check-ins via SSB in the Baja Ha-Ha? I know that’s been the case in the past, but with so many cruisers now having phones that work in Mexico, plus everybody with a marine VHF, Shea Weston and I are trying to decide if offering a one-evening seminar for SSB voice operation makes sense. What are the comm plans for SSB for the Ha-Ha?

Gordon West
Gordon West Radio School
Los Angeles

Gordon — When at sea during the Ha-Ha, we have the VHF-only boats get on the radio at 7 a.m. to try to reach a SSB boat to relay their 6 a.m. position. Then at 7:30 a.m. on the old 4A, the Grand Poohbah on the mothership Proligate starts the SSB
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net, asking if people have medical or mechanical problems, giving the weather report, taking roll call, and asking about fishing successes and other nonsense. Typically, about half the Ha-Ha fleet has had SSB radios. For an event like the Ha-Ha, SSB radios are terrific, because with all the SSB boats being able to listen to all the other SSB boats, it allows a sense of community to develop. People who have done the Ha-Ha with VHF-only, then upgraded to SSB, tell us that the addition made a big difference in their enjoyment of the event.

During the stops, of course, we have VHF nets so everybody can be a part of the radio fun.

We know that the SSB radio requirement has been dropped in a number of Hawaii races in favor of satphone position reports. In some ways satphones might be a more efficient way to report positions, but people on the other boats can’t hear it when boats report on satphone. The result has been a gradual demise of the much-loved ‘Children’s Hour’, something participants have groused about.

Racers and cruisers have different needs, of course, and most racers have little need for SSBs. Most folks cruising to Mexico or beyond for more than six months generally find that SSB radios, which admittedly are expensive, are major additions to safety and social enjoyment.

This is our very long way of saying yes, we think a one-evening seminar on SSB radio a week before the start of the Ha-Ha in San Diego would be welcomed by participants. If you decide to do it, we’ll be happy to publicize it.

By the way, the one change we’re considering instituting this year’s Ha-Ha is moving the VHF and SSB times back half an hour each to avoid a conflict with the Sunrisa Net.

For readers not familiar with Gordon West and Shea Weston, they are like West Coast high priests of Ham radio and SSB.

The French Call It ‘Sans Domicile Fixe’

It seems that California bases property tax on boats based on whether they are in the state on January 1 each year. Knowing that I would be coming through California a year or so ago, I had my son pay for a slip in advance, as I wanted to make sure that I would have a slip. Although I contracted for the slip in December 2012, my boat didn’t come into the state until February 2013. I also left the state in October 2013, but kept the slip until February 2014 because I thought I might return from Mexico instead of traveling farther south.

My son later received a bill from the county, stating I owed them for property tax on my boat for the last two years. This was based on their records, not on my boat actually being there. It’s my understanding that if I fill out some paperwork and send it to the Assessor’s Office, it will be straightened out.

But what really chapped my hide was the attitude of those in the county Assessor’s Office. When I spoke to one woman in the office, she insisted on getting my current address for their records. She came unglued when I told her that I didn’t have an address. I explained that my retirement check went to my bank account, and my bank statement went to my email address.

It’s California law, she told me, that I had to have an address. She didn’t seem to understand that I was cruising and didn’t have one. She argued that it didn’t matter if I was cruising, I had to abide by the laws of the state. This was after I told her that my boat was documented in another state, and that I had no contact with California except to pass through every now and then.

I’m wondering how California gets off declaring that even
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genuine transients have to comply with the rules and guidelines of those who actually live in the state.

If California wanted to charge for a cruising permit each year, I'd be happy to pay it. But this county property tax is crap. And the fact that I had to prove that my boat was somewhere else on January 1 seems really wrong. I don’t live in California, my boat isn’t documented in California, and except for the fact that my son lives in California, I have no connection with the state.

Please withhold my name and boat name, as I don’t want to have any more issues with California.

Name Withheld By Request
Planet Earth

N.W.B.R. — The State Board of Equalization sets the rules for assessing personal property tax on boats in California, but it’s the job of the assessor in each county to decide how to follow those rules. In theory, they should all be doing it the same way, but there is actually considerable room for interpretation.

But let’s clear up the January 1 misunderstanding. If anyone thinks that all a boatowner has to do to avoid paying property tax is to get his boat out of the state on January 1, half the bigger boats in Southern California would ring in the new year at Ensenada. What really counts is where you ‘habitually’ keep your boat. What is meant by ‘habitually’ is, as you might expect, where the interpretation business comes in. But if your boat is from out of state, and you can prove your boat is not habitually berthed in California, you hopefully won’t have a problem.

The same couldn’t be said for people with boats based in some California counties. The problem is that some county assessors don’t care if you go cruising for even four or more years, as they believe if you are ever going to return to their county, that it’s your boat’s habitual home. And thus you owe property tax even for the years that you were gone and didn’t use any services. The popular boatowner responses to this have been: 1) Move one’s boat to a more tax-friendly county before leaving, or 2) use one of the mail forwarding services to establish a legal residence in another state. The latter is pretty easy and inexpensive to do.

As for the woman who came unglued because you didn’t have a fixed address, give her a break. Half the people in downtown San Francisco and downtown L.A. have no fixed address, and a couple million people who permanently live in California have fixed addresses in Mexico. Since her job is impossible, you should have thrown her a bone by just making up an address. How about 77 Sunset Strip?

LANDLOCKED PORTS OF ENTRY

I went online to apply for a Temporary Import Permit (TIP) for Mexico, as we’ll be doing the Ha-Ha this year for the first time with Wind Dancer. When filling out the online application form, there were about 12 choices for ‘Port of Entry’ in the dropdown box, but neither Cabo San Lucas or even Ensenada was listed. Nor did the drop down menu allow for writing in a different Port of Entry different from the choices listed. Since Mexicali was the only Port of Entry listed on the Pacific side, I selected that.

My concern is that when we get to Cabo to check in, the officials won’t accept it, and will want to send us back to Mexicali. While I have not yet applied for our tourist visas, I understand that it has the same drop down box with the same menu choices. Help! What do we do?

Phil Helman & Desley Oliphant
Wind Dancer, Hunter 466
Pleasanton
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Phil and Desley — It’s exasperating, isn’t it? Neil Shroyer of Marina de La Paz told us the problem is that the new form for boats was based on the new form for cars, and some bureaucrat didn’t realize that boats don’t sail into landlocked Ports of Entry.

On September 22, we applied for both our tourist visas and a new TIP. The new tourist visa form lists ‘Baja California Sur’ as a Port of Entry, which is a little weird since it’s a region, not a port. But we think we’re good with that.

But when applying for a TIP for our boat, we ran into the same problem that you did, as only landlocked Ports of Entry are listed. We’d hoped that this menu problem would be taken care of by now, but it hasn’t. Rather than continue, we stopped the application process, as once it’s done, they promise it will only take seven business days to get the TIP. We’re consulting with Tere Grossman, President of the Mexican Marina Owners Association, who will talk to the government authorities for guidance on what people should do. We’ll also ask her what you should do in your situation. We don’t think it will be a problem, as the Mexican government will be wanting as many visitors coming to Cabo as possible. Keep reading Lectronic for updates, but we’ll also be sending emails to all Ha-Ha entrants.

⇑⇓

THE ONLINE TIP FORM DIDN’T MAKE ANY SENSE

A month ago I tried to get a Mexican TIP (Temporary Import Permit) online. It was a thoroughly frustrating process. The online application form doesn’t make any sense, and the pull-down menus where you indicate who manufactured your boat and your expected Port of Entry were incomplete. Regardless, I submitted my application. It was rejected because “one or more of your documents are incomplete.”

After more than a dozen email exchanges, I was told my TIP was being mailed. But I didn’t trust the process, so I flew to San Diego, crossed the border and went to Ensenada, and got the TIP in person. There I learned that I had been charged for the first TIP, but they wouldn’t be mailing it to me because something — they couldn’t tell me what — wasn’t in order. Getting a TIP in person was easy, but I wouldn’t suggest getting one online as it was just a pain train.

Graham Wilson
Arctic Tern, Nordic 40
Whitehorse, Yukon Territory

Graham — Remember how smoothly the application process for Obamacare went? Governments aren’t as good as private enterprises in rolling things out, which is why we have encouraged people to wait until at least early October to apply online for TIPs and tourist visas. As we mentioned in our previous response, we tried to get a new TIP for Profligate, but ran into the same ‘Port of Entry’ problem as you. As for the pull-down menu for ‘What Kind of Make’, it did have the option ‘Other’, which we chose. It later allowed us to select ‘Inboard sailboat’. Yes, the form is a little confusing, and the Port of Entry question needs to be resolved.

Making a trip to Ensenada is one way to solve the problem.
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and the seafood is delicious down there, but it seems like a time-consuming and expensive way of getting things done. We think there’ll be a better pre-Ha-Ha solution.

By the way, we hope you filled out the TIP in such a way that your outboard and dinghy are good for the 10-year duration of the TIP, not just 180 days. See Sightings for details on how to avoid this potential problem.

WHERE IN THE WORLD IS MY HIN?

Remembering that some foreign boats got impounded in Mexico last year because AGACE agents couldn’t find the Hull Identification Numbers (HIN), I’m worried about that happening to me. I want to do the Ha-Ha this year, but the mounting bracket for my Monitor windvane completely covers the HIN number. In your expert opinion will this be a problem?

Dick Johnson
Deborah Rae, Pacific Seacraft 40
La Habra Heights

Dick — We don’t believe it will be a problem if you get a Dremel tool and engrave your boat’s HIN number on the hull at the spot closest to the original. In any event, a combination of better-educated AGACE agents, plus the much more informative new TIP (Temporary Import Permit) forms, should eliminate 95% of last year’s problems.

SAILING TO MEXICO VIA HAWAII

Do you think the Mexican Embassy in Honolulu has the latest poop on the paperwork foreign boats need for sailing to Mexico? I don’t. I’m flying to Honolulu at the end of the month to deliver a Catalina 42, with the owners aboard, to La Cruz, Mexico. They will then be heading through the Canal to Virginia. Do you think it would be better to do all the paperwork on Oahu or at La Cruz? Or would I get the runaround in Oahut?

Capt. Lynn A. Stokes
Morro Bay

Capt. Lynn — You wouldn’t get the runaround at the Mexican embassy — actually it’s a consulate — in Honolulu, they just wouldn’t know what the heck you were talking about. If they did, they’d tell you to do the paperwork online. When you do, remember to do separate tourist visa transactions for each member of the crew — and keep the credit card receipt. You’ll need it at Immigration. And you’ll want to stop at a Port of Entry before La Cruz. Puerto Vallarta would be a good choice.

MORE TAXES IN MEXICO

As of September, the feds in Mexico have added a 3% tax on marina charges to go along with the 16% IVA already charged. I talked with a harbormaster today, and it was unclear to him if it applied to everyone or just liveaboards. Apparently the new tax has something to do with the hotel tax. But he was reluctant to talk about it for fear of problems with SAT (Mexican IRS), such as happened last year.

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N.W.B.R. — It seems like everybody is trying to nickel-and-dime consumers. Mexico has this tax, airlines have new fees for bags. San Francisco restaurants have a healthcare tax on meals for workers. Two Harbors has an ‘eco tax’ on food. Who knows where it will all end?

↑ WISH LIST FOR LOW-BUDGET CRUISERS

With a lot of folks about to take off cruising for the first time, Anna and I thought they might like to know what stuff we low-budget cruisers wish we’d brought along, and which stuff we wish we hadn’t.

Stuff we wish we’d brought along:

• A second computer, especially since one computer is our sole navigation instrument. Panasonic Tough Books are awesome, and if you have the money, you can get them with an internal GPS and waterproofing.

• Extra external hard drives. Everyone here in the South Pacific trades movies and music, so you will need plenty of storage space for that, as well as for all the amazing photos you’ll be taking. We have a 1.5-terabyte hard drive that’s completely filled. We could use at least three.

• More ammo. Seriously. If you’re not stopping in Mexico — where you don’t want to be caught with guns or ammo — and are heading straight for the Marquesas, you can make lots of friends with locals by bringing them ammo. They are looking for .22-caliber rifle shots, 12-gauge shotgun shells, and 30/30 rifle shots. Locals always need ammo for pig hunting. If you’ve got some, you’ll be king.

• Leather saddles. No kidding. You can sell the $500 saddle you bought in Mexico for about $2,000 in French Polynesia. If you have a larger boat, it might be a money-making idea.

• Lots and lots of canned meat, at least if you’re a meat eater. Canned corned beef, canned chicken, canned roast beef, and even Spam. Totally load up on this stuff at Costco before you leave.

Don’t worry too much about canned tuna, because the South Pacific is full of fresh tuna, mahi and wahoo. But I would bring Mason jars and extra lids. When you catch a fish bigger than you and your friends can eat, you don’t want it going to waste.

• Lots of cheap wine and booze, which you can bring to boat and dinner parties. Bring as much as your boat can carry. Customs has never checked our boat to see if we were stashing alcohol. You might have to fib when you report how much spirits you have aboard, but it’s worth it.

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Photo: Billy Black
followed by the grinder. Those with newer boats naturally won’t need or use them as much. But if you’re planning on cruising, especially cruising economically, you’ll need a lot of tools.

- A good set of electrical connectors, which have been worth their weight in gold. Make yourself a nice set. Then buy a proper pair of plier crimpers, which means the most expensive. Loose electrical connections cause the majority of boat fires, so always tug on your connections to make sure they won’t come apart.

- A good set of stainless screws, bolts, nuts, washers and lock washers of all shapes and sizes — especially small screws and bolts. I’m always breaking out my box of stainless to fix or add something to the boat. If anybody is leaving from San Diego — and most cruisers are — they can get great 316 stainless hardware at K-Surplus in National City. The store has a lot of other useful stuff for cruisers, too.

- Lots of line. Buy a whole spool of good line that you can make into halyards or sheets. You’ll need it, because even with chafe gear, the chafe is intense on long passages. My friend Jim off *Dancer* also uses old hose with a squid skirt to make his fishing lures, and it’s worked incredibly well for mahi and tuna. Also, bring lots of extra Spectra with proper thimbles. This can be used for so many things, such as emergency rigging, lifelines, topping lifts, etc. It’s inexpensive and super-strong. But learn how to splice it, which is also easy.

- Seat belt strapping. My friend Peter Boersma bought a 300-ft roll of seatbelt strapping from K-Surplus for cheap and gave it to me as a going-away gift. You can’t believe how much I have used, traded and bartered. We’ve used it to repair sails, make flyswatters, and fabricate a belt to keep the cook from being thrown out of the galley. The Polynesians love webbing for their horses, cows and horses.

- Before any budget cruiser buys some fancy navigation system or super pricey chartplotter, I suggest they try Open CPN, an easy-to-use free program that you can download from the net. After you plug an inexpensive GPS into your laptop, it tells you right where you are. The program does not come with charts, but the CM93 charts are easy to get from other cruisers. AIS also plugs into Open CPN, along with GRIB files and much more. I really don’t know where Anna and I would be without Open CPN, as it’s saved our lives and our boat many times.

- We also have a program called GE to KAP, which is another free download that takes Google Earth images and puts them into a chart file that you can upload onto Open CPN. The images are accurate for going through reef passages, and have been very helpful in places like Fiji, the Tuamotus and Tonga, when we needed to see the passage through the reef before going through it. Be aware that the CM93 charts are off in some places, so try to think about where you might go on your cruise, and overlay Google Earth images over any tricky spots you might encounter. By the way, those who have been in New Zealand waters tell us there are free, accurate chart downloads for Fiji and Tonga. Search for New Zealand raster charts and you’ll find them.
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LETTERS

- A wi-fi antenna booster for your laptop. Ours has come in very handy.
- Quality masks and fins that fit well. Don’t cheap out on your dive gear, as you’re going to be using this stuff all the time for pleasure and otherwise. I have a hookah line that connects to a scuba tank, and have found it to be invaluable for changing zins, cleaning the bottom, and diving on the anchor. My wetsuit is something that I use all the time, too.
- I didn’t get a spear gun until American Samoa, but I was glad I did get one. It’s not only a fun sport, it puts a lot of food on the table.
- Things to enjoy while at anchor, such as a sailing dinghy, a kite-surfer, a paddleboard, and my favorite, a surfboard.
- Gifts for the kids and adults you’ll meet in villages. That means old t-shirts, shorts, hats and sunglasses. You can buy a box of cheap but cool sunglasses online for about $2 a pair. These are great for the kids and adults everywhere in Polynesia. Bracelets for girls — and boys — are also big hits. You won’t believe the joy the young ones get from simple gifts. Their faces light up like Christmas trees.
- The most important thing we brought with us has been a good attitude. The islanders have a lifestyle much different than us Americans’, and you don’t want to try to impose your values and morals on them. Although it sometimes looks as if they are impoverished, they are quite content and happy — happier than most people living the Western way. So respect their way of life.

Everybody wants to know how much it costs to cruise. It depends on where we are in the South Pacific. French Polynesia, for example, is very expensive compared to Fiji. But if you trade with locals, it becomes more reasonable. Anna and I rarely eat at expensive places. We catch and eat a lot of fish, and we do things like bake our own bread. And we don’t stay in marinas. On the average, I say we spend about $500 a month. We also look for work whenever we can, and the good news is there is always work to be had for the willing. I have cleaned many boat bottoms, done rigging work, cleaned the inside of boats, done sail repair, and played music — the latter being the best ‘job’ we’ve had so far. We have played at many resorts, marinas, and yacht clubs, and gotten paid in food, booze and wonderful tips. If you keep an open mind, you won’t have a problem surviving in Polynesia with just a little money.

One thing you don’t have to worry about is going hungry. Fruit is falling off the trees everywhere, and there are plenty of fish in the sea. Another thing not to worry about is making friends, as the members of the cruising community are some of the most magical people on the planet. We like to help others, and the cruisers we’ve met always lend us a helping hand and support us in any way they can.

With the cruising community behind you, you can go as far as the eye can see — and far beyond.

To all of the potential budget cruisers out there in search of inspiration, we can only echo the words of the Pardeys: “Go small, go simple, go now!”

The scariest day of my whole life was the day Anna and I left San Diego bound for the Marquesas. Leaving the comfort...
<table>
<thead>
<tr>
<th>70' SANTA CRUZ, '87</th>
<th>$299,000</th>
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<tbody>
<tr>
<td>Extensively updated with the best of everything. The current owner does a great job keeping her both clean and fast.</td>
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<th>57' BOWMAN CC KETCH, '75</th>
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<tr>
<th>38' MORGAN 383, '83</th>
<th>$39,900</th>
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<tr>
<td>Opportunity to buy a well-built, one-owner cruising boat at a reasonable price. We all want a deal. Here’s a great one.</td>
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<tr>
<th>50' SANTA CRUZ, '81</th>
<th>$129,000</th>
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<tr>
<td>Built of well-known proven materials and methods, quality craftsmanship and thoughtful design for a light, strong, fast boat.</td>
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<tr>
<th>39' HALLBERG RASSY MkII, '00</th>
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<tr>
<td>With its graceful overhangs and center cockpit, this is a comfortable and swift sailing boat. A very pretty Frers design.</td>
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<tr>
<th>45' JEANNEAU SUN ODYSSEY, '97</th>
<th>$99,000</th>
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<tr>
<td>Split backstay and twin wheels for an unencumbered central walkway. Competitively priced. Call for a private showing.</td>
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<tr>
<th>42' VALIANT, '04</th>
<th>$299,000</th>
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<tr>
<td>One of the quintessential cruisers of all time, this boat combines comfort, strength, exquisite finish work, and performance.</td>
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<tr>
<th>33' HOBIE LIFT KEEL, '82</th>
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<th>32' HUNTER 320, '01</th>
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<tr>
<td>Extremely well cared for Hunter 320. The boat is well equipped with electronics. This boat shows pride of ownership!</td>
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of your home and leaving your family and friends for the unknown is perhaps one of the most frightening things a human can do. But at the same time, it was one of my best days ever, as it has permanently changed my life. Once I saw how great the cruising life is, I knew I’d never go back to the normal life. And I’m not the only one who feels that way. Actually, the only thing scarier than taking off from San Diego was the thought of not taking off and regretting it for the rest of my life.

Justin Jenkins & Anna Wiley
Ichi Ban, Columbia 34
San Diego

BILLIONAIRES BEGGING FOR HOTEL ROOMS

I loved the last America’s Cup Finals on San Francisco Bay because of the speeds, the unique boats, and the fact that the sailing was unlike anything we’d ever seen before. Oh yeah, and because of the great Oracle Team USA comeback.

But as a resident of San Diego, I was flabbergasted to read a report in a late August edition of the San Diego Union Tribune that the organizers for the next America’s Cup are asking San Diego’s Marketing Tourism Board for 10,000 free hotel room nights in the three years leading up to the Cup Finals. Excuse me, but WTF?!

Now I understand why only San Diego and Bermuda are on the list of possible sites for the Finals in 2017. The mystery to me is why anybody would want to be the host. We in San Diego have hosted the America’s Cup three times. It was great, but it really wasn’t that big of a deal.

I hope the Tourism Board told the Cup organizers to stuff it. According to Forbes, Ellison is the fifth richest guy in the world, worth $48 billion. I figure it takes a lot of gall to ask local businesses to sacrifice to put on his event. As a San Diego resident, I hope the Cup goes to Bermuda.

Terry Roth
San Diego

Terry — We’re not sure if you read the entire article, because it said the Cup folks want an additional 7,500 rooms at half price, too. The total value of the 17,500 rooms would be something like $2.75 million.

It seemed outrageous to us, too, but according to the article, such deals are not uncommon. According to what seems like the same story you read, the Tourism Marketing District (TMD) relies on a hotel room surcharge of 2% to finance the marketing of San Diego. This is said to bring in about $30 million a year, most of which goes directly to the San Diego Tourism Authority for citywide tourism promotion.

To give an idea of what happens to the money, the marketing district board had just approved $37,600 for the International Surfing Association StandUp Paddle Championships in May 2015, which is expected to generate 4,950 room nights. It also agreed to spend $120,000 for the National Association of Sports Commissions annual symposium in April 2018 or 2019. In addition, a number of events throughout the year, from Beer Week and the Rock and Roll Marathon to the California State Games, get smaller allocations, with the understanding that such events will help fill hotel rooms.

Apparently the head of the Tourism Marketing District responded to the America’s Cup proposal with a counterproposal of hotel rooms worth $1 million.

We understand the Ellison/Coutts vision of the America’s Cup becoming something like soccer’s World Cup or the Super Bowl. Unfortunately, we think the hole in their premise is that most people couldn’t give a hoot about sailing, let alone a com-
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Personally, we couldn’t care less if the America’s Cup becomes a gigantic international event. As great as the Cup Finals were in San Francisco, we want the Cup to be about sailing, not about big business, lawyers and never-ending marketing. If we were Ellison’s tactician, we’d tell him it was time to tack.

By the way, we just saw a video of the two Prada AC45s foiling across the Bay at a nice clip. They looked great. Until such time as the next ‘big boat’ America’s Cup can be properly set up in a proper venue, we’d suggest the 35th America’s Cup be held in these affordable boats, believing that 20 countries would then be interested in participating. And that it be held the only place it should be, which is San Francisco Bay.

⇑⇓

BASE THE AMERICA’S CUP IN ALAMEDA

How about moving the base of the America’s Cup to Alameda? The Swedish Team looked a little lonely here, and there is plenty of room for more teams. We’ve got deep water, and a windward leg to AT&T Park would provide great sailing conditions as well as a beautiful backdrop. Such a course wouldn’t have the hassle of commercial traffic. And nobody would have to deal with the City of San Francisco.

Tim Donnelly
Chewink, Golden Gate 14
Alameda

Tim — We never thought much of Alameda as being a base for the America’s Cup, but when distant Bermuda and light-air San Diego are the only other options, Alameda leaps to the top of our list.

⇑⇓

OUR TAX DOLLARS AT WORK

Looking at the U.S. Government liquidation site, I think I found just the boat Latitude 38 needs to mount a challenge for the 2017 America’s Cup. She’s a Contour 50 trimaran that the government paid $1 million dollars for, including her very unusual multi-wing sail. The minimum bid was $25. It can be viewed at America’s Cup Harbor in San Diego or at bit.ly/1mE9kG. They said it was used for “experimental purposes.”

Just add beer and crew and claim the Cup.

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

Rob — Our tax dollars so judiciously spent and so hard at work.

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

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

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.
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We Take the Work Out of Owning a Boat
Any sailing event that spans five decades is bound to have some colorful moments, and the Rolex Big Boat Series — staged on San Francisco Bay every summer — is certainly no exception. In observance of its 50th anniversary last month, we asked readers to join us in casting our minds back to particularly memorable incidents on the race course. "My first BBS was amazing," recalls Joyce Andersen. "It was 1988. I remember the late Raul Gardini's Il Moro De Venezia winning the St. Francis Perpetual Trophy and John MacLaurin's Pendragon II winning the Keele-Kilborn Trophy. That regatta was a true spectacle with the race deck packed with spectators and people at the sea wall cheering loudly. The sound was deafening and everyone left that event with a huge smile on their face — including me."

Of all the highs and lows, this incident was one of the most notorious: "In 1983 the Peterson 44 Secret Love captained by Lowell North crossed the bow, in close proximity, of the automobile carrier Nada II just off the St. Francis YC," recalls Gregg Waugh. Chuck Hawley also remembers that day vividly: "I was racing on Bullfrog, the Peterson 55, and you could hear the five blasts of the ship's horn from San Jose to Petaluma."

In the summer of 1984 former Latitude 38 editor John Klise had just started with the magazine. "All the great Maxis came to town that year to put the 'big' in the Big Boat Series — boats like Kialoa III, Condor, Ondine and Boomerang." For a few frightful moments he thought he was going to be sliced in half when our photo boat's "Satanically possessed" outboard died and refused to restart. John was directly in the path of Condor, blasting toward him under a gigantic spinnaker. "I actually considered whether I should jump overboard or try to grab onto Condor's lifelines when she arrived. Fortunately the driver jigged the wheel just enough that they slid by me about 6 feet away. I remember some not-so-nice commentary about my boating skills from the guys on the rail, but I was so happy to be alive that I didn't care."

The following are some random remembrances from our 37 years of reporting on BBS, then RBBS: "In 1971 Mark Johnson's legendary Alan Gurney-designed 73-footer Windward Passage was the top big boat, easily pounding Ken DeMeuse's Blackfin. They were so far ahead in one race that John Rumsey actually went water skiing behind Passage going down the Cityfront!"

"In 1976 Jack Rooklyn's Ballyhoo came up from Australia to clobber legendary ocean racers Ragtime, Kialoa and Windward Passage. This was maybe the windiest year ever; Steve Taft recalls seeing 47 knots apparent while tacking past Alcatraz on Improvable!"

