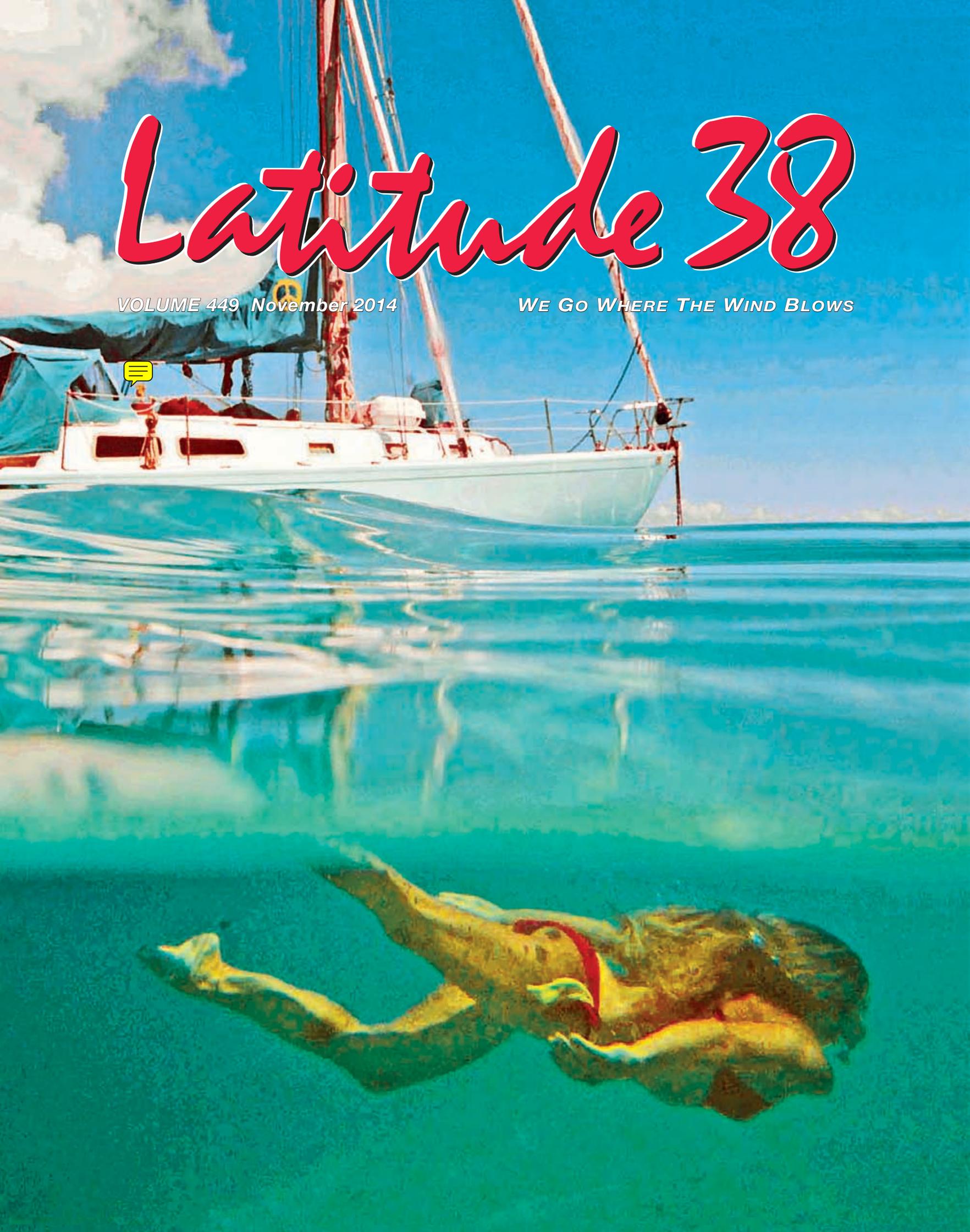


Latitude 38

VOLUME 449 November 2014

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Golden Moon*

After Express 37, *Golden Moon*, was sailed all season with the same driver and core crew, they faced the prospect of sailing the nationals without their steady driver. (They had won their class in Saint Francis Yacht Club's Big Boat Series just weeks before.)

As it turned out, the crew raced the boat and did very well without him. As in "they won first place."

Kame Richards was out of town for family commitments. Mike Mannix, usually working hard in the cockpit, took the helm. And the rest of the crew worked their magic: co-owner Bill Bridge, Brent Draney and son Jeff, Tom Paulling, Don Teakell, Larry Tuttle, Jason Westenberg, Kevin Moore, Jeff Brantley and Friday specialists: Jeannette Daroosh, George Hughes and Ryan Simmons.

Mike will tell you: It was the crew and the sails, or was it the sails and the crew? Kame was there in spirit. And he did design *Golden Moon's* Pineapple sails. He would be happy to do the same for you.

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Cover:

Who wouldn't want to be the young woman in this month's cover photo? If you know your boats, you can probably guess who she is. More on her and the photographer in the December issue of *Latitude*.

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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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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.

Oct. 31-Nov. 5 — The 112-ft tall ship *Lady Washington* visits San Francisco on her California tour, followed by stops at Half Moon Bay on 11/7-11/11, and Moss Landing on 11/13-12/8. Walk-on tours, \$3 donation; adventure sails, \$43. Schedule and info, www.historicalseaport.org.

Oct. 31-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.

Nov. 1 — Cruisers Kickoff BBQ, Downwind Marine, San Diego, 12-4 p.m. Meet other cruisers and bring a dish to share. Downwind Marine supplies hamburgers and sodas. Info, (619) 225-9411 or www.downwindmarine.com.

Nov. 1 — 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.

Nov. 1-2 — Pop-up gallery exhibiting artwork by Jim DeWitt, 1160 Brickyard Cove Rd., #202, Pt. Richmond. 12-7 p.m. on 11/1; 12-4 p.m. on 11/2. Reception on 11/1, 4-7 p.m. Pam, (510) 236-1401.

Nov. 2 — Daylight Saving Time ends.

Nov. 2-30 — Veterans' Sail, 10 a.m., and Sunday Keelboat Sail, 12 noon, every Sunday with BAADS at South Beach Harbor, SF. Free. Info, (415) 281-0212 or www.baads.org.

Nov. 3-7 — Cruising Downwind Evening Seminars, Downwind Marine, San Diego, 6 p.m. Admission, \$3. No reservations needed. 11/3: Health Coverage Abroad; 11/4: Passagemaking with Today's Nautical Chart Info; 11/5: Onboard Power, Tips on 12-Volt Cruising; 11/6: Downwind Sailing Techniques & Equipment; 11/7: National Weather Service Meteorologists present the U.S. marine weather program and warning coordination for mariners. Info, (619) 225-9411 or www.downwindmarine.com.

Nov. 3-24 — 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.

Nov. 5-26 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfyc.com.

Nov. 6 — Sail under the full moon on a Thursday night.

Nov. 9 — Open House with free sailboat rides at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Nov. 11 — Take a veteran sailing today!

Nov. 13 — 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.

Nov. 15 — Music at the BoatShop Series, Gig Harbor BoatShop, WA, 5:00 p.m. Featuring Americana and folk with Eli West. \$15-\$20. Info/tickets, (253) 857-9344.

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

Nov. 20 — Welcome to La Paz Baja Ha-Ha Beach Party, La Costa Restaurant, 4-7 p.m. Mexican folk dancing, live music, food & drinks. Free for the first 50 Ha-Ha participants Info, www.golapaz.com.

