

Latitude 38

VOLUME 448 October 2014

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On Their Merits

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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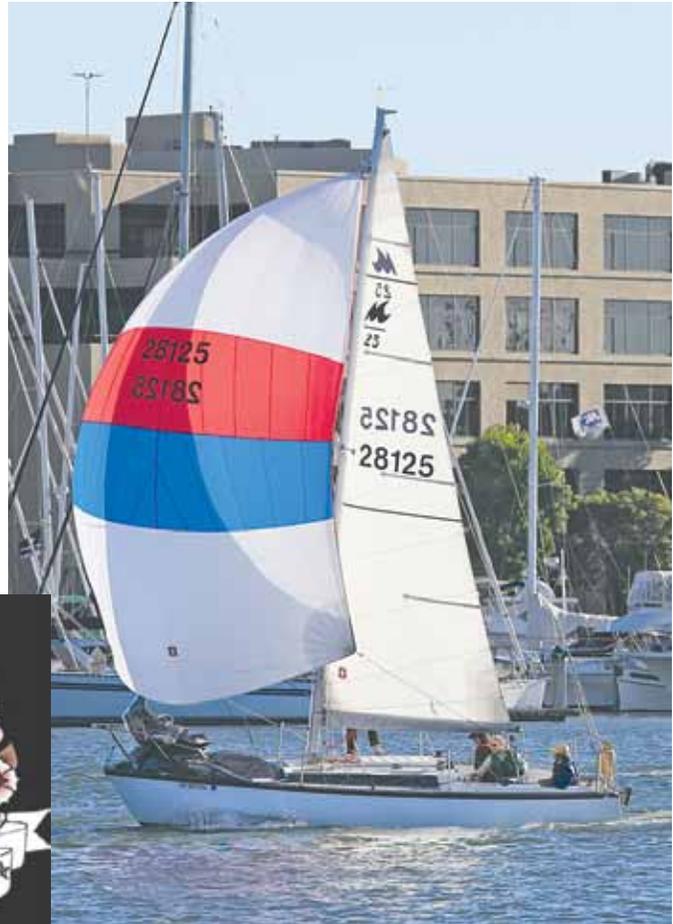


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Cover: Looking down at Prisoner's Harbor, Santa Cruz Island, with Scorpion and Little Scorpion anchorages, as well as Anacapa Island in the background.

Photo by Jane Roy

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

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ISLAND PACKET 380	2000	\$220,000
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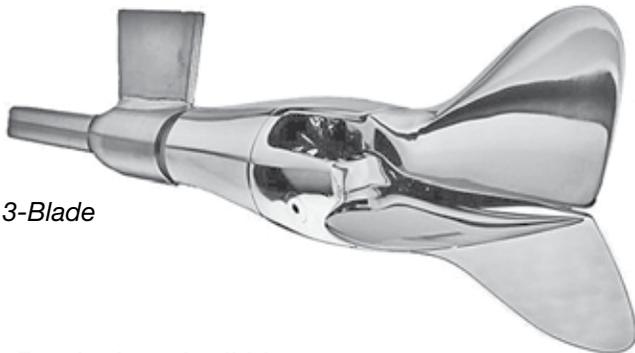
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Latitude 38

"we go where the wind blows"

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

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

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

Oct. 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-\$40. Info, (415) 447-5000 or www.nps.gov/sajf.

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

Oct. 11-19 — The 112-ft tall ship *Lady Washington* visits Oakland on her California tour, followed by San Francisco 10/21-11/5, Half Moon Bay 11/7-11/11, and Moss Landing 11/13-11/11. Info, www.historicalseaport.org.

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

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

Oct. 15-16 — Weather for Mariners Seminar, San Francisco YC, 5:30-9:30 p.m. No prior knowledge is required. \$120. Info & registration, www.sfyfc.org/training.

Oct. 17 — Marine SSB Radio Training with Gordon West and Shea Weston, Downwind Marine in San Diego, 5:30-9:30 p.m. \$25/person or \$30/couple includes materials, coffee and snacks. Info, www.saildocs.com/seminars.

Oct. 17-18 — Island Packet Owners Rendezvous, Catalina Island. Info, (619) 523-8000.

Oct. 17-19, 18-19 or 25-26 — ISAF Safety at Sea Seminar, SFYC. Classroom, practical and in-the-water training with instructor Paul Cunningham. \$240. Info & registration, www.sfyfc.org/training.

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.saildocs.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.sfyfc.org/training.

Oct. 25 — Pacific Puddle Jump Seminar, West Marine,

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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. 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.sfyf.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.

Oct. 27 — Baja Ha-Ha Kick-Off Parade, San Diego, 10 a.m. Details, www.baja-haha.com.

Oct. 27-Nov. 8 — 21st Annual Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Nov. 11 — Veterans Day.

Nov. 18 — YRA Trophy Party at BYC. Info, www.yra.org.

Racing

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

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

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

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

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

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

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

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

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

Oct. 5, 12, 19, 26 — Chowder Races #1-4. BYC, www.berkeleyyc.org.

Oct. 11 — Joan Storer Regatta for women skippers. TYC, www.tyc.org.

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

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

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

Oct. 11 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 11, 25 — Konocti Bay Series on Clear Lake. KBSC, www.kbsail.com.

Oct. 11, 25, Nov. 15 — Chowder Cup Races. ElkYC, www.elkhornyc.com.

Oct. 11, Nov. 1 — Fall Series. SSC, www.stocktonsc.org.

Oct. 11, Nov. 8 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Oct. 11-12 — Vallejo 1-2. Sail singlehanded to VYC and doublehanded back to Richmond. SSS, www.sfbaysss.org.

Oct. 11-12 — Fall Classic. SFYC, www.sfyf.org.

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

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

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

Oct. 14-18 — Rolex Farr 40 Worlds. StFYC, (415) 563-6363

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CALENDAR

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Oct. 18 — Round the Island. SFYC, (415) 435-9133 or www.sfyf.com.

Oct. 18 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 18 — YRA Champions Cup, hosted by BYC, Info, (415) 771-9500 or www.yra.org.

Oct. 18 — Jessica Cup. StFYC, www.stfyc.com.

Oct. 18 — Corkscrew Slough Regatta hosted by SeqYC. Info, www.eltoroyra.org.

Oct. 18 — Twin Island Race #3 around Angel and Alcatraz or Red Rock. SYC, www.sausalitoyachtclub.org.

Oct. 18 — South Bay Championship. SeqYC, www.sequoiayc.org.

Oct. 18 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 18 — Ross Wood Corinthian Championship Race #5. CYC, www.cyc.org.

Oct. 18-19 — Joe Logan/Calvin Paige/Moore 24 PCCs. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 19 — Lady Skippers Regatta closes out the Baxter/Judson series. PresYC, www.presidiyachtclub.org.

Oct. 19 — Fall 5 & 6 PHRF. MPYC, www.mpyc.org.

Oct. 22-24 — Kilroy Realty Corp. Pro Am Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 24-26 — International Masters Regatta, sailed in J/105s. SDYC, www.sdyf.com.

Oct. 25-26 — Great Pumpkin Regatta, with drop-mark racing on Saturday and a pursuit race around Alcatraz & Angel Island on Sunday. RYC, www.richmondyc.org.

Oct. 25-26 — Fall Dinghy. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 26 — Fall 5 & 6 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Oct. 26 — Fall SCORE #3. SCYC, www.scyc.org.

Oct. 29-31 — Grandmasters Team Race Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Nov. 1 — Midwinter #1. GGYC, www.ggyf.com.

Nov. 1 — Red Rock Regatta. TYC, www.tyf.com.

Nov. 1 — Commodore's Cup. CPYC, www.cpyf.com.

Nov. 1 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 1 — Last Gasp of Summer Regatta. HMBYC, www.hmbyf.com.

Nov. 1-2 — Match Racing. StFYC, (415) 563-6363 or www.stfyc.com.

Nov. 1-2 — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.

Nov. 1-2 — Rum Runner Regatta from Balboa YC in Newport Beach to San Diego. A 75-mile feeder race for SDYC's Hot Rum Series, which begins on 11/8. SDYC, www.sdyf.com.

Nov. 2 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 2 — Jack & Jill + 1 for women skippers. IYC, (510) 521-2980 or www.iyf.com.

Nov. 8 — Turkey Shoot Regatta (turkeys are the prizes). LWSC, www.lwsailing.org.

Nov. 8-9 — The first weekend of the Berkeley Midwinters, with separate series on Saturday and Sunday. Bobbi, (925) 939-9885, bobby@jfcbat.com, or www.berkeleyyc.org.

Nov. 8-9 — Opti Winter Series #1. SFYC, www.sfyf.com.

Nov. 9 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 9 — Island Days #1. IYC, (510) 521-2980 or www.iyf.com.

Nov. 15 — Jack Frost #1. EYC, www.encyf.com.

Nov. 15 — Island Fever #1. SBYC, www.sbyf.com.

Nov. 15 — Turkey Race. KBSC, www.kbsail.com.

Nov. 15 — Midwinter #1. SCYC, www.scyc.org.

Nov. 16 — Redwood Cup #1. SeqYC, www.sequoiayc.org.

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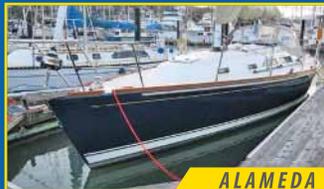
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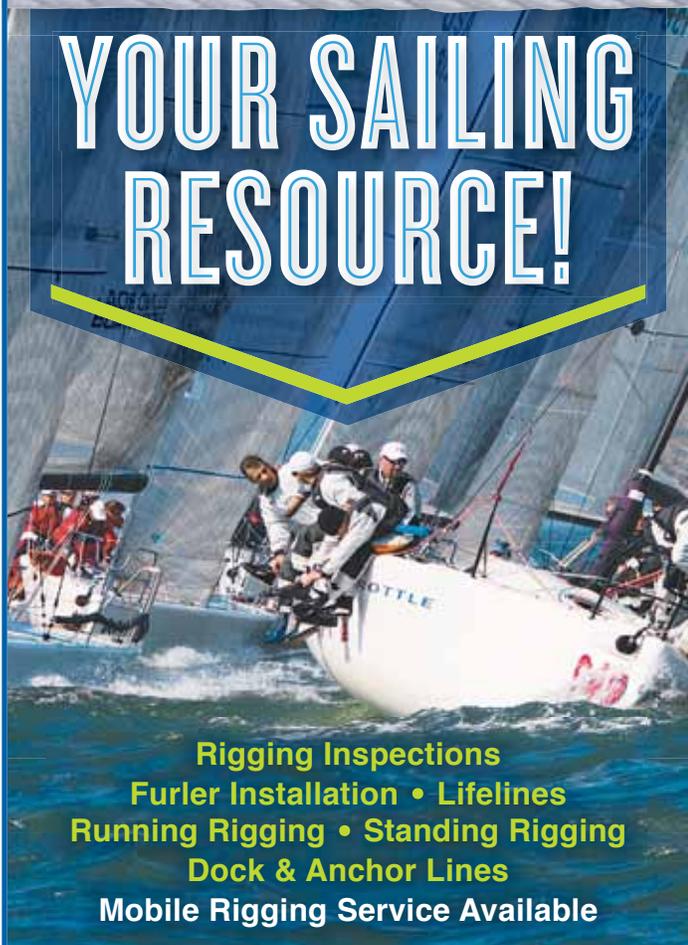
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SANTA CRUZ YC — Every Wednesday night through 10/29. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

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

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
10/04Sat	0217/0.2	0922/5.3	1448/1.8	2057/5.7
10/05Sun	0309/0.1	1004/5.6	1542/1.2	2200/5.8
10/11Sat	0237/5.2	0741/2.0	1356/6.1	2028/-0.3
10/12Sun	0336/4.9	0833/2.4	1440/5.8	2121/0.0
10/13Mon	0439/4.7	0932/2.7	1528/5.5	2218/0.3
10/18Sat	0215/1.0	0917/5.1	1459/1.9	2049/4.7
10/19Sun	0259/1.1	0949/5.2	1541/1.5	2143/4.8
10/25Sat	0129/4.8	0626/2.2	1245/6.0	1913/-0.4
10/26Sun	0217/4.7	0705/2.4	1322/6.0	1956/-0.4

October Weekend Currents

date/day	slack	max	slack	max
10/04Sat	1053 2244	0041/4.1E 1324/3.0E	0437 1700	0740/3.5F 1948/2.9F
10/05Sun	1139 2347	0142/4.2E 1420/3.6E	0532 1756	0832/3.7F 2048/3.5F
10/11Sat	1009 2253	0102/4.1F 1256/3.0F	0421 1549	0644/3.1E 1858/4.8E
10/12Sun	1059 2347	0153/3.8F 1343/2.6F	0515 1635	0732/2.6E 1945/4.4E
10/13Mon	1155	0248/3.4F 1435/2.2F	0611 1725	0823/2.2E 2035/4.0E
10/18Sat	1038 2235	0031/2.9E 1324/2.3E	0433 1704	0744/2.7F 1956/2.2F
10/19Sun	1118 2329	0126/2.9E 1405/2.8E	0519 1749	0825/2.8F 2043/2.5F
10/25Sat	0319 1437	0541/2.9E 1754/4.7E	0854 2140	1148/2.8F
10/26Sun	0931 2223	0039/3.6F 1229/2.6F	0406 1513	0625/2.7E 1838/4.7E



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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 dismantled 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 dismantled 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



USCG

'Walkabout' was ultimately dismantled and abandoned during a crew exchange.

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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LETTERS

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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LETTERS

found out that our visit wasn't the only one that had been ruined by a bunch of punk kids. Apparently it's common.

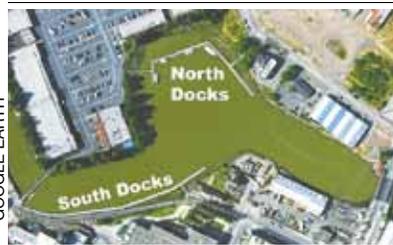
If I ever return, I'll have my shotgun aboard. When the Coast Guard boarded my vessel, the first thing they asked was whether I had any firearms on board. "No," I responded. Now I regretted having to do that.

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



GOOGLE EARTH

The south docks at Petaluma are secured at night, unlike the north docks.

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



WEBB LOGG

Cabo residents need all the help they can get . . . from reputable agencies.
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.lapazninos.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



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LETTERS

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 Tahmoore'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.

↑↓ THE FOURTH MOST USELESS THING ON A BOAT

Tristan Jones had a list of the three most useless things aboard a sailboat: 1) A wheelbarrow; 2) An umbrella; and 3)



COURTESY SAVANNAH

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

Linh likes to work hard. And relax hard, too . . . in her high heels aboard 'Savannah'.

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.

↑↓ MAYBE OUR CREDIBILITY WOULDN'T HAVE SLIPPED IF WE'D WORN BETTER DECK SHOES

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



COURTESY SAIVAMAH

Linh and Emma paint the decks. Linh wears no-scuff heels so their work isn't wrecked.

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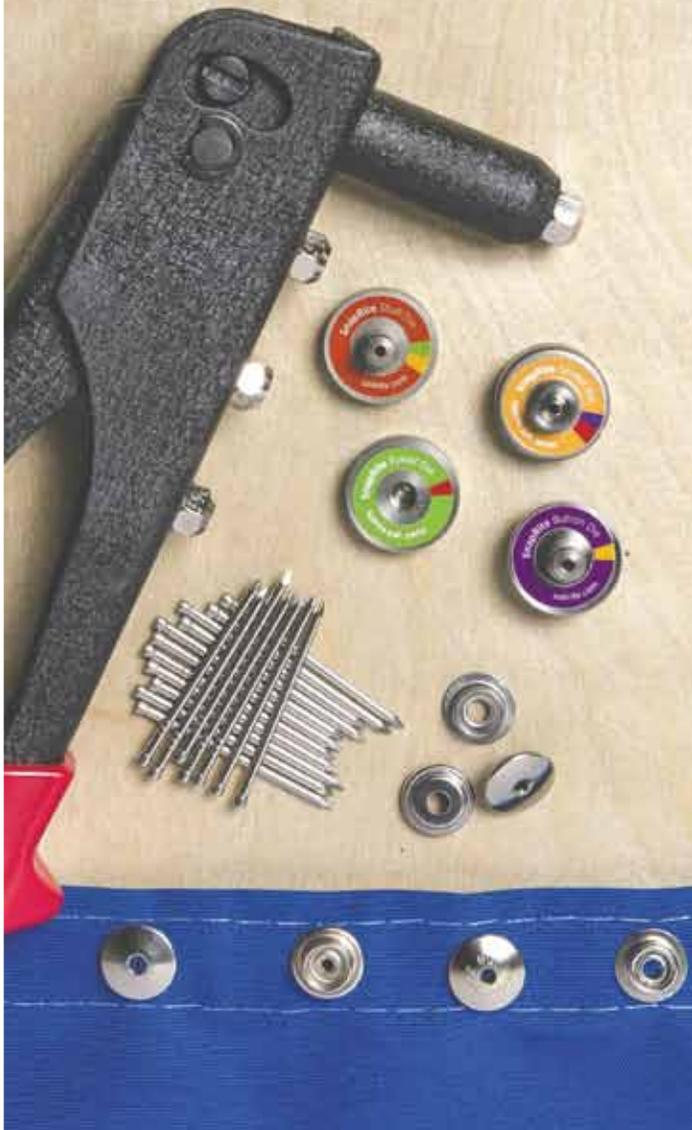
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that we started each leg a bit earlier than the official start time so we could sail with most of the fleet.