"In 1981 Irv Loube's Brasura discovered the rock at the end of the harbor breakwater, known ever since as 'Irv's Rock.'"

In the 25th anniversary event in '88 (mentioned above) "Raul Gardini and Paul Cayard teamed up on Il Moro to decimate eight other maxis with five bullets, while Tom Blackaller called tactics on the victorious Great News against nine hot 50s. Blade Runner hooked a buoy with her lazy runner and inverted her mast three feet, but it didn't break."

Through a half-century succession of rating rules and boat design evolutions the Big Boat Series has produced unforgettable moments and serious fun for thousands of competitors. Here's to another 50.

— Andy
**at fleet week**

under the Golden Gate Bridge on Friday, October 10, at 11 a.m., and the new amphibious assault ship USS America will be commissioned on Saturday at 10 a.m.

The U.S. Navy Leap Frogs Parachute Team will drop in on Marina Green. Also at Marina Green, the S.F. Center for Humanitarian Assistance/Disaster Response (SFCHADR) will set up a disaster exhibit focused on earthquake preparedness. Pier 39 will get in on the action with live bands Thursday-Sunday and a fireworks show on Saturday night.

See [www.fleetweek.us](http://www.fleetweek.us) for much more info. We’ll see you out on the water.

— chris

**bashing for bart**

No active sailor could ever forget when Artemis’s AC 72 capsized May 9, 2013, and Andrew Simpson was tragically killed. Bart, as his friends called him, was 36.

How do you honor the memory of an Olympian who lost his life pursuing his dream? On Sunday, September 21, more than 18,000 sailors from over 768 sailing clubs in 68 countries united to honor Simpson’s memory with the inaugural Bart’s Bash.

The flood of donations and number of participants worldwide shattered all expectations. More than £215,000 was raised (about $350,000 USD) for the Andrew Simpson Sailing Foundation. We don’t have a tally of how many sailors took part yet, but Bart’s Bash will surely set a new world record for the “largest sailing race in 24 hours, multiple venues,” although it won’t be validated by Guinness until the end of the year.

The Artemis Racing organization, which was hit hard by the loss...
**bart's bash — continued**

of its teammate, wanted to keep their event at Alameda’s Sea Plane Lagoon intimate. Nevertheless the America’s Cup team invited the Bay Area Formula 18 fleet to join them at their Alameda base.

“We are grateful that Artemis reached out and included our local F18 community in their event,” said SF F18 Fleet Captain Phillip Meredith. "Artemis Racing inspires the next generation of sailors by actively participating in Bay Area events. We’re glad they’re here."

Four local F18 teams showed up including Team Capricorn USA. "The day was all about having fun and honoring the memory of Andrew 'Bart' Simpson," said skipper Rich Vilvens, who sailed with his wife Daisy.

"It was outstanding to see so many different boats and sailors — from rookies to Olympians — get together in the spirit of sailing," added Mikey Howser, who raced his F18 with his wife Fay Ren. "It didn’t matter if you were in a laser or a foiling Moth, a novice or an

**an angel in his**

The continuing saga of Russian-born Rimas Meleshys could make an atheist rethink his position. The plucky 62-year-old, who has seen more than his fair share of trouble at sea, set sail from Sausalito in mid-August aboard his San Juan 24 Pier Pressure bound for Cape Horn on a planned circumnavigation. Thanks to a DeLorme inReach tracker, Rimas has been able to post position and status reports to his Facebook page frequently since leaving the Bay.

Sailing at an average speed of about three knots, the naturalized American citizen managed to sail directly into the path of late August’s Hurricane Lowell,
pocket cruiser?
which fatally damaged his mainsail and swallowed the dinghy he’d been towing. Miraculously, Rimas made it through otherwise unscathed.
Since being battered by Lowell, Rimas has apparently given up on Cape Horn, and is on course for Hawaii, though recent posts indicate that American Samoa is his ultimate goal. Unfortunately, at a new average speed of about 1.5 knots, he may run out of food and water before he arrives — if he arrives at all. He has no charts for the area.
"Hello dear my friends," he said in a post on September 23. "May I ask you

bart’s bash — continued
America’s Cup racer, we were all a community of sailors. It was something special.”
There was a lot of talent in one small lagoon: five female skippers, two Olympians, and Artemis designer Thiha Win sailed with her 8-year-old son Theo. Sarah Gundersen and Michaella McCloskey, part of Artemis Racing Team Support, were the only all-female-crewed boat.
The large start line was packed with 27 boats, just a few over the required 25 to be eligible to participate in the world’s record attempt. Artemis raced two of its new Flying Phantoms, multiple Moths, a few A-Cats and bunch of F18s.
The race wasn’t all about multihulls, though. There were also lasers, Hobie Adventure Islands, a windsurfer, an Opti and a Moore 24. Artemis grinder Chris Brittle helmed Bart’s Boat, a beefed-up Moth that Artemis designed specifically for heavier sailors.
“What a epic start-line,” said Greg Retkowski, who crewed on the F18 This Side Up from Sequoia YC. "We were flying a hull and maneuvering between monohulls, and ducking high speed foiling cats."
“The event went bigger than anyone imagined,” said Olympian and Artemis Racing Member Adam May. “Bart’s Bash was a wonderful tribute and a reminder of how fun sailing can be. But it was also an emotional time when we sailed past the part of the Bay where Bart died.” The world lost a great sailor on May 9th; Artemis Racing lost a friend. Most sailors like to avoid ‘bashes,’ but this one should not be missed. Mark your calendar for Bart’s Bash 2 which will be held September 20, 2015.
— cherie sogsti

dorade’s succession of encores
When the 1929 S&S yawl Dorade took overall honors at last summer’s Transpac, it was a moment that warmed the hearts of classic yacht lovers the world over. The 52-ft mahogany-on-oak beauty had, after all, come full circle in that 77 years earlier she’d also graced the Transpac podium with an overall win during the heyday of her early victories.
In Honolulu, anyone who’d asked owners Matt Brooks and Pam Rorke Levy what they planned to do for an encore would learn that they had already calendared an ambitious list of prestigious events to compete in. Not only were they on a mission to re-sail — and hopefully win — all the major contests that led to Dorade’s enduring reputation as one of the most successful ocean racers ever, but they also intended to spend some quality time in Mediterranean waters racing alongside five European-owned S&S relatives, dubbed the Daughters of Dorade by the European press.
Regarded after her launch as a revolutionary exception to contemporary design norms, Dorade — only the forth effort of the fledgling S&S design firm — featured narrower beam, more pointed ends, deeper ballast and a tall Bermudian rig. Placing second in class (third overall) in the 1930 Bermuda Race, followed by decisive 1931 victories in both the Transatlantic Race to England and the Fastnet, silenced her traditionalist detractors. The next year she won her class in Bermuda, then took overall honors in the ’33 Fastnet. Three years later, she took line honors and won both class and fleet in the ’36 Transpac.
A hard record to duplicate? Absolutely. But Matt, Pam and their well-choreographed crew are determined, and their vintage warhorse appears to be in better shape than ever. After the Transpac win, the

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Bart Simpson was a larger than life character, who was a favorite of his Artemis teammates.

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BOTH PHOTOS ARTEMIS RACING

ARTEMIS RACING

BOTH PHOTOS ARTEMIS RACING

DORADE 1609
team’s next big challenge was tackling the Caribbean 600 last February. Winding through the Leeward Antilles in a giant figure eight, conditions, says Matt, “were very rough and very wet.” But Dorade managed to win her class.

The next month she won her class at the BVI Spring Regatta, and in April Pam skippered her with an all-women crew at the Antigua Classic Regatta. Antigua’s weather gods dished out boisterous conditions with winds up to 30 knots and 10-foot seas, but Pam and her team managed a fourth in class. Meanwhile, Matt was sailing aboard the spectacular 105-ft ketch Whitehawk, which clinched a thrilling class win over the famous 74-ft Van de Stadt Stormvogel in the final race. But for Matt the victory was bittersweet: “It’s a little strange not sailing on your own boat when she’s in the same competition.”

Next, it was up to Rhode Island to prep for June’s Bermuda Race. In contrast to the Caribbean season, conditions were annoyingly light for that famous 600-miler. “We were first in fleet and class for the first day or so,” says Matt, but it was so slow... We needed a bit more wind to get the old girl moving.” He figures every boat in the fleet probably suffered windless calms for a half day or so. Nevertheless Dorade scored a first in class (a repeat of 1933). Immediately afterward, she was shipped to the Med to do the Corsica Classic (August 23-31). The event takes its museum-quality fleet of classics — that included Dorade’s 1948 S&S ‘daughter’ Argyll — all the way around the 113-mile-long French island in eight stages, with festivities ashore each night. Dorade won all but one of six races, earning overall honors.

When we caught up with Matt late last month, he was about to fly back to France for more fun: He, Pam and the crew were slated to compete along the French Riviera against as many as five of the ‘daughters’ in the Cannes Régates Royales (September 23-27), followed by the Cannes-St Tropez feeder race September 27, then Les Voiles de Saint Tropez (September 27-October 5). In addition to Argyll, the other daughters are: Stormy Weather (1933), Manitou (1936), Skylark (1937) and Cometa (1947).

As if all this didn’t keep Matt busy enough, in late July he also competed in the Six-Metre European Championships aboard his 1931 sloop Lucie, taking third in class. She’s the ideal companion boat, as Dorade was often referred to as an overgrown Six after her launch.

Among the must-do events still remaining on Dorade’s dance card are next summer’s Transatlantic Race from Newport to Cowes, and the Fastnet. Sometime after those, we expect to see her back on the Bay.

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mexico paperwork update

If you will be taking your boat to Mexico — or already have a boat in Mexico — you need to be knowledgeable about what paperwork is required. There has been an important change for everyone. The fol-

Translation: Will someone please contact the harbormaster in American Samoa and have them to help me safely into port?

As seemingly crazy as his plans are, he’s a very likeable guy with lots of friends ashore. Many of them are now urging him to land at Hilo, Hawaii to effect repairs and reprovision before pushing on farther west. By rough calculation, if Rimas continues to make only 35 miles per day,
continued

he won’t make landfall there until mid-October.

But if he bypasses the Hawaiian Islands, American Samoa is another two months away, and San Juan 24s weren’t designed for that kind of journey. Even now, we can only image what Rimas’ daily rations of food and water are like. And we’re left to wonder how he’ll survive during the remaining miles until landfall.

But then, some believe this skipper has a guardian angel riding along with him.

— ladonna bubak

mexican paperwork — continued

lowing two documents are now necessary:

1) If you’re going to Mexico by boat, you’ll want to get what might be called a temporary/mariner’s tourist visa before you arrive on Mexican soil. Getting one is easy. Just go to https://www.banjercito.com.mx/registroEmbarques and go through the program. It’s a little confusing, but it shouldn’t take you more than 10 minutes. When you’re done, print out a copy of your ‘temporary’ tourist visa. This is what you’ll trade for a regular 180-day tourist visa when you get to the immigration office at your first port of entry. You’ll pay about $25 for the temporary visa, but there is no charge when you trade it in for the 180-day visa. If you lose your tourist visa, it’s not the end of the world, you’ll just have to pay for a new one at an Immigration
Office or at the airport — give yourself time — before you leave.

Important! Each person needs to apply for their 'temporary' tourist visa individually, and each person needs to keep the credit card receipt for it. It's likely officials will ask to see it when you depart Mexico to prove that you paid for your visa.

If you have permanent or temporary residency status in Mexico, filling out a regular tourist visa form may jeopardize your status. We're looking into how to address this problem.

2) No matter if you are taking your boat to Mexico for the first time, or have had your boat in Mexico for years, you need to get a new 10-Year TIP (Temporary Import Permit) for your boat. Why do you have to get a new one if, as in the case of Profligate, your old one hasn't expired? Because Mexico has changed the regulations, and they want to know everything of substance that you have on your boat, in many cases including the serial number(s). Where this is particularly true is in the case of dinghy(s)/outboards and sailing dinghies under 4.5 meters. If you don't list these on your TIP, they will be subject to duty. Fill out the form carefully to make sure your dinghy will be good in Mexico for the duration of the 10-Year TIP, not just the 180 days of a tourist visa.

"On Saturday morning, September 20, I was hand steering Gannet, my Moore 24, in 40-knot winds and big seas that were coming from my blind side," reports 72-year-old author and solo circumnavigator Webb Chiles. "I've been totally blind in my right eye for a couple of years, so they were slamming into Gannet and me unexpectedly. They were heavy blows, a couple of which knocked me off my seat on a flotation cushion. I couldn't leave the tiller long enough to duck below and get the safety harness so, while steering with a knee, I tied a bowline into a sail tie and looped it through the slotted toe rail as a wrist strap.

"When I did see those waves coming, I turned down them and we surfed at 10 and 20 knots, maybe more! I wasn't always looking at the Velocitek.

"I was pushing hard to complete the
report from out there

passage from Neiafu, Tonga to Opua, New Zealand before winds of gale force on the beam became head winds. I was hand steering because all four of my tiller pilots had died. One had been repaired and died twice, so that really makes five. It wouldn't have mattered, though. They couldn't have handled those breaking seas.

"I made it, reaching the Quarantine Dock at Opua Marina just before sunset."

This puts Chiles, who's now based in San Diego, about a third of the way around the world on what he hopes will be his fifth solo lap around the planet.

"I based my last boat, The Hawke of Tuonela, here at Opua and love the place. I named Gannet after handsome gold-headed birds that I enjoyed watching hunt above Hawke with my evening drink on

continued in middle column of next sightings page

paperwork — continued

You start the TIP process by going to www.banjercito.com.mx/registroVehiculos. Yes, it says it’s for "Vehicles," but if you go down the list, you'll find it's for boats, too. Once again, it's a little confusing, so take it slow. For example, the pull down menu for 'Boat Manufacturer' will not include the maker of your boat. So pick 'Otro'. When you get to 'Type of Boat', you won't find 'Auxiliary Sailboat', so chose 'Otro' once again. When they ask for 'Classification', you'll finally be able to select 'Diesel Sailboat'.

When you reach the pull down menu for port of entry, pick from the list. If you will be doing the Ha-Ha, select 'Baja Califorina Sur'. When you get to 'Customs Entry', you'll probably be like us and start scratching your head, because all of the choices are landlocked. Marina Coral Harbormaster Fito Espinoza looked into this for Latitude by contacting Edith Mendez, who is the head of the online TIP program for Banjercito, the military bank that administers it. Mendez told Espinoza that Ha-Ha entries can pick any 'Customs Entry' choice on the pull down menu, and suggested San Ysidro or Otay.

Once you have completed the application form — a TIP is about $50 — Mendez emphasized there are still two things that need to be done: 1) You need to immediately scan your passport and vessel documentation, and email them in ONE file, not two, to itvnet@banjercito.com.mx. It’s important to put ‘Permiso Embarcacion Urgente’ on the Subject line, and include the folio number of the online transaction. 2) If your vessel's documentation or registration does not mention the HIN number, but there physically is one on your boat, scan a document that mentions the HIN number — such as an insurance certificate or a image of a legible HIN number on the hull, so the bank can validate the information. Once you fill out your application, Banjercito says they will get you your TIP via DHL in under seven business days.

Be very careful when filling out your TIP application to get all the serial numbers and other information correct. While getting a TIP might seem like a big pain, particularly if your current one hasn’t expired, remember that you only have to do it once every 10 years, and it amortizes to just $5 a year. It’s the world’s best deal.

The TIP forms are all new and official looking, a major departure from the nearly 20 year old 20-Year TIP we currently have for Profi-gate. Mostly important, they should eliminate about 99% of last year's problems, when so many boats unfairly were impounded for months at a time. It hasn’t been a smooth road, but we believe that Mexico is finally getting it right.

Pete and Susan Wolcott, who now own the 48-ft "project cat" Neos, report that Banjercito was quick in responding when they sent them a question about the process, using Google Translate to ask their question in Spanish.

Good luck, everyone! This info was current as of September 24.

— richard

fiji's end-of-season sailing tradition

Within the realm of South Pacific cruising, few events, if any, are more highly anticipated than the annual Musket Cove Regatta, which serves as the ceremonial end of the prime cruising season for hundreds of visiting sailors from around the world. Staged on Fiji’s idyllic Malolo Island (September 5-10 this year), it features six days of beach parties, yacht races and various other water-based activities.

Celebrating its 31st year, MCR is the oldest and largest international regatta in the South Pacific islands, and has become a must-do event for Kiwi and Aussies as well as for westbound cruisers and circumnavigators. Seventy-six boats participated this year, including a dozen or more with West Coast homeports. They ranged in size from 27 to 72 feet — not including several superyachts anchored along the sidelines.

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SIGHTINGS

**musket cove regatta — continued**

Somewhere near the median length of participating boats were a pair of Beneteau First 47.7s that dominated the event in more ways than one. First in both day races was Auckland-based *Laissez-Faire* owned by Chris McMasters of Doyle Sails New Zealand. Coming off a recent win in the 2014 Two Handed Around North Island Race (NZ), the beautiful blue-hulled racer/cruiser gave a masterful performance on the course in Fiji that left little doubt among fleet members as to her crew’s superior skills — and the hull’s superior speed.

With gusty 20-knot southeast trades blowing under sunny blue skies, two dozen cruising yachts and a handful of kiteboards lined up for Monday’s Tauranga Marine Sandank Race, which started inside Musket Cove and sailed out a narrow reef pass to a windward mark near Namotu Island and back downwind to the finish. The cruisers raced impressively well and sailed out the narrow reef pass five-wide on a port-tack close reach before hardening up on the breeze and short-tacking to the mark. Other than a shredded headsail on the windy beat, no carnage was reported. *Laissez-Faire* led wire to wire, *Willo 1* surprised many in the fleet by staying on *LF*’s heels and scoring an impressive second place. After the race, the fleet anchored off the reef at a low-tide sandbar to enjoy a post-race party with a barbecue, beer drinking contest, 100-person game of tug of war and more. Only in Fiji.

Wednesday’s Fiji Water Around Malolo Island Classic saw 20 boats hit a downwind starting line in a dying southeast trade wind. Five minutes after the start, much of the fleet carried spinnakers on a narrow run between two reefs to the northern side of the island. There were a few close calls between converging boats before the Fiji-based Cooke 55 catamaran *Unique* broke a steering cable during a maneuver and T-boned the Brisbane, Australia-based Catana 471 *Le Mistral*, holing her on her port stern quarter. Both boats returned to port. The two 47.7s at the top end of the fleet paid no attention to the drama unfolding behind them and tiptoed through a light-air transition zone at the top of the island, where much of the rest of the fleet simply parked. In a dying SE trade wind that was replaced first by an offshore easterly land breeze and then a localized northwesterly sea breeze, the fleet contested a light-air, mostly upwind course to the finish. *Laissez-Faire* went on to win by a wide margin while *Willo 1* proved that her second place from Monday was no fluke. The ‘fast’ catamarans entered in the race floundered near the back of the pack in the decidedly monohull-favored conditions.

*Laissez-Faire* may have won the regatta, but *Willo 1* was the biggest winner. Her tanned and emotional owner, James Hall, explained at the closing ceremony, “I first came to the Musket Cove Regatta on holiday in 1986 when I was 12 years old and I’ve been back 10 times to the drama unfolding behind them and tiptoed through a light-air transition zone at the top of the island, where much of the rest of the fleet simply parked. In a dying SE trade wind that was replaced first by an offshore easterly land breeze and then a localized northwesterly sea breeze, the fleet contested a light-air, mostly upwind course to the finish. *Laissez-Faire* went on to win by a wide margin while *Willo 1* proved that her second place from Monday was no fluke. The ‘fast’ catamarans entered in the race floundered near the back of the pack in the decidedly monohull-favored conditions.

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**webb chiles —**

Timed near the end of the South Pacific cruising season, Musket Cove Regatta has been a magnet for fun-loving sailors for 31 years.

**We couldn’t help thinking that crews of the superyachts were a little envious of the fun the sailors were having.**
continued

Ocean in four months — actually a day less. I left San Diego on May 20 and arrived in Opua on September 20, but it was still September 19 in San Diego.

"By straight-line, noon-to-noon positions we sailed 6,408 miles. My year's work is done."

Nice job, Webb. You deserve a good rest. We assume he'll be at it again in a few months at the end of the Kiwi summer. The westabout lap is Webb's fifth solo circumnavigation. And you can bet there'll be a book in it.

— andy

musket cove regatta — continued

since. My bucket list was to sail back to Musket Cove with my family and place in the Around the Island Race. With my wife Liz and kids Olivia, 7, and William, 5, I've now done that. We sailed upwind all the way from Sydney and then placed on the podium in both races. I'm the happiest and luckiest man in the world!"

In addition to the two short-distance day races, nearly 40 yachts put up two-man crews to participate in the Port Opua Hobie Cat Challenge, in which teams match-raced Hobie16s in a Le Mans-start single-elimination tournament. With close racing in a protected lagoon and a large crowd of cruisers watching from the nearby beach bar, the Hobies provided some of the best racing of the week.

All in all, our first Musket Cove Regatta was a terrific experience. We highly recommend it as a must-do on your cruising calendar.

— ronnie simpson
SIGHTINGS

it’s finally doni’s turn

“What’s the hardest thing about building this boat?” Doni Malaise paused a moment, a somber look on his face as he contemplated building his big schooner. “The hardest thing was watching my friends take off sailing, while I was still building. But,” a big smile now replaced the somber look, “now it’s my turn!” After 13 years of construction, the 55-year-old Swede and friends will soon begin a circumnavigation aboard Sjostrom (pronounced Show-strum).

At 96 feet LOA, the gaff-rigged schooner is the largest boat we can think of that’s been built in the Bay Area in recent years. After completion at Richmond’s SugarDock in May, she made an extended shakedown cruise to Half Moon Bay before returning recently to Richmond’s Bay Ship and Yacht for a haulout to make some refinements.

The construction of Sjostrom wasn’t your typical amateur boat-building project, especially since Sjostrom is the only boat Doni has ever built. His masterpiece measures 80 feet on deck and 96 feet overall, and has a 22-foot beam. Displacement is about 100 tons. Cold-molded from Douglas fir, the hull is 5 ½ inches thick, and the transom is 6 inches thick. A ¼-inch layer of fiberglass sheaths the entire exterior. Sjostrom’s foremast is 68 feet tall, her mainmast with topmast is 92 feet tall, and her main boom is 32 feet long. Yeah, this is one big boat!

Doni and his brother Jacques wanted the seaworthiness of a Colin Archer design, but without the signature canoe stern. They settled on the Bud McIntosh Appledore II design. As schooner aficionados may know, the Appledore design went through several iterations, with the Appledore II being the largest, at 65 feet LOD and 86 feet LOA. “We wanted as big a boat as we could build,” Doni explained, “so we increased the length of the design to 80 feet, because that was the length of our longest planks. Very few of the planks are scarfed together. Almost all are full-length.” The team also increased the beam from 19 feet to 22 feet, changed the location of the masts, and increased the length of the spars. “The folks at Tri-Coastal Marine in Richmond were instrumental in helping us figure everything out,” said Doni.

Construction of Sjostrom’s hull was begun by Doni and his brother in 2001 at Richmond Yacht Harbor, then Doni spent the last 10 years finishing her off at SugarDock. “I expected the building to take five years,” said the amateur builder, “and my brother thought we could do it in three. I don’t want to talk about how much money I spent,” he added with a laugh.

“I had a couple of guys from Guatemala help me build the hull, and a couple of guys from New Zealand helped for a few months after the boat was turned over. The hull was built upside down, and I hired a crane to turn the hull over, which took 12 hours.

Sometime between starting the building and flipping the hull, Doni’s brother quit the project, leaving him to finish it alone. “After installing 30 tons of ballast and building the bulkheads and decks, I moved the boat to SugarDock,” he recalls. During the last year and a half, he’s had two, and sometimes four, crew members working with him full time to get the job done.

With a project of this size, problems are apt to emerge, and help in solving them often came from both expected and unexpected places. The staff at Tri-Coastal Marine is known for their expertise in designing large, historic ships. Their offices happened to be next door to where Doni first laid the keel. Moving the boat to SugarDock also turned out to be a coup. There aren’t many places in the Bay Area like it where do-it-yourselfers can take a vessel of any size and work

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the blackaller

Sunday, September 7th was the 25th Anniversary of the passing of Bay Area sailing legend Tom Blackaller. It was a day he would have loved: a clear sky and a brisk Bay breeze harnessed by a 40-ft ProSail racing cat named Tomcat, with his daughter, Lisa, her husband and Tom’s grandkids aboard zipping across the Bay.

Like the America’s Cup, Tom pushed the boundaries and in doing so pushed the sport of sailing ahead on San Francisco Bay and beyond. Both the veteran AC monohull USA 76 and Tomcat took the day to bring family and guests for a thrilling and stunning memorial sail up around the familiar ‘Blackaller’ buoy off Crissy Field, in honor of a guy who enhanced
SIGHTINGS

legacy

San Francisco’s reputation as a great sailing venue, and home to great sailors. One of Blackaller’s greatest passions was racing exhilarating ProSail 40s. If you’d like to sample the wet and wild ride, Tomcat as well as USA 76 are both now part of the Bay Area charter fleet. They make frequent trips around the Central Bay from their stables at Pier 39.

— John Tuma

sjoström — continued

on it themselves. So many sailors with ambitious projects show up there over time. Thus, there are often people around who could help the big Swede solve his boat-building challenges.

Among the most helpful were SugarDock owners Bill and Grace Bodle, who formerly owned Stone Boat Yard. They completely refurished their 115-ft schooner Eros, so when questions arose, Bill and Grace were well positioned to offer advice. "Bill would come over and ask me why I was doing what I was doing," confided ship’s carpenter Hans Nyman. "Then he would suggest an alternative way of doing it. Sometimes it was annoying. But he was almost always right."

Now in Southern California waiting for a weather window, Sjostrom will jump off for Hawaii, with plans to eventually do charters in Tahiti. Along for the ride are four young crew, each with valuable skills: Hans is a carpenter, Jimmy’s a rigger, Leslie’s a great cook, and Martin is an engineer. Have a great sail, guys. And congratulations to you Doni, on a job well done. Now it really is your turn.

— John Tuma

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The 50th anniversary edition of the Rolex Big Boat Series broad-reached into town on September 11-14, attracting 99 boats and hundreds of sailors from around the country and beyond, to — let’s not mince words — the greatest sailing venue on the planet.

For many, just participating in this preeminent buoy-racing event — amid San Francisco Bay’s strong winds, tricky currents and spectacular vistas — is enough to check off the bucket list. For more serious programs, the Series serves as the year’s final exams, graduation day and senior prom all rolled into one.

The parties aren’t too bad, either. First held in 1964, the BBS shares its half-century birthday with such cultural icons as the Beatles’ first hit, Ford’s Mustang, Dr. Strangelove and Sports Illustrated’s first swimsuit issue. Back then, and for decades after, it really was a “Big” boat series, attracting many of the world’s top syndicates, and year by year charting the very evolution of high-end sailing.