Nov. 22 — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma*, 12:30-4 p.m. \$20-\$40. Info, (415) 447-



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CALENDAR

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Nov. 27 — Thanksgiving Day.

Nov. 1984 — From a *Sightings* piece titled, "Third Reef":

Santa Cruz's notorious Third Reef off Point Santa Cruz, also known as Lighthouse Point, ensnared an Olson 30 on October 10, severely damaging the boat. The incident illustrates a point brought out in Peter Costello's September article "Santa Cruz Cruise" (Volume 87), which said that 'sneaker' waves can sometimes surprise boaters who venture too close to the Third Reef area. This appears to have been the case with *Deliverance*.

Aboard the boat were Paul Gallus, the owner, Christina Goyhenetche and her son Blake Woessner, and Grant Worchester. According to Gallus, they obviously felt safe being 300 to 400 yards offshore. They were out on a daysail, having cruised up to Natural Bridges from the Small Yacht Harbor and were returning on a heading for Mile Buoy. The wind had virtually died and they were trying to reach offshore a bit to catch some more breeze. "All of a sudden," says Gallus, "a swell came by. We saw it was big; and then it broke right where we were. If we had been ten yards to either side we would have risen up over it."

The mast broke off on the first roll, and everyone was thrown overboard except Gallus, who was sitting in the companionway and was thrown into the cabin. He climbed back into the cockpit and tried to lower the jib before realizing what had happened. His next thought was to get flotation for everyone in the water and he went below again. The next wave caught the boat and "spun it like a log. I'm awful glad it was an Olson 30," he says, "because any other boat would probably have broken up." While he was tossing inside the boat, Gallus suffered injuries to his ribs.

Fortunately, surfers in the water were able to assist in pulling the four sailors from the ocean. Only Gallus suffered serious injuries. The moral of the story, though, is when you're out there sailing off Santa Cruz in the light fall winds and you can't get out of the way of a sneaker, don't get closer to take a look at the surfers. They're a telltale sign that you've gone from the safe zone to the potentially sorry zone.

Dec. 6 — Lighted Yacht Parade on the Oakland/Alameda Estuary, 5:30 p.m. The theme is 'Light Up the Night'. Sponsored by EYC & OYC. Info, www.lightedyachtparade.com.

Dec. 6 — Lighted Boat Parade in Santa Cruz. SCYC, www.scyc.org.

Dec. 6 — Lighted Boat Parade in Stockton. SSC, www.stocktonssc.org.

Dec. 7 — Lighted Boat Parade on Monterey Bay. MPYC, www.mpyc.org.

Dec. 12 — Decorated Boat Parade on the Cityfront. StFYC, (415) 563-6363 or www.stfyc.com.

Dec. 13 — Sausalito Lighted Boat Parade, 5 p.m. SYC, (415) 332-7400 or www.sausalitoyachtclub.org.

Dec. 13 — San Rafael Lighted Boat Parade, with more than 100 decorated yachts, starting at 6 p.m. Info, (415) 526-7577 or www.lightedboatparade.org.

Dec. 13 — Lighted Boat Parade, South Beach, San Francisco. SBYC, www.southbeachyc.org.

Racing

Nov. 1 — Red Rock Regatta. TYC, www.tyc.org.

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

Nov. 1 — Last Gasp of Summer Regatta. HMBYC, www.hmbyc.org.

Nov. 1, Dec. 6, 13 — Fall Series Races #3-5. SSC, www.stocktonssc.org.

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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.sdyc.org.

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

Nov. 2, 9, 16, 23 — J/22 Fall Series. StFYC, (415) 563-6363 or www.stfyc.com.

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

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

Nov. 8-9 — Opti Winter Series #1. SFYC, www.sfyc.org.

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

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

Nov. 15, 29, Dec. 13 — Chowder Cup Races. ElkYC, www.elkhornyc.com.

Nov. 18 — The Big Sail: Stanford vs. Cal. StFYC, (415) 563-6363 or www.stfyc.com.

Nov. 22-23 — Turkey Day Regatta. Alamitos Bay YC, www.abyc.com.

Nov. 28 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 8-9 — Opti Winter Series. StFYC, (415) 563-6363 or www.stfyc.com.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/8-9, 12/13-14, 1/10-11, 2/14-15. Bobbi, (925) 939-9885 or www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/17-18, 2/21-22. Info, (415) 435-4771 or www.cyc.org.

ENCINAL YC — Jack Frost Series: 11/15, 1/10, 2/21, 3/14. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/1, 12/6, 1/3, 2/7, 3/7. Info, (415) 346-2628 or www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 11/9, 12/14, 1/11, 2/8, 3/8. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Midwinters: 12/13, 1/11, 2/14, 3/8; this year at Oakland's Jack London Aquatic Center on the Estuary instead of on the lake, due to construction. Mark, (925) 245-0287.

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 11/1-2, 12/6, 1/3, 2/7. Info, www.mpyc.org.

REGATTAPRO — Winter One Design: 11/8, 12/13, 1/10, 2/7. Jeff, (415) 595-8364 or www.regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/7, 1/4, 2/1, 3/1. Optis & El Toro Green Fleet: 12/6, 1/31, 2/28. Info, www.richmondyc.org. Laser Sundays: 11/2, 11/9, 11/16, 11/23, 12/14, 12/21, 1/11, 1/18, 1/25, 2/8, 2/15, 2/22, 3/15, 3/22, 3/29. Info, <http://rycsunday.myfleet.org>.

SANTA CRUZ YC — Midwinters: 11/15, 12/22, 1/17, 2/21, 3/21. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA YC — Spring Lake Winter Series: 11/15, 12/20, January & February 2015 dates TBA. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Midwinters: 11/2, 12/7, 1/4, 2/1, 3/1. Info, www.sausalitoyachtclub.org or race@sausalito.

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- Mon., Nov. 3 - Amancio & Chrispeels on Insurance**
Updates for 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 the Cruiser! Tips on 12-Volt Cruising
- Thurs., Nov. 6 - Bruce Brown, Cruiser/Forespar Rep.**
Downwind Sailing Techniques & Equipment
- Fri., Nov. 7 - Stephen Harrison & Alex Tardy, NOAA**
NWS Meteorologists present the U.S. marine weather program and warning coordination for mariners

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CALENDAR

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SEQUOIA YC — Winter Series: 11/1, 12/13, 1/3, 2/7, 3/14. Redwood Cup pursuit race series: 11/15, 12/20, 1/10, 2/21, 3/7. Info, *www.sequoiayc.org.*

SOUTH BEACH YC — Island Fever Midwinters: 11/15, 12/20, 1/17, 2/21, 3/21. Janelle, (650) 303-8236 or *www.southbeachyc.org.*

VALLEJO YC — Tiny Robbins Midwinters: 11/1, 12/6, 1/3, 2/7, 3/7. Info, (707) 643-1254 or *www.vyc.org.*

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

November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/01Sat	0435/1.7	1100/6.2	1726/-0.4	
11/02Sun	0017/4.9	0415/1.9	1036/6.4	1707/-0.8
11/08Sat	0452/5.1	1006/2.6	1553/5.3	2226/0.0
11/09Sun	0549/5.3	1128/2.2	1712/4.9	2328/0.3
11/15Sat	0340/2.0	1000/6.3	1639/-0.6	2339/4.9
11/16Sun	0422/2.3	1033/6.2	1716/-0.6	
11/22Sat	0406/4.6	0910/3.1	1428/4.7	2114/0.5
11/23Sun	0450/4.7	1020/2.9	1527/4.4	2203/0.8
11/27Thu	0039/1.7	0728/5.7	1402/0.8	2024/4.1
11/28Fri	0128/1.9	0805/6.0	1444/0.2	2126/4.3
11/29Sat	0215/2.1	0844/6.3	1525/-0.5	2221/4.6
11/30Sun	0301/2.3	0954/6.6	1608/-1.0	2313/4.8