In addition to the great sailing and lively reggae parties,



ROBIN WEBER

At 394 feet, 'A' was just a little too long for entry in the Ta-Ta.

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.

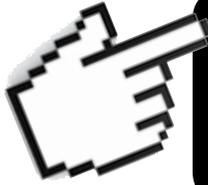
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↑↓ THE TA-TA LOOKED GOOD FROM THE AIR, TOO

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 *Repreive*, 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



COURTESY REPRIEVE

Grace hanging out on the boom, completely legal, being watched by her parents.

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 *Repreive* 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.



COURTESY REPRIEVE

Grace at the Channel Islands party, outfitted in her run-around PFD.

In our opinion, there was nothing wrong with Grace's sitting on the boom, sans PFD, with her parents supervising. The overwhelming trend in the United States is for parents to tend to be overprotective, preventing



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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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LETTERS

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



COURTESY DRAGON'S TOY

Tom and Cary have really been around, having gone to Maine from the Bay.

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 BVIs. 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 summering 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



LATITUDE / RICHARD

'Dragon's Toy' anchored off Witch's Tit, Simpson Bay, St. Martin.

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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Life at Sea Experience – What Works... or Doesn't!

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

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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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LETTERS

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*

JEN MARTINDALE



Cruisers' bikes can get loaded down with supplies in remote locations.

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 kitesurf board 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 ESCAPE 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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— Burley is the best — from Craigslist. This fits into a large West Marine duffel bag.

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 side decks 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



GOOSE GOSSMAN

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

'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, they had a bike with only one pedal. Using it as a scooter and to carry groceries was still better than walking.

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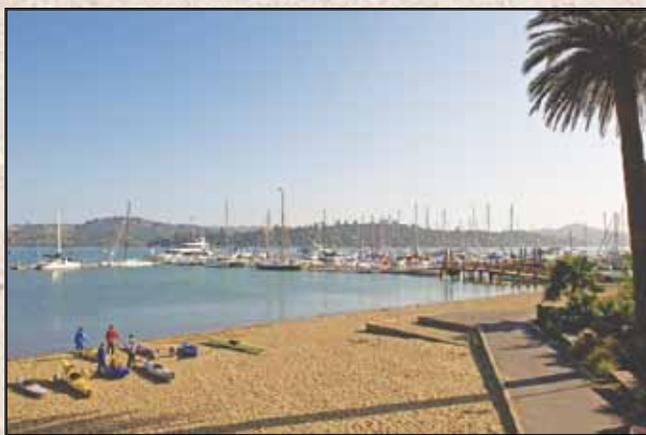
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LETTERS

Jim 'Goose' Gossman
 Gale, West Wight Potter 14
 Eroica, Fisher 30 PH
 Benicia

↑↓ ARE THEY JUST GOOD OR ARE THEY GREAT?

Bikes are great for cruising!

Our favorite bikes, by far, are the full-size Montague folding bikes. Ours has always fit through the forward deck hatches into sail lockers and into lazarettes on all our boats. Plus, Montague always has 'off road' versions in their line, which is really great for riding on remote atolls.



Folding bikes might not be required equipment for cruising but they enhance it.

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 *Susuiil* 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 the County of Marin 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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Andrew Linney, www.nokaioi2.info



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LETTERS

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 photoboot 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 confidence, 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 Poobah on the mothership Profligate starts the SSB

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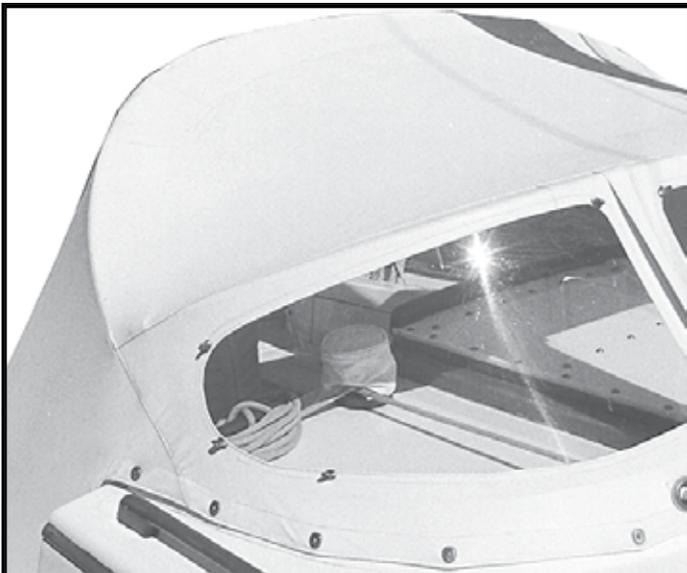
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LETTERS

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 in this year's Ha-Ha is moving the VHF and SSB times back half an hour each to avoid a conflict with the Sonrisa 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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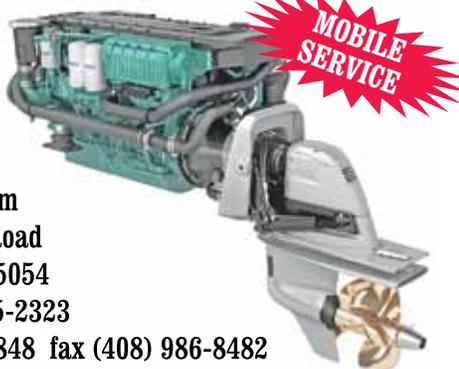
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LETTERS

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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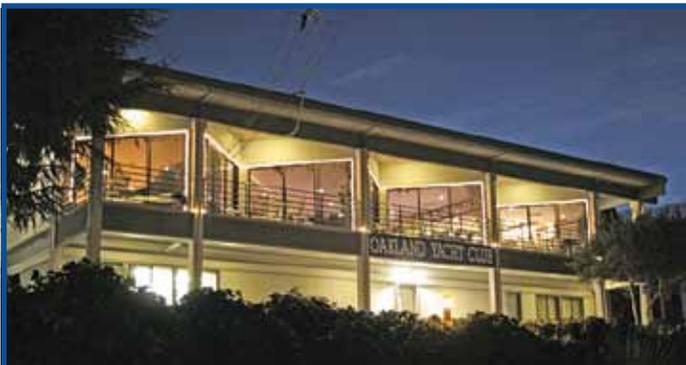
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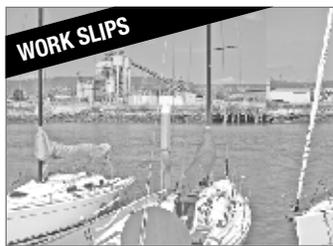
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LETTERS

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 *Latitude* for updates, but we'll also be sending emails to all Ha-Ha entrants.

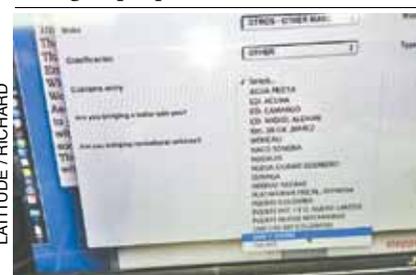
↑↓ THE ONLINE TIP FORM DIDN'T MAKE ANY SENSE

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



LATITUDE / RICHARD

The drop down menu for 'Customs Entry' had nothing suitable for boats.

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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LETTERS

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 Oahu?

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



LATITUDE / RICHARD

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.

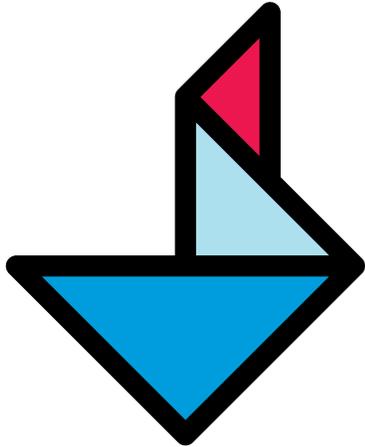
It's easy to get tourist visas online.

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.

Name Withheld By Request
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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.

Alcohol is very expensive in French Polynesia. You can trade locals a bottle of Two Buck Chuck for a whole lot of fruit and veggies.

- A five-gallon beer fermenter to make your own beer. This is particularly true if you don't want to carry tons of wine and spirits because you think you might get caught, as beer isn't beer until it's brewed.

Friends of ours get great results with Coopers Beer kits. They come in a tin that looks as if it has maple syrup inside, and includes yeast and instructions on how to brew it. It's around \$14 Kiwi a tin, but makes five gallons of delicious beer. Once you're done, you put it in one-liter plastic bottles, and away you go. If you bring 50 tins, you'll wish you'd brought twice as many, because nothing makes friends faster in the South Pacific than a cold beer.

Things we're glad we brought with us:

- Lots and lots of tools! Socket sets, screwdrivers, wrenches, vise grips, hammers, and a lot of other hand tools. I'm always repairing, fixing, building, tweaking and adding new things to the boat, so I probably use the jigsaw more than any tool,

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LETTERS

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



COURTESY ICHI BAN

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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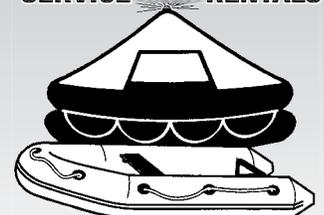
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LETTERS

- 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 zincs, 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



COURTESY ICHI BAN

Justin and Anna don't need all the fancy gear to enjoy their cruising life.

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

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43' GULFSTAR MKII CC, '79 \$49,900
Leanne has been in Florida, the Caribbean, St. Lucia, and Hawaii as well as many places here in sunny California.



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33' HOBIE LIFT KEEL, '82 \$19,900
Red was dry-sailed on Lake Austin, but for the last year has been in San Diego. A light boat that is still class legal.



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LETTERS

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

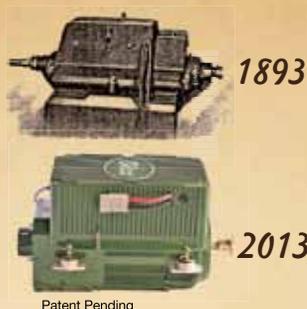
Terry — We're not sure if you read the entire article, because it said the Cup folks want an additional 7,500 rooms at half price, too. The total value of the 17,500 rooms would be something like \$2.75 million.

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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LETTERS

petition of billionaires.

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



US NAVY

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

'Latitude's new AC entry.

bit.ly/1riE9kG. 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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SIGHTINGS

50 years of 'big boat' memories

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 Keefe-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 Riise 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 jiggled 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 *Improbable!*"

"In 1981 Irv Loube's *Bravura* 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

blue angels to fly

Due to the absurd shutdown of the federal government last fall, the 2013 Fleet Week, routinely held over Columbus Day Weekend, was canceled. If you're a fan of the Blue Angels, biplane stunts and the parade of ships, you'll be glad to hear that Fleet Week is back on track this year, scheduled for October 9-13.

In addition to the Navy's Blue Angels and the biplanes, the Patriots Jet Team and the Horsemen, a formation aerobatic team, will have thousands of spectators looking skyward.

At Piers 35, 19, 15-17, and 30-32, Canadian and U.S. ships will be docked and open for free tours. Ships will parade



ST FRANCIS YC PHOTO ARCHIVES

Anybody out there still have a blooper? They could be a bear to handle, but more sail meant more downwind speed.



ALL PHOTOS LATITUDE ARCHIVES

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 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.

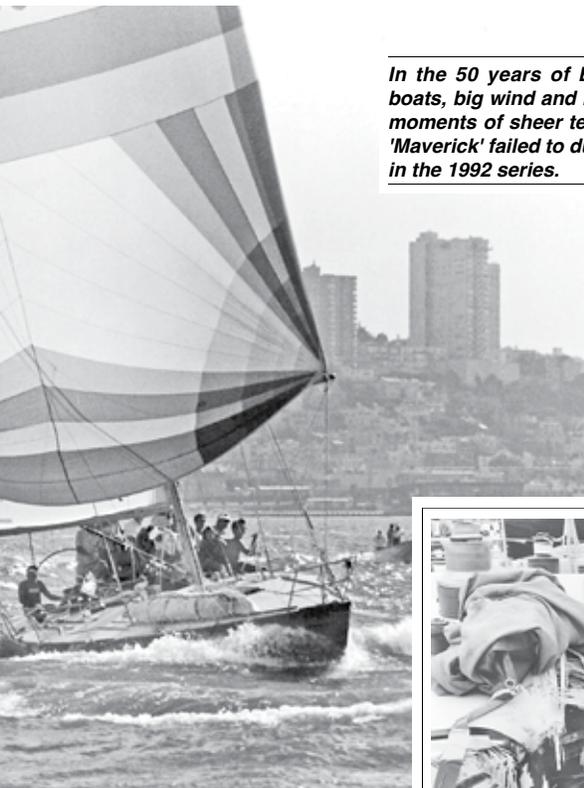
How do you honor the memory of an Olympian who lost his life pursuing his dream? On Sunday, September 21, more than 18,000 sailors from over 768 sailing clubs in 68 countries united to honor Simpson's memory with the inaugural Bart's Bash.

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

continued on outside column of next sightings page

In the 50 years of BBS we've seen big boats, big wind and big fun — plus some moments of sheer terror, like when when 'Maverick' failed to duck 'Blondie' (center) in the 1992 series.



SIGHTINGS

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

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an angel in his

The continuing saga of Russian-born Rimas Meleshyus 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,



Spread: An Artemis Moth weaves through two local Formula 18s. Rich Vilvens skippered a Capricorn F18 and Mikey Howser was at the helm of a Nacra Infusion. **Inset:** Olympian Michel Kermarec screams across the Seaplane Lagoon in one of Artemis' two new Flying Phantoms.

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

continued in middle column of next sightings page



BOTH PHOTOS ARTEMIS RACING

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 his 8-year-old son Theo. Sarah Gundersen and Michaela 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



ARTEMIS RACING

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

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

continued on outside column of next sightings page

dorade's succession of encores

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 skipped her with an all-women crew at the Antigua Classic Regatta. Antigua's weather gods dished out boistrous 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 clenched 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 Voliles 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.

— andy

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-

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pocket cruiser —

guys when I will be to close to the American Samoa please email to master harbor office than helps for me bring a boat safe." 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,

INSETS BERNARD RUBINSTEIN



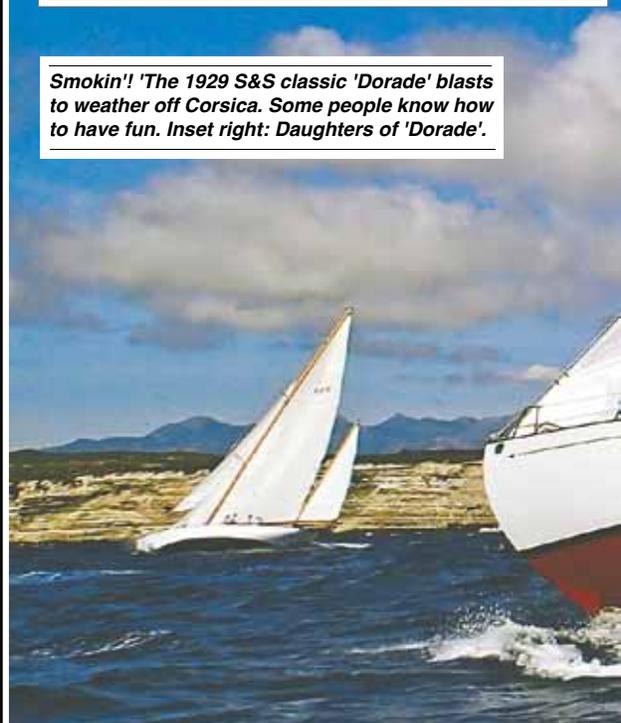
Pam led an all-woman team at this year's Antigua Classic.



At Corsica, in addition to racing 'Dorade' in a spectacular fleet, Matt got some helm time test-driving this snazzy Ferrari (an event sponsor).



Smokin! 'The 1929 S&S classic 'Dorade' blasts to weather off Corsica. Some people know how to have fun. Inset right: Daughters of 'Dorade'.



SPREAD & LEFT INSET BERNARD RUBINSTEIN

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

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COURTESY CLASSIC BOAT

SIGHTINGS

paperwork — continued

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.