But over the last 20 years or so, the boats have progressively shrunk in size and gravitated toward one design. This year, only a quarter of the entries raced in the three handicap classes, while there was an all-time high of seven one-design classes — including the smallest boats ever to race in the Big Boat Series, the not-quite-23-ft J/70s.

Race Chairman Norman Davant voiced the reality and frustration many feel about this trend in one sentence: “We work really hard to keep on the cutting edge of the sport — but we can’t control what people buy.”

Fortunately, while length and displacement quantities might not be what they were back in ‘the day’, the quality of the RBBS’s long weekend in September continues to shine brightly.

This year’s racing followed the tried and true seven-race, no-throwout format, with two races per day Thursday through Saturday, and — with two exceptions that we’ll note later — a single long ‘grand tour’ on Sunday.

All fleets rotated race days over three different ‘circles’, with starts at Alcatraz, Fort Mason and Berkeley — and all second races finished off the race deck of the hosting St. Francis YC. The summer wind machine delivered its usual low teens for the morning bouts, notching into the low 20s for most of the afternoon bouts. The windiest race was Saturday afternoon, when Swiftsure’s instruments recorded a 31-knot gust on the Berkeley course.

While minor gear carnage — torn sails and broken hardware — seemed about average, a few boats suffered more expensive damage. The Melges 24 Posse dismasted and retired. Hawkeye, an IMX-38, also retired after a collision that involved two other boats. Flash Gordon 6 and Groovederci came together in the Farr 40 class, with the former suffering the worst of it. Helmut Jahn and his crew worked furiously into the night, and the boat was back on the line the next day. BridgeRunner, an SL33 sailing in the multihull division, broke a hiking rack while practicing on Wednesday, and delaminated a daggerboard later. “We’re good for the local economy,” quipped owner Urs Rothacher.

The only significant bodily injuries that we heard about both occurred on the same boat in the same race — and aboard a veteran RBBS boat with an otherwise sterling safety record. On Saturday’s windy second race, the Express 37 Golden Moon’s impeccable demeanor started to unwind when pit person Eliza Paulling fell during a tack and broke her right arm. After she signalled owner/skipper Kame Richards to keep going, at the next leeward rounding, the crew
The TP52 ‘Beecom’, a Japanese boat chartered by Kiwis, roars through a gate off Crissy Field. She could’ve won the HPR class, if only…

thirds. As with all good edge-of-your-seaters, this one came down to the final race, the 25-mile Bay Tour on Sunday. Whiplash and Hamachi went into the start tied on points, and the game of ‘stretch and reel’ began — Whiplash’s blazing downwind speed would stretch out her lead, only to have it reeled in by Hamachi, which could sail higher and

spattered boat finished — in first place. Here’s how some other boats ‘earned it’ this year. . .

HPR

Going into this year’s series, Whiplash’s Don Payan didn’t have high hopes for a win. Although he feels HPR is “an excellent rule for high-performance boats,” by size alone, Anatole Masfen’s Kiwi-chartered TP 52 Beecom was heavily favored to sweep the class.

Then, on the second race on Thursday, everything changed. Carrying a big lead, Beecom was smoking down to mark #4 only to find. . . it wasn’t there. They called the race committee, which rushed a boat out just as Whiplash arrived. She and the rest of the fleet rounded the mark boat itself — by which time Beecom was headed back to the dock.

To the astonishment of many, Beecom was denied redress by the international jury and scored DNF.

Suddenly, it was a whole new ballgame. Some quick calculations aboard Whiplash, an MC38, showed that Beecom could be beaten, even if she sailed a perfect series from then on.

For the next three days, while Beecom scored her expected bullets in the last four races, Whiplash and Greg Sylngstad’s J/125 Hamachi traded seconds and

Swiftsure’s instruments recorded a 31-knot gust on the Berkeley course.

The J/111s ‘Aeolus’ and ‘MadMen’ – which finished the series first and second respectively — sail out the Gate to the mark at Point Diablo. The TP52 ‘Beecom’, a Japanese boat chartered by Kiwis, roars through a gate off Crissy Field. She could’ve won the HPR class, if only…
2014 ROLEX BIG BOAT SERIES —

Lesley, Rick Shuldt, Julia Paxton, and Will Paxton calling tactics.

At the start of the first race on Thursday, a three-boat collision threatened to end Encore’s series before it even began. Contact between Swiftsure and Hawkeye threw the latter boat into Encore. With minimal damage — a bent pulpit and stanchions on the aft port quarter — Koide and crew kept sailing and eventually won both Thursday races. In the protest room, Encore was absolved of blame. Swiftsure took a DSQ. Hawkeye incurred so much damage that owner Frank Morrow retired the boat from further competition.

As if her first day didn’t offer enough drama, the ORR series came down to the final race. Encore had only a one-point lead over Jeff Pulford’s Sydney 38 Bustin Loose. Due to a race committee timing error and subsequent throwout of a race earlier in the series, the ORR class was given two buoy races on Sunday instead of one long grand tour.

“After four days of racing, we were

ORR

Wayne Koide’s Sydney 36CR Encore was third in her handicap division in 2012, and second in 2013. One of the things that elevated her game in this year’s 10-boat ORR division was participation in this summer’s Pacific Cup. After more than a week of downwind driving, Koide says, “the boat and I got to know each other a lot better.” Another big factor was his crew: Ben Burbridge, Casey Gray, Kelsey Tostenson, Suzie Koide (Wayne’s wife and Encore’s pit person), Cherie Schumun, Randall

score totalled 18, which beat Hamachi by one point, and Beecon by tour. Whiplash tactician Payan was quick to credit the guys who made it happen. In addition to Easom, they are Pete McCormick, Gary Sadamori, Matt Siddens, Ernie Rodrigues, Steve Marsh, and “boat whisperer” (navigator) Christopher Lewis.

On the second-to-last beat, as the fleet was heading toward the weather mark and Hamachi was once again coming up fast on their weather hip, Whiplash tactician Scott Easom decided it was time to do or die. Whiplash tacked onto starboard and forced Hamachi to do the same, sending them into the building flood, then tacking back. When Hamachi tacked back, Whiplash did it again. As the opportunity for a third engagement developed, Easom spotted a huge shift over near Sausalito.

“At that point we just threw the yacht racing book out the window and went for the right,” he says. With the combination of breeze and favorable current, Whiplash put three minutes and several hundred yards on Hamachi at the top mark, which the J/125 could never recover.

Whiplash won the series without winning a single race. Their 4,2,3,2,2

Although they didn’t make a big deal of it, someone off the J/111 ‘MadMen’ took an unplanned swim.

“Encore” and “Deception” work the shore for current relief. Inset: “Encore”s owners, Suzie and Wayne Koide, with tactician Will Paxton.

faster upwind.

The Farr 40 ‘Plenty’ goes through the wash cycle. Inset: Tactician Terry Hutchinson and skipper Alex Roepers from NYYC.
 Plenty's fourth was good enough, was Godot was second, four points coming to StFYC on October 15-18. prepare for their Worlds, another Rolex regatta, his Farr 40 a three-Rolex year. In May, he drove Alex Roepers could be headed toward pelo Honey back, with Gerry Sheridan's Elan 40 BustinLoose and feel good. Their final score was 15. In the end, they got to do both — win our best and feeling good about what we cus less on winning and more on sailing tired," says Koide. "I told the crew to fo-

Farr 40

Alex Roepers could be headed toward a three-Rolex year. In May, he drove his Farr 40 Plenty to a North American Championship in Long Beach. Last month, he won a 15-boat-strong fleet at the Big Boat Series. And this month — October 15-18, to be exact — he'll join an even bigger fleet to vie for his ultimate goal, his first Farr 40 World Championship in seven years of racing in this high-octane fleet. All three events are sponsored by Rolex.

If Plenty's Big Boat Series performance is any indication, they might as well engrave the Worlds trophy right now. In a talent-laden fleet hailing from eight different countries — and including 2012 World Champion Flash Gordon 6 and 2013 World Champion Enfant Terrible — Plenty trounced all comers. She posted five bullets in the fleet's eight-race series (they also raced two races on Sunday, per request) for a score of 13, beating AlbertoRossi's second-place Enfant Terrible by a whopping 24 points. John Demourkas' Santa Barbara-based Groovederc was third. Plenty's crew consisted of tactician Terry Hutchinson, Greg Gendell, Matt McDonough, Nate Reynolds, Dimitri Simons, Scott Holmgren, Mark Langford, Morgan Trubovich, James Baxter and Paul Simas.

Andrew Hunn and his Tasmania-based Voodoo Chile, sixth on overall points, earned top honors in the Farr 40 Corinthian fleet–within-a–fleet, beating out five other Corinthians.

This division and the series suffered a shock when Bernardo Minkow, co-owner of the Mexican entry Flottillo Y Cooperando, was found dead in his hotel room Friday morning, apparently of natural causes. His boat partner, Julian Fernandez, elected not to race that day, but he and the crew were back on the course Saturday morning. The fleet flew black flags for the remainder of the series, and a moment of silence for Minkow was observed at the awards ceremony.

J/105

What's the secret to winning the largest class (19 boats) in the Big Boat Series? Well, if you're Bruce Stone, "You marry a really smart tactician." That would be three-time All-American, Nicole Breault.

After Arbitrage's second place in last year's RBBS, Stone, Breault, and their crew, Terry Brennan. Phillip Berner, and Bob Dearborn — along with bow alternates McKinsey Wilson and Cheryl Lincoln — came out swinging this year. They scored 1,3,2,1,1 in the first five races, then stumbling to fifth in Race six. In the meantime, Scooter Simmons' 2011 and 2013 winner, Blackhawk, was rising through the ranks after an uneven start, and by Saturday afternoon had also posted three bullets. Phillip Laby's Godot, running third, was also in the hunt.

Only seven points separated the leaders going into Sunday's grand finale. Blackhawk hung on for that win, with

"At that point we just threw the yacht racing book out the window and went for the right."

Jeff Litfin's Mojo second and Godot third. But Arbitrage's fourth was good enough to carry them through to their second series win (the first was in 2010). They earned the Commodore's Cup trophy plus a Rolex watch — which Bruce gratefully passed on to "the hardest working member of the team," Nicole.

Melges 24

Don Jesberg's resume at Big Boat Series hearkens back to 1973 when he crewed on the Newport 41 Resolute. This year, his weapon of choice was a Melges
In the fleet’s second year as an RBBS one-design division.

This series was Viva’s first serious outing since winning the 2013 Melges 24 Corinthian Worlds, held on the Bay last October. But it was hard to tell they’d taken much of a break. Once the team notched their first win in the first race, it was as good as over for the other eight boats in the class: They won every race during the first three days. Viva sat out Sunday (for a 10/DNS) and still beat the second boat — Duane Yoslov’s Nothing Ventured — by seven points. Shenya Kirueshkin-Stepanoff’s Insolent Mux was third.

Viva’s crew this year included Andrea Cibato, Andrew Kobylinski, Andrew Holdsworth and Eric Baumhoff calling tactics. Conspicuous in his absence was Zarko Draganic, a longtime regular aboard both the Melges and Jesberg’s other Viva, an Etchells. Sadly, Draganic passed away in March. In his memory, Jesberg and crew celebrated each Big Boat Series win by attaching a ‘Z’ to the boat and sail. “These wins, and this series, are dedicated to Zarko,” says Jesberg.

Double Trouble finished mid-fleet in the first race, but found her stride quickly and started putting firsts and seconds on the scoreboard. By Saturday morning, she had edged ahead of Chris Anderson’s Perfect Wife. On the second race Saturday, a long 15-miler for the J/70s, DT had several tough breaks. But you know what they say: When the going gets tough . . .

“We were over early at the start but did not hear our sail number called for more than a minute,” wrote Cayard in his online newsletter. “Then we got in a big entanglement at the first mark and Bruce Stone of the J/105 ‘Arbitrage’ credited his tactician and bride, Nicole Breault, with their win at RBBS.”

If the name Double Trouble sounds familiar, it might be because Andy Costello and partner Peter Krueger have co-owned four Bay-based boats by that name. They still have the J/125, on which Peter won last year’s HPR Division. This year, it was Andy’s turn on a chartered J/70 registered as — what else? — Double Trouble. Thirteen boats signed up for the J/70s’ second year at RBBS, and the racing was hot, heavy and wet. Aboard DT for the sleighride were Nick Catley and James “Hippie” Clappier, with Paul Cayard on tactics and mainsheet.

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J/70

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felt we fouled. So after rounding, we did two penalty turns and, once again, we were second to last.’

Because the course was long, the Troublemakers’ took a different jags than the leaders and made some gains. Then the leaders had a few problems of their own. In the end, says Cayard, “We managed to work through the fleet for the win.”

A second in the Bay tour on Sunday secured their 17-point series victory. Perfect Wife finished second with 31, with Geoff McDonald’s 1FA a point back at third.

**J/120**

“It’s a good move to abdicate the throne occasionally,” laughs David Halliwill, who earned a Rolex this year without setting foot on his class-winning J/120 Peregrine. In the weeks leading up to the series, the New York-based owner knew he wouldn’t have time to practice, so he handed driver and friend Mike O’Callaghan the keys to the sports car and said, “Go have fun.”

This was Peregrine’s first division win at Big Boat Series. To achieve it, O’Callaghan and crew had to outsail several former RBBS winners, including Mr. Magoo, Chance and Dayenu. Magoo, the 2013 division winner, was off the pace this year, but Barry Lewis’s Chance was nipping at Peregrine’s ‘talons’ the whole series. As was the former Dayenu, now sailing as Julian by Yasuhide Kobayashi and his Tokyo-based team.

Chance held a slim one-point lead at the halfway mark, then faded as the Peregrine crew — tactician Randy Smith, Tad Lacey, Greg ‘Radar’ Felton, EJ Rowland, John Verdoia and son Alex Verdoia, Kristen McCulloch, Chris Davison, Wilson Wilkom and Victor Piltch — really poured on the coal, scoring two firsts and a second over the weekend, for a series total of 14. Chance was second with 19, with Julian third at 24.

**J/111**

Rob Theis’ Aeolus stumbled out of the blocks at this year’s RBBS, finishing sixth in the first race. Not a good way to start four days of racing in the seven-boat-strong J/111 fleet. So when asked about his most memorable part of the 2014 Series Theis said, “The rest of it, as we worked our way back up.” Aeolus improved once setting their first win in the first race, it was as good as over for the other eight boats in the class.
returning to winning form, prevailed for the win, with Nesrin Banoz’s *Swiftness* charging out of the cheap seats to snag second. But *Aeolus*’ third was good enough to win this year’s Atlantic Perpetual. *MadMen* finished second and *Big BLAST!* rounded out the podium at third.

**Express 37**

You’ll recall from earlier that *Golden Moon*’s usual exemplary decorum was blown to bits in Saturday’s windy second race. But here’s the rest of the story. After the injuries to two crew, and finally unwrapping the big white cocoon that their spinnaker had made of the leeward mark (the sail, amazingly, survived undamaged), co-owner Kame Richards figured they’d tanked that race for sure.

"Then we looked over and saw *Expeditious* round the mark the wrong way! What are the chances!?" he laughs. By the time that crew sorted out their mistake — no quick task in the strong flood — *Golden Moon* was back underway, and hung on to finish first. They bulleted all of which were injury free, by the way.

Aboard this year were Mike Mannix on tactics, Tom and Eliza Pauling, Aimee Daniel, Rebecca Hinden and Dave Little — with guest appearances by John Horsch, Larry Tuttle, Karina Vogan, Buzz Blackett, Jamal Berkeley and John Collins.

**Multihulls**

"It’s just like driving a fast car," says tactician Charlie Ogletree of 2014’s biggest and fastest boat, Tom Seibel’s MOD 70 trimeran *Orion*. "You have to make a lot of your decisions from a long way out."

Words of wisdom for a boat that hit a top speed of 36 knots during the Series (and has done over 40 on other days).

But even with long-range planning — and even with a ‘league of extraordinary gentlemen’ crew that included Peter Isler, Damian Foxhall, Mal St. Maurice, Paul Allen, Paco Cabildo, Dan Morris and Brian Thompson — an overall handicap win at any race is far from a slam-dunk. (Note: The multis use a BAMA rating with a Texel factor.)

Last year, in her first appearance at RBBS, *Orion* notched a 5,1,4,1,4,1,5 for a third in class. It didn’t take a rocket scientist to see what was going on: in the lighter-air first race, *Orion* couldn’t stretch her long legs. But in the windier second race she could. So this year the crew worked hard on rig tune and maximizing the boat for lighter conditions.

Another key ingredient was Seibel himself. "Tom has come a long way in his driving skills since last year," says Ogletree.

It all paid off. After a disappointing fourth in race one, *Orion* won every other race. Her 10-point total bettered Jerome Ternynck’s Extreme 40 *SmartRecruiters* by five points and Peter Stoneberg’s ProSail 40 *Shadow* by nine. The 2013 division winner, Urs Rothacher’s SL33, *BridgeRunner*, was fourth.

*An exciting Express 37 start, with ‘Golden Moon’ in the lead and focused on victory. Inset: Mike Mannix and Kame Richards.*

And so another Rolex Big Boat Series sails into the history books.

What will the 2014 edition be remembered for — besides its golden anniversary? For starters, the usual things that any RBBS offers: great breeze; competitive sailing at its finest; great parties; great friends — and lots of fun.

Highlights? According to our informal survey: the ‘circle’ courses with mid-Bay starts; flood currents (really!); *Rolex*’s always-great sponsorship; and everybody’s favorite by far — the ‘ocean’ mark off Pt. Diablo. "A really cool idea, a nice break from the usual inside courses, and a neat new perspective racers don’t usually get to see," sums up some of the comments.

Low points: Some protest decisions and some course management. Technically, using out-of-town PROs assures fair and even racing, but San Francisco’s unique winds and currents sometimes confound the best of intentions. "Last year, I didn’t even know the Race Committee was there," said one skipper. "This year, I did. When the RC becomes part of the equation, something’s wrong."

As for the future, like it or not, the trend toward one-design — and away from handicap racing — will continue. "That’s the direction you’re going to see everything going," says Steve Taft, who chaired the Big Boat Series for 10 years (and raced in it for the 40th time this year, helming *Swiftsure*). "It wouldn’t surprise me if we didn’t have any handicap classes in the next few years."

*While we miss the days of bloopers,*. 
maxis and IOR death rolls as much as anyone, we also marvel at competition closer and speeds higher than anything you might have seen 25 years ago—and at buy-in prices that many mere mortals can actually afford.

Having covered the Big Boat Series from the inception of this magazine in 1977, and having seen all its good years and not-so-good years, here’s our take-away:

With its core values well established, its reputation widely respected, its venue unmatched anywhere in the world, and its openness to new trends at the forefront, the Rolex Big Boat Series has always attracted the best and brightest sailors in the world. And it will continue to do so. As for the few hundred Corinthian sailors, many of whom are local weekend warriors, how many other venues allow you to match wits and rub elbows with the likes of Cayard, Isler and other sailing luminaries?

Bottom line: Whether the boats are large or small, one-design or handicapped, we can easily see the Rolex Big Boat Series’ reign as the West Coast’s premier buoy racing event continuing for another 50 years. Or more. Long live the King!

— john riise & latitude/chris

Check out the event website at www.rolexbigboatseries.com.

‘Orion’ liked the stiff breeze. Inset: Tactician Charlie Ogletree.
Packing sustained winds of at least 125 mph and dumping torrents of rain, Hurricane Odile was the most destructive storm ever to clobber the Baja Peninsula.

When it roared through the resort town of Cabo San Lucas at 10:45 p.m. Sunday night, September 14, its Category 3 ferocity mangled the metal awnings and fascias of hotels and commercial buildings as if they were made of paper mache. It shattered the heavy plate-glass windows of beachfront hotels and south-facing storefronts as if they were delicate crystal, and sent rivers of mud coursing through downtown boulevards and backstreets alike. Trees were uprooted everywhere and hundreds of power poles toppled, shorting out so many transformers in quick succession that some witnesses compared the scene to a fireworks display.

Although some beachfront hotels were stripped of all but their steel and concrete elements, the modest dwellings of nearby barrio neighborhoods suffered the most: In some aerial photos of the storm’s aftermath, once-vibrant communities looked as if they’d been pulverized by a nuclear explosion.

Amazingly, according to staffers of the Cabo Marina, there was no major damage to yachts or sportfishing boats docked there, although a number of launches and dinghies sank — at peak intensity rain fell there at a rate of 12 inches per hour. We know of no boats that elected to weather the storm in the open anchorage outside the harbor — which would have been suicidal. Boats lying in the Puerto Los Cabos marina, 18 miles to the east, also came through the blow relatively unscathed.

Early Monday morning the massive system descended on La Paz, 80 miles to the north. By then Odile had ‘weakened’ to a Category 2 — a “moderate” hurricane with winds up to 110 mph. It inflicted much less damage to shoreside infrastructure there than at Cabo. Nonetheless, it wreaked havoc on countless buildings, and caused a citywide power outage.

There too, boats fared well in the town’s four marinas: Marina del la Paz, Marina Palmira, Marina Costa Baja and Marina Cortez. But the popular cruiser anchorage between the cityfront and the Mogote peninsula became a roiling cauldron of angry water. Once the chaos subsided, cruisers Bob and Sherry Davis of the Irwin 44 Nirvana reported that at least 27 boats had broken loose from their moorings, and at least three of those had sunk. At the Atalanta dry storage yard, a number of boats on stands toppled over, causing dismastings and other damage to about a dozen boats.

Those few who elected to ride out the storm aboard suffered a nightmarish ordeal, which three sailors did not survive. The day after the storm, the Fisher 30 ketch Princess was among the sunken hulls, and her German-born liveaboard owner, Guenter Treb-bow, 76, was unaccounted for. Boaters reported hearing his cries for help as the boat went down, but none were in a position to render aid. Mexican navy divers eventually discovered his lifeless body inside the hull. A longtime expat, Guenter was said to have been a gregarious fellow who regularly served as controller on the local cruiser net.

Also missing were Brits Simone Wood, 47, and Paul Whitehouse, 45, of the 50-ft ferrocement ketch Tabasco II. Navy divers searched the sunken hull, but there was no sign of the couple. For four days, friends of the popular couple...
held out hope that they had somehow survived. But on the fifth day, Friday, Simone’s body was found deep in the mangroves at the back of the bay. Two days later Paul was found there also. According to one report, they were both wearing survival suits, which, some have speculated, may have impeded their ability to swim to shore. Both were fit and athletic, as they ran a dive operation that they’d begun about a year ago. They and Guenter will be sorely missed by many.

As tragic as the news of these deaths is, though, it seems remarkable that they were the only fatalities within the boating community, given the violence of the storm. Even more astonishing, is that we have seen no overall death count higher than six.

After ravaging southern Baja, Odile continued its advance up the peninsula toward Puerto Escondido and Santa Rosalia on the same northwest trajectory that it had been following for days. In fact, several days before making landfall, its track had aligned so perfectly with the spine of Baja’s mountain range that it gave some observers an eerie sense of doom — especially when Odile briefly built to Category-4 intensity less than a day before making landfall.

By midday Monday, when the storm walloped Puerto Escondido — 130 miles north of La Paz — its strength may have diminished below official hurricane strength (<74 mph) but it still had plenty of destructive power. Jake Howard of the Hunter 45 Jake later reported that four boats were beached in the main anchorage, seven more piled up on the seawall near the Fonatur marina (three of which sank), and three more went ashore in the Waiting Room anchorage (at least one of which sank).

At about 5 p.m. the same day Odile had traveled another 125 miles north to the popular cruisers’ haven of Santa Rosalia. It had downshifted to tropical-storm status, but still packed winds of 63 mph. Long after it passed, a report from Bob Smith of the custom 44-ft cat Pantera crackled over the radio waves: two boats sank, one washed ashore, and the town was awash in mud.

San Carlos lies 75 miles to the east of Santa Rosalia — and of the storm’s center — but even in its diminished state the system was hundreds of miles wide. When the storm surge arrived at the normally secure San Carlos anchorage, it still carried enough power to

In the La Paz cruiser anchorage, roller-furled sails shredded like toilet paper. In the dry storage yard some boats toppled, causing varying degrees of damage to their neighbors, including dismastings. But there was no serious damage to boats in the two repair yards.
break loose a trimaran and two monohulls from their moorings and drive them ashore. We understand that no boats were substantially damaged in either of the bay’s two marinas — Marina San Carlos and Marina Real — or in the Marina Seca dry storage yard.

The storm’s track paralleled the spine of the Baja peninsula all the way past Bahía de Los Ángeles, roughly 500 miles north of Cabo, before beginning to arc to the northeast toward Arizona.

As horrific as it was for both locals and tourists to endure the brunt of Odile’s fury, the aftermath was surely worse — at least in Cabo San Lucas.

Many of the roughly 30,000 tourists in Cabo and nearby San José del Cabo had ridden out the storm baracaded in bathrooms or beneath furniture as window panes shattered into shrapnel, and virtually everything became a life-threatening projectile. But when the skies cleared, a new ordeal began: For most, there was no electricity, no electronic communication, no access to cash via ATMs, limited access to food and water, and perhaps worst of all, the prospect of waiting for days before they could get a flight out of this ‘war zone’. Infrastructure at the international airport was completely trashed. Having gone from sipping umbrella drinks at poolside one day to effectively refugee status the next, some tourists were critical of the government relief effort — perhaps because they had no perspective on the magnitude of the damage.

But as soon as skies cleared, a phalanx of electrical repair trucks crossed by ferry from Mazatlan and headed straight to Cabo like a liberating army. Military planes soon arrived on the airport tarmac to begin an evacuation of
THE WORST EVER

tourists that would take three or four days, despite roughly 200 additional (free) flights to mainland gateways by Alaska Air, Southwest, Aero Mexico, Interjet and others.

People desperate for food and water—along with some genuine bad guys—looted windowless storefronts as well as big box stores like Costco and Walmart before police and soldiers arrived in sufficient numbers to restore order. But at the same time that some news organizations were over-hyping the initial chaos, many unsung heroes were quietly performing acts of human kindness. Once back home, tourists relayed that many Mexican hotel staffers had put guests’ needs before their own—even though some had lost their homes.

Not surprisingly, the La Paz cruising community pulled together immediately, refloating beached boats on every high tide, and creating a relief fund (see end note) for those whose boats had been damaged or lost. “We will carry on, clean ourselves up and keep on living the dream of being aboard a boat in the beautiful Sea of Cortez and the city of La Paz, Baja California Sur,” wrote Shelly Ward, commodore of the long-time cruiser bastion Club Cruceros.

After about a week all federal roads had been reopened; with well over 1,000 workers on the job, electrical capacity was improving daily (then 80% in La Paz, but only 20% in Cabo), banks and stores were reopening, and 27,000 tourists had been evacuated.