November Weekend Currents

date/day	slack	max	slack	max
11/01Sat	0114	0340/3.1E	0701	0954/3.1F
	1250	1558/4.9E	1947	2244/3.9F
11/02Sun	0104	0327/3.1E	0641	0935/3.1F
	1226	1542/5.2E	1930	2229/4.1F
11/08Sat		0257/3.6F	0625	0844/2.5E
	1219	1457/2.2F	1745	2055/4.1E
11/09Sun	0052	0359/3.5F	0719	0948/2.7E
	1333	1612/2.3F	1901	2159/3.6E
11/15Sat	0020	0248/2.6E	0606	0856/3.0F
	1146	1457/4.7E	1854	2200/3.8F
11/16Sun	0109	0330/2.4E	0648	0935/2.8F
	1224	1536/4.7E	1936	2241/3.8F
11/22Sat		0207/2.9F	0539	0749/2.0E
	1127	1357/1.6F	1636	1956/3.4E
11/23Sun		0254/2.7F	0625	0841/2.1E
	1231	1456/1.5F	1738	2047/3.1E
11/27Thu	0302	0604/2.8F	0912	1209/3.7E
	1611	1857/2.7F	2205	
11/28Fri		0028/2.6E	0350	0650/2.9F
	0951	1257/4.3E	1656	1949/3.2F
	2303			
11/29Sat		0121/2.6E	0436	0735/3.0F
	1031	1344/4.8E	1741	2038/3.6F
	2357			
11/30Sun		0213/2.6E	0522	0820/3.1F
	1112	1431/5.3E	1826	2125/4.0F



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



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



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



49' C Burns Schooner 2007
\$635k Contact: Alan Weaver



42' Bruckman/Zurn 2006
\$389k Contact: Kenyon Martin



41' Island Packet SP Cruiser 2007
\$417,500 Contact: Alan Weaver



40' J/Boat J/124 2007
\$279k Contact: Kenyon Martin



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



38' SABRE 386 2004
\$259,000 Contact: Alan Weaver



36' J/111 2010
\$275,000 Contact: Jeff Brown



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



36' Doral Boca Grande 2005
\$128,000 Contact: Alan Weaver



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



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Bob Pistay • David Wilhite

Alameda: 510-227-2100
Jack Lennox • Alan Weaver
Diego Gomez

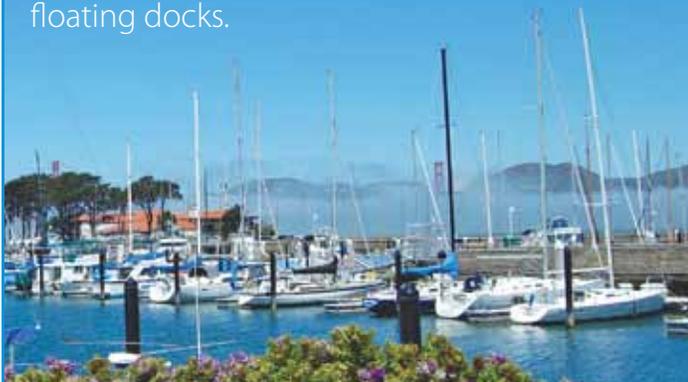
- ADDL USED SAIL.....**
- 1997 53' J/160 \$530K
 - 2005 52' TP52 \$349K
 - 1997 48' SWAN 48 \$479K
 - 2001 47' BAVARIA 47 \$146K
 - 2006 43' J/133 -Tango \$349K
 - 2005 43' J/133 Forgiveness \$349K
 - 2000 42' J/42 \$199K
 - 1997 42' CATALINA 42MkII \$99K
 - 1991 42' CATALINA 42 \$91K
 - 2008 41' X YACHTS X41 \$275K
 - 2007 40' J/122 - Grace \$329K
 - 1994 40' J/120 - Fee Event \$175K
 - 2001 35' J/105 - Hibiscus \$75K
 - 2001 35' J/105 - Hey Viento \$76K
 - 2000 35' J/105 - Kestrel \$83K
 - 1999 35' 1d35 - Relentless \$79K
 - 2013 23' J/70 \$47K

- ADDL USED POWER.....**
- 2002 85' AZIMUT 85 \$1,998,000
 - 2004 38' True North 38 Pending
 - 2002 28' Protector RIB \$81K
- ADDL NEW POWER AVAIL....**
- 2015 54' SABRE 54 SE - IPS CALL
 - 2015 48' SABRE 48 SE - Zeus CALL
 - 2015 37' BACK COVE 37 CALL
- ADDL SAIL AVAIL....**
- 2015 45' HANSE New 455 CALL



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LETTERS

↑↓ HOW OLD IS TOO OLD TO START SOLO CRUISING?

Based on my experience, 72 is not too old for a novice to start a 48-month cruise as far southwest as New Zealand and as far north as Alaska. That's the trip I started in November 2008, when I left Moss Landing for San Diego and then across to the Marquesas. My passage to Nuku Hiva was my first offshore sail and I just left without checking the weather. The passage took 41 days, and I sure learned a hell of a lot on the way to Nuku Hiva.



COURTESY RADIANCE II

Age is just a number to sailors such as John David.

I continued on to the rest of French Polynesia, New Zealand, Fiji, Tuvalu, the Marshall Islands — then Kodiak, Alaska. I wintered over in Kodiak in 2011. It was the coldest winter they'd had in 30 years, and one day it got down to 12 degrees below zero. The next spring I sailed back down to Moss Landing. When my vision started to fail me, I moved up to the Delta, where I am now.

I did my trip with — and am currently living aboard — *Radiance II*, my Olympia 34. She's a really tough boat that was custom-built in Long Beach way back in 1969. She had to be tough given all the things that I did to her.

Using the pen name J.D. Savid, I've recounted my trip and my learning experiences in *The Voyage of Radiance II*, which is available as an ebook on Kindle and Nook, and which has a five-star rating on Amazon. The book is 72 pages long with 58 color photos. My book might be considered a primer for an extended bluewater voyage by a novice senior citizen solo sailor with the desire to be at sea.

John David
Radiance II, Olympia 34
The Delta

↑↓ THE LOSS OF TRANSIT OF VENUS

I want to share the contents of the letter I sent to Rear Admiral Joseph A. Servido, Commander, United States Coast Guard District 11, Alameda:

"I wish to extend a heartfelt 'thank you' to the men and women of the Search and Rescue group under your command. Specifically, my thanks go out to officers Ed Skinner and Stephanie Wefel, as their professionalism was much appreciated.

"On September 25, my Corsair trimaran *Transit of Venus*, being sailed from Hawaii back home to Oakland by a professional delivery skipper and volunteer crew, struck an unknown object while traveling at over 10 knots. They were about 600 miles from San Francisco at the time. About 10 feet of the starboard float was completely torn off. Three-quarters of the buoyancy of that float was gone.

The skipper and crew contacted me at my home in Saratoga, and then proceeded to try everything they could to sail



COURTESY TRANSIT OF VENUS

A huge chunk of the starboard ama's bow was obliterated in the collision.

off. Three-quarters of the buoyancy of that float was gone. The skipper and crew contacted me at my home in Saratoga, and then proceeded to try everything they could to sail



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LETTERS

or motor the boat to land. But with so much buoyancy gone, and the float presenting a blunt surface forward, we decided to abandon the ship and get the crew home safely.