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webb chiles —

"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



WEBB CHILES

report from out there

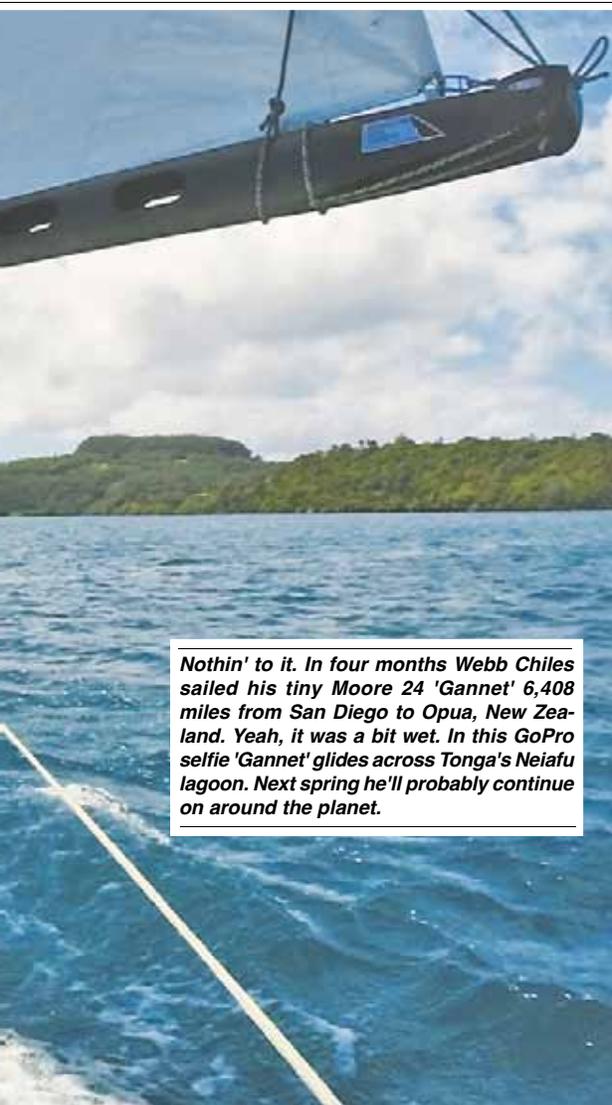
passage from Neiafu, Tonga to Opuia, New Zealand before winds of gale force on the beam became head winds. I was hand steering because all four of my tiller pilots had died. One had been repaired and died twice, so that really makes five. It wouldn't have mattered, though. They couldn't have handled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

"I made it, reaching the Quarantine Dock at Opuia 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 Opuia and love the place. I named *Gannet* after handsome gold-headed birds that I enjoyed watching hunt above *Hawke* with my evening drink on

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Nothin' to it. In four months Webb Chiles sailed his tiny Moore 24 'Gannet' 6,408 miles from San Diego to Opuia, New Zealand. Yeah, it was a bit wet. In this GoPro selfie 'Gannet' glides across Tonga's Neiafu lagoon. Next spring he'll probably continue on around the planet.

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 'Otros'. When you get to 'Type of Boat', you won't find 'Auxiliary Sailboat', so chose 'Otros' 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 California 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 Embarcación 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 *Profligate*. 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, while her Sydney-based First 47.7 sistership *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

ROB RICKMAN TOURISM FIJI



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

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

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webb chiles —

deck. They are big birds and they hit the water like cannon balls. As *Gannet* and I sailed across the bay yesterday, two gannets flew across our bow.

"New Zealand is wonderful, but it is not a good place to dry out a wet boat, and *Gannet* was, and still mostly is, epic wet! *Chidiok Tichborne*-wet, and *Chidiok Tichborne*," he reminds us, "didn't have a deck." She was an 18-ft open Drascombe yawl named after a 16th century English poet, that he sailed singlehanded most of the way around the world.

"So a Moore 24 has crossed the Pacific



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

ALL PHOTOS ROB RICKMAN TOURISM FIJI

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 Hobie 16s 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*



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

COURTESY SJOSTROM



Naturally, *Sjostrom's* halyards are stowed on a classic pinrail. Doni, a proud Swede, has nautical tradition in his blood.



CHANNEL ISLANDS MARINE PATROL

A beautiful schooner is born. The lovely 'Sjostrom' will set sail for Hawaii this month, with plans to continue on to Tahiti eventually.

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

'Tomcat' blasts near Blackaller buoy.

sjostrom — 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 refurbished 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



2014 ROLEX BIG BOAT SERIES —

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

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 races, 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.

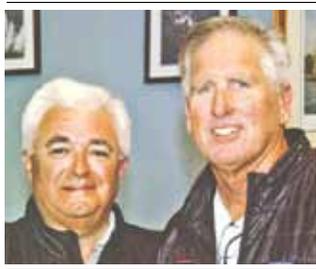
While minor gear carnage — torn sails and broken hardware — seemed about average, a few boats suffered more

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



Don Payan made the switch from the J/120 'Dayenu' to the MC38 'Whiplash' last year. Inset: Payan and Scott Easom.



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



The smallest class in the regatta, the J/70s garnered 13 entries in their sophomore outing at Rolex Big Boat Series.

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



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wrapped their spinnaker around the mark. When the boat jibed, mainsheet trimmer Larry Tuttle got thrown face-first into the traveler. Both Paulling and Tuttle soldiered on, and the blood-

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

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

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...

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 Slynstad's J/125 *Hamachi* traded seconds and



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The J/111s 'Aeolus' and 'MadMen' — which finished the series first and second respectively — sail out the Gate to the mark at Point Diablo.

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



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

faster upwind.

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 4,2,3,3,2,2,2

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

LESLIE RICHTER / WWW.ROCKSKIPPER.COM



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

The Farr 40 'Plenty' goes through the wash cycle. Inset: Tactician Terry Hutchinson and skipper Alex Roepers from NYYC.

score totalled 18, which beat *Hamachi* by one point, and *Beecom* by four. *Whiplash* skipper 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.

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 Schaman, Randall

ALL HEAD SHOTS: LATITUDE / CHRIS



THE BIG 5-0



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The multi-national Farr 40 fleet used RBBS to prepare for their Worlds, another Rolex regatta, coming to StFYC on October 15-18.

tired," says Koide. "I told the crew to focus less on winning and more on sailing our best and feeling good about what we had accomplished in this year's series."

In the end, they got to do both — win and feel good. Their final score was 15. *BustinLoose* was second, four points back, with Gerry Sheridan's *Elan 40 Tupelo Honey* only a point behind in third.

Farr 40

Alex Roepers could be headed toward a three-Rolex year. In May, he drove his Farr 40 *Plenty* to a North American



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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 Alberto Rossi's second-place *Enfant Terrible* by a whopping 24 points. John Demourkas' Santa Barbara-based *Groovederci* 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 *Flojito 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



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Another Farr 40 shot? Yeah, but they deserve it. Some of the closest boat-for-boat action was in their impressive fleet.

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

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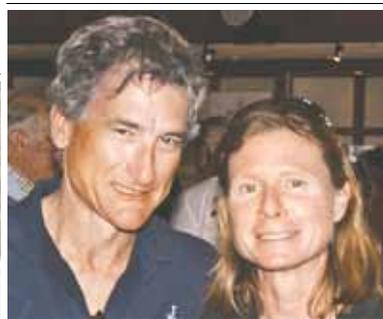


Bruce Stone of the J/105 'Arbitrage' credited his tactician and bride, Nicole Breault, with their win at RBBS. Inset: Stone and Breault.

24, 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. Shenyra Kirushkin-Stepanoff's *Insolent Minx* 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. 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.

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

J/120s 'Chance' (left) and 'Peregrine' run down the Cityfront. Inset: 'Peregrine's' helmsman Michael O'Callaghan and tactician Randy Smith.

J/70

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? —



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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 few different jags

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.

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 *IFA* 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 with-

out once 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



The Melges 24 'Viva' scored a full six-pack of bullets and sat out the final race. Inset: Seasoned Melges 24 sailor Don Jesberg.

to second and fourth on Friday, then had her best day on Saturday, scoring two bullets. With up-to-then leader Dorian McKelvey's *MadMen* having their worst day on Saturday (a fifth and eighth), Theis and his crew — tactician Seadon Wijzen, Chris Watts, Orlando Montalvan, Doug Wilhelm, Brian Edwards, Chris Smith and JB Cianciarulo — suddenly found themselves leading on points.

Going into Sunday's Bay Tour, *Aeolus* was three points ahead of *MadMen* and only two points ahead of Roland Vandermeer's *Big BLAST!* The *MadMen*,

Andy Costello chartered a J/70 for this year's RBBS. Inset: Andy's friend Paul Cayard (left) joined him for fun and successful racing.



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returning to winning form, prevailed for the win, with Nesrin Banoz's *Swift Ness* 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 lee-ward 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 the six-boat fleet in every other race, too, except Sunday's grand tour, which



Rob Theis' J/111 had a slow first day, but moved up the ranks to win their class by one point. Inset: Theis and tactician Seadon Wijsen.

went to Bartz Schneider and *Expeditious*. *Golden Moon*'s final tally was eight points to *Expeditious*'s 15. Jack Peurach's *Elan*, with 26, came in third.

This was *Golden Moon*'s sixth Big Boat Series win in the last 10 years — all of which were injury free, by the way.

Aboard this year were Mike Mannix on tactics, Tom and Eliza Paulling, 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 trimaran *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.

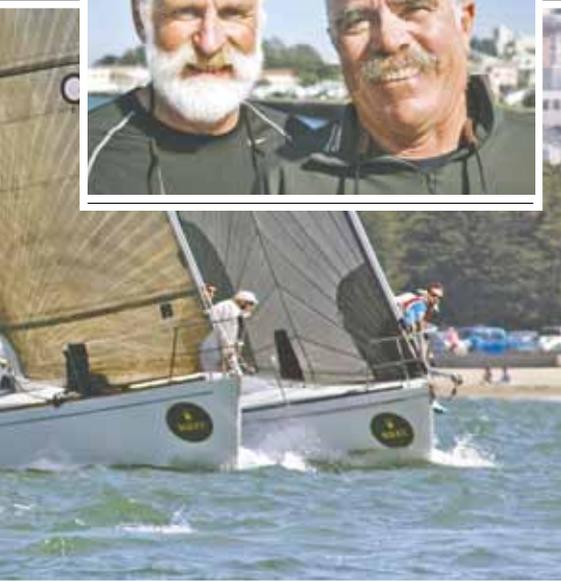
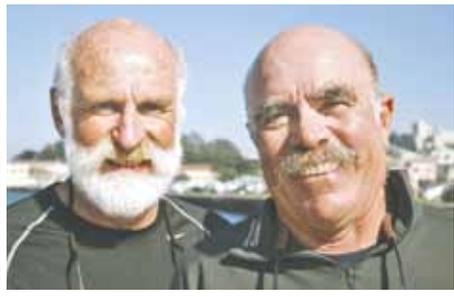
Highlights? According to our informal survey: the 'circle' courses with mid-Bay starts; flood currents (really!); Rolex' always-great sponsorship; and everybody's favorite by far — the 'ocean' mark off Pt. Diablo. "A really cool idea, a nice break from the usual inside courses, and a neat new perspective 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,

THE BIG 5-0



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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 con-

tinuing for another 50 years. Or more. Long live the King!

— **john riise & latitude/chris**

Check out the event website at www.rolexbigboat-series.com.

'Orion' liked the stiff breeze. Inset: Tactician Charlie Ogletree.



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ODILE ORDEAL —

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.

JILL & GREG DELEZYNSKI



Guenter Trebbow was one of Odile's victims.

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 uproot-

DIVERSE SCUBA



Simone and Paul had moved to La Paz about a year ago aboard their ferro ketch 'Tabasco II'.

ed 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

COURTESY MERRY COLLINS & FRIENDS



the Cabo Marina, there was no major damage to yachts or sportsfishing 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 cha-

COURTESY MERRY COLLINS & FRIENDS



After the torrential rains subsided, the streets of downtown Cabo were a colossal mess. Yachts and big sportsfishers in Cabo Marina fared well, but some launches and dinghies took a bath.



JIM COCHRAN



os 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 liveboard owner, Guenter Trebbow, 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

THE WORST EVER



At Puerto Escondido, a small tri was driven ashore amid all sorts of rubble. Behind it two masts mark sunken hulls. Inset left: Beached, but salvageable at San Carlos. Inset right: Dry-stored boats toppled at La Paz.

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 north-



BAJA INSIDER

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

Its track had aligned so perfectly with the spine of Baja's mountain range that it gave some observers an eerie sense of doom.

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

west 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



SHELLY WARD

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 dismantlings. But there was no serious damage to boats in the two repair yards.



TOM BROWN

JAKE HOWARD

ODILE ORDEAL —

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 Bahia de Los Angeles, 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 Jose del Cabo had ridden out the storm barcaded 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

Cabo vignettes, clockwise from upper left: South-facing Cabo resorts got hammered; Tourists queue up to exit; Cabo's 'barrio' neighborhoods were devastated; Storm runoff carried rivers of mud; The iconic open-air Squid Roe survived; Flooded streets and ruined vehicles.



COURTESY MERRY COLLINS & FRIENDS

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 Wal-Mart 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

COURTESY MERRY COLLINS & FRIENDS



Cabo's international airport was trashed, but if hopeful predictions are accurate it will be operational again soon.

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 shoreline 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 'Electronic Latitude for recommendations (www.latitude38.com). You'll find lists of specific beached and sunken boats there also.



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SOCAL TA-TA II —

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

Although he's been dead for over 30 years, the influence of Bob Marley, a one-time assembly-line worker for Chrysler, is still enormous.

ALL PHOTOS BY MEMBERS OF THE TA-TA FLEET

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 Alamitos 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 Alamitos Bay-based Columbia 36 *Oso Rojo* got a spinnaker 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 *Di'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



DOIN' THE CONGA



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 Fortmuller 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 roly 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*.

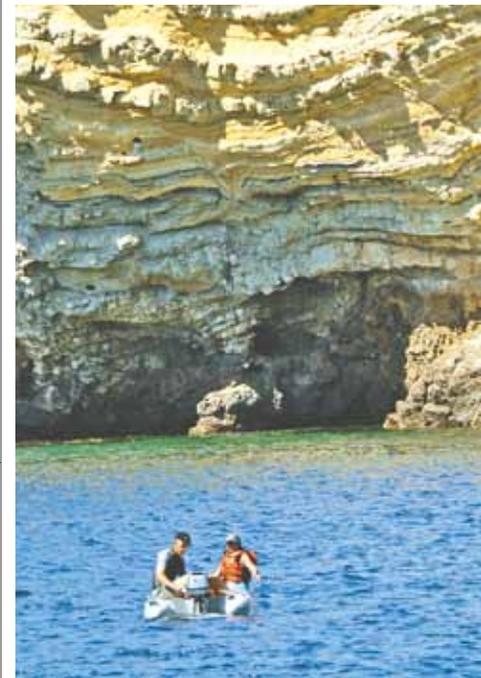
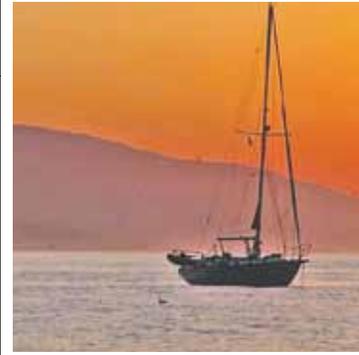
The weather conditions for the two-night stop at Santa Cruz Island were idyllic. There was lots of sunshine and none of that gloomy marine layer nonsense that can plague the Southern California coast. The first night featured the epic 'Super Moon' rising beautifully over Anacapa Island. If you really 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.*



SOCAL TA-TA II —



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 liveaboard 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



party site. The unofficial Mayor of Channel Islands, Laza presented the PooBob with a 25-year-old copy of *Latitude 38*, with Laza in the group shot on the cover. He also reminded the PooBob that they'd done the San Francisco to Catalina Race 25 years before on a Farr 65 sharpie.

Thanks to the great hospitality, many Ta-Ta participants have put Channel Islands on their 'don't miss' list.