As we’ve seen repeatedly over the years, Mexicans are incredibly resilient and hard-working. With tourism being the mainstay of their economy, we expect life will be back to some measure of normalcy in a matter of weeks.

Although tied in wind strength with 1967’s Olivia as the strongest hurricane ever to hit the Baja peninsula, scientists rate Odile as the most powerful ever due to measurements of pressure. More important than such scientific nuance, though, it was by far the most destructive Baja storm ever to both shoreside infrastructure and boats. And it may well be the first hurricane to take a sailor’s life in the Sea of Cortez.

— andy

If you’d like to assist in the relief effort, see our Odile reports in ‘Lectronic Latitude for recommendations (www.latITUDE38.com). You’ll find lists of specific beached and sunken boats there also.
Great sailing, great stops, great hosts — and most of all great participants. That — along with a little luck and unusually warm and sunny weather — is what made the second SoCal Ta-Ta Cruising Rally from Santa Barbara to Catalina — via Santa Cruz Island, Channel Islands Harbor, and Paradise Cove — the sailor-pleasing event that it was.

A total of 39 boats, from 25 to 54 feet in length, including two powerboats, participated. Some 140 sailors took part in at least some of the event. Outside obligations meant some had to miss the first or the last leg. A couple who signed up even had to miss all but the opening or closing party — but still had fun.

Some Northern California sailors mock Southern California sailing conditions. They wouldn’t if they'd been on this year’s Ta-Ta, as everyone sailed, or could have sailed, all 100 miles in the four sailing legs of the six-day event. While the wind was sometimes a little light, it did blow as much as 25 knots with gusts to 30 on one leg, and many boats were frequently sailing at hull speed on two of the four legs. The Ta-Ta was suitable for gentlemen, as there was no upwind sailing.

There was light wind under a disappearing marine layer for the 11 a.m. start of the first leg at the Santa Barbara half-mile buoy. As the marine layer cleared the wind filled in, and everyone enjoyed reaching conditions for the 24 miles to Santa Cruz Island. Most flew gennakers or spinnakers, and if we’re not mistaken, everybody sailed all but the first couple of miles. The breeze reached the mid-teens for the last five miles, allowing Jim Eggleston of the Medford, Oregon Corsair 27 Origami — which would be the wet hot-rod of the event — to hit 15 knots.

The wind was on the light side for the 16-mile sail from Santa Cruz Island to Channel Islands Harbor, but still strong enough for everyone to sail the entire way, mostly close reaching under spinnaker. Boats sailed in close company, making it a lot of fun and providing great photo opportunities.

The 24-mile third leg from Channel Islands Harbor to Paradise Cove was the windiest. Patsy ‘La Reina del Mer’ Verhoeven of the La Paz-based Gulfstar 50 Talion saw a couple of 30-knot gusts, and everyone else reported winds in the mid-20s during the stretch between Pt. Mugu and Pt. Dume(tz).

Even the more experienced sailors had trouble with the jibe off windy Zuma Beach. We on Profligate, and then Jared Brockway and crew on the Ventura-based Contour 34 trimaran Orange, muffed our jibes. Patrick McCormick of the charging Alamos Bay-based Beneteau 440 St. Somewhere looked as if he and his crew might pull it off — until one of the sheets came off the clew of the chute.

Keith and Terry Albrecht of the beautiful Alamos Bay-based Columbia 36 Oso Rojo got a spinnaker sheet caught in their prop, while F. Stewart Seymour and crew of the San Diego-based Newport 30 Saoirse couldn’t get the chute down until they were at anchor. Both boats got assistance from other members of the fleet.

For pure pleasure sailing, the final 30-mile leg from Paradise Cove to Two Harbors was the best. Early starters had to motor, but got a nice wildlife show. Roger and Diana Frizzelle of the San Francisco-based Catalina 470 De’s Dream reported seeing several blue whales in their path.

The wind quickly built to the mid-teens, providing ideal close reaching all the way to the island. Some boats were able to carry the entire way, while others had to go to white sails. Origami hit 18 knots, Profligate had minutes at over 13 knots, and just about everyone was regularly at hull speed. As was the case during the previous three legs, it was warm and the seas were negligible.

There were five stops on the Ta-Ta itinerary: Santa Barbara, Santa Cruz Island, Channel Islands Harbor, Paradise Cove and Two Harbors.

The Santa Barbara Harbor Patrol was nice enough to allow the fleet to reserve slips this year, and managed to get everyone in a berth near the end of Marina One. The folks at the Santa Barbara YC, established in 1872, put on a great BBQ on the beach beneath their club, which wasn’t inundated by high tide until after the last guest had left. We don’t know if the bartenders have been around for the entire history of the club, but they said the Ta-Ta Party was the most fun of any they’d ever seen there. It might have had something to do with the conga line atop the marina embankment.

Since hurricane Marie had generated epic surf on the back side of Santa Cruz Island, Channel Islands Harbor, and Paradise Cove, the sailor-pleasing event that it was
Island two weeks before, and hurricane Norbert was sending a swell north, there was concern in the fleet that the Smugglers’s Cove Ta-Ta destination on the south side of the island might be untenable. But Larry Fortmueller and Elizabeth ’EB’ Barden on the Newport Beach-based Grand Banks 42 Simply Grand got there early to report that the conditions were fine. There was a small ground swell, but no sea, so it was less rolly than during the first Ta-Ta.

Nonetheless, about a fifth of the fleet decided to spend the two nights on the north side of the island, at either Scorpion, Little Scorpion or Pelican. They reported that it was flat — except for a brief moment in the middle of the night. That was when a large ship wake put the squeeze job on Talion, as she was the monohull in the center of a nautical ménage à trois with catamarans Sea Level and Beach Access.

The weather conditions for the two-night stop at Santa Cruz Island were idyllic. There was lots of sunshine and none of that gloomy marine layer non-sense that can plague the Southern California coast. The first night featured the epic ‘Super Moon’ rising beautifully over Anacapa Island. If you really used your imagination, you could pretend you’d anchored at one of the islands off Naples. Swimming at the Channel Islands almost always requires a wetsuit. Not for this year’s Ta-Ta, as the water temp was a salubrious 74 degrees. There were lots of takers. Others kayaked, SUP’d, got flipped in the surf and otherwise had fun in and on the water. Several groups of folks went ashore at the National Park entrance at Prisoners, fooled around on ancient farm equipment, and marveled at the view from the headland looking southeast to the Scorpions, Anacapa and the mainland coast.

Not long before the start of the Ta-Ta, the event was jeopardized because Jim and Kent Milski’s Schionning 49 ‘Sea Level’, an around-the-world vet, reaches in light air with sunny Anacapa Island in the background.
Redondo Beach couldn't get its act together at King Harbor. Despite the fact they have a half-mile long area behind a massive breakwater, the Harbor Patrol told the PooBob that it didn't look as if there would be enough room for the 40+ Ta-Ta boats. One major problem was the installation of 25 mooring buoys. Not only had the city not figured out how much to charge for them or who was going to administer them, it turns out they are inadequate for their intended purpose. Further, no boats would be allowed to anchor around them. An unusually well run city for California, Redondo can do much better with the huge amount of space behind the breakwater.

Without King Harbor as a viable stop, the Grand PooBob had to come up with a solution. Maybe an extra night at Santa Cruz Island or Catalina? Then he remembered Channel Islands Harbor. From the moment he asked Michelle LaPointe and Dan Ward, the managers at Channel Islands Marina and Vintage Marina Partners — both owned by the same Central Valley family — if it might be a possible Ta-Ta stop, they couldn't do enough for the Ta-Ta. Free slips for all monohulls, all restrooms, showers and laundry facilities unlocked for the night, floating docks for the 140-person party, all the necessary tables and chairs, live music by liveboard Finhead and Bryna, two BBQs with cooks. Plus transportation to the Winnco so the PooBob could buy 35 rotisserie chickens, 60 hamburgers, 36 hot dogs, and everything else for the free Ta-Ta dinner.

Frank Laza, who runs the Duffy electric boat dealership, showed up to shuttle folks on the multihulls between the long dock at Paradise Park and the...
DOIN' THE CONGA

plenty of empty moorings, a few places to anchor in only moderately deep water, hot showers at $2 for 3+ minutes, and the godawfully popular Buffalo Milk diabetic specials at the patio bar. After a night of rest and getting the Beer Fest crowd cleared out, the Bandstand Area was all ready for the final Ta-Ta party. With a potluck BBQ, slide presentation of the event, conga line and 'awards' under the palms, it was a happy wrap.

We can't say enough about the great folks who participated. Steve and Julie McShea of the Seawind 1160 cat, always had come all the way from Lihue, perhaps the one fly in the Ta-Ta ointment, as least for some crews on monohulls. The leftover swell from the strong afternoon breeze had the monohulls rocking 'n' rolling all night. Some, such as Diana on Di's Dream and Cherie Sogsti on Steve Moffett's Alamitos Bay-based Jeanneau 45.2 Tempest, said it wasn't a big deal for them. Many others, particularly on boats without flopper stoppers, reported they didn't sleep a wink all night. As a result, Paradise Cove as a future stop is somewhat up in the air.

Two Harbors was Two Harbors in all its lovable dusty, funky glory. There were plenty of empty moorings, a few places to anchor in only moderately deep water, hot showers at $2 for 3+ minutes, and the godawfully popular Buffalo Milk diabetic specials at the patio bar. After a night of rest and getting the Beer Fest crowd cleared out, the Bandstand Area was all ready for the final Ta-Ta party. With a potluck BBQ, slide presentation of the event, conga line and 'awards' under the palms, it was a happy wrap.

We can't say enough about the great folks who participated. Steve and Julie McShea of the Seawind 1160 cat, always had come all the way from Lihue,
Kauai — although we hope not just for the Ta-Ta. Dr. Dave Pisana and his wife Laurie had trailed their Odin 27 Odin the Wanderer all the way from Salt Lake City. And others had come down from San Francisco Bay.

Thanks to Profligate’s being able to accommodate up to 50 people on the Lido Deck, people had a good chance to mingle at the three Sundowner parties. Based on the first Ta-Ta, we expected half the participants to attend the final party. Almost everybody decided to show, so we’re lucky they had more charcoal in the general store.

We’ve always thought — and continue to think — that the Santa Barbara to King Harbor Race, an 81-miler that takes the fleet from Santa Barbara, between Anacapa and Santa Cruz Island, then down to King Harbor’s Redondo Beach, is the most fun race in Southern California. But during the dozen or so times we’ve done it, we always got to the dead-air spot off Anacapa in the lee of Santa Cruz Island and thought, ‘What’s the rush? Why not stop at Santa Cruz Island for a couple of nights? And why not another stop at Paradise Cove, instead of crossing Santa Monica Bay when it’s dark, damp and the wind fluky enough to make you miss Last Call?’ That’s why the PooBob created the Ta-Ta.

If you’re into pleasure sailing more than racing, the Ta-Ta might be an option you want to consider the next time it rolls around.

— latitude/richard
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Repeating last year’s DIY theme, the Delta Doo Dah cast the fates of 98 crews to the wind this summer, trusting them to find their way on the meandering waters of California’s vast Delta.

Even so, plenty of support was forthcoming from the event’s many sponsors, starting with Berkeley Yacht Club, which hosted the rally’s Kickoff Party in May, and the generous donors who made the prize drawing there so much fun. A complete list of sponsors can be found on the fourth page of this article.

Two more official events followed in June: Owl Harbor’s Who’s in Blues BBQ on the 14th, and a Summer Sailstice potluck picnic at Tiki Lagun Marina on Turner Cut June 21, where Flibbertigibbet won the grand prize of a year’s membership with towing to BoatUS.

Who’s in Blues, a party for Doo Dah sailors and marina tenants, coincided with the Isleton Cajun & Blues Festival. Terry Hanck’s band provided the music, and Owl Harbor supplied a free catered BBQ dinner and lots of door prizes. With plenty of helpers, harbormaster Devery Stockton always throws a great party.

Since most of the activities in this year’s DIY DDD took place outside the official itinerary, we’ll let the sailors themselves pick up the story from here:

**Hooked — Serendipity 43**

_Sailor Cherry, Oakland_

We finally made it to the Delta! Hooked, a bluewater racer with a cruising conversion, set sail early on June 13 to a warm-water destination full of cool marinas and anchorages just 60 miles from home.

My planning began in March: from picking anchorages to three-course healthy meals on the hook. I also had to organize space and items to accommodate three different groups of guests and boat work/refinishing jobs too.

Thanks to Latitude’s previous articles, I learned that floats, games, hats, sunshades and dinks are a must. We even towed a Jet Ski while sailing across the Slot. Games were Liar’s Dice, Yahtzee and Cards Against Humanity, all a hit. I can’t imagine going to the Delta without pool floats and toys.

Owl Harbor is the best marina I have ever been to. Besides having the nicest harbormaster, the grounds are a dog and gardener/grower’s dream, ideal for entertaining overnight guests. Free fresh organic eggs and vegetables abound.

We found the secret beach on the tule island southeast of Korth’s Pirate’s Lair, where we beached a friend’s boat, swam, played with water cannons, and picked up trash.

After hosting most of our landlubber guests, it was time to go anchor out. The Bedrooms in Potato Slough were at the top of my list. We anchored on the southeast side of Fig Island. The highlight was at sunset, when we lay out on the foredeck or in a float swaying off the stern while hundreds of swallows and cormorants sang and glided just a few feet above us, circling from the trees and around the boat. It was as if we were in a tropical country being brushed with a light 85° breeze while gazing at an Im-

[Image: Cherry from 'Hooked' shows off some swag and the prize she won at the Kickoff Party, a serving set from the Starboard Collection.]
pressionist’s painted sky – spectacular.
The motor back was rough! I was not happy and was of little help. Thankfully my helmsman took us into a slip for a few days to wait out the honkin’ weather.

Two Truths — Dana 24
Bob Scharf, Berkeley
In mid-July, we spent the night in Rio Vista tied up at the Delta Marina guest dock. It was just us and one other boat, until about 6:00 p.m. when another boat showed up, and it turned out to be another Dana 24 doing the Delta Doo Dah: Little Lara, owned by Jay and Peggy Bowden. It was a pleasure meeting them, and learning that Little Lara is, if I am correct, the smallest boat ever to do the Baja Ha-Ha. We found it a happy coincidence to meet up with others doing the Delta in a Dana.

We returned from Rio Vista with the ebb, but were surprised at just how challenging it was to sail through Suisun and San Pablo Bays in a big blow: the strong headwind and the ebb current converged to stir up quite a chop. Next time, if the winds are blowing, I’ll avoid max ebb.

I’m a PreCursor — MacGregor 25
Bryan & Cindy Blagg,
Lake Yosemite
We had planned our itinerary and had already talked to all the marinas. When we called Sugar Barge to let them know we were running late, we were asked if our mast folds down. They had assigned us and our buddy boat, the MacGregor 26 Prime Time, covered berths! But they quickly fixed our spots, and, when we got there around 5:30 p.m., they were watching for us.

High points included finding Foster’s Bighorn Café in Rio Vista and Delta Marina, now among our favorites.
The new half-moku wrap on ‘Roxy’s tiller will help protected it from the schooner’s cleats.

We tied up at a private dock, with the belated permission of Janet and Bill Stokes, and went by dinghy under the bridge to Giusti’s for a delicious dinner. All the locals there knew that Stella was tied up at the Stokes’ dock.

The following day we continued up Snodgrass Slough to Lost Slough, where we anchored mid-stream and pulled our stern toward the shade trees on the bank with two stern lines. Unbelievably, we had the place to ourselves. We skinny-dipped and chilled out for four days. Sublime.

Back downriver, we turned up the North Fork of the Moke to Tower Park Marina for a complete change of pace. On Labor Day Weekend there were dozens, maybe hundreds, of ski boats. Jet Skis and noisy, powerful cigarette boats – quite the contrast to Lost Slough. The Doo Dah website informed us of a skydiver show, and it was fabulous. Twenty-four skydivers (including six women) parachuted out of a WWII airplane and landed, one after another, either on the river or on the levee. We met John, the owner of Rosa’s restaurant, and he was delighted to know we were here because of Latitude 38. We had so much fun that we stayed an extra night.

From Tower Park we proceeded down through Pottery Slough and spent the night at Willow Berm.

The next day we motored to Tinsley Island, where, as guests, we stayed for three nights in the very lap of luxury.

This has been a trip of extreme contrasts. First the peace and tranquility of Lost Slough, then Tower Park with the raucousness of bikini-babe-laden ski boats and dueling monster sound systems (Highway to Hell vs. All My Exes Live in Texas), and finally the posh preserve of the rich and famous.

Saturday we are going to Pittsburg Marina for their Seafood & Music Festival. On Sunday we return to Sausalito.

### 2014 Delta Doo Dah DIY Fleet

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Iron Genny 49..........................
Jane O 1622.................... David & Karen Lessard... Paradise
La Vida 320...........................
Lady Lexi 49...........................
Libations Too 323.................
Little Sara 34........................
Lively 30..............................
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Lucy! 343.........................
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Mi's Isle 36........................
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Mischief 470..........................
Miss Kate 37........................
Mongoo 38088........................
Natural Blonde 105.................
No Excuses 368......................
No Remorse 445....................
Nomad 35..............................

Hooked Serendipity 43.............
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Seana Reynolds
Is the Delta pet-friendly? Judging from these photos, we'd have to say yes. Clockwise from top left: Colleen and Stewie of Iron Genny pass the C&H Sugar plant on Carquinez Strait; "The swimming is great," said 'Resolute's' Eric Kopps and his dog Roxy; Luc gets her sea legs on 'Hooked'; the chickens have got it good at Owl Harbor; 'Stewball's' mascot, Peanut, made new friends at Tiki Lagun Marina; Roy Falk with TomTom and Katy in 'Stella's' wheelhouse.

Resolute — Hunter 33
Jason & Eric Kopps, Richmond
Another father and son duo, Jason and Eric (age 17), and their border collie mix Rixie planned to take advantage of the Delta's always-reliable, strong summer winds to run from the Bay to Decker Island via the Sacramento Deep Water Channel. There was only one problem on June 7; no wind. "We motored all the way. Two days later the wind was clocking over 30 knots," said Jason.

"We traveled Middle River for the first time — it's a beautiful area. Mildred Island was relatively bug-free. We met our friends at Washington state that sailing a bluewater cruiser upriver was a good idea, and they agreed to join us for a long Doo Dah weekend. 'Sonrisa' had a long motorsail from Redwood City to Pittsburg on the first day. Pittsburg was a convenient place to meet our friends, and we arrived at the dock at about the same time their BART train arrived at the station. The Pittsburg Marina staff were excellent, and we took advantage of their free night at the marina for Doo Dah entries. The next day, we walked into town and topped up our provisions at the grocery store before heading into the Delta.

We had fantastic sailing up the San Joaquin. Our guests couldn't believe we were sailing upriver.

The next night we practiced our bow-stern anchoring in Potato Slough. It took...
a couple of tries to get Sonrisa settled into a good spot in the lee of a tule berm. We took turns soaking in the sun and swimming to cool off.

We made a stop at Korth’s Pirate’s Lair to pump out and get some lunch. I had never been to this marina before. As we were leaving Potato Slough, another cruiser in a dinghy motored up alongside and we started chatting. I asked about the entrance, and he described it and the layout inside. This was important – I didn’t want to get a 40-ft sailboat sideways in the wrong spot.

Fortunately, when we arrived the fuel dock was empty. Sonrisa seemed to take up the entire dock. The staff at Korth’s allowed us to stay there long enough to get lunch at the café. Sonrisa is a full-keel sailboat, so getting her turned around in a small area is a challenge, but we were able to get into and out of Korth’s without much trouble.

From Korth’s we had a short sail over to the entrance of Sevenmile Slough. Recalling the directions given during the Delta seminar at Richmond YC, we approached from the southwest and fol-

ollowed the instructions had Owl Harbor provided. We had such a good time there on the 2012 Doo Dah that we wanted to return. Saturday was movie night, so we claimed a picnic table to watch Slumdog Millionaire. There’s something special about an outdoor community movie.

Benicia was our final stop on the way home. The charming downtown is a short walk from the marina.

In its six years of existence, the Delta Doo Dah has never been the same twice. Exciting changes are in the works for 2015, so stay tuned to www.deltadoodah.com. For more pictures, see our photo gallery at http://latitude38events.smugmug.com/Delta-Doo-Dah-DIY-2014.

— latitude/’doodette’ chris
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.

This month we’ll run the second of 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.
MEET THE FLEET

We hope you were one of several hundred sailors who mixed and mingled at our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion, September 10. But if you missed it, you might still be able to find a ride — or potential watchstanders — via 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.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

Oct. 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.
"What have these people done to deserve the Latitude 38 spotlight?" you ask. It’s not what they’ve done. It’s what they are about to do.

We’re saluting these sailors because they have overcome the urge to procrastinate, and are about to head south on a grand adventure: the 21st annual Baja Ha-Ha rally, from San Diego to Cabo San Lucas, October 27 - November 8.

If you read our first installment of rally profiles last month, you know that this year’s fleet members come from wildly diverse backgrounds, and sail on all sorts of boats — from tricked-out racer-cruisers to bare-bones plastic classes.

They’re all eager for the same sort of offshore adventures, though, as they follow the Ha-Ha’s traditional track from San Diego to Bahia Tortugas (360 miles), on to Bahia Santa Maria (240 miles), and finally to Cabo San Lucas. That port was recently ravaged by Hurricane Odile, of course, but our contacts at Cabo Marina tell us they’ll be ready to receive us when the fleet arrives November 6. No doubt the fleet’s infusion of Ha-Ha spirit and cash will be greatly appreciated.

So let us introduce you to these adventurous members of the Baja Ha-Ha Class of 2014, listed here in the order that they registered.

**Penn Station — Hylas 44**
Steve Felton, Tacoma, WA
"Imagine growing up in a single-wide, and you get a ferry for your first car," says Steve, a 36-year-old plumbing contractor. "That’s how I feel about my boat, which I love! I’ve planned on doing a circumnavigation for nine years now, and more knowledgeable friends told me the Ha-Ha is the best way to start." He’ll have a hair stylist, Amy Canonica, 26, aboard for the Ha-Ha as one of his two crew.

"Our boat is old like we are, but with all the new stuff we’ve put on her, she’s as young at heart as we are."

**Mabrouka — CT-41 Ketch**
Roy Neyman, Seattle, WA
Roy, 60, is a retired naval architect and project manager. "I bought my first real boat, a Cal 25, after graduating from college. I sold her 10 years later to make a down payment on my first house. What a mistake! Giving up that bit of my identity was, I think, the beginning of the end for my marriage, although it lasted 16 years. After my divorce I bought a Hobie 16, then, after moving back to the U.S. from Saudi Arabia in 1998. I bought my CT-41. I have lived aboard happily ever since, having reinvigorated my love of sailing. I’m basically a singlehander and my crew will be catch-as-catch-can, with friends, family and miscellaneous volunteers to join for the adventure." His ultimate goal is to spend a long time in the South Pacific.

**A Good Day — Island Packet 485**
Charlie McCullough, Oakland
Charlie, 62, is a retired technology executive who says, "I did the Ha-Ha last year with my boat and loved it. It’s a great way to get south." He has three friends lined up to crew. After the Ha-Ha, Charlie plans to sail over to Puerto Vallarta.

**Kaitani — Island Packet 485**
Rusty Frantz, Encinitas
Two IP 485s signed up in a row. Wow. Rusty, 47, who declined to give an occupation, says "I love being away from work, especially where there are margaritas at the finish line. Kaitani, which I’ve only owned for a couple of months, is nicer than my 1968 Morgan 34 was, but there are a lot more things to break." The experienced offshore sailor will have to bash back over Christmas.

**Footloose — C&C Landfall 48**
Raymond Macary & Lydia Leyba<br>Salmon, Idaho / Oakland
Raymond, 58, a retired engineer, and Lydia, a retired clerical worker, don’t expect to be the first boat to finish. Not with just ‘white sails’ and a fixed three-bladed prop. While they haven’t done much offshore sailing, the couple plan to cruise to Hawaii and Alaska following the Ha-Ha.

**Dreamcatcher — Roberts V495**
Norm & Willi Facey<br>Vancouver, BC
Norm, 59, a retired engineer, and his wife Willi, a corrosion technician, "built our boat from the ground up with our own hands, then launched her last year. She’s capable and beautiful." The duo have done Vancouver to Hawaii, and sailed all around Vancouver Island, but this will be the first trip with their new boat. "We’ve been waiting our whole life to meet the 2014 Ha-Ha group. They’ll Puddle Jump to New Zealand in 2015.

**Tranquilo — Catalina C445**
Lloyd & Colleen Claus<br>Huntington Beach / Ensenada
Lloyd, 75, a retired engineer, says "It’s time to do the Ha-Ha once again." He’s done it three times, and other crewmembers have done it a total of six times. "The Catalina C445 is a brand new design that is equipped for Ha-Ha fun in the sun," says Lloyd. "We launched her in September of last year, and did this year’s Newport to Ensenada Race — which had gusts to 40 knots. Once I get down south, I may stay there."

**Fainche — Catalina 34**
Robert Frost, Alameda / Redding
Robert, 61, a retired forest ranger, did the 2006 and 2013 Ha-Ha’s, and one Bash back. But he’s always wanted to do it on his own boat, and this is his year to do it. Christian Holm, a still-active air tanker pilot, will crew for him. Robert plans to be in La Paz for Christmas, but isn’t sure after that.
After years of dreaming and months of preparation, the Ha-Ha fleet heads south to new adventures in the sunny latitudes of Mexico. If the Ha-Ha will be that daring, but it should be an adventure for us. We may keep the boat in Mexico and later head to Florida via the Canal in 2015. Or we may blast home.

**Northern Winds — Beneteau 50**
Carmine Pertriccione & Gail Scarlett
Coronado
Carmine, 65, a retired Southwest Airlines pilot, and Gail, still active as an administrative assistant, recently switched from racing to cruising. With no flight dispatcher to tell them where to go, they might end up in the Sea, or Hawaii, or bashing back home. We once had a Southwest Airlines pilot do the Ha-Ha aboard **Profligate**. Those pilots know a million jokes.

**Speakeasy — Manta 42 Cat**
Mark & Deanna Roozendaal
Victoria, BC
Mark, 49, a retired Realtor, and Deanna, a fundraiser, were delayed at the start of the 2005 Ha-Ha with engine problems “but still placed first in our division. This time we’re ready to go with two hulls, two engines, and an additional crewmember. This marks the second time we’ve abandoned our jobs, homes, and normal lives on land for adventures under sail. **Speakeasy** is our new home, and we’re headed across the Pacific to Australia.”

**Serenity — Hunter Passage 42**
Greg & Carma Foulger
Mesa, AZ
Greg, 61, still working as an electrical engineer, and Carma agree with Helen Keller that “life is either a daring adventure or nothing at all.” We don’t know if the Ha-Ha will be that daring, but it should be an adventure for us. We may keep the boat in Mexico and later head to Florida via the Canal in 2015. Or we may blast home.