"I contacted Mr. Skinner and Ms. Wefel at their desk on Coast Guard Island. Their instructions were clear, concise, and reassuring. The captain of *Transit of Venus* activated the EPIRB, and within a few hours a C-130 was circling overhead and guiding a nearby freighter to the sailboat. Wefel and Skinner located the freighter, contacted the ship, and directed it for the rescue.

"My captain and crew arrived back in San Francisco from Panama after 12 days aboard the ship *Golden Heiwa*. I would also like to thank Commander William Mees at the US Embassy in Panama. He greeted the crew, got them new passports, and put them on a plane home."

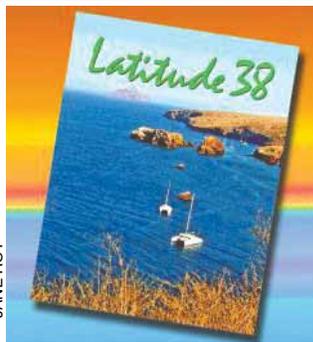
After the collision and attempts to sail and motor the boat, the Coast Guard did a very efficient job of getting the crew onto a freighter. Abandoning a boat is no small matter. While most of the damage of the collision was to the starboard ama, the main hull was severely torqued, cracked in many places, and compromised. I suppose it is testimony to the safety of these boats that there was never a concern that the boat would sink and that the crew would have to get into a liferaft.

Rick WaltonsSmith
 Saratoga

↑↓ CALIFORNIA CRUISING CAN BE BEAUTIFUL

Jane Roy's October cover photo is so appealing that I found myself thinking, "Remind me why my boat and I are back here in Alameda and didn't stop at Santa Cruz Island." There was a reason, but I can't seem to remember what it was."

Rick Drain
 Espire, 1965 Ocean 40
 Alameda



JANE ROY

Rick — We agree that the view depicted in Jane's cover photo is very appealing. It's less than 100 miles from the 16 million people of the Greater Los Angeles area, but only a tiny fraction of them have had the opportunity to enjoy it. It's good to have a boat and use her.

↑↓ WHO IS RESPONSIBLE FOR SATPHONE CONTINUITY?

After reading letters about Iridium and other satellite communication services in recent *Latitudes*, I noticed some misconceptions in the letters and the answers that were provided by the satellite phone store. I hope I can clear some of it up.

Before anyone heads offshore, they should consult their airtime provider to verify the details of their account. They will want to confirm minute balances and expiration dates

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LETTERS

or terms of their airtime package, and/or confirm that their account is set up for automatic renewal if it runs low.

In the case of Iridium, there are two kinds of plans: postpaid and prepaid. With postpaid plans, you pay a monthly fee, plus minutes. There can be many different variations on this depending on how the dealer wants to market it. So pay attention to the details.

The other type of plan is prepaid. With these you pay a one-time fee for a block of minutes that are valid for a set



The devil is in the details when it comes to sat-phone service plans.

amount of time. If you have a prepaid airtime account, you can call or send a text SMS from your Iridium phone to the number 2888, and the system will reply with information on your remaining airtime balance and term expiration date.

If your prepaid minutes run out, you will not be able to make any further calls. Some but not all carriers offer a number that you can call, even after your minutes have been used up, that will connect you to customer service and may allow you to have more minutes added to your account. However, this is not a foolproof method and can vary dependent on the provider. It's

not something that I'd want to rely on in an emergency.

Satphone owners should keep in mind that there are a number of entities between the end user and the network provider, be it Iridium or Inmarsat. For example, Iridium sells its airtime to distribution partners (DPs) that may add a layer of services and features to the package. These DPs then sell the airtime plans to the dealers, who may also add to the offering before finally selling the plan to the end user.

Trying to coordinate adding airtime or reactivations, and having that filter through the system so that the Iridium network will allow you to make a call, can take time, especially if it's not a standard new activation or just adding minutes to a regular account in good standing. Also keep in mind that the dealer is on the hook for the airtime charges. If the end user does not pay or defaults on their account, the dealer still has to pay for the airtime. Thus the dealer is going to be very concerned about adding airtime if there is any uncertainty about payment.

In addition, dealers may have access to multiple DPs to tap into for airtime. SIM cards, and thus the plans, are tied to specific DPs that cannot be mixed. The dealer cannot sell you a plan (SIM card) that was sourced from one DP and add minutes to it from another DP. So if your dealer switches DPs, they may ask you to switch out your SIM card or refuse to add minutes to your older card.

As both a sailor and a satellite solution provider, I highly recommend that end users make a test call from their sat-phone each month as a best practice. Making a test call will do the following:

- Make sure the battery is charged. It is a good idea to fully discharge the phone a few times per year to keep it in top condition.

- By making a call you are verifying that your airtime plan is still active. If your phone will not register on the network, or gives you an error message, it may indicate that your airtime plan has expired. You will need to contact an airtime provider to obtain new service. This will most likely require that a new SIM card be sent to you.

- Making a successful call verifies that you remember

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LETTERS

how to make a call. Most satellite phones are treated as international, and require you to call all numbers as if you are making international calls — no matter where you are or where you are calling.

- The test also confirms that the phone is in operable condition. Verify that you are receiving a good signal, that you can hear the voice on the other end, and that they can hear you.

Many carriers have a dedicated number for making free test calls, but I recommend calling someone you know for better feedback.

Jeff Thomassen
OCENS, Ha-Ha Sponsor
Des Moines, Washington

Jeff — Everybody knows that satphones are frequently relied upon in life-and-death situations, and that 99% of the end users can't remember the expiration date of their plan — let alone the very fine details of whatever plan their particular retailer talked them into. So we think it's incumbent upon the vendor who sells the time to alert the end user a month in advance of the expiration of their plan and/or when 90% of their usage is up. If AT&T can do it by MTS and email with their cell-phone service, why can't satellite time providers do the same? Besides, isn't it in the best interest of the vendor to do this? It gives them the opportunity to sell more time and keep from losing a customer to a competitor.

↑↓ FLARES ARE STILL RELEVANT SAFETY EQUIPMENT

In a recent *Latitude*, the editor wondered if flares are still necessary in the age of GPS. In my case, when my Morgan 45 *Painkiller* sank in the Caribbean in 2000, we were in 12- to 15-ft seas. At midday, when the Coast Guard C-130 was flying ellipses over us, we used the flares so they could spot us amongst the spume.

By the way, I had both my new and outdated flares, and all of them worked. So don't discard the old ones. But don't store them with the current ones either, as the Coast Guard doesn't approve of it.

Ron Landmann
Minden, Nevada

↑↓ "THIS CAN'T BE HAPPENING!"

I was surprised to see and then realize that my boat *Panache* was one of the boats on the cover of the October *Latitude*. In the forefront is *Profligate*, sitting proud, as always, and another catamaran. Farther east in Little Scorpion, way off to the right of the picture, hiding half behind the rock, is my *Panache*, Bill Lee's third and last 40-ft ULDB.

I would like to thank the skipper of *Profligate* for taking at least one year off my life just hours before your cover photo was taken. In the photo there are three boats anchored astern of *Panache*, which the skipper of *Profligate* will recall were not there at the time of the incident. The incident started when *Profligate* came into the harbor from the west and turned into Little Scorpion on a wide starboard turn under power only. As she continued to execute the turn, I could hear the engine rpm increase incrementally to what sounded like flank speed. At that point she was on a direct collision course with the transom of *Panache*. It looked as if there was no way *Profligate* could complete the turn without first mowing down my boat, my wife and myself.