The Paradise Cove stop was per-

haps the one fly in the Ta-Ta ointment, at 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,

SOCAL TA-TA II

Kauai — although we hope not just for the Ta-Ta. Dr. Dave Pisana and his wife Laurie had trailered 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*

SOCAL TA-TA II FLEET LIST

Alegria Beneteau 41S5..... Leslie Schmitz & David Du Ket.....Oceanside	Ojo Rojo Columbia 36..... Keith & Terry Albrecht.....Alamitos Bay
Ails Well, Tio Little Harbor 38..... Hugo Lerner..... San Pedro	Old Marblehead Jeanneau 54DS..... Leo Kiely..... King Harbor
Always 38-ft Seawind 1160 cat..... Steve & Julie McShea..... Lihue, HI	Orange Contour 34 trimaran..... Paul Martson..... Ventura
Avanti Grand Soleil 39..... Lou & Shirli Nagy..... Ventura	Origami Corsair F-27 trimaran..... Jim Eggleston & Greg Carter..... Medford, OR
Beach Access Lagoon 380..... Glenn Twitchell & Debbie Jahn..... Long Beach	Oso Loco Ketterburg 32..... David & Marta Turpin..... Santa Barbara
Calafia Catalina 42 MkII..... Michael Eytan-Lloyd..... Santa Barbara	Pirate Hunter Legend 40.5..... Jim Harmaning..... San Pedro
Coldwater Catalina 36..... Mark Kozy..... Vallejo	Reprieve Tri-Star Horstman 38..... Nathan & Cindy Walter..... Channel Isl.
Dauntless Hinckley Sou'Wester 52..... Marcus Crahan..... Newport Beach	Saorise Newport 30 MkII..... F. Stuart Seymour..... San Diego
Di's Dream Catalina 470..... Roger & Diana Frizzelle..... San Francisco	Scout Lagoon 400..... David & Christine Eggleston..... Jackson, WY
Ellis Island II Catalina 34..... David & Kathi Westcott..... Redondo Beach	Sea Level Schionning 1480..... James & Kent Miiski..... Lake City, CO
Equilibrium Ericson 32..... Roger & Kim Brown..... Alamitos Bay	Seagate Hans Christian 38T..... Charles Braffett..... Ventura
Gazelle Wauqueiez Centurion 48..... Rob Tryon & LaDonna Bubak..... Sausalito	Serendipity Catalina 250..... Don & Linda Murphy..... Camanillo
Grey Goose Beneteau Oceanis 390..... Craig & Rose Walker..... MdR	Shadow Islander 36..... Greg & Kathy Kircher..... Ventura
Hannah Hunter 356..... Travis & Chantil Gill..... Ventura	Simply Grand Grand Banks 42..... Larry Fortmuller..... Newport Beach
Hotel California Catalina 375..... Michael & Linda Stafford..... San Francisco	St. Somewhere Beneteau 440..... Patrick McCormick..... Alamitos Bay
Imagination Cal 31..... Jeff LaBarre..... San Pedro	Swept Away Catalina 42 Mk II..... Steve & Brooks Jensen..... Ventura
Kailani 40.5-ft Catalina 400 Mk II..... Cary & Michele Hansen..... Nawiliwili, HI	Talon Gulfstar 50..... Patsy Verhoeven..... La Paz, BCS
Luna PDQ Antares 44 cat..... Rlicky & Yvonne Michod..... Tucson, AZ	Tempest Jeanneau 45.2..... Steve & Lauri Moffett..... Alamitos Bay
Mouse Pad Islander 36..... Paul & Lindsay Fuhrman..... San Pedro	Valhalla Dynamique 62..... Jonathan & Brenda Eells..... Laramie, WY
Odin the Wanderer Odin 27..... Dave & Laurie Pisani..... SLT, UT	Varee Mainship 390..... Greg & Mary Montz..... Long Beach

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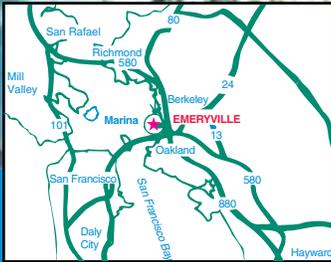
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DELTA DOO DAH 2014

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 Stockon 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-



Cherry from 'Hooked' shows off some swag and the prize she won at the Kickoff Party, a serving set from the Starboard Collection.



— CAST TO THE WIND

ALL PHOTOS LATITUDE / 'DOODETTE' CHRIS EXCEPT AS NOTED

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

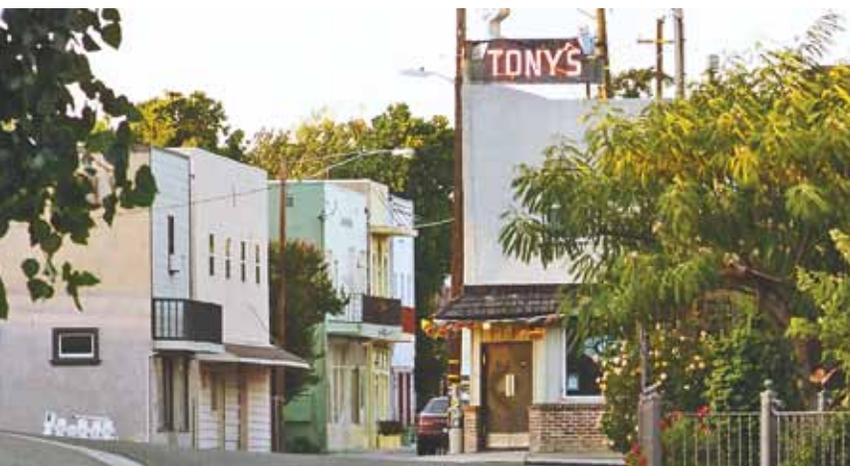
Doo Dah: *Little Lara*, owned by Jay and Peggy Bowden. It was a pleasure meeting them, and learning that *Little Lara* is, if I am correct, the smallest boat ever to do the Baja Ha-Ha. We found it a happy coincidence to meet up with others doing the Delta in a Dana.

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.



Top rows, clockwise from left: Delta Doo Dah and Richmond YC cruisers in Potato Slough on July 4; historic downtown Isleton; the crews of 'I'm a PC' and 'Prime Time' at Foster's Bighorn in Rio Vista; Patty Silva of 'Lucy' kayaks on Sevenmile Slough; Tony's is a night spot in downtown Walnut Grove. Bottom row, l to r: This mama mallard successfully raised nine ducklings; herons nesting at Korth's Pirate's Lair; swallows nesting in a liferig at Owl Harbor; eight swans a-swimming.



DELTA DOO DAH 2014

Thetis — Ericson 32

Steve Andersen, San Rafael

We started our Delta cruise from the Sausalito Cruising Club on July 14, and spent the first two nights in Martinez, doing some shopping there. We sailed to Sevenmile Slough and anchored, then to Mandeville Tip for a yacht club raft-up. We left for Little Venice Island on the 20th. On August 1, I sailed to Stockton Sailing Club to get the free dinners I'd won at the Kickoff Party.

We sailed to Windmill Cove for their blues festival, then to Herman and Helen's — so sad to see it shut. We motored up Potato Slough for the weekend, where we met some great folks. Now back at Little Venice, I'm waiting for my new dodger to be delivered — I really want it on for the trip back. And so far I haven't used the keel as a fathometer!

Stella — Back Cove 33

Roy & Carol Ann Falk
Sausalito

On August 25, in clear weather, light winds and flat seas, I motored 3.5 hours from Sausalito to Antioch Marina, where I rendezvoused with my wife Carol Ann (aka Peanut) and Katy, a Chihuahua/Jack Russell mix, and loaded the provisions Peanut brought from Trader Joe's.

The next day, we headed up the San Joaquin River bound for Giusti's in Walnut Grove. At a leisurely pace, we motored past Pirate's Lair and Willow Berm and into the North Fork of the Mokelumne River, arriving at the Miller's Ferry Bridge at 10 minutes past the end of the bridge tender's 9-to-5 shift.



SEAN REYNOLDS

The new half-moku wrap on 'Roxy's tiller will help protect 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 Potato 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.

Roxy — 54-ft Colvin Pinky Schooner

Jack & Sean Reynolds, Oakland

Jack Reynolds and his son Sean departed Oakland's 5th Avenue Marina on July 2 for Willow Berm Marina on the Mokelumne River, where they stayed a week before sailing back. "No groundings," reported Sean, "but it did get a mite shallow in a few places, and we probably woke up some worms.

During our nice, long, hot days of no responsibilities, I made a half-moku wrap on *Roxy's* tiller, to give it some protection against the fittings that it sometimes hit when hard over. The hot sun dried out the varnish real quick!

2014 Delta Doo Dah DIY Fleet

A Dory 4 Sale	C-Dory 22	Jerry Lugert	Alameda Marina
A Ole Piliikia	Catalina 42	Donald, Karen & Kayla Syversrud	Alameda
Alaina	Rawson PH 30	John Bechtol	Sausalito
Alize	Beneteau Oceanis 40	Peter Solvik	San Francisco
Apogee	Hunter 38	Scott Stanley & Krista Witte	Alameda
Aquavit	Swan 36	Bruce & Gail Sinclair	Vallejo YC
Aquavite	Catalina 34	Stu Jackson	Alameda
Area	Tartan 37	Jim & Georgianne Boissier	San Rafael
Argonaut	Cal 2-29	William & Michele Hutchings	Stockton
Aventura	IP 370	Erik & Brian Jones	Oakland YC
Azure	Catalina 42	Rod & Cherie Williams	Alameda
Beautiful T-K	Albin 49 powerboat	Jim Haussener	Vallejo
Breakout	Sartana 35	Lloyd Ritchey	South Beach, SF
Brown Sugar	Lancer 36	Crystal & Don Quinly	Stockton
Calaveras	Explorer 45	David Lyon & Angie Aragon	Antioch
Catch the Wind	Cal 39	Sam Crabtree & Susie Wilson	Pittsburg
Current Affair	Express 27	Seth Clark	Richmond YC
Desert Rose	Catalina 25	Wendell Snyder	Glen Cove
Evenstar	Ranger 23	Gregory Towers & Jillian Cripps	Emeryville
Fallen Leaf	MacGregor 25	Ryan Schwartz & Linda Clinton	Merced
Family Naut	Hunter 31	Grant Du Plooy	Richmond Marina
Fiibbertigibbet	Catalina 42	Jim & Betty Adams	Discovery Bay
Floyd	West Wight Potter 15	Joseph Coulombe	Isleton
Goose	Catalina 30	Mike & Lorianna Kastrop	South Beach, SF
Hale Kai	Catalina 36	Terry White & Carolyn Riley	Kawaihae, HI
Hoi Pinoy	Islander 34	James Sobredo & Steve Montalvo	Sausalito

Hooked	Serendipity 43	Sailor Cherry	Oakland
I'm a PreCursor	MacGregor 25	Bryan & Cindy Blagg	Ceres
Iron Genny	Grand Banks 42	Jared Brockway & Genevieve Peterson	San Francisco
Jane O	Privilege 39 cat	Scott & Christine Emmons	Isleton
Kay	Hunter 36	Gary Santoro & Libby Kepner	Alameda
Knot Studying	Hunter 33	Mike Dvorak & Lindsey Goosherst	Vallejo
Kulu	Nonsuch 36	Mark Lindlow	Sausalito
La Buena Vida	O'Day 222	David & Karen Lessard	Paradise
La Vida	Catalina 320	Mike & Joan Mellon	Marin
Lady Lexi	Hudson Force 50	David Bowes	Sausalito
Libations Too	Pearson 323	Richard Rollins & Anne Henry	Berkeley
Little Lara	PS Dana 24	Jay & Peggy Bowden	Santa Barbara
Lively	Olson 30	Javier Jerez & Siulleng Chea-Jerez	Oakland
Longstocking	Columbia 28	Amanda Burton	Alameda
Lucy	Beneteau 361	Daryl & Patty Silva	Alameda
Lucy!	Beneteau 343	Roy & Barbara Johnston	Santa Rosa
Mai Pen Rai	Islander 36	Noble & Barbara Brown	Vallejo
Mescalito	Merit 22	Jono Hale	San Rafael
Mi Amor	Islander 36	Arnold & Louise Gallegos	Pt. Richmond
Mia's Isle	Monk Trawler 36	Mary Janet Gillis & Scott Orr	Palm Coast, FL
Mirage	Black Soo 30	Ben & Lucie Mewes	Richmond YC
Mischief	Catalina 470	Marty Thamm & Rochelle Richelieu	Alameda
Miss Kate	Catalina 27	Michael Satterlund	South Beach, SF
Mongojo	Downeaster 38 cutter	Travis Gilbert & Hilary Helkenn	Benicia
Natural Blonde	J/105	Denn & Siobhan Deisinger	Paradise Cay
No Excuses	Sea Ray Sundancer 268	Chuck Graham	Tower Park Marina
No Remorse	Catalina 445	Jack & Suzanne Lutchansky	Alameda
Nomad	Fantasia 35	Oli & Jan Olafsson	Alameda

— CAST TO THE WIND

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HOOKEED



STELLA



Is the Delta pet-friendly? Judging by 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 Roxie 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 some very nice folks up at King Island

Marina – we arrived on a night when a large BBQ was planned, and four people (including the harbormaster) came over to invite us to join the group.

"Heavy wind restricted some of our anchoring plans, but, fortunately, Owl Harbor had a slip available."

Sonrisa — Baba 40

Greg & Kristin Torok, Redwood City

We convinced our friends from 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

Now & Zen	Newport 30 MkII	Tony Bourque & Patch Garcia	Pt. Richmond
Odyssey	Bristol Channel Cutter 28	Wayne & Karen Edney	Richmond
Optimus Prime	Beneteau 49	Keith & Dana Jensen	Alameda
Pacific Dragon II	Gemini 105MC cat	David & Maha Hurdle	Martinez
Paradise Found	Bluewater Cruiser 42	Gregory Jones & Kathleen Dinnel-Jones	Oakland
Pebbles & BamBam	Macgregor 36 cat	Russell Schultz & Solange Sallaberry	Oakley
Polé Polé	Ericson 29	Adam Katz	Oakland
Popeye	Nordic Tug 32+	Jim & Mimi Cornelius	SFYC
Prime Time	MacGregor 26	Edward & Elizabeth Dietz	Merced
Pronto	Catalina 34	Robert & Mary Pankonin	Berkeley
Pyewacket	Catalina 34	Ralph & Penelope Hyde	Vallejo YC
Reconnaissant 1	Catalina 27	Tom & Nikki West	Alameda
Resolute	Hunter 33	Jason & Eric Kopps	Richmond
Ross's Dream	Catalina 30	Dan Courter & Melody Royal	Antioch
Roxy	Colvin 36 schooner	Jack & Sean Reynolds	Oakland
Sea Shepard	MacGregor 26X	Curt & Marsha Taras	Folsom Lake
Sea Treasure	Hans Christian 38 MkII	Gary Wood	Sausalito
Seair	CT 49 cutter	David Smith & Candy Bennici	San Rafael
Seaya	Catalina 380	Mark & Patty Thompson	CYC
Sequoia	Beneteau 36CC	Gabriel Smith	Westpoint Harbor
Serenity	Seawind 1160	JEB Pickett	Sausalito
Shellback	Catalina 30	John & Doreen Abbott	Richmond
Sonrisa	Baba 40 cutter	Greg & Kristin Torok	Redwood City
Squirt	Spirit 6.5	Ernie McCleary & Nancy Kuelmer	Angels Camp
Stella	Back Cove 33	Roy & Carol Ann Falk	Sausalito
Stewball	Express 37	Bob & Ginger Harford	Richmond YC
Stickeen	Bodega 30	Lee Richardson & Pam Reeves	Pt. Richmond
Stink Eye	Laser 28	Jonathan Gutloff & Christine Weaver	Richmond YC

Sunny Day	Santana 22	Steve & Judith Brown	Pt. Richmond
SusyQ 1	O'Day 192	Gary & Susana Meyer	Cupertino
Take Five	Ericson 27	Grant & Brenda Kiba	Antioch
Tazman	Ericson 32	David & Ruth Sawyer	Owl Harbor
Tekin	Hans Christian 36	Eli Myrick & Akio Omori	Oakland
Thetis	Ericson 32-1	Steve Andersen	San Rafael
Three Sigma	Corsair F-27 tri	Christopher & Patricia Harvey	Alameda
Toucan	Tanton 43 cat ketch	Kevin Belcastro & Susan Liebert	Isleton
Trillian	Sabre 32	Scott Gray & Melissa Laughery	Sausalito
Two Truths	Dana 24 cutter	Bob Sharf	Berkeley
Ulmer Spatz	Pearson 26	Kristy & Gilly Lugert	Pt. Richmond
Vector	C&C 38	Bill & Linda Rathbun	Berkeley
Walk On	DeVilliers 43 cutter	Chad & Carolyn Carvey	Sausalito
Waterhorse	Newport 28	John Zolck & Brett Herr	Sausalito
Yo Mi Esposa y			
Summerwind	Catalina 30	Larry Samson	Alameda
Zeehond	Newport 30 MkII	Donn Guay & Diane Memory	Alameda

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DELTA DOO DAH 2014

a couple of tries to get *Sorrisa* 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. *Sorrisa* 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. *Sorrisa* 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-



STELLA

Duct tape was an essential shoe-repair tool in the Delta for the ladies aboard 'Stella'.

lowed 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.

Lucy — Beneteau 361 Daryl & Patty Silva, Alameda

Lucy departed Alameda on June 12, enjoyed the free Doo Dah night at Pittsburg Marina, then sailed on to Owl Harbor for the Who's in Blues party.

Once in the Delta, we were pleasantly surprised by how relaxing the swimming, fishing, warm weather and quiet can be. It's wonderful swimming off your boat in fresh water. We'd intended to stay one week but continued to commute back up to the boat in the Delta nearly every weekend for three months.

We will be going next year for sure and will bring along many other yachties from our home port, Grand 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*



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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
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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.

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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.pacificpuddlejumps.com.

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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.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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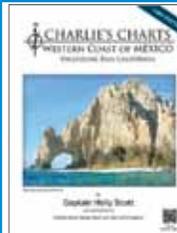
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BAJA HA-HA PROFILES, PART II —

"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 classics.

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 Ferrari 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."