**Myzella — Beneteau Oceanis 37**
Glenn Smith & Laura Lewis
Chula Vista
Glenn, 64, a retired warehouse superintendent, and friend Laura, a still-active real estate appraiser, are relatively new sailors looking for “sailing challenges and adventures” beyond Catalina. They should find them, particularly with a new asymmetrical spinnaker. They have no set plans after the Ha-Ha.

**Blue Peter — Tosca 39**
Jim & Leigh Terbush
Manitou Springs, CO / M. del Rey
Jim, 62, is a retired physician, while Leigh is a retired nurse. They have already done long passages with their boat: Cape Town to Buenos Aires, 37 days. Buenos Aires to Trinidad, 52 days. Trinidad to Key West, 11 days. “We think it will be more fun and safer to cruise to Cabo in the company of other boats,” they say. “We’re not sure what we’ll do after the Sea of Cortez.”

Who knows what ‘Blue Peter’ refers to in sailing?

**Scout — Rawson 30**
Garrett & Ruth Jolly
Los Osos / Morro Bay
Garrett, 22, a retired bartender, and Ruth, jokingly described as a “wine-o”, report that it’s been “four years and six boats since we’ve dropped the hook in tropical waters, and that’s too long.” **Scout** is now 50 years old. “But she’s not a piece of crap like the boat we sailed on in the 2010 Ha-Ha, which didn’t have an engine, running water, head, self-steering or icebox.”

**Spring Fever — Morgan 382**
Sherri Wilkinson & Don Scott
Tiburon / Santa Rosa
Sherri, a personal fitness trainer, is one of the few women boatowners in this year’s Ha-Ha. She has previously cruised across the Pacific. Her friend Don, a retired electrician, says going cruising “is a retirement gift to ourselves, and we don’t plan on looking back.”

**Fast KeoRRG — Hunter HC 50**
Ron Orr & Themis Glatman
Marina del Rey
Ron, 67, is a retired attorney and active Coast Guard-licensed captain who has owned his boat for 13 years. He did both the Pacific Cup and Ha-Ha in 2002, and earlier this year made the 1,500-mile trip from the BVIs to Newport. **Fast KeoRRG** is a fast downwind boat that should...
be fun in the Ha-Ha," he says. "After a couple of months in the Sea of Cortez, I'll bash back to California."

**Touchstone — Valiant 40**
Gordon Wedman & Bill Gabor
Vancouver, British Columbia

Gordon, 63, is a retired occupation health and safety consultant who describes himself as a "lazy skipper". We suppose that means Bill Gabor, 65, his crew, a retired tower crane operator, will have to do most of the work. The Dalton family did the Ha-Ha with the boat in 2001 when she was named Arisot. Wedman had her shipped back to B.C. for a refit. She'll be kept on the hard next summer, then continue on after that.

**Sereno II — Hunter 41**
Gary & Cindy Cairns
San Diego

Gary, 56, a retired electrician, and Cindy, a retired IT professional, are new board members who see the Ha-Ha as a good introduction to cruising Mexico. "Let's kick the tires, light the fire, and go!" It's not an entirely nautical metaphor, but we understand their enthusiasm. Friend Richard Scapher will join them as crew.

**Blessed Life — Catalina 42 Mk II**
Bob Bahlman & Margie Hewes
Incline Village, Nevada

Bob, 65, a retired fire captain, has done two Ha-Ha's, while Margie, a retired social services worker, has done one. "If you've done one," they say, "why wouldn't you do more?" After the Ha-Ha, they plan on continuing to Panama, the Caribbean, the East Coast, and the Great Lakes.

**Dulcinea — Hinckley 42**
Scott & Kathleen Clapp
San Francisco / Hamilton City

Scott, 54, is an engineer, while Kathleen is a business executive. They're both still working, but say this will be the start of their cruising life. "Our current plan is to leave the boat in Mexico as a second home, then later do a Puddle Jump and continue across the Pacific."

There aren't many Hinckleys on the West Coast, but they are a top choice in the Northeast.

**Destiny — DeFever 49 Euro**
Kyle & Christine Hunter
Newport Beach

Kyle, 56, a retired small-business owner, and wife Christine say "Our boat was chosen and outfitted specifically to make the trip from the PNW through the Panama Canal, continuing to the East Coast of the USA. Thus, there, we plan to complete the Great Loop and circumnavigate the Caribbean. Initially we planned on doing the FUBAR in 2015, but after retiring we agreed that we would be wasting a year messing around SoCal, and decided that there were many advantages to participating in the 2014 Ha-Ha."

**Serenity — Catalina 42 Mk II**
David Albert & Mike Cobas
Oceanides

David, 65, is a real estate broker who did the 2004 and 2007 Ha-Ha's, while friend Mike Cobas, 64, ex-law enforcement, did the 2010 Ha-Ha. "A lot of other Oceanides YC members are going south — and staying there," says Dave. "I love the electricity of everybody getting ready to cast off the docklines, no matter if it's their first time or their 20th time. The anticipation is contagious!"

**Dragon's Toy — Island Packet 37**
Tom Kohrs & Cary Purvis
Freeport, CA

Tom, 61, a retired electronics engineer, did the 2006 Ha-Ha as crew and the 2008 and 2010 Ha-Ha's on his own boat. His wife Cary, a retired high school principal, has done two Ha-Ha's. We last saw these two enthusiastic sailors and their boat in St. Martin in 2012. "We've done 17,000 cruising miles since the 2010 Ha-Ha, and we're doing another because the Sea of Cortez is still our favorite cruising ground."

**Aesclepius — Bruce Roberts 50**
Donna and Cliff Carter
Edmonton, Alberta, Canada

Cliff, 67, a still-practicing ear, nose and throat surgeon, and his wife Donna, a business manager, have both been sailing for nearly 30 years, but mostly coastal stuff. "Going as part of a group gives us a greater sense of security," they say. The couple plan to leave the boat in La Paz for several years. They also admit that the name 'Aesclepius' gives a lot of people trouble. Pronounced uh-SKLEEpee-ul's, he is the god of medicine and healing in Greek mythology.

**Mariah — Seawind 1000**
Guillermo Stein & Fernando Gutierrez
Puerto Vallarta, Mexico

'Milly', 54, a still-active CFO, bought the cat just a few months ago. His friends Fernando, 46, an architect, and Alejandro Echeverría, 56, in finance, will be crewing for him. The boat has already sailed from La Paz to Alaska, but the 'tres amigos' will be bringing her down to her new home of Puerto Vallarta.

**Flibbertigibbet — Catalina 42 Mk II**
Betty & Jim Adams, Discovery Bay

Betty is a retired sailmaker who did the 2010 and 2013 Ha-Ha's. Her husband Jim, 70, is a polygraph examiner, so nobody'd better tell any lies about their finishing times. This will be the couple's fourth Ha-Ha, having done two previous ones in their O'Day 37. They did
the Baja Bash this spring specifically to be able to do the 2014 Ha-Ha.

**Spirit of Adventure — Islander 34**
**Don Stoutenger, Long Beach**
Don, 69, a retired science teacher, says, "I’ve been preparing for this event for 50 years!" He will be joined by his son Jason, 42. Don has sailed from Hawaii to San Francisco, done a lot of sailing to Catalina and the other Channel Islands, and just completed a 250-mile singlehanded nonstop trip from Long Beach to Santa Barbara Island to San Nicholas Island to San Clemente island and home. He was preparing for possibly singlehanding to the South Pacific or Hawaii.

**Stochastic — Panda 40**
**Tom & Kelly Miller**
Alameda
Tom, 45, is "Undecided" on his occupation, as is his wife Kelly. Sophie, their 10-year old daughter, makes Stochastic a 'kid boat'. "Monte Cristo, our small white fluffy dog, knows his occupation — growler at everything, biter of nothing," they say. "We may be geese, headed south for the winter, or the Ha-Ha may just be the first leg of a very, very long vacation." Seems appropriate for a boat name that means "involving a random variable."

**Joyride — J/109**
**James & Jennifer Vickers**
San Francisco / San Jose
Jim, 50, is a still-active physicist/EE, while Jennifer is a still-active therapist. "We both turned 50 this year, and December will be our 25th anniversary," they say, "so we have to do something big! We’re basically ‘cruised out’ a J/109 and are doing the Ha-Ha with a fellow racing couple — Mike and Cindy Meloy — from the Singlehanded Sailing Society, and our two mini schnauzers. This is going to be one well-sailed Ha-Ha boat.

**Bon voyage — Hunter 49**
**Craig & Carol Pecker, San Diego**
Craig, 64, is the retired owner of Cruising Yacht, Inc, while Carol is a retired 5th grade teacher. "This is the beginning of an adventure with no itinerary and no schedule," they say. "We’ve sold our home, put everything in storage, and have no idea where we’ll go or when we’ll return. It’s going to be one day at a time."

**FastAlley — Williams 41 Tri**
**Julia Brown**
Wilmington / Encino
Julia is an IT manager who is still working. Her friend Annie DeLong will be one of those crewing for her on what, like Talion, will be all-women boat. "We’re old enough to know better, but young enough to do it anyway," says Julia. The boat has sailed up and down the California coast under Brown’s ownership, but won’t be doing that anymore as she’s heading to Panama for good.

**Silver Sea — Catalina 38**
**John & Ofelia Alvarado Gingold**
San Diego
John, 66, is a musician and former recording engineer, while Ofelia is still working as a public health official. "After a 15-year hiatus, we’re going cruising again," they write. "The Ha-Ha started after we got home, but we made a mental note to do it someday. Our current boat sails as well as our old Cal 39, but has a roomier salon. Our cruising plans are open-ended."

**Norske Dame — Formosa 41**
**Richard Simpson**
Long Beach / Downey
Richard, 63, a retired stagehand, will be accompanied by Rhonda Rowley, a nurse who is also his fiancée. "Rhonda is my first Norske Dame," says Richard, "but when I saw my boat, it was love at first sight." Retired firefighter Craig Smith will round out the crew for the Ha-Ha. After Cabo, they plan to just keep going.

**Beach Access — Lagoon 380**
**Glenn Twitchell & Debbie Jahn**
Newport Beach
Glenn, 58, has done four out of the last five Ha-Ha’s, three times as skipper of Beach Access. Debbie, an accountant, has done three Ha-Ha’s. "We have perfected the formula for having fun," Crewing for them will be Debbie’s son Christopher and Lila Shaked, who did several years across the Pacific in their Hans Christian 33. "After the Ha-Ha, Beach Access will stay in Mexico for the foreseeable future, as we have no plans to bash back again."
Brown Sugar — Lancer 36
Don & Crystal Quinly
Stockton Sailing Club / Manteca
Don, 55, is still working as a building contractor, while Crystal 'the Admiral' is the team lead on a nuclear regulatory commission. Don’s brother Patrick will be one of the crew. “Money can’t buy you happiness,” they say, “but it can buy you a yacht big enough to pull up next to it.”

The Quinlys are doing the rally because “life needs to be lived”. If only a little, as they’ll start bashing home a week after getting to Cabo.

Gold Dust — Islander 44
James Clark, San Diego
James, 71, a retired millwright, has already sailed to Cabo three times. He followed in the path of the 2012 Ha-Ha, and later singlehanded back from La Paz. This year he has an “excited crew.” They had promised each other to sail in the Ha-Ha at least once. After the Ha-Ha, the boat will be kept in La Paz for one year, then brought back north. “There are two rules on Gold Dust. 1) You must be safe and have fun. 2) There are no other rules.”

Sea Escape — Catalina 42 Mk II
Kelvin Phillips & Anthony Adams
Berkeley / Danville
Kelvin, 67, is still working as a purchasing director, while Anthony, 78, is the retired vice president of a company. “Sail fast, live slow, go with the flow” is the boat motto. Kelvin says cruising has been a lifelong dream of his, and that the time is right and the boat is ready. The plan is to base the boat out of La Paz for several years.

Apropos — Hans Christian 43T
James Shutt & Karen Wong
Seattle, WA
James, 51, is still working as an electrical engineer, while his wife Karen continues to work as a pediatric anesthesiologist. Their daughter, Jacintha, 7, will be an important part of the crew. The family decided to enter the Ha-Ha because “of the amount of useful information and the safety in traveling in numbers.” They’ll also be participating in the Cojo Ho-Ho, which is a feeder event from the Pacific Northwest independent of the Ha-Ha.

“We plan on laughing all the way from Seattle to Cabo.” Then they plan to do the Pacific Puddle Jump.
Ranidan — Hallberg Rassy 40  
James & Linda Noval  
Portland / Beaverton, OR  
James, 68, is a technology manager, while his wife Linda is a psychologist. "The Ha-Ha will be a great way to kick off our travels, and make new friends with a similar interest," they say. James has considerable offshore experience, having sailed from the BVI’s to the Azores, from Sweden to Germany and England, and from Key West to Annapolis. "After the Ha-Ha, we’ll continue south to Costa Rica and Panama, and later transit the Canal and head to the BVI."

Patricia Belle — 82-ft Schooner  
Patrick & Jeann Hughes  
Seattle, WA / Mazatlan  
Pat, 66, is a retired shipwright with a 500-ton USCG license, while his wife Jeann is a nurse. They both did the 2005, 2006, 2011 and 2012 Ha-Ha’s with their distinctive wood schooner, Caleb, 31, their merchant-marine AB son, did the 2011 and 2012 Ha-Ha’s.  
"Patricia Belle is a traditional wood schooner, designed for cargo and sail training. This summer we participated in the ASTA Tall Ship Challenge for the West Coast. We welcome veteran sailors as well as those who desire to experience life at sea. We LOVE the Baja Ha-Ha, and think it’s the most fun way to start our winter cruise to Acapulco.  
"We will cruise Mexico, and plan to sail to Hawaii for the summer before returning to Southern California in time for the 2015 Ha-Ha."

The couple have sailed Patricia Belle from the East Coast of the U.S. to Valparaiso, Chile, and made 12 crossings between the mainland and Hawaii.

Victoria — Pacific Seacraft 34  
John Enders & Cass Sinclair  
Anacortes, WA / Talent, OR  
John, 62, is a retired and “recovering journalist”, while Cass is a still-active entrepreneur. Enders has sailed up and down the West Coast between Puget Sound and San Diego, but notes he’s never been able to use the swim ladder at the back of the boat. "It’s time to change that," he says. John correctly sees the Ha-Ha as a great opportunity to make new cruising friends. He and Cass are undecided where they will go after the Ha-Ha.

Felicita — J/120  
Perry Peters  
Marina del Rey  
Perry, 57, a retired insurance broker from Phoenix, will be sailing with David...
Allocco, 62, an engineer, while the wives watch the homefront. “I believe the Ha-Ha will help me discover what I should do with the second half of my life,” laughs Peters, who believes “a wonderful Ha-Ha experience will encourage me to do the Pacific Puddle Jump.” While a J/120 might not strike most as a cruising boat, Peters has owned her for 10 years, and having already sailed to Hawaii and Puerto Vallarta, knows about offshore sailing.

Aussie Rules — Catalina 34
Dave & Rose Hayes
Gabriola Island, BC
Dave, 52, a still-employed transportation maintenance manager, and Rose, a still-active phlebotomist, “are about sailing hard, having fun, and making new friends with like-minded people.” Dave has done a lot of sailing in Australia, and the couple — like a lot of Aussies — plan to sail to Oz and sell their boat. Unlike most others, however, they plan to fly back to BC, work for five years while they build a cottage, and buy a bigger boat. In other plan to live a ‘six and six’ life.

SeaOtter — Freedom 30
Klaus Kutz & Jennifer Rader
Alameda
Klaus, 66, a retired yacht broker, has lots of offshore experience: Sailed to Hawaii in 1991 and 1998, to Mexico in 1981 and 2005, and from Italy to Croatia and back in 2004. His plans are to sail to La Cruz and base the Gary Mull design there. “My boat isn’t very big, but she’s very easy to sail, very quick, and very nimble. For her size, she offers great comfort and accommodations. She’s the perfect pocket cruiser for someone who is old but young at heart.”

Friday — Hunter 31
Jared Owen, Seattle, WA
Jared, 32, is a Microsoft software engineer, while Amanda Morrison, his girlfriend/crew, is a grade-school teacher. Both must be playing hooky. Jared’s mom Jill, a real estate broker, will be along in case they find anything interesting to buy in Mexico. Having started sailing four years ago, Jared and Amanda were going to Mexico anyway, so they joined the Ha-Ha to be with like-minded people. “It was recommended by Howard Edson, who did last year’s Ha-Ha. We have new sails in preparation for the upwind trip home.”

We’ll take a break here. Look for the final installment in November, and a recap of the rally in December. If you missed part one of these profiles, you can read it online at www.latitude38.com.

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

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

Welcome to La Paz!

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BAJA HA-HA BEACH PARTY
Thursday, November 20
4–7 pm

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SURVIVE YOUR DREAM
Even without Marge Simpson’s twin sisters, the Department of Motor Vehicles is one of the innermost circles of Hades. My visits to the dentist are far more enjoyable. But about once every decade the state needs a new photo of me and a new vision test, and the DMV had no scheduled appointments to offer before my license expired.

That is how I came to be waiting in a long and slow-moving line to find out which other long and slow-moving line I should be waiting in. I was looking longingly over at the shorter and faster-moving line for people lucky enough to have appointments, when a familiar face came into view.

“Lee!” I hailed. “What are you doing here? You don’t even drive.”

“Road trip to Baja with my windsurfing buds,” she explained. “And like, they hit, then we human-powered and wind-powered hippies would have to take the same hit. And then they exempted rented jet skis and houseboats, just to remove any doubt about who was writing this stuff...”

“Lee, did you make up that word ‘thrillcraft’ for those hearings?”

“ Heck no. There’s a book by that title, and the word even is used in the Hawaii civil code. Lee’s line was moving, and she was almost out of easy conversation range.

“Gotta work the system,” she said over conversation range.

Eventually got to the counter at the head of my line, only to find out that I had filled out the wrong form. I was given the correct form to fill out and bring back to a different line, all this before I could even wait in the right line for my vision check and photo. Lee also had to wait, but it was for a seat in the exam area, so Idetoured over to her line to discuss world politics.

“I heard that they’re trying again with the boating license thing,” I said. “And it’s already passed both houses.”

“Yes, SB 941,” she said, being one step ahead of me with her web-browsing phone. “Went to the Governor’s desk on August 28. Let’s take a peek at what it says...”

Lee had the actual text of the new law on her giant new smartphone screen in another few seconds.

“This bill would prohibit the operation of a vessel that is propelled by an engine,” she read, “in the waters of the state except by a person who is in possession of a valid vessel operator card.”

“That’s a relief,” I remarked. “I gather it only applies to powerboats this time around. No complaints from me. Maybe they feel more confident about leaving paddlers and sailors alone, now that stink-pot sales are back on the upswing.”

“Gotta read these things carefully.” Lee advised as she scanned the document. “In most states, you only need a card if engine horsepower is 15 or more. This one looks like it goes right down to zero, so the card will be required even on a sailboat with a two-hamster outboard.”

And it would include electric-powered boats too,” I surmised, “if their definition of engine includes electric motors. But I’m still not complaining — you can do a lot of damage even with a small outboard, and anything that discourages auxiliary power as a crutch, and pushes new sailors back to relying on wind, oars and anchors, is a good move as I see it.”

“For sure, that part looks okay to me too,” Lee allowed as she studied the text. “But if the same special interests are pulling the strings as last time around... Huh! Here it is: Rentals are like, completely exempt! Totally! Even the old SB 1451 required a ten-minute safety briefing and a temporary certificate before you could rent a jet ski. This bill even drops that requirement, flimsy as it may have been. It’s another reincarnation of the Reckless Jet Ski Driver Protection Act.”

“I think you mean ‘personal watercraft’ or ‘PWC’.” said an older gentleman who was waiting in a different line that seemed to cross right through the line of people waiting near the testing area. “Jet ski is a registered trademark of Kawasaki Corporation.”

He was wearing one of those Greek fisherman’s caps and carried a briefcase with an anchor embossed on the flap.

“It’s a living language, dude!” Lee responded. “Jet ski is in the dictionary. Get over it!”

It turned out that this particular
member of the Language Police (Trademark Division) had recently retired from a career as a harbor patrol officer on a lake in the northern part of the state. He had moved to the Bay Area and bought a sailboat, and was trying to figure out which line to wait in to get it registered.

"She has a point about our living language," I said after apologizing to our new acquaintance. "But you know, some things just have to be filed under Lost Causes and Pointless Pedantry."

"Actually I do agree with you on the issue," he allowed. "In all my years patrolling the lake, I saw way too many people hurt in accidents caused mostly by too much speed and power. Leaving a blanket exemption for all rental boats is dangerous.

"What were they thinking?" asked Lee.

"Some rental companies are actually responsible and are self-policing," he explained. "They don’t want their insurance to go up or their equipment to be damaged, and that must be what the writers of SB 941 are relying on.

"But it’s still a conflict of interest," I pointed out. "Let’s file that one under living language."

"Just like DMV," Lee added. "But, like, at least DMV makes me pass a standard test."

"So what kind of questions are going to be on the test to get this new Boater Education Card?" I asked. "Think it’s going to be hard enough to actually filter out some yahoos?"

"First they should see if people know that a ‘boater’ is a kind of hat, not a person who operates a boat," said the language cop. "That pesky living language thing again," said Lee.

"Here, you can take a peek at some sample questions," he said as he pulled some papers from his briefcase and passed one of them to Lee. "I just happen to have a sample boating safety class here."

"No crib sheets!" scolded the DMV exam monitor, who must have thought we were giving Lee some last-minute answers to the driver’s license written test.

Lee handed the paper back to me and I read some of the questions out loud:

"When a storm hits while a vessel is underway, the operator should do which of the following? A) Take waves from the port or starboard side, never head on. B) Ensure that all those onboard are wearing a Personal Flotation Device. C) Keep all electrical equipment plugged in even if lightning is present. D) Shift all passengers to the highest point onboard the boat."

Most of the questions were on that level, except for a few that seemed to have no clear right answer, especially to people who know the subject well. Lee had a lot of trouble with the one that asks the direction from which bad weather comes — Lee had examples to the contrary for almost every point of the compass.

"Am I going to have to take this test next year? I asked.

"Max, you have ‘till 2025," Lee informed me after another quick scan of the text on her phone. "Gradual phase-in depending on age. Me. I’ll have to get the certificate by 2019."

"More to the point," I asked the retired harbor patrol officer, "is there any hard data that even suggests that requiring a certificate improves boating safety?"

"A few years ago," he explained. "NASBLA compared the accident rates in states that had some kind of mandatory boating education law with those that didn’t. California’s boating fatality rate was 5.46 per 100,000 boats, but in all the states that had mandatory boating education in place for 20 years or more, the accident rate is only 4.03 per 100,000, a risk reduction of 26%."

"I looked at that study when we were debating SB 1451," recalled Lee. "And when we were debating SB 941."

"Oh, like, if you look at the actual data, you see that the fatality rate in California’s, has a higher fatality rate (6.41) than any other state with or without mandatory boating education."

"So you think the mandatory education is ineffective?"

"Can’t tell from the actual data. Florida, a state with a large year-round boating population and a mix of inland and open-water boating similar to California’s, has a higher fatality rate (6.41) despite implementing a mandatory program in 1991."

"Maybe it’s because there are more powerboats in Florida?"

"Well duh! It’s speed that kills, not speed boats in Florida?"

"Maybe it’s because there are more powerboats in Florida?"

"And like, if you lift the hood and look at the actual data, you see that the fatality rate in Florida’s, has a higher fatality rate (6.41) despite implementing a mandatory program in 1991."

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the depths of a slump look like an up-market,” said Lee. "That’s an industry mag for you. I mean, like, read the axis labels carefully. This is the ‘year-on-year percent change,’ not the actual number of boats sold. For the whole first half of the graph, sales were still in negative territory compared to the previous year. Look, here’s another graph that actually shows where the business is right now. Maybe not circling the drain anymore, but you can’t call a 10% gain an ‘upswing’ after a 60% plummet.”

“Gosh, they sure know how to make percent change,” not the actual number of boats sold. For the whole first half of the graph, sales were still in negative territory compared to the previous year. Look, here’s another graph that actually shows where the business is right now. Maybe not circling the drain anymore, but you can’t call a 10% gain an ‘upswing’ after a 60% plummet.”

Finally there was a desk for Lee in the exam-taking area, so she was off to take the written test. I chatted a while longer with the retired harbor patrol officer, and learned that his new boat was a big, heavy double-ender based on a century-old design. Exactly the opposite of the muscle boats he had spent much of his career extracting injured boaters from the wreckage of.

“Gaff rig or Marconi?” I asked.

“I think you mean ‘jib-headed,’” he answered. “Marconi rig” only refers to how the mast is stayed, meaning it has no separate topmast spar and one or more sets of spreaders below the hounds. A Marconi rig can still have a gaff.

“Another one for the Lost Causes and Pointless Pedantry file,” I thought to myself.

“What I really like about these older designs is the full keel and attached rudder — no chance of the rudder cavitating at a large heel angle, like on some of the spade-rudder boats I’ve sailed in heavy air on the Bay.”

“I think you mean ‘ventilating,’ not ‘cavitating,’” Lee shouted back from her seat in the exam area.

— max ebb
Racing
Beer Can Racing:
Wed. until Oct. 8
South Bay Championship:
Oct. 18
Winter Series:
#1 Nov. 1, #2 Dec. 13
Redwood Cup Series:
#1 Nov. 15, #2 Dec. 20

Social
Drop-in Dinners*: Oct. 10, 24, 31; Nov. 21; Dec. 12, 19
Racer’s Ribs Dinner*: Oct. 18
Installation Dinner*: Nov. 15
Children’s Party*: Dec. 14
Holiday Party*: Dec. 19
New Years Party*: Dec. 31

* Members, Guests and Reciprocal Club Members Only Events

Other Activities
Port Fest: Oct. 4
Cruise-outs:
• Berkeley YC: Oct. 11-12
• Angel Island: Nov. 28-30
• Encinal YC: Dec. 6-7

MEMBERSHIP OPPORTUNITIES NOW AVAILABLE!
www.sequoiayc.org
**Jazz Cup Fun and Funk**

We'd love to be able to report that this year's Jazz Cup was nothing but a sun-drenched fun-fest, in which more than 100 boats were swept upstream by excellent breeze and a strong flood current to a charming destination with a bustling raft-up and hopping post-race party at the yacht club.

It was all those things, for sure. But most racers might not even be aware of the dark cloud cast by a scoring controversy. The trouble all started when an inflatable mark drifted off-station.