My wife and I were sitting on the aft deck watching this unfold. When it seemed inevitable that we were going to be hit, we looked at each other and, with our eyes, said, "This

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LETTERS

can't be happening!" We weren't sure whether we should jump or duck.

As *Profligate* closed in for the kill at eight knots about 80 feet from our stern, getting bigger, wider and taller with every foot of approach, a scene from *Jaws* popped into my mind.



COURTESY PANACHE

'Panache' was nearly eaten alive by the gaping maw of 'Profligate'.

Specifically the scene where Robert Shaw was sliding toward the transom on his back, headed straight for the gaping mouth of the shark, which was chewing through the transom of *Orca*! It was kinda like that. My wife actually said, "I think that boat's going to eat us!"

With only a few seconds to spare, and enough water past the foils, *Profligate* successfully completed the turn, passing *Panache* to starboard, just missing a broadside collision by about four feet!

The freeboard aft on *Panache* is 32 inches. It appeared to be eight feet plus on *Profligate*. That was awesome! In passing, the skipper apologized genuinely, and stated that he was piloting on one fan, the wrong fan for that turn. Apology accepted. I don't know if he was really that talented or just lucky. I think a little of both.

Attached is a photo of *Panache* at the same spot under more sedate circumstances, probably the same day as your cover photo. Maybe if that skipper has any pull, he might extend his apology to include a cover photo of *Panache* at Little Scorpion for your next issue of *Latitude 38*.

Anyway, you guys got balls! I'm going to change my underwear now!

Martin Buxton
Panache, Santa Cruz 40
Santa Cruz

Martin — Your wife and you both thought "This can't be happening!"? What a coincidence, as we at the helm of *Profligate* were thinking the same thing. We can't remember doing anything quite that stupid with a boat, and misjudging something so much, since we T-boned an anchored boat we somehow didn't see in Richardson Bay in 1979.

Our apology was genuine then and it's genuine now. We are soooooo sorry for scaring the daylights out of you. We are, however, a tiny bit disappointed to learn that you two were scared speechless, for we'd thought you and your wife were the most cool and collected two people we'd ever seen. You exhibited no outward signs of panic.

In addition to being apologetic, we tried to pull off being nonchalant. That was the business of us, when we were just four feet away, casually looking down and complimenting you on how nice *Panache* was looking these days. Which is true.

We know how intimidating *Profligate* can be. For some reason she doesn't look as big as she really is from a distance, but when you get close, and particularly when you have to look up, yeah, she's huge. Her decks are about seven feet off the water, and the top of the house is 13 feet off the water. (If you want interior headroom and bridgedeck clearance, it's pretty much what it has to be.)

Anyway, we're lucky we got to learn our lesson the easy way — except for your fright. We'll try to be smarter in the future. As for using your photo for the cover, it's not the cor-

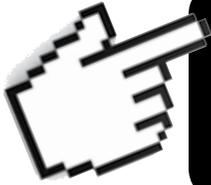
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LETTERS

rect shape. But we'll tell you what, we will be there again the same time next year, and if you're there, we'll be happy to get out our photo drone and do a cover shot of your boat. It's the least we can do. As for your wife, please buy her a very nice lunch and send us the bill.

↑↓ CALIFORNIA DREAMING

I'm sorry to have waited so long to write this letter, but wow, the 2014 SoCal Ta-Ta was a great time! My grandma used to say you could measure an event's success by all the different reasons people participate and are satisfied. Well, we saw folks getting way in to their rasta groove. Families pulling



The SoCal Ta-Ta offered lots of variety for the 39 entries.

closer together. Old friends taking a break from the grind and truly enjoying each other's company. People exploring the rugged beauty of the Channel Islands. Sailors testing their anchoring skills, because on this trip it really mattered. New or wannabe offshore

sailors getting great tips from veteran cruisers. Wonderful 75 degree ocean temps for swimming.

And the sailing! Holy cow, the Grand PooBob couldn't have ordered up better 15-knot beam-reaching conditions. Hour after hour of glorious asymmetrical spinnaker runs in warm weather — it just doesn't get any better. And kudos to the *Latitude* team for plotting such a clever route between the islands and the coast.

Our crew would also like to pass along a huge thank you to the staffs who welcomed the fleet to the various ports of call. Opening the event at the Santa Barbara YC was a fantastic way to get acclimated to the beach life, and we found their bartenders to be very skilled. We were blown away with the hospitality afforded everyone by the Channel Islands Harbor Marina and Vintage Marina and their staff at Channel Islands Harbor. Hosting 135+ people on the docks, with live music and food — not to mention free berthing for 40 boats! Plus the evening bonus of Frank Laza giving guided tours of the harbor on his Duffy Electric Boat. Everyone at Channel Islands was so gracious and helpful. And, as always, the Two Harbors staff out on Catalina gets it all done with their professional, calm island spirit.

It sure felt great to take a California sailing stay-cation, spending some dough with these fine Southern Cal small businesses. I sure hope they are looking forward to welcoming the Ta-Ta as a tradition. Someday before too long I'll be able to realize my dream of doing the Ha-Ha and long-range cruising but, for now, the SoCal Ta-Ta has been a pretty damn good way to get an ocean fix close to home. Thank you so much for making it possible.

Greg Carter, Crew
Origami, F-27 trimaran
San Francisco Bay

Greg — On behalf of everyone, thanks for all the kind words. The only downside is that it would be foolish to expect to ever have such ideal weather again. It was unreal.

By the way, we don't want to forget the great folks at the Santa Barbara Harbor Patrol, who were nice enough to let members of the Ha-Ha fleet reserve slips this year.

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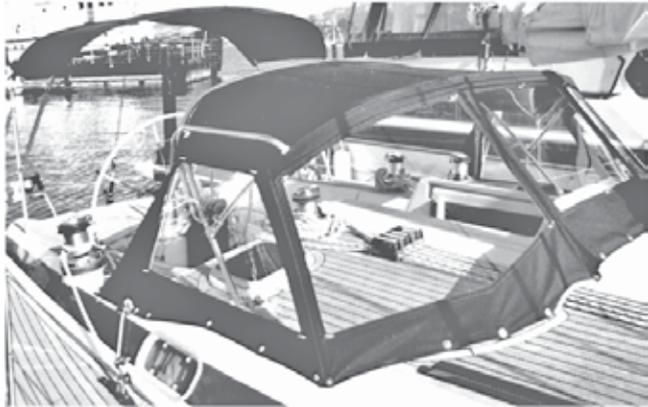
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LETTERS

Will there be another Ta-Ta in 2015? The PooBob thinks the chances are excellent.

↑↓ GOING OVER TO THE REALLY DARK SIDE?

Somebody told me that they read on Facebook that the Wanderer went to Europe and bought a boat without a mast. What's the story? Isn't that sacrilege?

David Murray
San Rafael

David — After a whirlwind trip to London, the Netherlands and France in late August, the Wanderer indeed bought a 30-year-old 32-ft Dutch steel cabin cruiser.

Sacrilege? Over the 37-year history of Latitude, we've owned a number of powerboats, including two Bertram 25s and a Bertram 28, for use as photoboats. You know how many times we took them out for pleasure as opposed to work? Not once. It never even occurred to us. With no disrespect to contented owners of motor vessels, we can't fathom the concept of Zen powerboating.