My Bonnie Karen — DownEast 38 Chris & Karen Jernigan, San Diego

Chris, 72, is a retired civil engineer, while Karen is retired from Child Protective Services. "Our boat is old like we are," they claim, "but with all the new stuff we've put on her, she's as young at heart as we are." The couple plan to sail

to the Sea of Cortez and bash back next year.

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



'Mabrouka'

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.

Kailani — 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. *Kailani*, 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 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.

Korbut Rose — Hans Christian 33 Bruce Brown & Sandy Zeng Portland



'Korbut Rose'

Bruce, 59, a retired health care sales manager, and his wife say the Ha-Ha will be "the beginning of our getting back to life and nature." They've dreamed about doing it for 10 years, and particularly like the fact that the Ha-Ha gives them an exact date on which to start their "extended cruising."

Dreamcatcher — Roberts V495 Norm & Willi Facey 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 Clauss 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.



'Fainche'





LATITUDE ARCHIVES

**Northern Winds — Beneteau 50
Carmine Perticcone & 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**



'Speakeasy'

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

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 bash 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."



'Scout'

**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



'Spring Fever'

electrician, says going cruising "is a retirement gift to ourselves, and we don't plan on looking back."

**Fast Reorg — 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 Reorg* is a fast downwind boat that should

BAJA HA-HA PROFILES, PART II —



A boomin' day aboard 'Fast Reorg'.

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 *Aristos*. 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



'Sereno II'

new liveaboards 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
Sou'Wester
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 Northwest.



'Dulcinea'

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

Kyle, 65, 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. From 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."

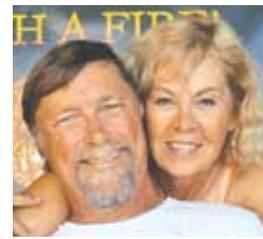
**Serenity — Catalina 42 Mk II
David Albert & Mike Cobas
Oceanside**

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 Oceanside 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."



'Dragon's Toy'

**Poetry — Blue Jacket 40
Bobby Pryor, San Diego**

Bob, 56, a still-active attorney, bought this new Island Packet performance cruiser just a couple of months ago, but will have Scott Self, 64, be the captain. Self has sailed across the Atlantic twice, done two Fastnet Races, and was on a division-winning Transpac boat a few years back.

**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-SKLEE-pee-uhs, he is the god of medicine and healing in Greek mythology.

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

'Billy', 54, a still-active CFO, bought the cat just a few months ago. His friends Fernando, 46, an architect, and Alejandro Echeverria, 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



'Flibbertigibbet'

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 singlehanded to the South Pacific or Hawaii.



'Spirit of Adventure'

**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



Meet the 'Stochastic' crew.

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've 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.



Meet the 'Joyride' crew.

**Bon Voyage — Hunter 49
Craig & Carol Fecker, 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."



'Bon Voyage'

**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



'FastAlley'

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 a 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 fireman Craig Smith will round out the crew for the Ha-Ha. After Cabo, they plan to just keep going.



'Silver Sea'

**Beach Access — Lagoon 380
Glenn Twitcheil & 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."



'Beach Access'

BAJA HA-HA PROFILES, PART II —

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 b a s h i n g home a week after getting to Cabo.



'Brown Sugar'

Rosebud — Cal 36

Greg & Amy Rodgers, San Pedro

Greg, 60, who continues to work as an emergency room nurse, was a skipper in the 2010 Ha-Ha. He'll be joined by his wife Amy and his son Buddy, 31, a Green Beret. Rosebud is hull #1 of the

Cal 36s, and won her division in the 1966 Transpac. The boat has made separate trips to Hawaii, the Marquesas, and New Zealand, although Greg's longest trip has been Los Angeles to Puerto Vallarta and Los Angeles to Cabo. After the Ha-Ha, they've have to 'turn and burn'.

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 pur-

chasing 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.

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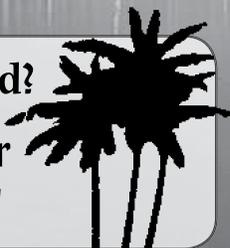
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LIVIN' THE DREAM

**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 BVIs 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 partici-



'Patricia Belle'

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.

ated 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

**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.



'Victoria'

**Felicita — J/120
Perry Peters
Marina del Rey**

Perry, 57, a retired insurance broker from Phoenix, will be sailing with David

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BAJA HA-HA PROFILES, PART II



'Felicitas'

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 words, this is the first step in their 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."



'Friday'

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.

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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

(National Association of State Boating Law Administrators) were in the boating industry's pocket."

"I remember that," I said as I impatiently nudged forward, even though the line had not moved an inch. "RBOC usually opposes anything that's the least bit inconvenient to boaters. Why were they pushing the boating license back then?"

"My theory is that, like, powerboat sales were at an all-time low, but kayaks, outriggers, surfskis and especially the new SUPs were doing okay. The industry money wanted to make sure that if gas-guzzling thrillcraft took a regulatory 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 her shoulder as she moved up another place, almost to the counter. "Catch you later."

I 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 I detoured 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... Hah! 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

"I saw way too many people hurt in accidents caused mostly by too much speed and power."

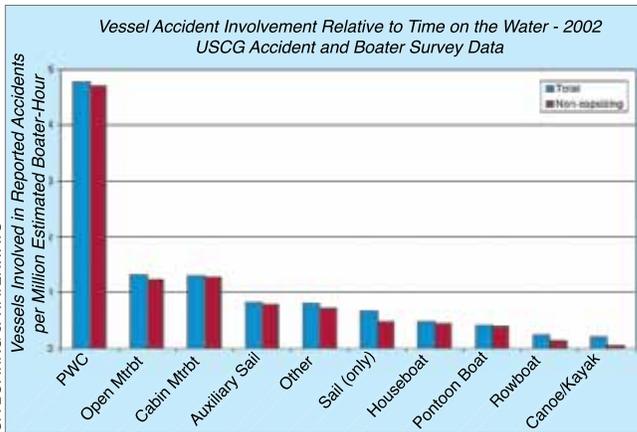
have been. It's another reincarnation of the Reckless Jet Ski Driver Protection Act."

"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



The most effective way to make boating safer is to divert people away from thrillcraft and into sail and paddle-powered boats.

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 think I should do some of the driving this year."

"Sounds fair enough," I said. "Did you cram for the written test?"

"As tests go, it's like, comic relief compared to my Ph.D. quals," she remarked dismissively.

"Well, you still have to pass to get a license," I reminded her. "And the state isn't done with you yet. You'll have to do this again in a couple of years for a boating license."

"I thought we beat that one back," Lee sighed. "It was SB 1458. It would have required everyone, even kayakers, to pass a test and get some kind of hokey boating license. I mean, that might be a good thing for some of the brain donors running around in powerboats, except that, you guessed it, it left a gaping exception for rental jet skis. It was pretty clear that the RBOC (Recreational Boaters of California) and even NASBLA

LOST CAUSES & POINTLESS PEDANTRY

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, "to let an entity that's taking money from the user decide if the user is qualified."

"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.



MEDIA ENTERTAINMENT TV

Speed kills, especially with jet skis. Such 'PWCs' account for a disproportionately large number of watersports injuries and deaths.

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, like, if you lift the hood and look at the actual data, you see that they pulled a fast one with the stats. They averaged in Alaska and

Wyoming, clear outliers with high fatality rates that probably have nothing to do with boating education or lack of it. These are two states with small boating populations, no mandatory education, and some very remote and hazardous boating environments. The big distortion was that, despite the small populations, the report averaged in those high-risk states with equal weighting as the big states. If they weighted the average correctly, adjusting for each state's population, the results would be much less positive for 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 fast powerboats in Florida?" I suggested.

"Well duh! It's speed that kills, not

A look at this realistic depiction of the powerboat unit sales curve makes us think we might not need a 'thrill tax' after all.



MAX EBB

whether you can pass an easy test. The effect of the mandatory education gets lost in the noise."

"Here's another bit of data you'll enjoy," said the retired officer. "A few years ago the State compiled some stats for boating accidents involving different types of boats, graphed as the rate of reportable accidents per hour of operation. It shows that PWCs are about 24 times as likely to be in a reported accident, per hour of use, as canoes or kayaks."

"I like it!" exclaimed Lee. Maybe the best way to improve recreational boating safety is to get people out of thrillcraft and into paddlecraft or sailboats. Not that this really basic test is going to do that. We'll need a carbon tax and maybe even a thrill tax for that."

"There's always someone on the margin," I suggested. "But it's not going to reverse the trend. Powerboat sales are on their way back up, according to a graph I saw in an industry magazine." I remembered just enough info for Lee to bring up the graph on her phone, after a quick search.

"Gosh, they sure know how to make

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

"PWCs are about 24 times as likely to be in a reported accident, per hour of use, as canoes or kayaks."

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 'up-swing' 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

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THE RACING

This year's Jazz Cup race to Benicia had its ups and downs; *SeqYC's Hannig Cup* and *SFYC's Leukemia Cup* raised funds for good causes; the **Great SF Schooner Race** was as grand as it sounds; introducing *BAADS' Sonar Team Alpha*; Santa Barbara YC hosted the **Mercury Nationals**; a NorCal gal traveled east for the **49er FX Nationals**; the new **Race to Alaska** sounds harder than the Iditarod. Plus **Beer Can Box Scores** and more.

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-order 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

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.

Marcus Choy was in the dining room at the club when he was told about redress possibly being offered. A group was gathered in front of the yacht club building, on the side away from the water. "You gave your sail number," said Choy. "They



'Motorcycle Irene' successfully defended her Express 27 National title on August 29-31. For results, see Box Scores.

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

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



Spread: The JS9000 'JetStream' passes the bigger Olson 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.

ALL PHOTOS LATITUDE / CHRIS

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 vonEhrenkrook. 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 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

#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 sport-boats 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

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THE RACING



ALL PHOTOS ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMLUG.COM

September 6's SFYC-hosted Great San Francisco Schooner Race, clockwise from top left: The gaff-rigged 'Brigadoon' and 'Jakatan' round Harding Rock buoy in close competition; the bowman on 'Martha'; 'Yankee', 'Freda B', and 'Brigadoon' wing out and parade down the Bay; Mark Hall's 'Del Viento' from SSC; 'Yankee' and 'Bright Star' abreast of Angel Island; 'Maramel' threads the needle between 'Yankee' and 'Seaward'; 'Seaward' crew setting up to run the fisherman sheet off the main boom, but the wind angle wasn't right; the foredeck crew takes a wave on the SFYC-flagged ketch 'Marjorie', alone in the Classic division.

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 prefect 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 sail training 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.

See www.baads.org for more info.

— *Eric Roberts*

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) with Kenny Maring battled 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

BOTH PHOTOS ELLEN HOKE



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.

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 Sanford Perpetual Trophy for winning the fourth race. Raab and Cayard were dueling, with third place going to Raab and fourth to Cayard.

Race five was a triple sausage finishing upwind. The right side of the course paid off this time. Jim Bradley led the

way in the first turns as the breeze was picking up to 10-12 knots and there was a little slop on the water. Baird, in second place was able to power through and win the John Koenig Perpetual Trophy.

Chris Raab won his sixth Mercury Nationals, Jim and Kathy Bradley won the Jack and Jill Perpetual Trophy, and Brad Bergeron won the silver fleet.

— Pax Davis

MERCURY NATIONALS, SANTA BARBARA YC (8/22-23)

1) Chris Raab/Ken Dair, NHYC, 15 points; 2) Jim & Kathy Bradley, StFYC, 27; 3) Paul Cayard/Ken Maring, StFYC, 27; 4) Doug Baird/Jim Taylor, Huntington Lake BC, 28; 5) Jack McAleer/Remy Margerum, MPYC, 35. (21 boats)

Complete results at www.sbycracing.org

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

GRACIE & GEORGE, IYC, 8/24

SPINNAKER — 1) **Peregrine Falcon**, F-27, Kristy Lugert/Bill Gardner; 2) **Zilla**, B-25, Rebecca Hinden/Brent Draney; 3) **Ruby**, Moore 24, Kathleen Busch/Steve McCarthy. (9 boats)

NON-SPINNAKER — 1) **Clare de Lune**, Moore 24, Joanna & Ted Floyd; 2) **Big Bang Theory**, Express 27, Maryann & Bob Hinden; 3) **Simplicity**, Sabre 34, Tammy Mercado/Mike Ruff. (6 boats)

Full results at www.iyc.org

EXPRESS 27 NATIONALS, SFYC, 8/28-31 (7r, 0t)

1) **Motorcycle Irene**, Zach Anderson, RYC, 9 points; 2) **Kuai**, Dan Thielman, CYC, 20; 3) **Peaches**, John Rivlin, StFYC, 33; 4) **Get Happy!!**, Brendan Busch, StFYC, 34. (16 boats)

Full results at www.sfyrc.org

MOORE 24 NATIONALS, MPYC, 8/29-31 (6r, 0t)

1) **Gruntled**, Bart Hackworth/Dave Hodges, RYC, 18 points; 2) **Paramour**, Rowan Fennell, RYC, 19; 3) **Moore Wave*ohs**, Kurt Lahr, RYC, 23; 4) **Mooregasm**, Steve Bourdow, SCYC, 26. (13 boats)

Full results at

www.regattanetwork.com/event/8780

INTERNATIONAL CANOE WORLDS, RYC, 9/6-15 (8r, 1t)

1) **Groove Moves**, Mikey Radziejowski, USA, 11 points; 2) **#248**, Chris Maas, USA, 12; 3) **Dragonfly**, Alistair Warren, GBR, 42; 4) **Amok 2**, Peter Ullman, GER, 46; 5) **Dance Commander**, David Clark, USA, 47; 6) **VIVA Acrobat**, Haydon Virtue,

THE BOX SCORES

AUS, 49; 7) **Little Scarlet**, Phil Robin, GBR, 51; 8) **Hellcat**, Stephen Gay, USA, 57; 9) **Wrigley's Last Stand**, Robin Wood, GBR, 61; 10) **Mayhem**, Michael Costello, USA, 62. (34 boats)

Full results at www.richmondyc.org

HALF MOON BAY RACE, SSS, 9/13

SINGLEHANDED MONOHULL — 1) **Uno**, Wyliecat 30, Bren Meyer; 2) **Temerity**, Olson 34, David Nabors; 3) **Emerald**, Yankee 30, Peter Jones. (10 boats)

DOUBLEHANDED MONOHULL — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Snafu**, Moore 24, Angela & Karl Robrock; 3) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson; 4) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Popp/Jacques Benkoski; 5) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (23 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**, F-27, David Morris. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham/David Leach; 2) **Raven**, F-27, Truls Myklebust/Steve Petersen. (3 boats)

Full results at www.sfbaysss.org

Most beer can series wrap up in late August through early October. We've included series results for some here; we'll have more in the November issue.

FRIDAY NIGHT SUMMER SERIES, CYC, 6/22-8/22 (9r, 2t)

SPORTBOATS — 1) **Kluster Buck**, K6, Darren Buck, 13 points; 2) **Kuai**, Melges 20, Dan Thielman, 13; 3) **Bottle Rocket**, J/70, David Schumann, 14. (9 boats)

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

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 13 points; 2) **Yucca**, 8-Meter, Hank Easom, 14; 3) **Nothing Ventured**, Melges 24, Duane Yoslov, 20; 4) **Argo-A**, Beneteau First 40.7, Greg Demetruvias, 27. (16 boats)

PHRF 2 — 1) **Shenanigans**, Express 27, Bill Moore, 10 points; 2) **JR**, Moore 24, Rich Korman, 19.5; 3) **Tequila Mockingbird**, Express 27, Matt & Bethany Krogstad, 25.5; 4) **Abigail Morgan**, Express 27, Ron Kell, 26. (15 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 8 points; 2) **Jarlen**, J/35, Bob Bloom, 16; 3) **Topgallant**, Tartan Ten, Carl Flemming, 17, 4) **QE3**, Tartan Ten, Tom Perot, 27; 5) **Salient**, Cal 2-39, Mark Pearce, 28. (22 boats)

NON-SPINNAKER 2 — 1) **Leda**, L-36, David James, 25 points; 2) **Fantasea Islander**, Islander 28, Kevin Reilly, 25; 3) **Mimicat**, Hinckley 38, Robert Long, 28, 4) **Spirit**, Alerion 28, Steve Rogers, 30; 5) **H2Osprey**, Alerion 38, Team Wickland/Jesberg, 32. (23 boats)

NON-SPINNAKER 3 — 1) **Raccoon**, Cal 20, Jim Snow, 13 points; 2) **JustEm**, Cal 20, Ted Goldbeck, 13; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 18, 4) **Baby Blue**, Cal 20, Craig McDow, 26. (15 boats)

Full results at www.cyc.org

started without a hitch. Fleets split left and right on the way to Yellow Bluff, seeking the correct side of the puffy, 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 Em'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.sfyf.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 Larkspur. She and crew Maggie Shea of Chicago had just wrapped up competition with their



MARTHA BLANCHFIELD

Maggie Shea and Kristen Lane battled eight other teams in the 49er FX Nationals.

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. Sev-

eral 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."

— *martha blanchfield*

Race to Alaska

You could win \$10,000.