The non-spinnaker and slowest boats were the first to start August 30's race from Treasure Island to Benicia Yacht Club. The fastest boats and multihulls brought up the rear. This sort of reverse-starting sequence is a great way to run a long-distance destination race. The slow boats have a chance to finish at a reasonable hour, and the arrivals are compressed, making for a better party at the yacht club.

The course only has a few marks. A red buoy east of Alcatraz serves as a windward mark so that the race can begin with a short upwind leg. Another red buoy helps to keep the sailboats away from the Richmond Long Wharf, where the big tankers dock to fill their holds. "My favorite part of the race was beating Richard vonEhrenkrook's Cal 20 Can O'Whoopass to Point Pinole," said fellow Cal 20 sailor Marcus Choy. "At the Richmond Long Wharf, he got swept into the mark in the flood. He hit it twice and had to do penalty turns. The fleet caught up to me at Point Pinole."

The configuration of the finish is a box, with an inflatable leeward mark (A) and a reaching mark (B) turning the boats from their run down Carquinez Strait to an upwind finish off a wharf in Benicia. But, after the first 16 or so boats finished, the race committee noticed that Mark A had dragged up toward the Benicia Bridge. An unknown number of boats rounded the mark in its new position.

Richard vonEhrenkrook said that his Can O'Whoopass was seven minutes ahead of Marcus Choy's Green Dragon going into Mark A. "Everyone was rounding the temporary, which had drifted 300 yards east. Everyone was passing or rounding both marks correctly, to port."

Can rounded with a perennial Jazz Cup winner, the Kastrops' Catalina 30 Goose, but beat them to the finish by playing the shallow water on the north side of the course. The Cal parked on the second dock, where the boats in that division rafted up. After Can rounded, a crash boat came out to move the wayward mark back to its correct position.

"I didn't think it was fair," said Marcus Choy. "They asked, 'How fast is your boat?' I have a Cal 20, so it's a slow boat. 'Where was the mark when you rounded it?' The club's boat had just picked up the buoy but hadn't moved it yet. Richard had already rounded and made a long tack into shore. Some boats in our division would have rounded after the mark was back on station. It was because of those that I requested the redress."

Milt Smith, Club Race Officer for co-host South Beach YC, confirmed that the protest committee interviewed skippers of boats seeking redress to find out where the mark was when they rounded.

After he was interviewed, Marcus Choy went down to Green Dragon for a nap, then back up to the club, where he saw he'd been put in first place for Division E. He wrote a letter to Milt Smith on September 1 saying that Richard was affected but didn't know about the redress. "I didn't think it was fair," said Marcus. "It was almost arbitrary. I almost consider it a non-race."

Most of the racers, including vonEhrenkrook, never heard about the redress until the deadline for protests had passed and the results were posted. "The Sailing Instructions put the onus on the racers to ensure they know where all the marks are," Marcus said. "I think it was a pretty fair decision."

Errik Simonson / www.pressure-drop.us

Motorcycle Irene successfully defended her Express 27 National title on August 29-31. For results, see Box Scores.
spread: the js9000 'jetstream' passes the biggerolson 911s 'heart of gold' to leeward in the jazz cup. top left: tammy and bill cook from benicia yc won the multihull jazz cup with their f-24 'wings'. bottom left: the jazz cup-winning crew on the elan 40 'tupelo honey' enjoys a brief moment of shade beneath the carquinez bridge.

#2 sent the fleet on a 7.44-mile sail out the channel, around marker #12, and back to the start/finish line. the higher phrf boats started just after 6:00 p.m., with the faster sportboats starting nearly 20 minutes later.

the race out the redwood creek channel ensures both a good workout on the winches and a chance to exercise just about every right-of-way rule there is, from continuing obstructions, overlap, overtaking, port/starboard tacking, windward/leeward situations, and room at the mark calls, as 50 boats beat back and forth to get out the channel and into the bay.

the wind is usually fresher in the bay, and this night was no exception. winds from the northwest gusted to just over 20 knots as the fleet rounded mark #12 and headed back to the channel. an ebb current throughout the race posed some additional challenges on the way back. the final leg was filled with color as spinnakers popped and the boats converged on the finish line.

probably the biggest challenge of the night, however, was not to the racers, who all finished without incident. the vip boat, temporarily distracted by racers to check the board for protests and so forth," he admitted. but no one came down to the docks or worked the crowd out back to notify the sailors still gathered there enjoying the warm evening. "they were handing out time like it was halloween candy," quipped von ehrenkrook. nine boats received time varying from 10 to 30 minutes based on the position of the mark at the time they rounded and their phrf rating.

also affected by the redress issue was dan alvarez, who sailed an excellent race on his js9000 jetstream. "the impact of the redress that was given to tupelo honey bumped them to first in division honey bumped them to first in division honey bumped them to first in division and first monohull overall," said alvarez. gerard Sheridan's elan 40 was given 20 minutes of redress. "tupelo honey was given a finish time equivalent to jetstream's. however they were probably about 1.5 miles behind us. i've made clear the impossibility of that redress being fair, but it has gone into deaf ears. additionally, for them to finish 'near us' they would have had to round the mark with us. when we rounded, the mark was on station, in which case they shouldn't have been a candidate for redress." alvarez has filed an appeal with us sailing.

"it was a perfect day – perfect wind, perfect current." milt smith summed up. "so this was really unfortunate."

for whatever they're worth, results are at www.southbeachyachtclub.org.
— latitude/chris

hannig cup
the ninth annual hannig cup was held on wednesday, august 27, in conjunction with sequoia yc's wednesday night beer can race series.

club member ted hannig created the event in 2006 when his birthday happened to coincide with a wednesday night race. he dubbed it 'the give something back race' to honor the boating tradition of helping others. years later his friends named it the hannig cup in his honor.

the race had a pirate and treasure theme, and participants won 'booty' to donate for charity. all dinner proceeds went to the seqyc youth sailing program, as the cost of the meal was donated by black mountain properties and joe sparky bullock.

the pursuit race had a staggered start based on phrf. the conditions were typical for the series, with 10-12 knot winds at the start line in the port of redwood city turning basin. course

for more racing news, subscribe to 'lectronic latitude online at www.latitude38.com

september's racing stories included:
windjammers race
millimeter nationals • bart's bash
audi melges 20 worlds
aussie 18 regatta • crew you regatta
rolex big boat series
america's cup world series
express 27 nationals
plus previews of women's regattas, bart's bash, and much more!
an equipment issue, ran aground just outside the channel. One person on the boat noted, “You know you are in trouble when you throw out the anchor and the flukes are still visible.” The party back at the club was starting to heat up while all the VIPs were stranded in the channel! Finally Sequoia sent a shoreboat out to gather the crew, including Ted (Dread Pirate) Hannig, and bring them up to the club until the tide rose again and the boat could be sailed off the mud.

There are two trophies – one for speed and one for the most dollars raised by a real or virtual sailboat. The J/29 L20 won the race, skippered by junior member Chris Huang with a crew that had learned to race together on that very boat through the Peninsula Youth Sailing Foundation (PYSF). Second went to John Graves’ Catalina 42 Metridium, and third to Jeff Phillips’ Express 27 Magic. The virtual boat Go Now, which raised the most money back at the club, was ‘skippered’ by Larry Mayne.

“We boaters realize how interdepen-

dent we are on the environment and each other,” said Hannig. “This event allows us to express our appreciation and give back while having fun – and now youth and other charities look forward to our help each year.”

The Hannig Cup has distributed more than $2.5 million over the years to local and international charities, with special emphasis given to youth and water-related charitable organizations.

— tim petersen

Great SF Schooner Race

September 6 proved to be the perfect day for the Great San Francisco Schooner Race, hosted by SFYC. Eleven boats in Gaff and Marconi divisions competed in the Bay tour pursuit race. The course took the schooners from Knox to Yellow Bluff, toward Treasure Island for the Blossom Rock mark rounding, onward to the East Bay to round YRA Mark 8, around Angel Island to starboard, to Little Harding, and back to Knox for the amazing finishes.

Martha had the fastest elapsed time of 1 hour, 40 minutes, 43 seconds, and secured second place, finishing a mere three seconds behind Elizabeth Muir in the Marconi division. Jakatan finished first in the Gaff division, with Yankee in second. Brigadoon and Freda B were in hot pursuit of Yankee as they headed to the finish line.

This was the first year Martha competed in the race. The oldest living flagship of the SFYC, she was built in 1907 for the club’s commodore, J. R. Hanify, and named after his wife. Martha is a B. B. Crowninshield design built at W. F. Stone Boat Yard in San Francisco. She’s 68-ft on deck and 84-ft sparred.

Since 1996, Martha has been owned and operated by the Port Townsend-based Schooner Martha Foundation, which maintains her and runs sailing programs. She’s the oldest working sailboat in the state of Washington.

The Stockton-based Del Viento, a
34-ft LOD Colvin-designed Tamarack Schooner built in 1975 in Langley, BC, enjoyed her first sail on SF Bay. “It was the first time we had all the sails up at the same time,” said owner Mark Hall.

— michelle farabaugh & latitude/chris

BAADS Team Alpha

BAADS (Bay Area Association of Disabled Sailors) Team Alpha has been campaigning two Paralympic Sonar class boats this year, which represents a big step up in the BAADS racing program.

The team scored second and fourth in the SBYC Friday Night Series, and second and fourth in the Jazz Cup in their division. Alpha 1 also scored second in the Jazz Cup’s X division, the combined SBYC and BenYC entries.

Three BAADS members bought the first Sonar, Alpha 1, for $1,500 from the Sacramento Sea Scouts in 2012. Dick Swanson (of the J/120 Grace Dances and now the J/111 Bad Dog) generously purchased the second Sonar from a U.S. Paralympic Team member for BAADS earlier this year.

Team Alpha has about 30 BAADS members on the roster, but only about a dozen actively race the Sonars. All have physical disabilities of one sort or another, from quadriplegics to veteran amputees, with the exception of a few able-bodied volunteers who also help out and race regularly. Team Alpha usually races with four crew, but three is the standard Paralympic configuration.

For the first time in BAADS’ short racing history, two of their three-person crews will race in Sonars at the U.S. Disabled Sailing Championship in Galveston, TX, on October 30-November 2. Team Alpha will also race in the SBYC midwinter series.

Mercury Nationals

With a pretty steady 8- to 10-knot breeze, 21 Mercuries sailed on the slightly lumpy waters off Santa Barbara on August 22. A good current was running up the coast.

Friday’s three races were all double sausages finishing downwind. The first start had two general recalls. The race committee wisely put up the I flag, (signaling ‘around the ends’ starts), and the problem was solved for the rest of the day. Chris Raab with Kenny Dair went right immediately, the recommended way to sail on the coast. Jack McAleer with Remy Margerum played the subtle shifts up the middle and had a nice battle with Raab, who won the Ray Johnson Perpetual Trophy.

In race two, those who stayed more on the left side of the course had the best results. Jim and Kathy Bradley took the lead and never gave it up, and won the Densmore Perpetual Trophy. Paul Cayard (a world-class Star sailor among his more famous accomplishments)战斗 with Doug Baird and Jim Taylor for second place.

By race three, the wind was at the top of the range with a little more wave action. Raab went right and Brad Bergeron went left. Bergeron crossed the entire fleet, but Raab caught him at the windward mark. It was all over, and Raab went on to win the Jenkins Perpetual Trophy. Bergeron continued his fine racing and placed second. Pat Bradley sailed up the middle on the second beat and got third. Dave West and Chris Krueger had broken a side stay before the first race, were towed in, made the repair,
The Racing

The Leukemia Cup had a gray start but a bright outcome. Left: A tight mark rounding for the 12-boat Knarr fleet. Right: Thumbs-up onboard Andy Costello’s J/125 ‘Double Trouble’ with Paul Cayard at the helm.

Bay Area Leukemia Cup

To the 75+ crews registered for the Leukemia Cup at SFYC on September 21, the drab, windless weather gave indications it could linger longer than usual, worrying those looking forward to the fresh, bright breezes of San Francisco Bay. But the day, like the regatta’s stellar fundraising record, finished on a high note.

The afternoon courses were set for Bay tours to Yellow Bluff, Point Blunt and Blossom Rock, giving everyone a chance to search the Bay for the shifting, moderate breeze and contend with the building ebb. The pre-start was crowded as eight classes waited their turn, watching four classic yachts reach back and forth through the fleet.

After a line reset following the classics reaching start, the rest of the divisions raced the third race, and placed fourth. Cayard hung in there and placed fifth. On Saturday, race four featured a triple-sausage course finishing downwind in about 8 knots of breeze with subtle shifts and relatively smooth seas. Those who punched a bit to the left and then went right made out over those who went hard right from the start. West took a very good lead over Greg Dair with Alec Caterson. However West went to a wrong mark, and Dair took the Holden Azzura 310, Greg Nelsen; 2) Ken Maring, SFSYC, 27; 3) Doug Baird/Jim Taylor, Huntington Lake BC, 28; 4) Jack McAlen/Remy Margerum, MPYC, 35. (21 boats)

Full results at www.sfbaysss.org

THE BOX SCORES

AUS, 49; 2) Little Scarlet, Phil Robin, GBR, 51; 3) Hellcat, Stephen Gay, USA, 57; 4) Wrigley’s Last Stand, Robin Wood, GBR, 61; 10) Mayhem, Michael Costello, USA, 62. (34 boats)

Full results at www.richmondyc.org

PHRF 2 — 1) Demetrulias, 27. (16 boats)

PHRF 1 — 1) Wyliecat 30, Bren Meyer; 2) Persimmon, 28, Kevin Reilly, 25; 3) James, 25 points; 2) NON-SPINNAKER 2 — 1) Salient, 17, 4) Bloom, 16; 3) Glenn Isaacson, 8 points; 2) NON-SPINNAKER 1 — 1) Express 27, Ron Kell, 26. (15 boats)

SPORTBOATS — 1) Kluster Buck, K6, Darrell Buck, 13 points; 2) Kaiul, Melges 20, Dan Thielman, 13; 3) Bottle Rocket, J70, David Schumman, 14. (9 boats)

J/105 — 1) Masquerade, Tom Coates, 10 points; 2) SheLoveys, David Johnson/Bill Stucky, 17; 3) Alchemiy, Walter Sanford, 17. (7 boats)

PHRF 1 — 1) Peregrine, J120, David Hell will, 13 points; 2) Yucca, 8-Meter, Hank Easom, 14; 3) Nothing Ventured, Melges 24, Duane Yoglov, 20; 4) Arg-A-B, Beneteau First 40.7, Greg Demetrius, 27. (16 boats)

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started without a hitch. Fleets split left and right on the way to Yellow Bluff, seeking the correct side of the furry, shifting breeze with the right side ending up favored for most. Rounding Yellow Bluff, the fleet made the long run down to YRA Mark 8 off Point Blunt with the tacticians favoring the south shore of Angel Island to dodge the building ebb. The lone Knarr to choose this favored line, Brent Crawford's Fifty/Fifty, did a horizon job on this otherwise tightly contested one-design fleet. Ted Goldbeck beefed up his Cal 20 just En's nine-minute winning margin with the same move.

The blue-sky finish was just the outcome desired by the racers, and by those who benefit from the work of the Leukemia & Lymphoma Society. For results, see www.sfyc.org.

— latitude/john

NorCal Gal at 49er FX Nationals

"On Sunday, we had a challenging day on the water, falling to fourth overall," said Kristen Lane of Larkspru. She and crew Maggie Shea of Chicago had just wrapped up competition with their

THE BOX SCORES

Dan Benjamin, 15. (4 boats)

FAT 30 — 1) Wuvulu, Islander Bahama 30, Danny Newsom, 6 points; 2) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

PHRF <100 — 1) Golden Moon, Express 37, Kame & Sally Richards, 9 points; 2) Jackel, Ranger 33, Roger Wise, 14; 3) Osprey, Islander 36, Jim Lovell, 16. (6 boats)

NON-SPINNAKER <201 — 1) Some Day, Islander 36, Roy Samuelson, 6 points; 2) Jackel, Ranger 33, Roger Wise, 14; 3) Osprey, Islander 36, Jim Lovell, 16. (6 boats)

NON-SPINNAKER >201 — 1) Xcape, Wilderness 21, Richard Le Blanc, 6 points; 2) Donmattix, Elan 40, Michael Davis, 14; 3) Slice, Wilderness 21, John Diegoli, 15. (6 boats)

MULTIHULLS — 1) Triple Play, F-31, Richard Keller, 6 points; 2) Back to the Future, F-27 Dash, Gary Helms, 9. (2 boats)

Full results at www.gyc.org

SWEET 16 SECOND HALF, EYC, 7/16-9/3 (8r, 2t)

PHRF 168 — 1) Bandido, Merit 25, George Gurrola, 11 points; 2) Meritage, Merit 25, Jennifer Haskins, 13; 3) Bewitched, Merit 25, Larraine Salmon, 14. (6 boats)

PHRF >100 — 1) Casisoppia, Islander 36, Kit Wiegman, 7 points; 2) Green Onions, Wyliecat 30, John Tuma, 11; 3) Whirlwind, Wyliecat 30, John Tuma, 11; 4) Meritage, Merit 25, George Gurrola, 11 points; 2) Meritage, Merit 25, Jennifer Haskins, 13; 3) Bewitched, Merit 25, Larraine Salmon, 14. (6 boats)

PHRF 99-150 — 1) Jens Jensen, 11; 3) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

PHRF >150 — 1) Wabbit, Brendan McNally, 14; 3) PHRF 168 — 1) Bandido, Merit 25, George Gurrola, 11 points; 2) Meritage, Merit 25, Jennifer Haskins, 13; 3) Bewitched, Merit 25, Larraine Salmon, 14. (6 boats)

PHRF 99-150 — 1) Jens Jensen, 11; 3) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

PHRF >150 — 1) Wabbit, Brendan McNally, 14; 3) Kennebec, 9 points; 2) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

PHRF 168 — 1) Bandido, Merit 25, George Gurrola, 11 points; 2) Meritage, Merit 25, Jennifer Haskins, 13; 3) Bewitched, Merit 25, Larraine Salmon, 14. (6 boats)

PHRF 99-150 — 1) Jens Jensen, 11; 3) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

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PHRF 99-150 — 1) Jens Jensen, 11; 3) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

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PHRF 168 — 1) Bandido, Merit 25, George Gurrola, 11 points; 2) Meritage, Merit 25, Jennifer Haskins, 13; 3) Bewitched, Merit 25, Larraine Salmon, 14. (6 boats)

PHRF 99-150 — 1) Jens Jensen, 11; 3) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

PHRF >150 — 1) Wabbit, Brendan McNally, 14; 3) Kennebec, 9 points; 2) WadioActive, Azzura 310, Greg Gjendin, 32; 3) Nice Turn, Cal 2-29, Richard Johnson, 12; 3) Leloo Too, Tartan 30, Emile Carles, 13. (6 boats)

THE BOX SCORES

49er FX at the 49er, 49er FX and Nacra 17 Nationals hosted by Oakcliff Sailing Center in New York on August 22-24.

"But we came to this event to focus on some specific things regarding starting and communication," added Lane. “We feel like we made progress in those areas.”

Twenty-three teams from the USA, Virgin Islands, Puerto Rico and Canada traveled to Oyster Bay to compete. Several are campaigning for the 2016 Rio Olympics.

Lane, who started sailing in 2005 on SF Bay with the J/105 fleet, feels that 2014 has been her single most productive year of racing. "I have learned a great deal about tactics from Maggie, who is a champion match racer. She has a strong knowledge base and I'm absorbing as much as possible."
Sailing in History’s Wake Through Turquoise Waters

We actually felt rain falling in the Bay Area the other day — we’re just sure of it. And that means there might actually be a winter this year in these latitudes. But even if it doesn’t get so cold, wet and nasty that you are are left yearning for sunshine, let us remind you that the prime sailing months in the turquoise waters of the Eastern Caribbean coincide with wintertime here on the West Coast.

So we’ll follow a familiar autumn theme this month, and take you on an island-by-island tour of the world’s most popular yacht chartering region, the Eastern Caribbean. From the Virgin Islands to Grenada, a 500-mile chain of verdant islands are laid out along an ancient volcanic ridge. Each unique in its own way, these isles serve as an idyllic destination for island-hopping sailors — especially since the easterly trade winds serve up 12 to 20 knots of breeze nearly every day of the year.

Subtle — and not-so-subtle — reminders of each island’s history are apparent in architecture and cuisine, as well as in the cultural traditions of local residents. And what a remarkable history it is! During the Colonial Era, European nations fought continuously over the patchwork of islands that cartographers call the Antilles. As a result, some islands changed hands — and national allegiances — time and time again, with the Spanish, French, Dutch and British being the major players.

What follows is a quickie overview of the Eastern Caribbean’s major charter venues, with a few of our favorite historic footnotes thrown in along the way.

Bareboat charter bases can be found throughout the island chain, all offering both late-model multihulls and monohulls. For the right price, you could also arrange for a luxury crewed charter to pick you up virtually anywhere within the string of islands. If that’s your style, you’ll find the most popular crewed yacht bases in the British Virgin Islands, St. Maarten and Antigua.

Within a typical one-week or 10-day charter, you’ll need to focus on one of a half-dozen venues: The U.S. and/or British Virgins (possibly also taking in the so-called Spanish Virgins off Puerto Rico), the Northern Leewards, Antigua and her neighbors, the Northern Windwards, the Grenadines, or Grenada and her neighbors. Each cluster of islands has attractions to consider, as well as its own unique character.

The Virgin Islands — Offering sheltered sailing among dozens of islands and cays that lie in close proximity to one another, plus well-developed — although not overdeveloped — shore-side infrastructure, the Virgin Islands archipelago understandably sees more chartering activity than anywhere else in the Caribbean Basin. They are the obvious choice for first-time charterers, yet their many delights encourage well-traveled sailors to come back again and again.

In the USVI, St. John is our favorite, as it is mostly a national park, and is fringed by spectacular beaches and many tranquil anchorages. Two of our favorite historic sites are there too: the well-preserved Annaberg Plantation, which lies a short walk from the Leinster Bay anchorage, and the Reef Bay Trail. It takes hikers through a lush primeval rain forest to the ruins of a steam-powered sugar mill. You’ll see ancient Taíno Indian rock carvings — petroglyphs — along the way. (Taxi to the trailhead off Centerline Road or go with a Park Service tour and return to Cruz Bay by boat.)

In the British Virgins our favorite sites lie beneath the surface. Although it’s never been proven, legend holds that the Norman Island Treasure Caves were the inspiration for Robert Louis Stevenson’s Treasure Island. Whether true or not, it’s great fun to snorkel through these coral-encrusted caves — especially with kids.

Even more exciting, however, is scuba diving on the wreck of the Rhone, a Royal Mail Steamer that sank off Salt Island in a horrendous 1867 hurricane. Many parts of the iron ship are still well preserved, but the main attraction is the abundance of sea life here. Brilliantly colored corals, sea fans and sponges are encrusted all over the ruins, and a kaleidoscopic array of fish swarm around and through its iron chambers, undeterred by divers. Since a section of the wreck lies in only 30 feet of water, snorkelers can get close enough to enjoy part of the scene. The wreck was used to film Peter Benchley’s The Deep.

The Northern Leewards — The 90-mile Anegada Passage separates the Virgins from the Northern Leewards, where the French/Dutch island of St. Martin/St. Maarten is the largest charter base. Bustling with shore-based tourism, casino gambling and duty-free shopping, the island provides a contrast to some of its sleepier neighbors. The formerly British islands of St. Kitts and Nevis lie only a day’s sail away and, while they are slowly developing, you would never use the word ’bustling’ to describe them. Both still have vast agricultural tracts surrounding lofty volcanic peaks, and shore-based tourism is largely confined to a handful of renovated plantations. Although their partially protected anchorages can be a bit rolly, they are well worth a visit, as walking their centuries-old streets makes you feel as though you’ve traveled back in time to an era when life was slow and simple.

It’s well worth taking a taxi tour of either island, but our favorite historic site...
OF CHARTERING

here is the massive Fort Brimstone on St. Kitts. It earned the moniker Gibraltar of the West Indies in the 1700s. Back then, its weather-worn battlements afforded 360° protection. Today they introduce visitors to a 70-mile view that includes St. Maarten, St. Barth, Saba, Statia, Nevis and Montserrat.

When it’s time to quicken the pace again and jump back into the here and now, it’s only a half day’s sail to trendy St. Barth, favorite haunt of the rich and famous, as well as salty international sailors. This tiny, well-scrubbed French island was originally the only Swedish colony in the Caribbean. While the inner harbor of the main town, Gustavia, was once a haven for pirates and smugglers, it now attracts some of the most splendid yachts in the world during the winter months.

Antigua — Formerly a British colony, Antigua has been a Caribbean maritime center since the 1700s, when the British and French fought ferociously for dominance of the Eastern Caribbean isles. Today, as most sailors know, the island is the winter charter base of choice for many of the world’s most spectacular luxury crewed yachts, and is also home to several bareboat bases. The world-famous Antigua Sailing Week (held in late April) should be on every sailor’s bucket list. It began 47 years ago when local charter yacht operators decided they needed a forum for end-of-season revelry before sailing off to do summer charters in the Med or New England.

According to the Antigua Tourist Board, the island has a beautiful beach for every day of the year. While that might be a slight exaggeration, it is certainly an island with enough protected anchorages and shoreside attractions to keep charterers happy for a week or two — especially if you include a couple of days at its sister island, Barbuda. Although it’s only 40 miles distant, few sailors visit that minimally developed isle, as the approach is peppered with reefs and it has few ser-

A former Swedish colony, tiny St. Barth is a gem of the Leewards. It lies only a few hours’ sail from bustling Dutch St. Maarten.

Large and mountainous, Guadeloupe is the first of five tall islands that are much more lush, and consequently much more abundant in agriculture, than their northern cousins. Guadeloupe, for example, has an extensive rain forest with towering waterfalls and jungle-like vegetation. Fine creole cuisine on Guadeloupe and Martinique is a highlight, and provisioning is better — and services. To our way of thinking, though, its isolation is a huge incentive to go there. White sand beaches skirted by brilliant turquoise water stretch for miles without bearing a single footprint, and the snorkeling is superb. Today, these two neighboring islands are united as the nation of Antigua and Barbuda.

The centerpiece of Antigua’s historical legacy is the painstakingly restored English naval station called Nelson’s Dockyard. Built within a natural hurricane hole, it was an ideal base for the West Indies Squadron, within which Nelson served as a young officer. Today, the workshops, barracks and officers’ quarters of old have been converted to restaurants, hotels and shops without sacrificing their inherent charm.

The Southern Leewards & Northern Windwards — Forty miles south of Antigua lies the large French island of Guadeloupe. Together with Martinique, St. Barth and St. Martin, these islands comprise the French West Indies, which is a department (or state) of France, whose residents have all the rights of other French citizens. As such, these islands have a steady influx of French nationals, and their general character is quite different from that of their formerly British and Spanish neighbors.