It's true that you can take sailboats — with the mast(s) down — on six thousand miles of canals and rivers in Europe. Indeed, a number of Latitude readers have done so, including Horst Wolff and Julia Shovein of the Paradise-based Island Packet 35 Pacific Star. After the 2007 Ha-Ha, they did a six-year circumnavigation, which included dropping the mast at Port St. Louis in the Med, then motoring 1,000 miles through the French canals. They passed through as many as 28 locks in one day before finally arriving at Arsenal Marina in the center of Paris, where they spent 10 relaxing days "playing tourist." They later took the Seine down to the Atlantic.

Since one of our goals is to write a humorous travel book a year, we were interested in finding the most simple, ready-to-go boat possible. We think we found what we wanted in the boat we now call Dalat — after the name of a city in the Central

Highlands of Vietnam we've never been to. While Dalat has double cabins in opposite ends of the boat, she's small for her length, has only one head, and doesn't have a shower or oven. That's fine by us. We think. She's been kept in immaculate condition by



LATITUDE / RICHARD

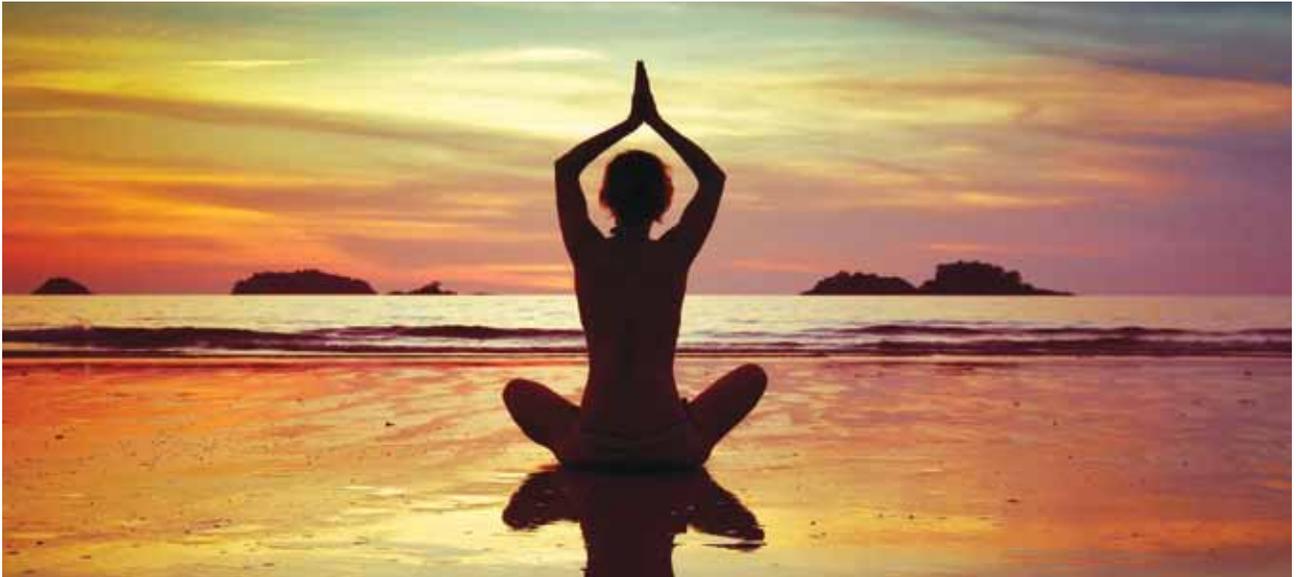
The Wanderer will soon be author-in-residence aboard 'Marjani', soon to be 'Dalat', to discover his roots.

the same owners since new in 1974.

At a price of \$24,000, Dalat had the virtue of being the 'biggest bang for the buck' of all the boats we saw. And we caromed all over the Netherlands looking at boats, including attending a fortuitously timed boat show at Hoorn. When it comes to canal-suitable boats in the Netherlands and France, they are located at far-flung places that are often time-consuming and expensive to get to. You could spend several months and a small fortune on transportation to see just a fraction of them.

We did see two other boats we liked quite a bit. One was a similarly aged 44-footer that we nicknamed Majestic Dalat. She was more spacious and had two heads, but her forward cabin wasn't as big as Dalat's and she wasn't as well-maintained. Plus, she cost almost three times as much. The canal boat we liked best was built in Germany seven years ago and, despite being only three feet longer than Dalat, had about four times the usable space. The \$360,000 price tag was her major shortcoming.

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LETTERS

We think we stole Dalat, for part of her being the 'biggest bang for the buck' was that she was among the very best maintained boats we saw. Just as in the States, many boatowners in the Netherlands think they can bring their boat in from a season of use, leave her a mess, hand the keys to a broker, and expect her vessel to quickly sell at full price.

As we intend to use Dalat only in the months of May and June, we're looking at two options. The first is taking on two partners, one for the months of July and August, the other for September and October. Many friends have expressed a strong interest in this, so we could bring the buy-in cost of our having a boat in Europe for two months a year to less than \$10,000. Given the cost of accommodations and restaurant meals in Europe, we think the boat could 'pay for herself' in the first year or two. The other option is to charter her for long



LATITUDE / RICHARD

Yes, you can take your boat, even your sailboat, right through the heart of Paris on the Canal St. Martin. It even has a mile long tunnel.

periods of time — such as three weeks minimum — to extremely experienced and responsible boatowners. Dalat is now on the hard at Vollandam, Netherlands until May, so we have the winter to figure out what we want to do.

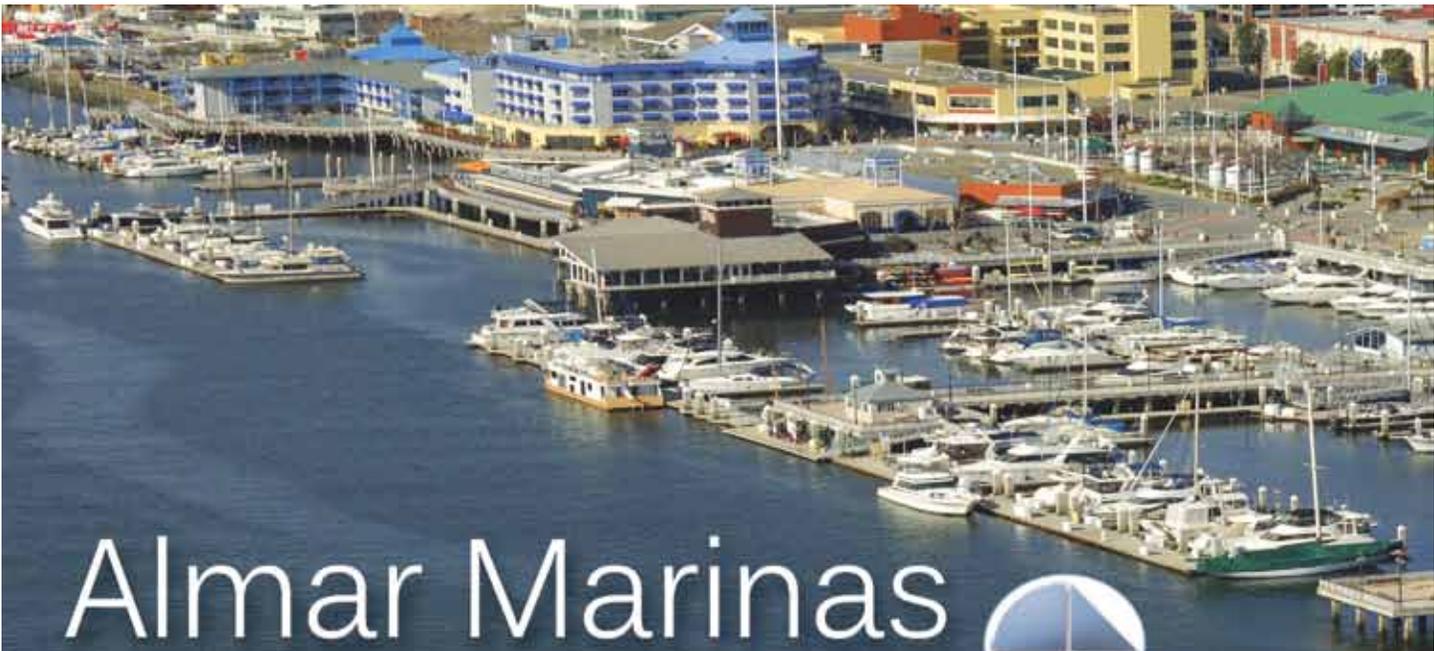
Naturally, there are annual expenses, but they are reportedly much less for canal boats than boats sailed in salt water. We're told to expect 5% of the purchase price for annual winter storage, mooring, upkeep and such. Mooring fees can be a minor issue, as outside of big cities you can frequently just tie up to the side of the river or canal. In fact, those moored in downtown Dijon told us they paid nothing.