That is, if you have what it takes to sail, row or paddle 750 miles from Port Townsend, WA, to Ketchikan, AK, on a boat with no engine. Yeah, at first we thought this was a joke too.

The **R2AK** is "like the Iditarod, on a boat, with a chance of drowning," according to the event's website, www.racetoalaska.com. The race starts on June 6, 2015, with a 40-mile dash to Victoria, BC, before jumping off for the long haul to Southeast Alaska.

The second place finisher gets a set of steak knives.

— *latitude/chris*

FRIDAY NIGHT SERIES, EYC, 6/27-9/5 (5r, 1t)

PHRF >99 — 1) **Outsider**, Azzura 310, Greg Nelsen, 6 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 11; 3) **Good and Plenty**, Soverel 33, Justis Fennell, 14. (6 boats)

PHRF 99-150 — 1) **Double Trouble**, Moore 24, Karl Robrock, 5 points; 2) **WadioActive**, Wylie Wabbit, Brendan McNally, 14; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 16. (9 boats)

PHRF >150 — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Osituki**, Cal 28, RJ Pimentel, 8; 3) **Faster Faster!**, Merit 25, David Ross, 11. (9 boats)

NON-SPINNAKER — 1) **Loco2**, Mercury, Paul Mueller, 6 points; 2) **Xcape**, Wilderness 21, Richard LeBlanc, 14; 3) **Meliki**, Santana 22, Deb Fehr, 16. (6 boats)

Full results at www.encinal.org

FRIDAY NIGHT SERIES, GGYC, 5/2-8/22 (9r, 2t)

1) **Ciao Bella**, Beneteau 37, Brian Madden, 13 points; 2) **Mary Belle Bright**, Coronado 30, Dustin Winn, 21; 3) **USA 76**, IACC, Brad Webb, 28. (11 boats)

Full results at www.ggyc.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 Haas, 13; 3) **Bewitched**, Merit 25, Laraine Salmon, 14. (6 boats)

PHRF >100 — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 7 points; 2) **Green Onions**, Wyliecat 30, John Tuma, 11; 3) **Whirlwind**, Wyliecat 30,

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) **Lelo Too**, Tartan 30, Emile Carles, 13. (6 boats)

PHRF <100 — 1) **Golden Moon**, Express 37, Kame & Sally Richards, 9 points; 2) **Spirit of Freedom**, J/124, Bill Mohr, 17; 3) **Mudshark**, Express 37, David Fullerton, 17. (8 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) **Domatrix**, Santana 22, Heidi Schmidt, 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.oaklandyachtclub.net

WEDNESDAY EVENING SERIES, STFYC, 4/30-8/27 (12r, 2t)

FOLKBOAT — 1) **Windansea**, David Wilson, 15 points; 2) **Polperro**, Peter Jeal, 23; 3) **Josephine**, Eric Kaiser, 26. (12 boats)

IOD — 1) **Xarifa**, Spencer Fulweiler, 16 points; 2) **One Hundred**, Paul Zupan, 20; 3) **#93**, Adam Wheeler, 33. (6 boats)

KNARR — 1) **Svendkist**, Sean Svendsen, 17.1 points; 2) **Gjendin**, Graham Green, 32; 3) **Adelante**, Don Nazzal, 35; 4) **Fempty-Fempty**, Chris & Jon Perkins, 42. (16 boats)

Full results at www.stfyc.com

FRIDAY NIGHT SERIES, SBYC, 4/25-8/22 (12r, 3t)

SPINNAKER PHRF <101 — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 11 points; 2) **Mr. Magoo**, J/120, Steve Madeira, 14; 3) **Savoir Faire**, Beneteau First 42, Paul Osborn, 27. (7 boats)

SPINNAKER PHRF 101-135 — 1) **Rhapsody**, J/32, Chris Boome, 13.5 points; 2) **Northern Light**, Santana 35, Rod Neathery, 14.5; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 20. (8 boats)

SPINNAKER PHRF >135 — 1) **Moondoggie**, Islander 36, Doug Gooding, 13 points; 2) **Highlighter**, Islander 36, William Hackel, 14; 3) **Friday's Eagle**, Catalina 30, Mark Hecht, 18. (4 boats)

J/105 — 1) **Lightwave**, Simon James, 12 points; 2) **AirJaidi**, Jim Forster, 20.5; 3) **Aquavit**, Donald Olgado, 23. (5 boats)

CATALINA 30 — 1) **Adventure**, Jack McDermott, 9 points; 2) **Avalon**, Jack Ford, 20; 3) **Huge**, Woodruff/Birch/Keen, 21. (9 boats)

NON-SPINNAKER — 1) **Carmelita**, Catalina 42, Christian Lewis, 14 points; 2) **Alpha 1**, Sonar, John Wallace, 17; 3) **Synergizer**, Ericson 28-2, John Riley, 33.5; 4) **Alpha 2**, Sonar, Rommel Barrientos, 44.5. (15 boats)

Full results at

www.southbeachyachtclub.org

WORLD

With our **Quickie Historical Tour of the Prime Charter Venues of the Eastern Caribbean.**

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 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 isles changed hands — and national

You can sometimes find rock stars and royalty mixing with the locals at this thatch-roofed bar on Pinney's Beach in Nevis.



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 — shoreside 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 Taino 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

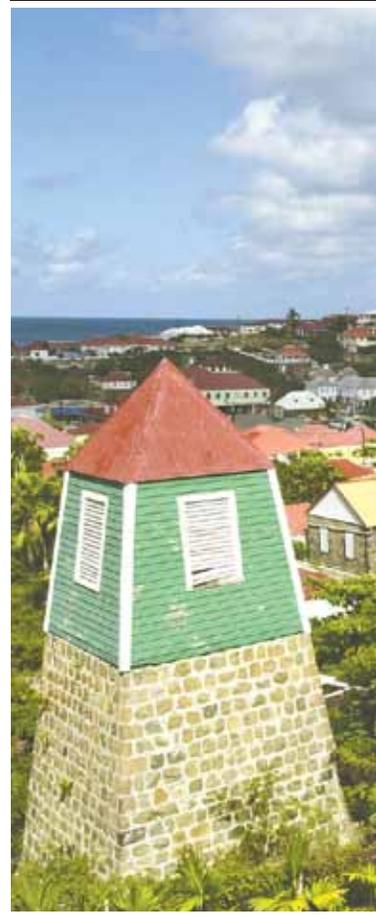
Treasure Island. Whether true or not, it's great fun to snorkel through these coral-encrusted caves — especially with kids.

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

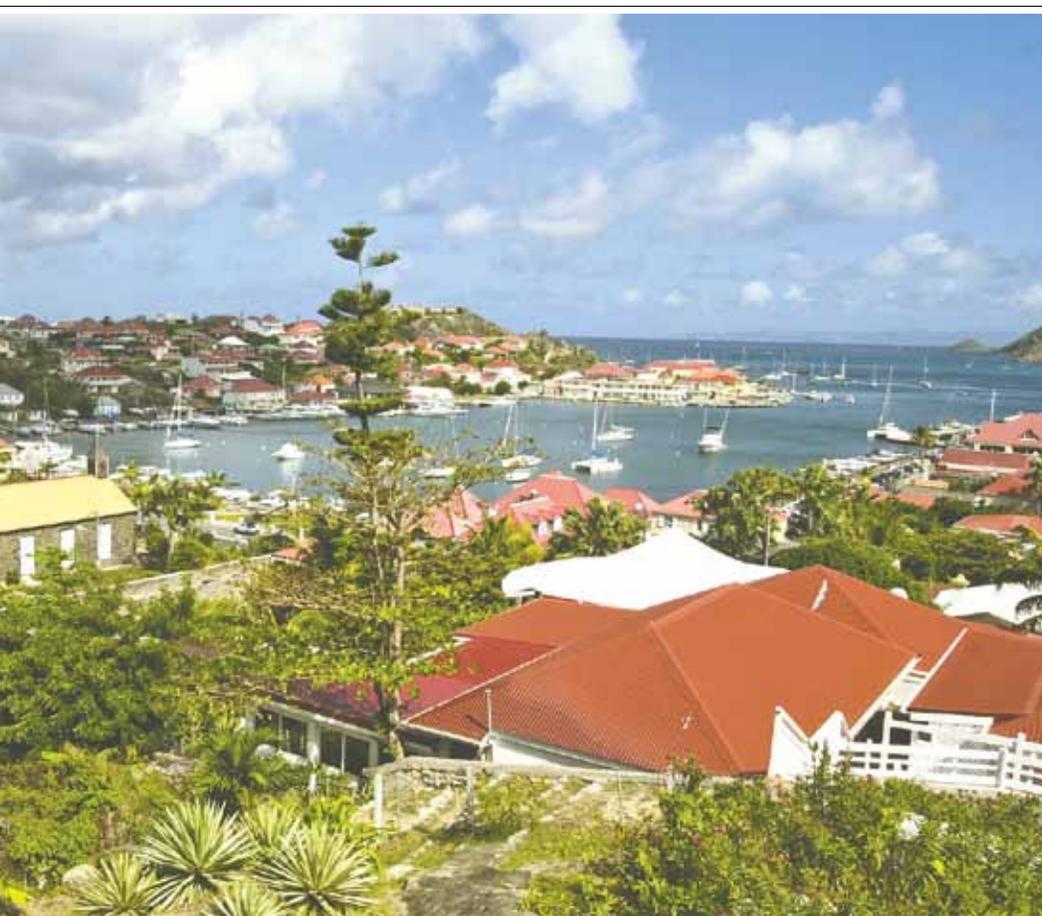
array of fish swarm around and through its iron chambers, undeterred by divers. Since a section of the wreck lies in only 30 feet of water, snorkelers can get close enough to enjoy part of the scene. The wreck was used to film Peter Benchley's *The Deep*.

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 sleeper 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



ALL PHOTOS LATITUDE / ANDY

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.

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-

vices. 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.

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

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.



WORLD

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'Épée and the ancient Arawak Indian rock carvings at the Parc Archeologique 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



ALL PHOTOS LATITUDE / ANDY

View from the hammock. Life in the islands is slow and sweet — the perfect antidote for the workaday blues.

there 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 northern-

most 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-

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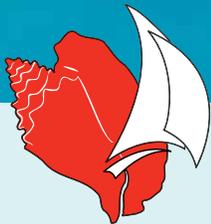
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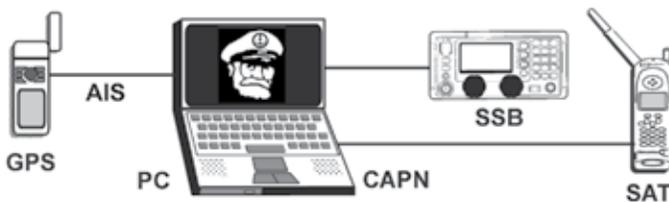
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OF CHARTERING

trol it through 14 exchanges of power that lasted until the end of the Napoleonic wars, when the Brits permanently planted their colors on St. Lucian soil. 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



Quaint and fabulously French, the charming Saints island group lies a half day's sail from charter bases in Guadeloupe.

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

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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

Alyssa, looking smashing in her South Pacific foul weather gear, flakes the main.

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 extremely narrow, and it was a cauldron thanks to the outflowing current clashing with the huge waves.

I had Alyssa concentrate on the channel markers, and she would yell, "More port! Now starboard! You're off the marks!!"

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

ALL PHOTOS COURTESY ELEUTHERIA



of breakers, I felt *Ellie* rise on top of a particularly large wave and we started to surf!

"Oh shit! Oh shit! Oh 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!

"Oh 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* yawing 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

ELEUTHERIA

ELEUTHERIA



Spread; A catamaran enters the narrow pass at Maupiti when the waves are relatively small. Inset bottom left; When the surf is up, and it's hard to tell when that will be, the pass can be much more terrifying. Inset top left; From the air, it's easy to see why Maupiti is called "the miniature Bora Bora".

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

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.

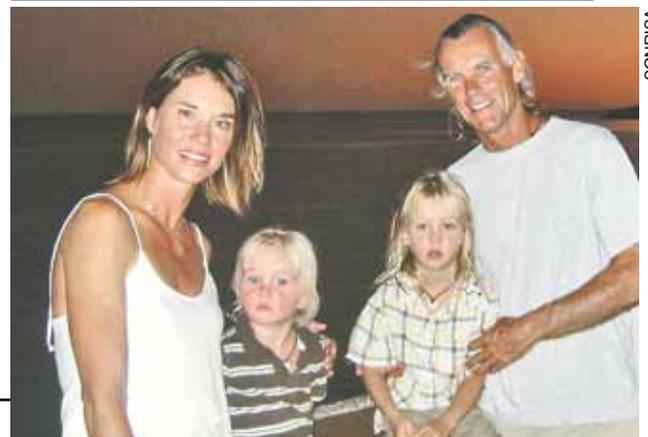
"Either real sailors or idiots with huge *cojones*," I replied.

— lewis 09/15/2014

**Sonrisa — Lagoon 440
Nick & Melissa Brettingham-Moore
Plus Young Sons BJ and Huon
Loving Mexico
(Tasmania, Australia)**

When it comes to having lived and

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



SONRISA

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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 yachties could make money running boats in the Med. In 1987 they landed a captain/stewardess job on a 55-ft motoryacht in Mallorca.

"The the yacht was fine, but the owners were hopeless *nouveaux riches* who were just plain rude. Shortly after jumping that ship, we found Ian, a flamboyant Australian entrepreneur with a glamorous wife and three very young children. He'd just bought a 60-ft plywood HOS (Heap of Shit) Ocean Fantasy. This 'yacht' was built in Spain from an Italian design and had two 650-hp Detroit Diesels that burned almost as much oil

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.

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 yachting 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.

SONRISA



A buff Nick in the buff up in the Sea.



"While Nick supervised the boat project," Melissa continues, "I got my feet wet working at several high-end restaurants, including Mario's, just for the privilege of being able to watch some of the most heartfelt food preparation in the world. It was hard work, but I loved every moment. At the same time, I was charged with overseeing the interior details of *Solaia*, doing things like ensuring every dish and piece of crystal was chosen for perfection. It wasn't difficult spending someone else's money."

In 2001, Nick and Melissa launched the boat into the ice of a frozen canal, and for the next five years the couple would run the boat with a crew of eight. They were based out of Antibes in the South of France, and took the boat throughout the Med, the Caribbean and the Baltic. During Christmas they'd usually look after the boss's guests at his chalet in Gstaad, where they would ski and walk the dogs. "It was very hectic work, but a blast," remembers Melissa.

SONRISA



IN LATITUDES

PHOTOS COURTESY SONRISA

and Mexico. They've happily been in Mexico ever since.

Having traveled and worked in some of the world's greatest places on a no-expense budget, some people might be shocked to find that the couple have found humble Mexico to be about their favorite place in the world. Not only have they been happily cruising in Mexico since 2010, living the simple family life, they're even thinking about buying some land south of La Paz. Mind you, this despite the fact that in 2000 they purchased Lavagna, 25 acres of orchard and bush next to Nick's favorite surf break about 50 minutes out of Hobart, Tasmania. "Most sensible investment we ever made," he says, "and our organic farm-to-be." But that's for down the road.

"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

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.



Clockwise from above; a campfire up in the Sea; Huon and a Humboldt squid as big as he is. Communing with Nature on a sandy beach in the Sea. Mom, Huon and B.J. The family of four aboard their 'shore vehicles'. The family rarely uses the dinghy. Birthday party for B.J. Fun with another 'kid boat'.

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



SONRISA

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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

Where Justin goes, parties break out. Here a line of young cruisers grimace before the Bamboo-ski, Justin's group drinking device.

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.

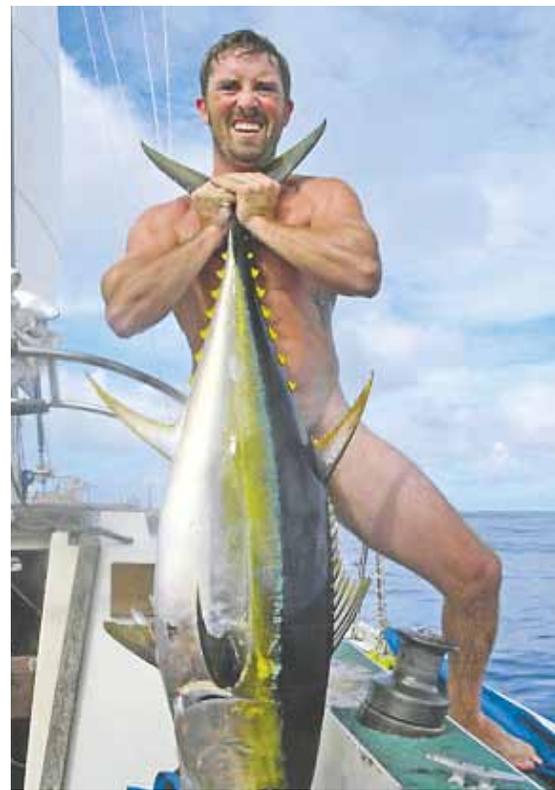
Anna and I are young, so we've enjoyed the popping party scene at Neiafu, which is the center for cruisers in Tonga. The backpacker's hostel in town attracts lots of young foreigners, and we've had a great time partying with them. Anna and I also played music at several different clubs in Neiafu, such 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 raging 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 and 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.