Once a pirate haven, Soper’s Hole on Tortola, BVI, is a favorite charter stop at the western end of a loop tour of the British territory.
more fun — there than almost anywhere else in the island chain.

History buffs will enjoy seeing the colonial-era relics at Guadeloupe’s Fort Fleur d’Epée and the ancient Arawak Indian rock carvings at the Parc Archéologique des Roches Gravées. But you’ll also want to leave time to snorkel or dive at the Cousteau Underwater Park at Pigeon Island, which lies just offshore. And you must spend at least one night at the charming cluster of tiny islands called the Iles des Saintes, where fishing is still the main livelihood and casual waterside eateries abound.

The stretches of open-water sailing between these central islands can yield brisk winds and bouncy sea conditions, in contrast to the flat-water sailing in the lees. Directly south of Guadeloupe is Dominica — an anomaly of the colonial era, as it is a former British colony sandwiched between two French islands.

The poorest and least-developed island nation in the lower Caribbean, Dominica is not without its attractions. Hiking through the massive Central Forest Reserve is a nice contrast to those sunbaked days on the water. And while the poorest and least-developed island nation in the lower Caribbean, Dominica is not without its attractions. Hiking through the massive Central Forest Reserve is a nice contrast to those sunbaked days on the water. And while you’ll want to visit the Carib Indian Reservation, the last in the Caribbean, where evidence of centuries-old traditions still remains, such as thatch-roofed huts and dugout canoes.

Another booming open-water sail will take you to Martinique (the northernmost island of the Windward Antilles). Although the bustling city of Fort de France might be a bit too busy for your tastes, there are a number of coastal anchorages and fishing villages well worth visiting. For the culturally curious, we have two suggested stops. First, the Centre d’Art Musée Paul Gauguin at Carbet, which houses works and mementos from the artist’s stay here prior to his emigration to French Polynesia. And second, St. Pierre’s Musée Volcanologique which commemorates the catastrophic 1902 eruption of Mt. Pelee here, which killed all but a single survivor.

Although there are huge French charter fleets on both Martinique and Guadeloupe, most Americans charter out of St. Lucia when visiting this part of the Caribbean. Bareboat fleets are based at both Marigot and Rodney Bays.

St. Lucia probably has the most volatile history of any Eastern Caribbean island. The ferocious Carib Indians kept European navies at bay for more than 100 years before finally succumbing to their might. The British and French then began a protracted struggle to con-
Quaint and fabulously French, the charming Saints island group lies a half day’s sail from charter bases in Guadeloupe.

It’s well worth taking a taxi tour through the inland countryside with its vast agricultural tracts. While you’re at it, stop at Fort Charlotte atop lofty Morne Fortune. Even if you’re not interested in the 18th century artifacts there, you’ll love the panoramic view from the ancient battlements, which includes the tooth-like Pitons mountain range to the south.

Grenada and The Grenadines — We’ve always thought the naming of this southern stretch of islands could have been better thought out. After all, the northern nation within this archipelago is officially called St. Vincent and the Grenadines — a mouthful — and the southern group is lumped under the title Grenada — although that’s also the name of the principal island in the group. In any case, it’s a wonderful region that features short hops between anchorages, charming little waterside towns, and a laid-back pace of living. A nice loop tour of the Grenadines can be done in a week from charter bases in St. Vincent — the large, verdant island at the area’s northern end. But with 10 days to burn you could do a one-directional trip from Grenada to St. Vincent, hitting a variety of cozy anchorages and snorkeling spots along the way. Among our favorite stopovers here are idyllic Port Elizabeth on Bequia’s Admiralty Bay, the tiny Palm Island Beach Club, the Tobago Cays and Carriacou, where a few old-timers still build hand-hewn boats on the beach.

Grenada’s capital, St. Georges, has long had a reputation as the prettiest town in the Southern Caribbean. Both Fort George and Fort Frederick offer commanding views of the harbor below. A taxi tour through Grenada’s interior will reveal why it has long been called the ‘spice island’, as rich fragrances of nutmeg and mace are often carried on the breeze.

As if near-perfect sailing conditions weren’t enough, the islands of the Eastern Caribbean hold a wealth of fascinating connections to antiquity that can add immeasurably to the richness of a vacation under sail. Why not check them out this winter?

— andy
With reports this month from Eleutheria on cheating death getting through the pass at Maupiti; from Sonrisa on moving from the high life in the Med to the family life aboard in Mexico; from Ichi Ban on continuing budget cruising adventures in the South Pacific; from Joy of Tahoe on ‘taxing’ issues in the Med; from Landfall on a better life in Mexico; and Cruise Notes.

Eleutheria — Tartan 37
Lewis Allen & Alyssa Alexopolous
Transiting the Pass at Maupiti
(Redwood City)

Holy shit, what a rush!

Yesterday we sailed out of Bora Bora bound for the little-known and less-visited island of Maupiti. Known as the ‘miniature Bora Bora’, Maupiti is less visited because we and other cruisers have all heard the horror stories of the dangers of the narrow pass. Stories of boats going aground on the wicked coral reef next to the pass, some with the loss of lives. So our decision to try the pass at Maupiti was not taken lightly.

I read about and studied the pass extensively. The consensus seemed to be that while it wasn’t the easiest pass in the South Pacific, it was safe in anything under a six-foot swell. So I watched the weather, and when our GRIBs called for a 4½-foot swell, we went for it. Since there wasn’t much wind and it was squally, we decided to motor the 30 miles from Bora Bora. Besides, we didn’t want to give the Triumphant and relieved, Lewis and Alyssa stand high above and in front of the narrow pass that had caused them so much concern.

wind and waves a chance to build.

After a somewhat rough passage, we found ourselves a half mile off the southeast corner of Maupiti, staring at the massive swells pounding the reef. There was an endless succession of huge rollers. Their tall plumes of spray seemed to reach halfway to the top of the lush mountains in the background. No matter what the GRIB files were forecasting, it looked to us as if the waves were breaking all the way across the pass. What should we do?

We got on the VHF and asked to speak with anyone who could provide information on conditions at the pass. A nice American guy came back and told us that he wasn’t at the pass just then, but had entered a couple of days before, when the conditions were even worse. He said it just looked as though waves were breaking all the way across the pass. But he did confirm that the entrance was very narrow, saying that the breakers would likely be only 50 feet off our beam on both sides. No matter what, he said, stay within the channel markers.

We had a decision to make. Bag it and push on to Mopelia, and miss out on what everyone said was an amazing island. Or push Ellie hard, do our best to keep her in the channel, and not freak out too much. We decided to go for it.

It’s hard to describe the feeling we had as we approached the pass. We weren’t just scared, we were shaking. The enormous barrels to each side of the pass were terrifying, the pass was indeed pass were terrifying, the pass was indeed

Our transit was made exponentially more difficult because half the time we were buried in the trough of a roller and couldn’t even see the damn channel markers. So the best we could do was line ourselves up again when we were on the crest of a wave.

Mind you, I was fighting the wheel the entire time, trying to keep Ellie lined up with the pass and not get pushed beam-to to the waves. Just as we were at the line of breakers, I felt Ellie rise on top of a particularly large wave and we started to surf!

“Ooh shit! Ooh shit! Ooh shit!!” As we were being pushed down the wave, Ellie rose up over the crest, and the massive wave broke 10 feet in front of our bow!

“Ooh shit!!” I shouted, “is there another one of those coming?” Totally absorbed in staying in the channel, I didn’t have the luxury of being able to turn my head to look aft.

“No, that was it,” replied Lyss. “They look smaller. Go for it.”

I pushed the throttle up to 2,000 rpm, and with Ellie yawning violently, battled the disturbed waters of the pass and the four-knot ebb. The best we could do was two to three knots against the powerful current. Then there was a turn to starboard, and we had to line up another set of marks. We were still fighting a strong
IN LATITUDES

North in the Tuamotus, but only due to the fact that it had taken much longer to negotiate that pass, with much greater strain on the engine.

The wave height in the pass here at Maupiti was definitely more than the 1.6 meters — 5.2 feet — forecast in the GRIB files. I believe the GFS model infers wave height directly from average wind speed, which is not very helpful. If anyone knows how to pull a more reliable wave forecast via SailDocs, I’d love to hear about it.

“At least the only boats here in the lagoon are crewed by real sailors,” Alyssa said.

“Either real sailors or idiots with huge cojones,” I replied.

— Lewis 09/15/2014

current, but the main show was over, as we were once again in flat water. Whew!

Once in the calm waters of the lagoon, we dropped the hook behind a motu near the pass. We could see the anchor land in powdery sand 40 feet below. We paid out our chain and buoyed the anchor while watching huge manta rays flying over the coral heads below.

Once settled, we both took some huge breaths of relief and congratulated ourselves on our stellar communication under extreme duress. We then treated ourselves to a glass of wine in a feeble attempt to calm our still-shaking bodies. We’d made it to a new island, and our boat home was safe. We agreed that Maupiti had the second most scary pass we’d attempted. The worst had been Fakarava

Aussies Melissa and Nick, with sons Huon and BJ, have ventured all over the world, but have found hospitable Mexico to be hard to top.

Sonrisa — Lagoon 440
Nick & Melissa Brettingham-Moore
Plus Young Sons BJ and Huon
Loving Mexico
(Tasmania, Australia)
still living an adventurous life, not many couples can compete with Nick and Melissa. Except for fellow Australians, of course, who are world-class adventurers.

Nick grew up around the water in Sydney, sailing every weekend. Yet he claims the best thing that ever happened to him was in 1967 when his father moved the family to Tivoli, a farm on the outskirts of Hobart, Tasmania. “Riding horses, driving tractors, and some honest labor all gave me a feeling for nature and mechanics, which has served me well over the past 40-odd years. There isn’t much you can’t fix on a farm without some fencing wire — a good skill to have on a cruising boat.”

While in Tassie, Nick built a ferrocement boat that he and a mate would enter in the Melbourne to Osaka Race. This is after two years of cruising New Zealand, Fiji, Tonga and New Caledonia. After selling the boat in Japan, he and his then-wife heard that yachty could make money running boats in the Med. In 1987 they landed a captain/stewardess job on a 55-ft motoryacht built in Spain from an Italian design and had two 650-hp Detroit Diesels that burned almost as much oil as fuel.”

After four years, Nick was drawn to do another Melbourne to Osaka Race, this time with a 39-footer he’d bought in Plymouth, England and sailed to the Med. Among other things, it took a 54-day nonstop passage to get to Cape Town from Gibraltar. It might have been a mistake wanting to enter the race, as the rudder stock snapped above the stuffing box in the Southern Ocean. The repair in Perth was perhaps a bit too robust, for when the boat later hit a submerged object near Guam, the rudder held out but the hull didn’t. Within half an hour, the boat was on the bottom and he and his mate were in their liferaft. They were rescued by the U.S. Coast Guard.

Back in Europe, Ian had purchased the Wild B despite Nick’s objections that it was another HOS. “The saying ‘you can’t shine shit’ was applicable to the 63-ft Italian plywood speedboat with twin 1,500 hp MTUs,” says Nick, “though we did spend several years trying.”

Melissa reports that she’s lived in just about every state in Australia, as well as several years in New Guinea. In 1992, while in her late teens, she and her boyfriend set off on a long trip to Europe with just a few bucks in their pockets. They had a grand time, of course, including three memorable months in India, Kashmir and Nepal on the way home.

Mel’s boyfriend continued his studies and got serious about a career. Mel did her stint in Hotel Management Studies, but by 1997 was overcome with wanderlust. Fate would put her and Nick together in a whirlwind romance later that year in the yacht center of Palma de Mallorca.

The couple spent some time trying to make a silk purse out of the pig that was Wild B, but the new Swiss owner finally decided to have a proper 130-ft displacement motoryacht built in the Netherlands. Nick would oversee construction, which would take nearly two years. “Solaia was built in the quaint eel-smoking village of Monnickendam about 15 miles outside Amsterdam,” remembers Mel. “It was hard living so close to Amsterdam. Not! What an amazingly lively city with so much to offer. We absolutely loved it there.

As you can see, Melissa is very grounded. She loves her family, nutrition, fitness and cruising. She knows the high life, but doesn’t miss it.
It's hard to believe, but not everyone considers that living and working the high-life on a luxury yacht is the apex of existence. "When I fell pregnant with Benjamin in 2006, we decided it was time to leave Solaia for a more simple life," says Melissa. "In lieu of finding another crew after 11 years, Jacques, our great friend, decided to exit from yachting."

It was after leaving Solaia that Nick and Melissa began to live their dream. "We used to have a poster of a Lagoon 440 catamaran stuck to the wall of our cabin on Solaia, keeping us on our toes," says Melissa. "I never thought the day would come that we would get one ourselves, but we took delivery of ours in La Rochelle in 2007, and spent six great months outfitting her. She's been the home to our family, including sons Benjamin and Huon, since 2007 and we haven't looked back."

After taking delivery of Sonrisa in 2007, they cruised the Atlantic coast of France, Portugal and Spain, then crossed the Atlantic to St. Martin in the Caribbean. They spent 2008 cruising the Caribbean. In 2009, they did Colombia, Panama and Costa Rica. In 2010, they did Costa Rica, Nicaragua, El Salvador and Mexico. They've happily been in Mexico ever since.

"We just booked Sonrisa into La Paz's Costa Baja Marina for 2015," Nick reports. "It's a serious change for us, with the boys being enrolled in a local Montessori school. Mel will try and finish her course in Nutritional Medicine, a subject she has always been passionate about, while I'll try to get my buggered back fixed. By the way, I've had lots of dealings with private hospitals in Mexico, and found them to be very impressive. The care I've gotten has been excellent, and the cost very reasonable. We will also try to improve our bastard Spanish.

"Just to keep our friends updated, we spent three months this summer in Europe with the boys, visiting friends from our days working there, and enjoyed a great week on a rented motorboat on the Garonne Canal in France with godparents. We got back onto Sonrisa in August in Puerto Vallarta, came up to the Sea of Cortez, and have spent three months in the Loreto area.

"We're currently anchored off our favorite island, Isla Coronado, not far from La Paz. Both Nick and Mel love this artistic au naturel photo of Mel on the beach. Her smooth tan skin contrasts nicely with the ripples of sand."
from Loreto, and there is absolutely nobody around. We've only seen three yachts in the last month. Right now we're keeping our eye on hurricane Norbert, which is passing 120 miles west of Baja. We're supposed to get sustained 30-knot winds. Typically it's dead calm here, and in summer just under 100 degrees.

"Because I'm a normal healthy guy," continues Nick. "I liked the September Changes photo of Karen Riley sailing naked aboard Beau Soleil. We agree with the Rileys' belief that there's not much need for clothes when cruising. So I've attached a photo (see previous page) of Mel, my beautiful wife, on the beach near Isla Coronado. I'm so proud of her, as she spends so much time on nutrition for our whole family and keeping us fit. I guess 'Beach Bum' would be a good caption. And by the way, Mel would be only too happy to have the photo published.

— latitude 38 09/10/2014

**Ichi Ban — Columbia 34 Mk II**

**Justin Jenkins & Anna Wiley**

**Loving Tonga and Fiji**

(San Diego)

What's shakin' my cruising friends? I hope it's shaking as good for you as it is for Anna and me aboard the Columbia 34 we bought for $2,000. (Not to mislead anyone, we naturally spent a lot more money getting her ready to cruise.)

Anna and I finally left American Samoa in late May, and arrived in the Vava'u Group of Tonga on June 1. Anna's birthday. We spent two fantastic months in Tonga, which was a real breath of fresh air — literally and figuratively — after American Samoa. There are scores of beautiful anchorages — The Moorings identifies over 40 of them by number in a 12-mile-by-12-mile area for their charterers — and none are more than a few hours away from the farthest.

Because the anchorages were so close together, we visited new spots all the time, and found each one to be great for diving and snorkeling. I've started doing lots of spearfishing, and have done pretty well. I don't want to brag, but the parrot fish shudder when they see me jump in the water.

There is a strong cruising community in Tonga, with lots of services for cruisers. There is a cruisers' net on VHF 26, and thanks to repeaters all around the Vava'u Group, you can get great reception almost everywhere. This means you can get the latest weather, stay in touch with friends, and be active in the cruisers' buy/sell/trade market. We've done quite well selling stuff in the latter, as *Ichi Ban* has been something of a floating flea market in Tonga. We were able to get rid of a lot of stuff we weren't using, and at a decent price. We're hand-to-mouth cruisers, so that allowed us to finance a couple of more months of cruising.

Anna and I are young, so we've enjoyed the popping party scene at Neiafu, which is the center for cruisers in Tonga. The backpacker's hostel in town attracts lots of young foreigners, and we've had a great time partying with them. Anna and I also played music at several different clubs in Neiafu, such as the Aquarium and the Bounty Bar. They gave us free drinks and food in return for playing. Nice to eat some red meat for a change.

We also had quite a few razing beach parties in Nuku, a little island with white sandy beaches, great snorkeling, and fine protection from the southeast trades. The island has plenty of coconut trees, which we climbed for a key ingredient in our rum coconut cocktails. There were also plenty of fish to catch for grilling on the fires at night.

Our Canadian friends told us about the 'shot-ski', which is a favorite Canadian drinking device. It's a snow ski with five or more shot glasses glued to the top. As many shot glasses as there are people sit in a row, and when you tilt the shot-ski, everyone has to drink the whole shot at once — or get part of it spilled on them. Friends don't let friends drink alone!

Not having any snow skis on *Ichi Ban*, I made a tropical version of the shot-ski out of bamboo and oyster shells, and christened it the Bamboo-ski! When it comes to drinking, the Bamboo-ski is like pouring gasoline onto a fire! It contributed to many wild nights in Tonga.

After two months in Tonga, Anna and I were ready to go exploring again, so we set sail for Fiji. We're currently at Savu Savu and have already fallen in love with the place. The food here is good an inexpensive, and butane — $17 U.S. for 20 pounds — is also cheap. I've already found lots of work, from cleaning bottoms to climbing masts. Plus Anna and I have played three shows already, and have learned that we need to put out a tip jar. Last time we played, we scored $100 in one night, along with free food and drinks. What a life, as we're making music, cruising around, surfing, fishing, making friends from all over the world — enjoying life to the max!

We've made lots of contacts for work prospects in New Zealand and Australia, so come November, I think we might be headed to one of those two places.
Now let’s talk about Value Added Tax (VAT). If you’re not careful, a 20% VAT could be slapped onto your boat and all her gear. According to EU law — as confirmed by an EU official, officials in the UK, and a tax expert at the French Embassy in Washington, D.C. — there is no VAT due on a non-EU boat and her contents for the first 18 months. If you can prove that you were away from your boat for six of those months, the VAT can even be extended to 24 months.

Does it seem odd to anyone else that a person’s boat can stay more than a year longer in Schengen Area countries than the person can? After all, it’s the person, not the boat, who would be spending all the money to enrich the economies of those countries. Furthermore, when the boat’s time limit is up, she only has to leave the EU for one day before she can return for another 18 months, while a person has to leave the Schengen Area for 90 days before coming back for just another 90 days.

The only sure places within the confines of a Med cruise to reset the VAT clock for your boat are non-EU countries such as Morocco, Libya, Algeria, Tunisia and Egypt — the latter four not being the most attractive choices given the current political climate. There is also Turkey, but it’s too far away for us. In addition, there are conflicting reports on whether you have to apply for a Turkish Long Term Visa from your home country.

We are leaning toward sailing to Morocco from Gibraltar, which would reset JOT’s VAT clock, Casablanca, anyone? And then we’ll be on to Port Ginesta, Spain — just north of Barcelona — and the French Med for the winter.

A 20% VAT hit would naturally be significant for any cruiser’s budget, which is why we’re a little concerned about our French Long Stay Visas. We’ve heard that these may technically make us residents.

I’m keen on getting some good surf here in Fiji, so we’ll soon be headed for world famous spots such as Taveuni and Qamea. But first we have a big show tonight at the Copra Shed Marina in Savu Savu. The marinas in Fiji are sweet, the people are terrific, and they take care of all the stuff for Customs and Biosecurity, as well as the paperwork for cruising. And almost for free. We’re anchored outside, of course, but hot showers and moorings are available for $10/night, a pretty good deal.

The people here in Fiji are simply world-class. The ethnic Fijians are very warm and kind, and the Indians just the same. The Indian food here is incredibly delicious and cheap. What more could any cruiser ask for?
dents of France, in which case our boat wouldn’t be exempt from VAT. Getting the real story on tax and immigration issues for individual cases is not easy in this part of the world. We’ll just have to see if our version of ‘low profile’ works.

Another concern is the lack of consistent administration within the EU when it comes to the interpretation of EU law. For example, we’ve read that Spain considers more than six months in their country an excuse to try to collect VAT. Greece has similarly imposed VAT and/or other taxes on yachts. Today we were notified that Greece has increased its liability insurance requirements to approximately $700,000 U.S. So don’t bring your boat to Europe looking for certainty.

Despite all of the self-inflicted and other types of drama, our cruise to Europe has certainly been worth the effort. Sipping Champagne on the Champ Elysees at midnight after watching the Tour Eiffel light up is remarkable. We also witnessed some of the D-Day+70 commemorations. It might have only been the special time of year, but the residents of Normandy eloquently expressed their appreciation of the heroic efforts made by our parents on their behalf.

Prices in England and Europe? We found the cost of living in England to be about double that of the U.S., although berthing is similar to that on the Chesapeake. As for the quality of food and especially the service, the less said the better. Other opinions are out there.

In France, boat stuff is about 50% more expensive than in the U.S., and that’s before they add the 20% VAT. The exception has been parts for our Yanmar diesel. The French wanted 600 euros, plus shipping, for one injector. That’s about $1,000 U.S. after duty and shipping. We got one from the States for $300. Berthing in France is a little less expensive than in the Chesapeake, and most French marinas include electricity and Wi-Fi in their base rate.

For what it’s worth, we had to pay more for one night’s stay at the Holiday Inn at San Francisco’s Fisherman’s Wharf than we did when we splurged on a four-star boutique hotel in Paris.

When it comes to dining out, it’s about the same price in France as it is in Tahoe / San Francisco / D.C. for similar quality food. This is true in a large part because the tip is included and because excellent house wines are inexpensive. As floating ‘apartment’ owners, we cannot get enough of the outstanding local products to be found in the boulangeries and charcuteries, and the fruits and vegetables at the Tuesday/Thursday/Saturday street markets. They are superb food and wine experiences.

Our situation requires daily Internet, so coffee shop Wi-Fi doesn’t work for us. In the U.K. you can get a cheapo phone for $30, and for another $30 per month get unlimited data to create a Wi-Fi hotspot to an onboard router. In France we’ve gotten weak, but free, Wi-Fi in Port Chantereyne. It was made usable with our outside Ubiquity Bullet omni antenna with 8 db gain omni. SKYFi is amazingly useful and affordable, so thank you, Bill Gates.

The scenery and history in England and Europe? Beyond expectations. Whatever your interests, you have a good chance of finding much to satisfy them. Visa and MasterCard are accepted almost everywhere — Amex not so much — but watch out for cards that charge 3% foreign transaction fees. Most do. Automatic charge machines — toll roads, parking lots, etc. — will not accept U.S. cards, as we have not adopted the chip & PIN system. Cash can be extracted from the common money machines, but it’s fairly expensive depending on your bank.

To reinforce the adage that cruising is repairing your boat in exotic places, we must stop reporting so we can attend to boat chores: the UV-rotted trampoline attachments, Honda impeller replacement, and the ever-exciting holding tank stoppage.

For anyone contemplating bringing their own yacht to the EU, please carefully read the fine print and project how it will affect your style of cruising. In our case it has been a fantastically rewarding experience of a lifetime.

By the way, we saw the Wanderer’s post in the last issue about the St. Katherine’s Dock near Tower Bridge in London. Our cat is too wide for that. As
Tamiko had gone looking for a doctor, as she needed to get a prescription filled for nerve pain. “If I didn’t take it,” she says, “it felt like fire ants were peeling the flesh from the bones on the left side of my body.”

The first recommended doctor wasn’t in, so she visited the second, Dr. Villadrana, an internist, at his walk-in clinic. “When I told him I needed to get my super-expensive pain prescription filled, he said it wasn’t available in Mexico. He also told me that I was taking extremely high doses, and spent about 90 minutes with me getting to know more about my medical situation — even though I didn’t get there until 7 p.m. I explained to him that my stateside insurance company’s idea of ‘therapy’ consisted of doctors pumping me full of drugs to get me to “come to terms” with what they said was the fact that I would be a gimp in a wheelchair forever. They wanted to flush my life away.

After patiently listening to me and asking questions, Dr. Villadrana, who is also a clinical nutritionist, told me he thought he could help me. And he did.”

Not only did the doctor get her on a much lower dose of a different pain medication, he had Tamiko dramatically change her diet. “He explained that he didn’t think all of my problems were related to nerve damage, but the fact that I was malnourished — even though I weighed almost 200 pounds. He told me that I wasn’t able to process foods normally.”

“The doctor put me on a strict six-week elimination diet to cleanse my system,” says Tamiko. “Then he got me off dairy and gluten, and has me taking potassium and other vitamins and supplements. I still have a lot of nerve pain, and still have to take medications, but I’m feeling much better than I did before.”

Tamiko is so much more mobile that for a photo of JOT cruising beneath an opened Tower of London Bridge, such a shot would be almost as iconic as the one we have of JOT motoring past the Statue of Liberty. It’s our understanding that it would be possible to get a shot of our boat under full sail on the Grand Canal of Venice. Wouldn’t that be great?

— joy & walt 08/07/2014

Landfall — Vagabond 49
Steve, Tamiko and Eli (17) Willie
Mexico Is Better For Us
(Morro Bay)

In November 2011, we did a Sightings piece on the Willie family, who happily describe themselves as “unconventional.” The United States no longer seemed like a viable place for them to live, so they had gotten a good deal on Landfall, a project boat, and were fixing her up with plans to head to Mexico.

Mexico was the goal because Tamiko, a former member of the Coast Guard who at 22 rescued a group of Navy Seals who had flipped their boat in the surf at Morro Bay, does better in warmer weather. After leaving the Coast Guard, she’d been shocked by 95,000 volts in an industrial accident and suffered severe nerve and other damage. Although hurting and having to take numerous medications, she hurts less in warmer weather.

And there was son Eli, then 14, a dwarf who suffered from being ignored if not shunned because he is, as Tamiko puts it, “weird”. In addition, Steve, a former Porsche mechanic, needed expensive asthma medicine. If that wasn’t enough, having a family was becoming economically ever more difficult in the once Golden State.

The Latitude update is that the Willie family, who mostly base out of La Cruz now, are doing much better in Mexico. During the winter of 2011-2012 they had slowly made their way down the coast, and by May had arrived at Ensenada. That’s where things began to change for the better.