Running around Europe looking at boats without masts was a blast, the perfect European complement to spending so much time in California, Mexico and the Caribbean. Alex Haley went to Africa to better understand his roots. We're going to Europe to better appreciate our roots, as it turns out a great-grandfather was apparently the captain of a merchant ship that called on ports around the world.

As much fun as running around England, the Netherlands and France was, we couldn't wait to get back aboard Profligate for what turned out to be a fabulous SoCal Ta-Ta. And as we write this in the middle of October, we can't wait for the start of the Ha-Ha, followed by lots of tropical sailing in Mexico and the Caribbean. So no, we're not turning our back on sailing by any stretch of the imagination.

There was actually a funny sailing angle to our search for a canal boat. Our hunt led us to a small town called Zwartsluis, about 40 miles from Amsterdam. Knowing that the Netherlands is one of the more densely populated countries in the world, we figured we'd be able to get there easily via public transportation, and that this yachting center would be quite populated. After two train rides followed by a bus ride, we found ourselves in what looked to be a very green version of the most remote parts of the Sacramento River Delta. It was Twilight Zone-ish compared to what we expected. We had to walk a little more than a mile from the bus stop to get to the sales dock marina. On the way, shortly after walking past a marina — with a bowling alley! — we came to an intersection with signs to different businesses. One of the signs read 'Vitters Boat Works'.

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LETTERS

probably second to only Royal Huisman. We'd once done an 'around St. Barth' New Year's Race aboard Timoneer, a spectacular 155-ft ketch that had been built by Vitters. We were flabbergasted that she could have been built in such a remote and lightly-populated agricultural area of the Netherlands.

There's more. When Sophie-Marie, the broker we dealt with, was driving us down another two-lane road to a train station a couple of days later, we passed another sign, this one pointing

LATITUDE / RICHARD



The 292-ft 'Athena' is one of the world's great megayachts that was built in the farmland of the Netherlands.

to Royal Huisman Yachts. It was hard to believe that boats such as Jim Clark's 156-ft Hyperion, then the largest sloop in the world, his 295-ft schooner Athena, the second

largest private sailboat in the world, and his 135-ft J Class yacht Hanuman had been built surrounded by contented cows.

It's going to be interesting to see how this inland nautical adventure plays out, because we know nothing — nothing! — about canal boats in Europe. We're not worried about the locks or the handing of the boat or anything like that; the thing we've been warned about and fear are stifling French and European Union rules and regulations.

↑↓ ETYMOLOGY FOR SAILORS

Just a tidbit of information that you are probably already aware of. You published a photo of the lovely harbor of Hoorn in the Netherlands in a recent *Lectronic*. Cape Horn is named after Hoorn.

Randolf Klein
Mountain View

Randolf — Thanks for bringing it up, but we did know that. We also know that Harlem on Manhattan came from Haarlem, a Dutch city and province in the Netherlands, and that New Zealand came from the Zeeland, another province in the Netherlands. Those Dutch — why don't they call them Netherlands? — got around.

LATITUDE / RICHARD



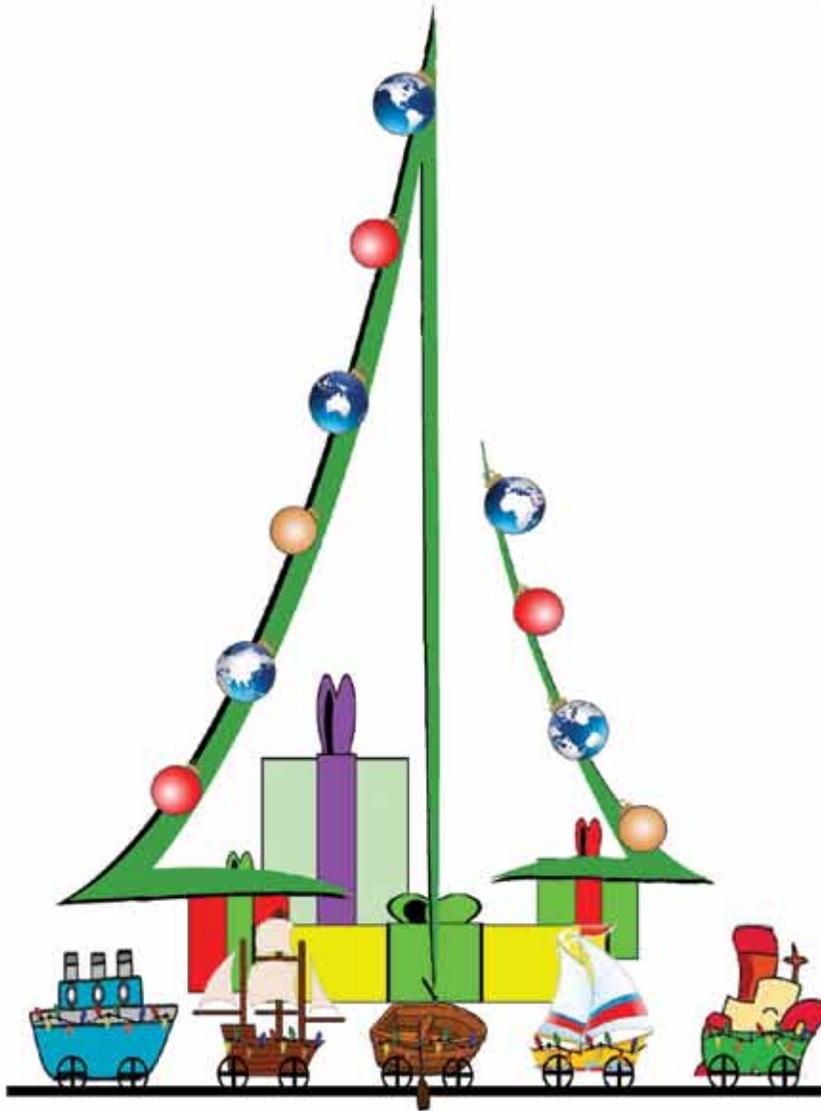
Cape Horn was named after Hoorn, a gorgeous harbor in the Netherlands. But here's a couple of new things we learned. Amsterdam is named after the dam on the Amstel River, the latter also the name of a Dutch beer that was aggressively promoted in the States a few decades ago. And that Borkum Reef is not just the name of a popular brand of pipe tobacco, but the name of the westernmost Frisian Island, on the border with the Netherlands, one that is popular with German jet-setters.