ICHI BAN



IN LATITUDES



PHOTOS COURTESY ICHI BAN



Clockwise from above: Some people just go through the motions of living. That would not apply to Justin — surrounded by five gals, including Anna on the lower right — who has grabbed life by the horns and is going for the big ride. Naked man versus tuna. One of Tonga's many great anchorages.

—justin 09/04/2014

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?

Joy of Tahoe — Lagoon 440 Cat Walt & Joy Kass Adventures in Europe (Tahoe City)

Last month we discussed our adventures in getting JOT to Europe, and our way of working around the Schengen regulations that prohibit Americans — and other foreigners — from staying longer than 90 days without leaving Schengen Area (most of the EU) for at least 90 days.

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 resi-

When it comes to American boatowners needing to reset the VAT clock, Tangier, Morocco, 20 miles from Gibraltar, is one of the better options.



MOROCCO TOURISM

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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

The three-day-a-week markets in France and other European countries are "superb food and wine experiences". Oh-là-là, yes, they are.

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. SKYPE 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 ac-



cepted 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

LATITUDE / RICHARD



LATITUDE / RICHARD



IN LATITUDES



LANDFALL

Eli, now 17, is a good man. We're thrilled to learn that he's got his own gig now, and are delighted to see him at the 'wheel' of his own ride.

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

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 their 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 **Steven, Tamiko and Eli at Nelson's Boatyard in Alameda back in November 2011. They got their boat together and are happy in Mexico.**



LATITUDE / RICHARD

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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

Eli quickly learned how to maintain winches.

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.

"Life for us in Mexico, and especially La Cruz, is far superior to the States," says Tamiko. "It's not just my health, but it's also better for Eli, because he gets a much better reception and more respect than in the States. The people in Mexico are much more accepting than Americans, because if you're missing a limb or have some obvious problem, you're not shunned like you are in the States. If you're weird, people think "I've got something weird about me, too", or "I've got a weird cousin or uncle."

Now 17, Eli even has his own business. Steve, his father, explains how it came about:

Eli's smaller hands are proving to be an asset when working in the tight quarters of the in-nards of some of the winches.

"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."

"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 Hornemens 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."



Norbert's winds weren't too bad either. "We 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 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



LANDFALL

LANDFALL

IN LATITUDES



BOTH PHOTOS COURTESY JAKE HOWARD

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 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**

A week after 'Luis' came through, 'Marilyn' showed up and did this to St. Thomas in the U.S. Virgins. A wicked storm year, that 1995.

Spread; Nature bats last and best. Just days after 'Odile' whipped through Puerto Escondido, grounding and destroying a number of boats, the water along the Ellipse was pretty clear and the normally brown mountains a glorious green. Insets: Other Puerto Escondido damage.

with a dinghy/outboard in Mexico. Get a new **TIP (Temporary Import Permit)** by the end of the year. The reason is that dinghies/outboards soon have to be listed on the main boat's TIP, or they have to get their own TIP. We recommend the former. A new TIP costs about \$51. When filling out the TIP, include the dinghy/outboard at Section Five, not Section Three. If you do the latter, your dinghy/outboard will only be good in Mexico for 180 days instead of 10 years. The same thing applies to sailing dinghies, Jet Skis and the like.

How bad has the **Mexican (Eastern Pacific) hurricane season** been this year? We researched the records for the five previous years and came up with the following averages per year:

All tropical events — including depressions: **17.2**.

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.



ST. THOMAS PRESS

CHANGES

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



LONDON CLIPS

Hurricane 'Luis' generated a rogue wave equal to the height of the bridge on the mighty 'Queen Elizabeth 2'. She was not seriously damaged.

after *Odile* ravaged Cabo San Lucas, four big privately-owned sportsfishing 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.

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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



El Cid Marina is well-protected from hurricane swells, but nothing like Marina Mazatlan, which is almost a mile inland.

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



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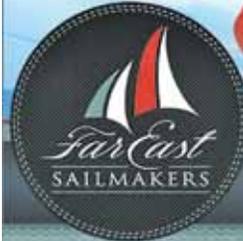
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events are for cruisers, and include three fun races, the annual opening of the **Punta Mita Yacht & Surf Club** (complete with the popular carbon fiber paddling initiation of new members), as well as the Annual Water Balloon Drop. It all takes place 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-rivieraviera.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



LATITUDE / RICHARD

The Isla de Navidad Marina in Barra would make a great place to end a fun Gold Coast cruiser rally/sailing festival. We'll try to make it happen.

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.

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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



Suddenly-famous Hidden Beach at the Marietas Islands. As Yogi Berra once said, "Nobody goes there anymore. It's too crowded."

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 Tres Marietas Islands off Punta Mita. After the publication of one particularly flattering photo of it, Hidden Beach suddenly

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became hailed as the 'Best Remote Beach In The World' on some of the ridiculous 'best' lists. Until this happened, the Punta Mita *panga* 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-



TORTUE

These are nine of the 60 boatworkers and their families who were evacuated from Cabo on the private yachts the dads worked on.

well 61 **Wild Hooker**, and owner John Williams and Capt Kevin 'Cubby' Pahl aboard the Hatteras 60 **Success**.

Unlike the West Coast, where getting to the tropics is normally pretty easy, it can be difficult to get from the East Coast to the Caribbean. After all, it's 1,500 miles instead of just 750, there is only Bermuda for shelter, and there is the threat of both late season hurricanes and early season winter storms. There are three rallies to help sailors get south.

The newest and currently the biggest is the **Salty Dawg Rally**, currently with 61 entries. The couple who founded and run it are really nice, but have a curious

— 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!

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

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

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people - not shopping - and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 - or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

it is **ALWAYS** the **15th at 5 pm**

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Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...

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- No ads without payments
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- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

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.



19-FT O'DAY RHODES, 1961. Chico. \$4,600/obo. *P-NUT*, Classic. Family friendly, fits 4-6. Fixed keel, great condition. Refinished: mahogany floor, paint, new ropes/sails, electric motor, seat cushions, cockpit cover. Trailer, extension, registered. Contact (530) 864-5110 or jonstallman@comcast.net.

24-FT STONE HORSE, BY EDIE & DUFF. 1976. Alameda Marina. \$17,000. 2005: new Beta Marine 14, Awlgrip hull and mast. New 2014: all standing and running rigging, stay-sail, two Harken 00 furlers, V-berth cushions. (510) 703-7050 or flickasf@aol.com.



24-FT DANA - CUTTER RIGGED, 2001. Anacortes, WA. \$84,000. Refit/relaunch 07/14. Yanmar 2GM20F - 685 hrs. Max-Prop. New: bottom paint, AGM batteries, laminated bowsprit, ocean canvas dodger and canvas covers, running rigging, GPS receiver, polish and wax. Email rharmel@mac.com.



17-FT HOBIE CAT, 1989. Aromas, CA. \$1,500/obo. Double stack trailer. EPO rudders. Wings, trampolines, sails in excellent condition. Hot stick tiller, short and long booms. Many extras. Probably the best boats Hobie ever made. Email stephenandbrenda93@razzalink.com.

24 FEET & UNDER



17-FT MOLLY CAT, 1988. San Rafael. \$22,000. Adaptation of classic New England Cat Boat, with 1000 lb. keel. Built in Richmond for SF Bay conditions. Prettiest little gaff rig on the Bay. Inboard Yanmar; also sweet. Trailer. (415) 893-0226 or nate@natesumner.com.



20-FT HARBOR, 2015. Corona, CA. \$35,000. I have four (4) 2015 Harbor 20's, three are being built right now. One is ready to be delivered anywhere. Great class and great class association. If interested please call and I can send you more information. They are priced to sell fast. Please only serious inquiries! Contact (415) 724-8566 or (415) 944-8028 or alfonso94970@gmail.com.



16-FT NOVURANIA, 2003. San Jacinto, CA. \$23,000. 100 hours on 90hp 4-cycle Johnson. Comes with cover, bimini top. Located in Southern California. Virtually new condition. Contact (951) 654-8300 or info@ramsales.net.

19-FT WEST WIGHT POTTER, 2010. Alameda. \$15,000. Sweet boat, clean and ready to sail. Premium package with upgrades. 2011 Mercury 4hp, bottom painted 7/14, new trailer, roller furling jib, bimini. Contact (510) 865-2266 or suevee1010@msn.com.

25 TO 28 FEET

25-FT S2 7.9, \$14,000. Hull #168. Fresh-water sailed. Epoxy bottom. Quantum sail inventory. Easily trailered and launched. New standing and running rigging. (541) 690-8153 or S27.9forale@gmail.com.

28-FT ALERION EXPRESS. Sausalito. \$70,000 (1/2 of new price). Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. "The prettiest girl on the dock." (415) 302-7490.

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28-FT PACIFIC SEACRAFT ORION, 1980. Sausalito. \$34,500. Acknowledged as one of the best built, full keel, seaworthy designs. 31-ft LOA. Excellent Yanmar diesel, Profurl, new standing rigging, sail cover, and much more. Very good condition. Email Ohana854@yahoo.com.

27-FT NOR'SEA, 1977. Santa Cruz Lower Harbor. \$26,500 or better. Four-month restoration and partial refit of this Lyle Hess world cruiser now complete. All details at website: <http://sites.google.com/site/norsea27forsale/home?> Contact lewiskeizer@gmail.com or (831) 345-9384.



25-FT CAPE FOULWEATHER BAHAMA, 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. More at www.bastress.com/bahama25. Contact woodshop@bastress.com or (510) 457-8982.

26-FT PEARSON COMMANDER, 1965. Richmond Yacht Club. \$12,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom. See www.sailboatlistings.com/view/42374. Contact (415) 686-4686 or fabrizio.natale@gmail.com.



25-FT NORDIC FOLKBOAT, 1961. San Francisco. \$40,000. Complete professional restoration. New full cover and racing sails. SF West Harbor berth. *Filur* is a fully varnished showpiece, actively racing on the Bay. Photos at website: <http://folkboatsforsale.com>. (415) 577-1148.



27-FT HILLYARD WOODEN SLOOP, 1937. Treasure Island. \$15,000. *Lady Sarnia* was built by Hillyard Boat Yard in England in 1938. A classic 3/4 rigged sloop. Yanmar diesel. Multiple surveys over the years find her in great shape. Lovingly cared for. Reconditioned by Spaulding Boat Works in Sausalito in 2012. Hauled at SF Boat Works August, 2014 for engine check, bottom paint, and topsides paint. Great day sailing and overnighting boat for the Bay. Have to sell as I now live inland for most of the year and can't give her the use she deserves. A sweet boat. (415) 407-8772 or staeusch@gmail.com.



27-FT CATALINA, 1976. Owl Harbor, Isleton. \$3,000/obo. Ready to singlehand in the Delta. All lines run aft. Well cared for. New cushions throughout! 9.9 Honda four-stroke, electric start outboard. Great comfortable weekender. (916) 541-8877 or tscheuer@yahoo.com.

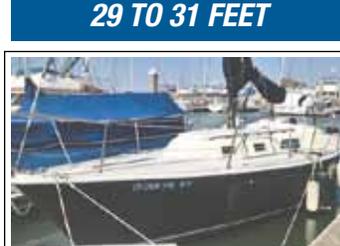
25-FT NORDIC FOLKBOAT, 1991. SF Marina-East. \$21,500. Nordic Folkboat US 115, built in 1991 at Classic Boatworks in Richmond. Fiberglass hull, wooden cabin house and fiberglass-covered deck. Aesthetic charm of a wooden boat, but the maintenance benefits of a glass boat. New mainsail. Very good condition. New bottom paint, refinished mast (from bare wood) in April. Actively raced in fleet. See website for fleet info. Includes 4hp Johnson outboard, full boat cover. Possible berth transfer. See <http://sfbayfolkboats.org>. Contact (415) 271-6267 or rhhetter@myastound.net.

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. 120VAC. Radio/CD, depth, log. Porta-Potti, stove, bottom paint. Memory foam mattress. (209) 836-2552 or cat250@sonic.net.

27-FT DUFOUR 2800, 1977. Tiburon. \$7,500. Beautiful teak interior. All new standing rigging, autopilot. Volvo 10" headroom) with lots of 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. (530) 300-5331 or ducksoup64@wildblue.net.



30-FT CAL 3-30, 1973. Oyster Point. \$8,000. Lapworth design, fiberglass, aft cockpit, tiller sloop with 16hp Yanmar, twin diesel, 2 self-tailing, 2-speed Harken winches and 5 Barient, hydraulic backstay and vang. Dual jib foil w/all headsail lines led to cockpit. Garmin GPS, VHF radio, AM/FM radio, V-berth plus 3 additional berths. PHRF 156. Contact (408) 436-3657 or (408) 779-1139 or keith.claxton@cassidyurley.com.



30-FT CATALINA, 1978. Berkeley Marina. \$17,000. Generally a very clean boat. Details are located here: <http://sfbay.craigslist.org/eb/boa/4629477551.html>. Contact mcalistermichael@gmail.com or (415) 725-1868.

30-FT WYLIECAT, 1998. Oxford, MD. \$75,000. Diesel inboard, custom tandem-axle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. (727) 641-5688 or (727) 502-0186 or hallpalmer@hotmail.com.



30-FT ISLANDER BAHAMA, 1981. Alameda. \$27,500. Exceptionally clean, equipped, and maintained IB30. Garmin 740S plotter w/Navpod (2012), Raymarine SPX-5 Wheelplot and P70 control head (2013), AIS 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 tailing winches, weather cloth, bimini, excellent brightwork, beautiful teak interior, teak and holly sole, fridge, etc. (510) 593-7913 or biphmail@gmail.com.



30-FT NEWPORT, 1977. Pier 39, San Francisco. \$12,000. Popular SF Bay design by Gary Mull. Roomy interior. Atomic 4 gas engine. Recently (2014) replaced rudder and standing rigging. Rigged for singlehanded sailing. See more at <http://neptunescar.blogspot.com>. Contact (415) 425-5587 or neptunescarsail@gmail.com.



30-FT ERICSON 30+, 1983. Emeryville. \$22,500. Great Bay boat, excellent condition. Newer sails, stove, oven, bottom paint. Roller furling jib, diesel, pressure water. Inflatable dinghy with new outboard. Sleeps 6. Ready to go. (610) 390-6581 or m.o.pulliam@ieee.org.

30-FT FREEDOM, 1986. 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) 381-1817 or mjhorro@comcast.net.



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30-FT ERICSON 30-2, 1979. San Francisco. \$17,000. Clean cruiser, great condition, rebuilt Yanmar and engine mounts (2014), new sails (2012), Harken RF, spinnaker and pole, wheel, VHF, depth, speed, grill, stereo, head with holding tank, pressurized water. Email gallagher415@gmail.com.



31-FT HUNTER, 1986. Alameda. \$27,500. Very clean and well maintained boat. Recently new rigging and sails. Engine well maintained and runs smooth. New navigation instruments and new bottom paint. New dodger with strong acrylic. All lines to cockpit. Genoa and spinnaker included. New lifelines and four recently serviced self-tailing winches. See <http://tinyurl.com/qz5fupj>. (831) 345-9384 or (661) 619-5840 or jeffschulz@me.com.



31-FT BENETEAU, 1992. San Diego. \$36,999. *Lanterne Rouge* has been set up to be easily singlehanded. This is a turn-key boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email george@elwersfamily.com.

30-FT 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 likhitanski@aol.com.



30-FT WYLIECAT, 2008. Monterey. \$89,995. Yanmar YSM8 2-cyl diesel, 12 gal aluminum tank, Racor filter, ducted fire retardant engine box with automatic fire suppression, dripless prop shaft seal, new sail, Blue Sea commercial electric system, 4 batteries, battery charger. VHF, Autohelm ST2000, Raymarine fathometer/speedometer, holding tank, macerator pump, fixed prop installed, comes with folding prop, watertight crash bulkhead in bow, grill, recent haul. Will deliver within 250 nm Monterey, CA at seller expense. See <http://monterey.craigslist.org/boa/4534008339.html>. Contact (831) 372-7245 or capt_dutch@yahoo.com.

32 TO 35 FEET



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://integratedmarketings.com/sailboat-4-sale>. Contact espiritu430@yahoo.com or (916) 458-1882.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken MkII. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolfieart@gmail.com.

35-FT ERICSON, 1977. Pt. Richmond YC. \$23,000. Well maintained. Yanmar 30hp, wheel/tiller, autopilot, roller furling, asymmetrical spinnaker, new sails. Have receipts for all new additions, many miscellaneous extras. For photos and more information, must check out blog. www.ericson351977.blogspot.com. Call (925) 935-4413.

34-FT HUNTER, 1983. Stockton Sail Club. \$26,000. Clean, fresh water boat, light usage. New bottom 10/2013. Yanmar diesel. Maxi-Prop, GPS, 135% genoa, 110% jib, spinnaker. Many extras. Pictures available. (916) 715-9861 or (916) 419-6818 or omafrey02@sbcglobal.net.