Tamiko had gone looking for a doctor, as she needed to get a prescription filled
a few weeks ago she was able to run down the beach to try to help Pete when Easy Living, his big old powerboat, was blown up onto the rocks at La Cruz. "Pete told me he'd been living on the hook on that boat at La Cruz for 30 years, and hadn't come into the dock for four years," says Tamiko. "We were able to save the boat — without the help of the Mexican navy — but Pete is going to part her out anyway."

In addition, the former Coastie took charge about a year ago when Sig and Phyllis Horne- man's Berkeley-based Cal 29 Duct Tape went onto the rocks at La Cruz. "I took charge just like it was the old days in the Coast Guard," says Tamiko. "I'm an old race car guy," says Steve, "so ever since Eli was a kid he'd watch me do things like rebuild transmissions. He's really good mechanically. We had him start by doing the winches on our boat, and after about two winches he knew more than I did. He's got it down."

"We don't have a lot of spare parts," Steve continued, "so Eli is lucky that Mike Danielson of Puerto Vallarta Sails, who has a lot of spares, told Eli he is welcome to his treasure trove of parts. Mike has been great, doing everything he can to help Eli. And Katrina has helped, too, as she puts the word out for Eli on the Banderas Bay net."

"Eli started doing winches in February this year, and after the first couple of boats his business exploded," says Steve. "Since then he's worked on the winches of about 20 boats. Now is the slow time of year, of course, so he hasn't had much business lately. But he's ready for the owners to return to their boats and new boats to arrive so he can get started again. I'm really proud of Eli, too, because he's good at saving his money."

After the Willies helped rescue Duct Tape about a year ago, they thought about buying Duct Tape's dinghy for Eli, but decided he wasn't quite ready. But when the appreciative Hornemans came back after being up in the Sea, they decided to give the inflatable to Eli in return for the Willies' help and Eli's doing all their winches. Eli needed an outboard, and was able to buy just what he needed, a used air-cooled engine that only weighs 12 pounds. For Eli, the dinghy and outboard are like his getting his first car. It means freedom, as well as the ability to get to jobs on his own. After Easy Living went up onto the rocks, Steve reports that Landfall was the only boat left in the La Cruz anchorage. Then came hurricane Norbert and 12-ft surf.

"Even though we were in 24 feet of water, I wasn't convinced that the waves weren't going to break on us. So we came into the marina at La Cruz. Given the huge surf, we expected the surge to be really bad, but it wasn't bad at all, no worse than when there is head-high surf."

"One day our friend Rotten Robby said, "Hey Eli, I used to maintain and repair winches. You can do it for less money than me, and because your hands are smaller, you can reach everything easier."

"We've had about 40 knots for half an hour, but that was it. The daily summer squalls are worse. You know, it rains like hell, blows out of the south for an hour or two, and is then is usually over. But once we had 44 knots of wind."

What about the humidity of summer? "As long as it's not sunny for 10 days in a row and the wind doesn't stop at night, it's not that much worse than winter," claims Steve. "And it's great for surfing. But if it gets too hot, I jump in the water and stay in for about 90 minutes. That will cool you down."

So far sunny Mexico has been cool for the Willie family. "Our goal is not to be rich in material things, but rich in life experiences — and we're finding that here in Mexico," says Tamiko.

— latitude/rs 09/15/2014

Cruise Notes:
Here's a tip for anyone with a boat...
It’s been a quiet hurricane season in the Atlantic/Caribbean so far, although that season is generally considered to last a month longer than in Mexico/Eastern Pacific. So far there have been five named storms, four hurricanes, and one major hurricane. The 30-year norm is 12 named storms, six hurricanes, and three major hurricanes. There are generally fewer tropical storms in the Atlantic than in Mexico, but they usually head east toward land, while Mexican hurricanes tend to head west and away from land.

Hurricane Odile’s hitting Baja was bad, particularly with the loss of the lives of cruisers Guenter Trebbow, 76, of Germany, Simone Wood, 47, of London, and Paul Whitehouse, 45, of Wolverhampton, England. However, the sailing community has been hit by much more destructive storms. In particular, massive and powerful hurricane Luis, which hit the Leeward Islands — particularly Barbuda, St. Barth, St. Martin and Anguilla — with 140 mph winds as well as numerous F3 tornadoes in the eye wall.

Luis struck 19 years ago and lasted for 15 days. At one point it was just one of four named storms roaring around in the Atlantic at the same time in the obscenely busy Atlantic/Caribbean hurricane year of 1995. By the time Luis was done, it was deemed responsible for 19 deaths, 70,000 people being homeless, and $3 billion in damage. But get this — in St. Martin alone, 1,300 of 1,500 boats, most of them recreational boats, were either driven aground or destroyed. Luis was followed just a week later by hurricane Marilyn.

Luis was also the cause of probably the most famous rogue wave — estimated at 100 feet — in history. This is the one that hit the Queen Elizabeth 2 Tropical Storms: 7. Hurricanes: 7.6. Major hurricanes (which are 125 mph or more): 2.6.

With just over a month to go in the Mexico/Eastern Pacific hurricane season, this year’s totals have been: Total tropical events: 18. Tropical storms: 5. Hurricanes: 11. Major hurricanes: 8.

While it’s obviously been a busy hurricane season off Mexico, it should be noted that three of the hurricanes, all of them major hurricanes, were actually quite far offshore and were more threats to Hawaii.

Of the five years we looked at, 2009 was the closest to 2014, as it had 23 events, 12 tropical storms, eight hurricanes, and five major hurricanes.
on her way from Cherbourg, France to New York. Despite her changing course in an attempt to avoid the effects of Luis, waves broke the ship's Grand Lounge windows, which were more than 70 feet above the surface. But that was just the beginning. The following is from the log:

"At 0410 the rogue wave was sighted right ahead, looming out of the darkness from 220°. It looked as though the ship was heading straight for the white cliffs of Dover. The wave seemed to take ages to arrive, but it was probably less than a minute before it broke with tremendous force over the bow. An incredible shudder went through the ship, followed a few minutes later by two smaller shudders. There seemed to be two waves in succession, as the ship fell into the hole behind the first one. The second wave of 28-29 meters, whilst breaking, crashed over the foredeck, carrying away the forward whistle mast."

Canadian weather buoys moored in the area recorded a maximum wave height of 98 feet. There was surprisingly little damage to the QE2.

Evacuation by yacht. Several days after Odile ravaged Cabo San Lucas, four big privately-owned sportfishing boats arrived at Mazatlan carrying a total of 60 Mexican nationals, ages 3 to 65, reports a Latitude source. "The captains were all well-seasoned good American guys, and the boatowners had given them carte blanche to help evacuate their crews and extended families from Los Cabos due to the breakdown of law and order there."

Another source told Latitude that the looting in Cabo actually began after the management at Costco told the employees they could take whatever they wanted. When employees were seen walking out of Costco loaded down, the general public assumed looting was the order of the day and got busy. It’s hard to know what really happened in Cabo in the immediate aftermath of Odile, but it’s safe to say that La Paz didn’t experience the same kind of troubles.

“What will the Sea of Cortez be like as a result of Odile?” several Ha-Ha entrants have asked the Poobah. We can’t say for sure, but having been to a number of post hurricane disaster sites, we have a general idea of what to expect. Below the surface, it will be just like before. Indeed, just days after Odile, the water around several sunken boats at Puerto Escondido was as clear and inviting as ever.
Aboveground is not going to be quite as pretty. Small vegetation can recover from the wind damage and salt spray fairly quickly, but there are thousands of downed palm trees and big cacti, neither of which will recover as quickly, if at all.

The most unsightly, however, will be the damage to human-made structures. Lots of businesses and families won’t have the money or insurance settlements yet to repair things quickly, and even if they do, there will be a lot of construction going on. It could be a little depressing. Fortunately, none of the marinas suffered much damage, so they will probably look better than most of the rest of the urban areas. Most of the anchorages, and the islands in the Sea of Cortez, will probably be as beautiful as ever. In fact, thanks to Odile’s rain, they’ll probably be greener than normal.

In the unlikely event that the Sea proves to not be up to your standards, Mazatlan and the Vallarta Coast beckon just 200 and 300 miles away, respectively, over on the mainland.

"I brought my boat down to Mexico in the 2008 Ha-Ha, which was my third," reports Wally Nevins of the formerly Ventura-based Catalina 42 Andanzas, "and have kept her at Mazatlan’s Marina Mazatlan every summer since. A lot of cruisers aren’t aware that Mazatlan has much to offer cruisers: the new Golden Zone, the great old Mercado, the Old Town, Olas Altas, the very long malecon, terrific seafood and restaurants, and great service providers. I’m just one of many cruisers who thinks Mazatlan is the best place in Mexico."

For further details on Mazatlan, see the Wanderer’s report in the February issue of Latitude.

Banderas Bay and the Vallarta Coast — which includes Puerto Vallarta, Nuevo Vallarta, La Cruz, Punta Mita and Sayulita — are just 285 miles from Cabo. It’s usually a pleasant broad reach in the winter. In addition to the best daily sailing conditions in Mexico, Banderas Bay offers more whale-watching than you might want, some spectacular surfing, Hidden Beach at the Marietas Islands, the cruiser-favorite village of La Cruz, and some great places to anchor out.

It’s also the site of the site of the Riviera Nayarit Sailor’s Splash/Pirates for Pupils Spinnaker Run for Charity. These fun Ha-Ha style fund-raising
events are for cruisers, and include three fun races, the annual opening of the Punta Mita Yacht & Surf Club (complete with the popular carbon fiber paddling initiation of new members), as well as the Annual Water Balloon Drop. It all takes place December 12-16th, and is sponsored by the Riviera Nayarit Tourism Department, Latitude 38, the Marina Riviera Nayarit, the Vallarta YC, and Paradise Marina. Catalina Liana of Marina Riviera Nayarit, who will be aboard *Profligate* for the Ha-Ha again this year, can answer all your questions either during that event or at pr@mari-nariviera.com.

Since we’re on a roll for cruiser events in Mexico this winter, we should mention that Latitude will again attempt to create a Tenacatita – Barra Sailing Festival just after the start of the new year. There would be a feeder cruise down from Banderas Bay, followed by sailing fun, socializing and other nonsense at Tenacatita Bay, followed by a fun ‘race’ down to the Grand Marina and/or the lagoon at Barra de Navidad. We’re still working on details with the ‘Mayor of Tenacatita Bay’, Robert Gleser of the ex-Alameda-based Freeport 41 Harmony, and the folks at Grand Bay Hotel Marina in Barra. Stay tuned for news.

Next on the Mexico calendar of activities is perhaps the greatest cruiser fundraising success in the world, the Zihua SailFest. Now in its 14th year, the six-day fundraising *fiesta* for the education of disadvantaged children in Zihua will be held February 2-8. It consists of cocktail parties, benefit concerts, live & silent auctions, sailboat and dinghy races, a kids’ beach day, seminars, a chili cook-off, street fairs, regattas, school tours, work parties and more.

Nearly $64,000 U.S. was raised last year — with generous help from grants from the Bellack Foundation, event volunteer Jane Fiala, cruiser/donor Pete Boyce of Northern California, and the Rotary Foundation. That was enough — along with donated labor and materials — to create 10 new classrooms and benefit more than 400 disadvantaged children in eight schools. When properly supervised, a little money goes farther in Mexico than in the United States.

More on other cruisers’ events in Mexico — the Vallarta YC’s Banderas Bay Cruisers’ Regatta, the La Paz Bay Fest and Loreto Fest — in upcoming issues.

One of the most famous sea caves in

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the world is the Blue Grotto of Capri, which extends over 150 feet into the beautiful towering island off the coast of Naples. Sunlight passing through an underwater cavity and the seawater creates the beautiful blue and emerald colors. The entrance is only two meters wide and two meters high, so you have to duck when you go in on one of the many tourist boats.

The grotto azzura was enjoyed by Roman emperors, then avoided for centuries because it was home to sea monsters and witches. After publication of a German book about it in the 1830s, it became a tourist attraction. Alas, the Blue Grotto has become one of the many places, such as Yosemite, that is being loved to death. As one reviewer wrote, "It took us four minutes to get to the grotto by boat, but two hours waiting in line for our boat's short turn inside the cave itself."

A graduate of the University of California at Berkeley, Jim Gregory of the Pt. Richmond-based Schumacher 50 Morpheus is a smart guy, so he came up with a better alternative to a hoi polloi tour. He swam into the grotto before it 'opened' for business one morning. Locals commonly swim in the grotto after it 'closes' at 6 p.m.

Unfortunately, Jim and his wife Debra were unable to come up with a similar crowd-avoidance scheme during their later visit to the Vatican Museum at St. Peter's Square in Vatican City. "I am a bad tourist," Debra confessed. "I hate tours and will not take any in the future. The Vatican Museum is full of amazing things, but when you're packed in with 33,000 others and have to follow the one and only allowed path, you just can't wait to leave."

Our sentiments exactly about standing in line, and at the Vatican Museum in particular. One of the great things about traveling by private yacht is that you get to visit really great places that haven't yet become famous or even widely-known yet, and thus you can often have them to yourself. Take Hidden Beach, the now-famous swim-in beach at the Marietas Islands off Punta Mita. After the publication of one particularly flattering photo of it, Hidden Beach suddenly...
became hailed as the ‘Best Remote Beach In The World’ on some of the ridiculous ‘best’ lists. Until this happened, the Punta Mita pangas drivers lived off whale-watching and fishing tours in the winter. Now they’re so busy in the summer taking Mexicans to the Hidden Beach that they hardly care about their winter trade.

Speaking of Punta Mita, one August night John and Gilly Foy of the La Cruz-based Catalina 42 Destiny spied a rather large sailboat anchored there. When dawn broke, they realized it was the 245-ft Ron Holland-designed M5, previously known as Mirabella V, the largest sloop in the world.

When Cabo became so chaotic following hurricane Odile, the captains of three sportfishing boats, with permission from the boat owners, took the men who worked on their boats, and their families, to safety in Mazatlan. There were about 60 people in all, ages 3 to 65. The captains who came to the rescue were Roy Wilkes’ Hammock of the Viking 65 Expedition, Ty Valli of the Hatteras 68 Reel Quest, Chad Herren of the Black— to us — business model. The event is free, but people are encouraged to become ‘members’ for $250. Weather permitting, it starts November 2 in Hampton, Virginia, and ends in either the Bahamas or the British Virgins.

The older and much more hands on—boat and gear inspections—Caribbean 1500 is part of the World Cruising Ltd empire. They leave on the same date from nearby Portsmouth, Virginia for the same destinations. Like all World Cruising Ltd events, it’s not cheap, but they give quite a bit of value. Currently they have about 36 entries, including Vincent Ratford of the California-based Lagoon 450 Gem.

The third of the events is the 15th Annual NARC (North American Rally to the Caribbean) from Newport, Rhode Island on November 1 for Bermuda and St. Martin. This is for ‘pros’ boats’. Organizer Hank Schmitt, who is big in crew placement, encourages most cruisers to join the other two rallies!

Hurricane season is almost over, which means cruising season is about to begin. We hope you’re ready. We sure are!
Join us for some pre-holiday FUN!

Announcing a Pop-Up Gallery this fall exhibiting artwork by Jim DeWitt.

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WHAT’S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it’s still pretty much a brick wall if you want to get your ad into the magazine. But it’s not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you’re much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There’s no reason to wait for the last minute.

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28-FT PACIFIC SEAкраFT ORION. 1980. Sausalito. $34,500. Acknowledged as one of the best built, full keel, seaworthy designs. 31-ft LOA. Excellent Yanmar diesel, Profurl, new standing rigging, sail cover, and much more. Very good condition. Email Ohana854@yahoo.com.

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25-FT CATALINA 250WK, 2004. Tracy, CA. $22,500. She took our family on many adventures, but now it’s time to move on and find her a great new home. Trailer, 9hp Honda, VHF, remote VHF. 120V/AC. Radio/CD, depth, log. Porta-Potti, stove, bottom paint. Memory foam mattress. (209) 836-2552 or cat250@sonic.net.

27-FT DUFOUR 2000. 1977. Tiburon. $7,500. This beautiful teak inlayed Folkboat is ready to sail. All new standing and running rigging, new artwork and many more improvements. Will fit your 10’ headroom without on-deck storage space.

26-FT SEAFARER YACHT, 1968. Elk Creek, CA. $3,000. Hull purchased from East Coast factory unfinished in 1968, have most original receipts for materials purchased between 1968 and 1972. On custom trailer, parked in a barn 1972 to 2006. Never finished, mast, boom, bronze hardware, marine toilet and misc parts. Volvo Penta MD1 1970, never run. Bought in estate sale and haven’t been able to restore and put in Bay as planned. Serious only, scams will be reported. (503) 300-5531 or ducksoup44@wildblue.net.

30-FT ISLANDER BAHAMA, 1981. Alameda. $27,500. Exceptionally clean, equipped, and maintained IS10. Garmin 740S plotter/w2000/Navpod (2012), Raymarine SPX-5 Wheelpit and P70 control head (2013), ATS receiver, 75w solar panel, rigid vang, furling jib w/newer cover, sails 7 years old, all lines to cockpit, clean Volvo diesel ~1400 hrs, sturdy dodger, lazy jacks, extra racing main, Lewmar 2-speed tacking winches, weather cloth, bimini, excellent brightwork, beautiful teak interior, teak and holly sole, fridge, etc. (510) 593-7913 or biphmail@gmail.com.


30-FT FREEDOM, 1996. Clipper in Sausalito. $25,000. Solid build by Tillotson-Pearson, with carbon fiber through-hull mast, lines handled in cockpit. Excellent condition. 15hp Yanmar diesel 650 hours. Beautiful spacious wood-paneled cabin. All accessories go with boat. (415) 381-4217 or m.j.horo@comcast.net.

30-FT CATALINA, 1978. Berkeley Marina. $17,000. Generally a very clean boat. Details are located here: http://sfbay craigslist.org/ebay/boa/46297551.html. Contact mcalistermichaelr@gmail.com or (415) 725-1868.

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30-FT ERICSON 30-2, 1979. San Francisco. $17,000. Clean cruiser, good condition, rebuilt Yanmar and engine mounts (2014), new sails (2012). Harken RF, spinnaker and pole, wheel, depth, speed, grill, stereo, head with holding tank, pressurized water. Email gallagher41bg@gmail.com.


31-FT WYLERECAT, 2008. Monterey. $89,995. Yanmar YSM8 2-cyl diesel, 12 gal aluminum tank, Hacor filter, ducted fire retardant engine box with automatic fire suppression, drippless 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 crack bulkhead in bow, grill, recent haul. Will deliver within 250 nm Monterey, CA at seller expense. See http://monteryy.craiglist.org/boa/4534003839.html. Contact (831) 372-7245 or cap_dutch@yahoo.com.

30-FT CAPO, 1984. SFYC. $15,000. A Carl Schumacher-designed racer/cruiser with standing headroom. Boat is in great shape, but the mast has a crack and needs to be replaced. Great value for project-minded buyer. (415) 488-3317 or pjcampfield@yahoo.com.

30-FT ANDREWS, 1982. Sausalito. $10,000. Details, Alan Andrews’ first design, 1982 MORC winner. Good condition, Yanmar inboard, clean, fast and fun to sail. (707) 488-2055 or ilihtaniskta@aol.com.

35-FT CHEOY LEE, Robert Perry design, 1981. Already in Barra de Navidad, Mexico. $32,250. Actively cruised and upgraded. This boat’s ready to use as a condo, or step aboard and start cruising in Mexico: aluminum mast, fiberglass decks, broadband radar, GPS, sonar, epirb, inflatable PFDs, dinghy, outboard, refrigerator/freezer, tools and spares. So much we can’t list everything here. Call Pat. Can take trailerable boat or RV as part trade. Check details at: http://integratedmarketing.com/sailboat4-sale. Contact espiritu430@yahoo.com or (961) 458-1882.


33-FT HOBIE, 1983. Healdsburg, CA. $16,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Haylards led aft for single/double handing. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3926 or dpjohnson@sbc.com.


34-FT TITANIUM JAYNE, 1983, Richmond Yacht Club. $22,000. Very fast and beautiful daysailer/weekender. Excellent condition. Less than 1000 hrs on Yanmar. In the spirit of the Alerion at a fraction of the cost. See http://sites.google.com/site/yacht dancer. Contact (510) 525-0279 or rpackard@berkeley.edu.

35-FT J/105, 1999, SF Yacht Club. $85,000. Dana. Fast. Meticulously maintained. If you have ever thought about a J/105 you must see this boat. Beer cans and light cruising only with current owner. Email steve@supersteve.org.

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 Aqu Pro dinghy, 15hp Evinrude outboard. Forget the Ha-Ha, your boat is waiting in the Sea of Cortez! Contact (425) 775-4381 or (206) 234-6713 or chrnaide44@hotmail.com.

36-FT CONTEST 385, 1986. Marines de Cogolin, S. France. $73,000 VAT paid. Quality ocean cruiser by Cony-Plex of Holland. Continuous upgrades. Live aboard in southern France or start your dream cruise with well equipped yacht, just returned from a long cruise. USCG Doc, VAT paid, 5-year berth lease available. Specs available on request. (650) 293-7385 or terryshari@yahoo.com.

38-FT PEARSON 385, 1984. Barra de Navidad, Jalisco, Mexico. $49,500. Exceptional, cruise-ready Pearson 385, ready to go ANYWHERE. Leasingment 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 GPH watermaker, recent Garmin 4kw HD radar and 4012 chartplotter and much more. Consider being a full-time or commuter cruiser. (619) 618-1212 or pearson385@aol.com.

39-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. Will trade for smaller fishing boat. (649) 280-6220 or granhanah@cox.net.

39-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 Altajake@aol.com.

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 Altajake@aol.com.


40-FT WILDERNESS, 1983. Morro Bay. $44,000. Designed by Gary Mull. Boat is in VERY good shape, is super fun to sail, fast and spent the first 20 years in freshwater. I purchased a larger boat and would love to get rid of this ASAP. Newer mid 90’s Yanmar 3GMF with less than 400 hours, new Martec folding prop, new shaft, six bags of sails with two mains, carbon pole, sleeps 6, head with 10 gallon tank, 35 gallons of water, 35 gallons of fuel, Raymarine chartplotter and radar, solar panel, original gelcoat hull, Harken-equipped including roller turling. Please contact me with any questions, concerns or to view! Contact goldconcept@hsbglobal.net or (650) 550-1118.

34-FT ISLANDER, 1981. $36,900. Well maintained, sharp. 5 sails. Pathfinder diesel, aluminum toerail. All teak interior with teak and holly sole. Berthed in Alameda. Enterprise Yachts • (925) 212-8940 • Don Wilson, Broker

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37-Ft Pacific SeaCraft, 1989. Owl Harbor Marina. $118,000. 2009 Ha-Ha and 2014 PacCup - boat is ready to cross oceans. We have now moved to Texas and it is time for some other adventures. See www.sailboatlistings.com/view/45678. Contact (925) 899-2596 or gerrit.boonstra@gmail.com.


45-Ft starrett & Jenks, 1979. Richmond. $20,000/obo. Great boat for the Baja Ha-Ha on a budget. Thick fiberglass hull. New Yanmar 40hp and rudder 2007. Make me a reasonable offer! (510) 621-8487 or bsedel41190@sbcglobal.net.


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 trimmed mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dibbriandtme.com.


44-Ft Kelly Peterson, 1978. Alamexa. $95,000. Motivated seller. NEW: 150% jib, mainsail with StackPack, dodger, 4-person survival raft, 12 V refrigeration. 475 hrs on Perkins engine and transmission, asymmetrical spinaker in stock, dinghy with 4hp, 3 CNG bottles, electric windlass, 600 CQR with 300’ chain, 45# CQR w/250’ rope, LED lights, symmetrical spinaker, 115 jib, storm sails, new clutches, big Lewmar winches, etc. The cleanest, tightest KP you will find. Outfitted for cruising. (209) 304-0444 or 10ba7110@opayq.com.

40-Ft Valiant, 1978. Ventura. $79,000. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. Contact tsmonds29@gmail.com or (903) 754-8897.


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41-FT ONE-OFF LAURENT GILES. 1957. Port Townsend. $69,500. Bettina is a one-off 41-ft Laurent Giles sloop, built in 1957 at the celebrated Wing on Shing shipyard, teak-planked over ipol frames. Many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.

57-FT GAFF RIG SCHOONER, 1980. Emeryville Marina, Emeryville CA 94608. $23,700. Pirate-styled ship! Deal of the century. Must go. Owner moving abroad. Amazing sailboat/luxurious liveaboard. Ready for hit water. Detroit diesel 33-3, holds 500 gal water, 500 fuel, new battery, bilge and water pumps, center cockpit, captain’s state- room; sleeps 3, fireplace, queen-size brass bed, private head, teak deck, chaise longue, washing machine; Main; sleeps 6, full galley, full bath/shower, fireplace, 7 new sails, 2000lb windlass, Paloma instant hot-water heater. Transferable slip. Contact stylesurfing@gmail.com or (510) 593-6581.

42-FT WHITBY, 1982. Southwest Florida. $89,500. Ketch with full biminis. New gear includes radar, chartplotter, VHF/antenna, batteries, charger-inverter, high-output alternator, wind generator, solar gauges, electric windlass, chain and anchors. Loaded and ready to cruise. (415) 722-8349 or flamingo48@gmail.com.

51 FEET & OVER

48-FT F&C, 1979. Ventura, CA. $125,000 possible partial trade. One of the most gorgeous sailing yachts ever built, designed and built by German Frers, sister- ship to the late Roy Disney’s famous Shamrock, possibly the only example of this fast and beautiful, go-anywhere, bluewater cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5.1; go to weather board-down 7.6. Interior finished in South American hardwoods, new upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30’s sailboat. (805) 235-4046 or tackorjeb@gmail.com.

46-FT BENETEAU FIRST 47.7, 2003. San Francisco, CA. $250,000. One of the nicest examples of this fast cruiser/ racer available. Well maintained; “Euro” galley model; owner’s stateroom forward, two guest cabins aft, many options. See more at www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or sloopveronese@hotmail.com.


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36-Ft BRISTOL SLOOP, 1978. Alameda, CA. $25,000/o/b. Great sailing boat, great project for someone who wants to clean her up. In water and not sailed for 10 years. Sold as is, where is, in Alameda, CA. The Bristol 35.5 is a classic Ted Hood design. She combines comfort, perform- ance, and craftsmanship into a sought after boat that stands the test of time. Please email for photos and/or appoint- ments for viewing. (415) 593-7111, (323) 696-5517 or gsalazar0013@gmail.com.

44-FT ISLAND CLIPPER SLOOP, 1946. Pelican Harbor, Sausalito. $69,000. Built in Wilmington, CA, by Fellows and Stewart, fir on oak, fastened with silicon bronze. Serena has been owned and maintained by a local shipwright. 3-cyl diesel. Contact (415) 847-3718 or spidsgadder@yahoo.com.

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