34-FT DEHLER, 1986. Alameda. \$23,000. Sails: main '13, Kevlar 155% '11: #3, #4, storm jib, 3/4, and 1/2 oz. spinnakers. Spin and whisker poles. House battery replaced '14. Simrad Tillerplot, VHF, speed, depth, MOB pole, Lifesling. SS frames for dodger and bimini. Sheet winches self-tailing. Replaced thru-hulls 2011. All lines led aft, great boat for singlehanded and the family! Yanmar diesel. Sleeps 6, 2-burner propane stove, PHRF 129. Contact Chris at ccase@aeieng.com or (925) 250-9541.



32-FT MARINER, 1971. Sausalito. \$49,500. Recent extensive refit of classic Japanese-made (Hull #1) fiberglass ketch. New standing, running rigging, headsail, furler, cockpit teak, dodger, canvas, panel, wiring, head and hoses, chartplotter, VHF, paint, varnish. Has Perkins 4-108, SSB, radar, wind, solar, 300 ft. chain, windlass, 3 anchors, Force 10 stove, A-B fridge, davits, main, mizzen, staysail, trysail, spinnaker, shade canvas; 6'3" headroom, solid mahogany joinery below. Great lines; *Good Old Boat* Jan. 2014. Outstanding Mexico boat. (415) 482-9325 or tom_kucera@hotmail.com.



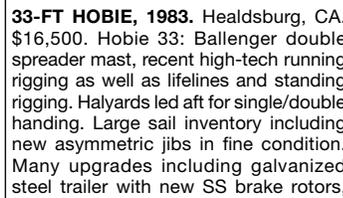
35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$59,000/obo. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.



34-FT O'DAY, 1982. Alameda. \$25,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.



32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901 or (650) 712-1425 or pgclausen@gmail.com.



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. Halyards led aft for single/double handing. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.

32-FT GULF PILOTHOUSE, 1985. Fortman Marina, Alameda. \$32,500. Cruise the world in spacious comfort! Radar, GPS, davits, fridge, microwave, hot water. Includes 9-ft Achilles and 2hp motor. (510) 303-9533 or dickfolger@aol.com.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website. Please contact if questions. See www.quest33.info. Contact (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.

35-FT J/105, 1998. Berkeley Marina. \$67,000. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race-ready. See more at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.



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34-FT TIFFANY JAYNE, 1983. Richmond Yacht Club. \$22,000. Very fast and beautiful daysailer/weekender. Excellent condition. Less than 1000hrs on Yanmar. In the spirit of the Alerion at a fraction of the cost. See <http://sites.google.com/site/yachtdancer>. Contact (510) 525-0279 or rpackard@berkeley.edu.



38-FT CONTEST 38S, 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 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 furling. Please contact me with any questions, concerns or to view! Contact goldconcept@sbcglobal.net or (805) 550-1118.



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.



35-FT J/105, 1999. SF Yacht Club. \$65,000. Danae. 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.



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. (949) 280-6220 or granahan@cox.net.



38-FT PEARSON 385, 1984. Barra de Navidad, Jalisco, Mexico. \$49,500. Exceptional, cruise-ready Pearson 385, ready to go ANYWHERE. *Detachment* is berthed in Barra de Navidad near the international airport, near Manzanillo (ZLO). She has been constantly upgraded and equipped. Upgrades include solid teak and holly cabin sole, all stainless steel galley, 250 GPD watermaker, recent Garmin 4kw HD radar and 4012 chartplotter and much more. Consider being a full-time or commuter cruiser. (619) 618-1212 or pearson385@aol.com.



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 Aqua 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 chrised44@hotmail.com.



35-FT RM1060, 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition: high-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. Contact travesiagalicia@gmail.com or (521) 551-268-4306.



38-FT CATALINA 380, 2001. Sausalito Yacht Harbor. \$124,000. Full electronics, new wind/speed/depth, chartplotter, autopilot, and radar. New AIS radio. New in-mast furling main and genoa with UV covers. Quantum cruising chute, Yanmar 40 with folding prop, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: light and airy salon, 2 cabins, centerline berths, innerspring mattresses, front/top load refrigerator, microwave, flat screen HDTV/DVD, inverter, electric head and separate shower with glass door. \$4,000 of interior amenities. Includes new dinghy, outboard and new dinghy davits. Beautifully finished interior in Ultraleather and Corian. (707) 421-0366 or Randi3525@aol.com.



36-FT ALLIED PRINCESS, 1977. Lahaina, Maui. \$35,000. Great cruising ketch. Well maintained. Sailed regularly. Good sail inventory. Yanmar. New rigging 2012. Hauled 2013. Start cruising Hawaii today and SPac next spring. More details: www.sailboatlistings.com/view/36198. Contact kerstinapril@yahoo.com or (808) 283-8492.



39-FT JEANNEAU SUN ODYSSEY, 2007. Pt. Richmond. \$179,000. Deck Salon model with light and airy main salon. Extra clean, only 100 engine hours. Huge cockpit, room for six adults seated comfortably, twin helms and folding cockpit table with custom radar/GPS/chartplotter on swiveling mount, as well as safety grab rails. In-mast furling mainsail easily operated by one person using 2-speed electric winch. Roller furling genoa with UV cover, additional smaller jib. Full Raymarine electronics. Extra sharp teak cockpit with cushions. Well maintained in Bay Area, never raced, nearly-new overall condition. More at www.yarboat.com/abbygale. Contact Eric. (432) 214-2387 or yarboat@msn.com.

36 TO 39 FEET



37-FT SANTANA. Alamitos Bay. \$6,000/must sell. With scoop. LOA 40-ft. Race winner, but cruisable. 30-year owner, many sails, Signet instruments, Mull design. Needs TLC. (562) 301-8321.



36-FT ISLANDER, 1981. \$36,900
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39-FT FREYA, 1978. Berkeley Marina. \$60,000. Very clean. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanding, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolphins@aol.com.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details. (925) 324-4226 or daltonm@scrantonlawfirm.com.

37-FT PEARSON 365 KETCH, 1978. SoCal. First \$19,900. Many new systems: Garmin color radar/plotter, fuel tank, batteries, electronics, low hours on rebuilt Westerbeke. Liveaboard slip or cruise anywhere. Great boat! Photos and details at: http://yachtsoffered.com/listing.php?yacht_id=246. For more email: pearsonketch@yahoo.com.

39-FT CAL JENSEN MARINE. Hull #8, 1971. Marin. \$17,500/obo. A sweet-sailing Bay boat. Needs TLC. Yanmar 30GMF diesel, recent type 27 deep-cycle batteries, good standing rigging, metal spreaders, lines led aft, decent sails, lots of extra gear included. (925) 838-8793 or gpsjimrod@sbcglobal.net.



38-FT GARDEN SEAL, 1974. Sausalito, CA. \$165,000. Heavy displacement bluewater cruiser. A unique and beautiful cutter drawn by Bill Garden in Bristol condition. Fresh electronics, new Awlgrip paint, air/water cooled fridge, cutter rig with 6 sails including gennaker, storm jib and trysail, liferaft, Achilles dinghy and 10hp Yamaha OB, Maxwell 2200 windlass and 4 anchors, tiller steered with Monitor windvane. This South Pacific and Caribbean veteran is ready to go again. Serious cruisers only, please! Email teknologica@gmail.com.



39-FT BRUCE ROBERTS 40, 1980. Mazatlan, Mexico. \$45,000. Ready to go coastal cruising... AND already in Mazatlan, Mexico waiting for you! Isuzu diesel, watermaker, solar, wind generator, radar, chart plotter. New: bottom paint, dodger, mainsail cover. See more at <http://svendeavour-ca.webs.com>. Email mangoman2@gmail.com.



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.



37-FT HUNTER CHERUBINI, 1982. \$33,500. Offshore cutter, shoal draft 5' 5", Autohelm 4000, Adler Barbour fridge, separate shower stall, Harken roller furler, bimini, dodger, bronze portlights, cruising spinnaker. Documented vessel, transferable liveaboard slip. No financing. See on craigslist. (415) 686-7238.

40 TO 50 FEET



43-FT KETCH, 1981. Emeryville, CA. \$20,000. Baja Ha-Ha ready. 1981 Al Mason custom-designed full keeled, center cockpit ketch. Epoxied strip plank mahogany hull with a Perkins 4-108 diesel. Owner must sell due to illness. Email 43cruisingketch@gmail.com.

40-FT VALIANT, 1978. Ventura. \$79,900. 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 fsimonds33@gmail.com or (805) 754-8897.

40-FT SCHUMACHER CUSTOM, 1991. Noumea. \$169,000. Strip-planked mahogany marine ply/GRP composite. Solid construction, fractional sloop. Excellent performer. Complete race inventory; countless podium finishes. Presently equipped as a performance cruiser; but easily converted to racer mode. Email jkcoggan@gmail.com.



46-FT JEANNEAU SUN ODYSSEY 45.1. 1996. San Rafael, CA. \$119,900. Good cruiser/racer. Offshore gear, AIS, radar, plotter, autopilot, etc. Good North sails. Good engine. Clean interior. Pictures/details available at website: www.yachtsoffered.com. Or contact: (253) 377-1660 or sailingfansf@hotmail.com.



40-FT CAL, 1971. Elberta, AL. \$40,000/obo. Famous, amazing, classic and sought after. I purchased as a liveboard in 1990. Harken Mk II roller furling, self-tailing winches, Westerbeke engine. Custom interior, teak cabinetry, teak sole, 130% genoa new condition. Strong tracking system, Awlgrip, Nature's Head, epoxy barrier coat. (251) 979-0800.



44-FT KELLY PETERSON, 1978. Alameda. \$95,000. Motivated sellers.. NEW: 150% jib, mainsail with StackPack, dodger, 4-person survival raft, 12 V refrigeration. 475 hrs on Perkins engine and transmission, asymmetrical spinnaker in sock, dinghy with 4hp, 3 CNG bottles, electric windlass, 60# CQR with 300' chain, 45# CQR w/250' rope, LED lights, symmetrical spinnaker, 115 jib, storm sails, new clutches, big Lewmar winches, etc. The cleanest, tightest KP you will find. Outfitted for cruising. (209) 304-0444 or 10fba711@opayq.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 bsidel4190@sbcglobal.net.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. See www.dropbox.com/sh/gxjif56ktnxuvsa/4REqPVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



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 finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dbborland@me.com.



42-FT CASCADE, 1972. Alameda, CA. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.

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44-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, sistership 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, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.



42-FT WHITBY, 1982. Southwest Florida. \$89,500. Ketch with full bimini. 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) 272-8349 or flamingo480@gmail.com.



62-FT AL MASON. Custom design/built Salthouse NZ, 1985. Virginia, Chesapeake Bay. Spirit of Tradition ketch, extremely able yacht with pedigree and a history of continuous maintenance and upgrades by knowledgeable owners. Recent circumnavigation and refit. See www.sailmarnie.com. Contact (757) 971-1811 or sailmarnie@yahoo.com.



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. Under the same ownership for 38 years, she has been loved and meticulously maintained, above- and belowdecks, to the highest professional standards. Seakindly and tough, this strong, elegant, offshore cruising yacht draws admiration wherever she goes. Home-ported in Port Townsend, Washington, she will be on display at the 2014 Port Townsend Wooden Boat Festival. More pictures at website: <http://s736.photobucket.com/user/tdacon/slideshow/Bettina>. Contact (360) 379-5751 or (360) 301-1337 or Bettina@dacons.com.



45-FT FASTNET 45, 1974. Portland, OR. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthouse45@yahoo.com.



48-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.

CLASSIC BOATS



36-FT BRISTOL SLOOP, 1978. Alameda, CA. \$25,000/obo. 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, performance, and craftsmanship into a sought after boat that stands the test of time. Please email for photos and/or appointments for viewing. (415) 593-7111, (323) 696-5517 or gsalazar0013@gmail.com.

51 FEET & OVER



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. Sturdy build, thick teak trim/rails/beams. Detroit diesel 53-3, holds 500 gal water, 500 fuel, new battery, bilge and water pumps, center cockpit, captain's stateroom; 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) 593-3632.

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.



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



45-FT EXPLORER, 1979. Vallejo. \$30,000/obo. Good condition. Great motor/trans. Spacious liveaboard. Easy sailing. Contact kit95490@yahoo.com or (707) 984-6581.

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58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. \$109,000. Price reduced!. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See www.schoonerforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



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35-FT CUSTOM KETCH, 1947. Sausalito, CA. \$30,000. *Walrus*. New Zealand, triple-planked kauri, copper riveted. 30hp Sabb diesel. Master Mariners or bluewater cruise. Good for another 100 years. Call (415) 426-0172.



35-FT CHEOY LEE LION, 1965. Rio Vista. \$20,000. Beautiful 1965, 35-ft Cheoy Lee Lion. Glass hull, Yanmar 30 with around 600 hours, original roller furler boom, new mainsail from Sobstad, one 120%, one 90%. Fresh brightwork, depth sounder, Autohelm, big windlass, two anchors with hundreds of feet of chain. Fresh bottom job and rebuilt cockpit. We take her out on the weekends, so engine time may vary. Email mrmrsjacobson12@gmail.com.

26-FT FRANCES, 1978. RYC, Point Richmond, CA. \$22,500. Chuck Paine-designed flush deck, double-ended sloop. Built by Morris Shipyard, Maine. It's a great sailing boat. Info on the class is at <http://frances26.org>. USCG Doc #599111. Includes Volvo Penta MD5B inboard diesel, original dinghy, furling jib, main, extra sails and much more. Refitted in 2009. Haulout and rigging tuned August 2014. Email for more info: frances26sailor@yahoo.com. Call (510) 230-9572 or (510) 215-2250.

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55-FT HORSTMAN TRIMARAN. Half Moon Bay, CA. \$100,000. Glass over ply, 125hp Yanmar, 5000 watt generator. BIG, fat liveaboard, mooring, HMB. Sleeps 12. Big pilothouse, live almost free. See <http://RockyPointRealEstateGirl.com>. Contact susan_flinn@yahoo.com or (702) 448-8723.



34-FT CONTOUR TRIMARAN, 2000. Ventura, CA. \$88,750. *Orange* is a speedy adventure platform in excellent condition. Beautiful interior, fresh electronics, Yanmar 20 with Sail Drive, custom dodger and bimini. Many photos and details available at: www.contour34.com. Contact (415) 602-5880 or Paul@PierpontPerformanceSailing.com.

22-FT FARRIER TRAILER-TRI 680. 1987. Ventura. \$10,000/obo. Builder, Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (< 2 hours and 30 minutes - S.B. to Fry's). Details, photos available. Email gkarcken@pacbell.net.

37-FT SEARUNNER, 1973. Eureka. \$23,000. Cutter rig, radar, GPS, 3 Bruce anchors, electric windlass, autopilot, extra gear. Roller furling headsail, full batten mainsail. Email oztery70@yahoo.com.



52-FT MODIFIED TENNANT. Blade Runner, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sale catamaran on the West Coast, for sale to a good home. See <http://afterburner.gibbsCAM.com>. Contact afterburner@gibbsCAM.com or (805) 377-1789.

57-FT CUSTOM CATAMARAN, 2014. Bay Area. \$65,000/obo. 57x30 custom catamaran, 2014. Marine ply w/epoxy fiberglass. 80% complete. Rotating mast. Hulls, deck and bridge completed. Needs engines, sails, interior. Owner can help finish. Contact (650) 773-6327 or orlovicr@yahoo.com.

35-FT OPEN BRIDGEDECK. Cruising catamaran, 1996. Nawiliwili Harbor, Kauai. \$20,000. Made passage from Seattle. Epoxy foam construction, 46' wing mast, single daggerboard, one Yamaha 9.9 outboard in central well, tiller steering, autopilot, EPIRB. Beams need work. (206) 612-4623 or zklaja@gmail.com.



24-FT CORSAIR DASH 750, 2011. Alameda. \$59,000. Trailerable trimaran for sale by original owner. Little use. 2 mains, 2 jibs, asym with Facor, upgraded rigging, halyard, mainsheet. Raymarine tiller/pilot, Pacific galvanized trailer, 2012 Tohatsu 6hp. AGM battery with ProMariner and solar charger. See in SF Bay Area. Remote delivery possible. Huge \$\$ savings over new. (408) 656-2390.



42-FT CROWTHER. Super Shockwave, 2000. Hawaii. \$199,000. Very light, very strong, very fast and points very high. Beautiful carbon fiber rotating mast by Forespar. Carbon beams. Carbon pilot house. More information at www.crowthercatamaranforsale.com. Email rocketkayakca@yahoo.com.



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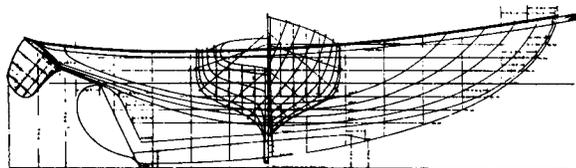
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