We're not sure that learning stuff like that does anything for most people, but it gives the Wanderer a lot of pleasure. Like fitting a couple of more tiny parts in a gigantic jigsaw puzzle.

↑↓ PAPERWORK FOR MEXICO

We just came down the coast from Vancouver aboard the 76-ft motoryacht we are running. While in San Diego, I sent the following to ship's agent Victor Berrera in Cabo San Lucas: 1) our crew List; 2) copies of passports of all the crew; 3) our

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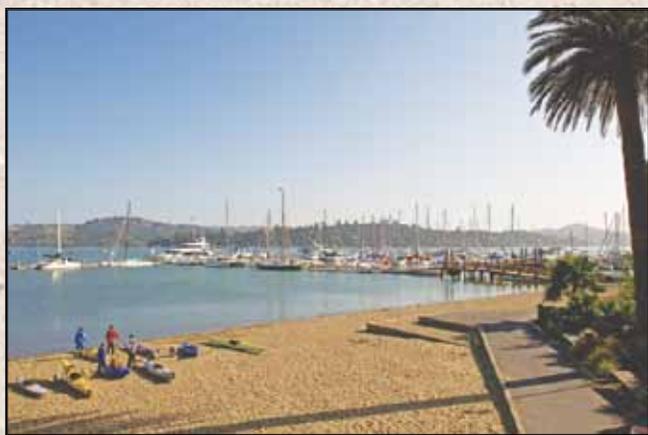
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LETTERS

Mexican liability insurance; and 4) the boat's documentation. I also got the boat's TIP (Temporary Import Permit) online.

We entered Mexico at Cabo San Lucas. I fueled at the marina, where Victor collected the five crew passports. He came back four hours later with all the passports stamped, tourist visas for everyone, and the approved Crew List. For the 76-ft, 114-ton vessel, it came to \$400 USD

The only problem we had was the scooter on the aft deck, which I had mistakenly listed at Step 3 of the TIP application form. Alas, that meant it can only be in the country for 180 days. When the boss arrives in a couple of days, he can ride on his scooter and play at the islands. I will deal with fixing the paperwork here. As they say in Mexico, "It's much easier to beg forgiveness than ask for permission." As for fishing licenses, I was told you just have to buy one for a year and it's 690 pesos or about \$45.

The weather down here in tropical Mexico is great, the beer is cold, and life is good. I wish we'd been sailing our own little cat down the Baja coast, as there was great wind and nice seas all the way down. But we have to do something to pay the bills, and having run several 110-ft yachts for the last six years, while still being able to cruise our cat a bit, hasn't been a bad ride.

Rob & Linda Jones
Cat 'n About, Gemini 3000
Whidbey Island, WA

Rob and Linda — 'It's better to ask forgiveness than permission' was always the motto in Mexico, which is one of the reasons that life was so sweet and easy down there. That changed, of course, in November of last year when a branch of the Mexican IRS went bonkers and impounded 338 foreign owned boats. What made it so terrible was that most of these boatowners didn't need to ask forgiveness for anything, as they'd done nothing wrong. Mexico's AGACE had simply decided to assume that pretty much everyone was guilty until they decided otherwise. It was a game-changer for Mexico, because now many boatowners are freaked that any minor error in any paperwork will be viewed as a near capital crime. We don't believe that will be the case, but only time will tell.

It's our understanding that the error you made by listing the scooter on Step 3 of the TIP application form means you'll have to pay to get a whole new TIP. But when you do, at least you'll get one of the 'new' ones that have only been available at Banjercito branches in Mexico (Ensenada, La Paz, Mazatlan, Puerto Vallarta) but not online. It's not having to pay another \$55 bucks for a new 'new' TIP that's really going to piss off us and a whole lot of other boatowners, but rather not being told about the "parallel TIP" in the first place, and having to go through the hassle of canceling the old one and getting a new one.

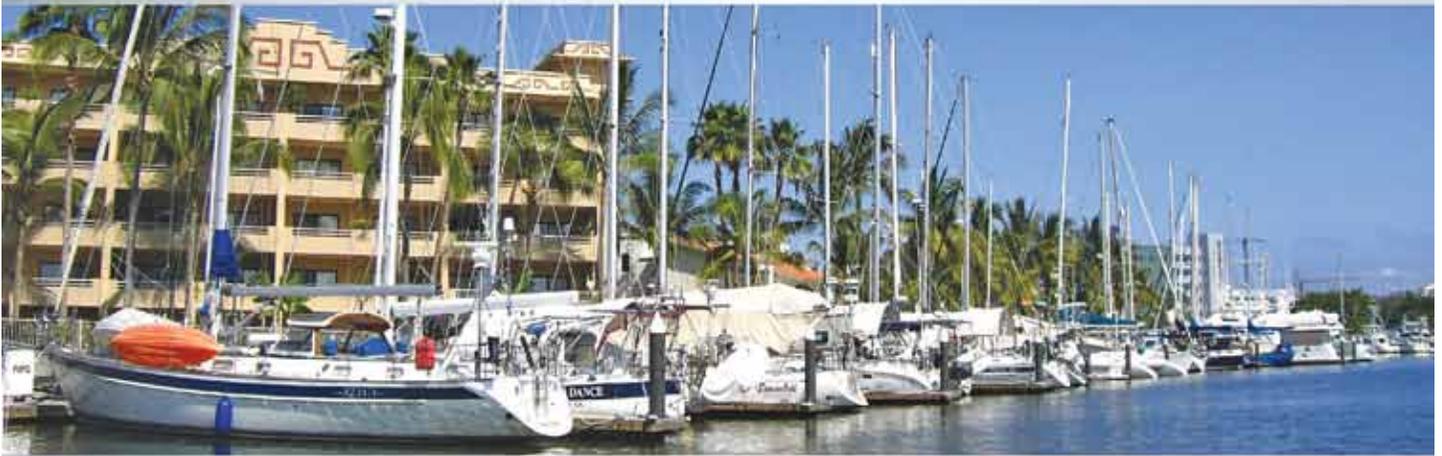
You paid \$45 for a fishing license? If that's the case, you only got one fishing license, not one for each member of the crew. You probably didn't hear that Mexico has changed its tune, so now everybody on a boat with any fishing gear needs have a fishing license. And because you got the license from the Mexican government as opposed to H&M Landing in San Diego, it's only good until the end of the calendar year, not for 365 days. This information should have been freely available to everyone in advance of going to Mexico, don't you think?

One of Mexico's biggest problems is that they've always assumed that foreign boatowners are clairvoyant, and thus can 'see' what the rules and regulations are and what paperwork Mexico wants done. They finally made an effort to correct this enormous oversight in October by publishing the eight-page



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LETTERS

Visiting Mexico by Private Boat brochure. When these were handed out to invited guests by officials from Immigration, SAT (their IRS) and their Fishing Department in Huntington Beach, there were two unfortunate provisos: 1) The brochure had been produced by Tourism and thus wasn't an "official document" of the Mexican government; and 2) some of the information was incorrect. It's unclear what was incorrect, but we know the information about fishing licenses was wrong. A third problem was that despite wanting to get the maximum distribution possible, they hadn't even put it online. How hard would that have been?

Nevertheless, this was a major step in the right direction. In regulatory terms, Mexico needs to do two things to make it a more attractive destination. First, they need to produce an official guide detailing what's required when bringing a



LATITUDE / RICHARD

Mexico's unofficial guide to cruising in their waters.

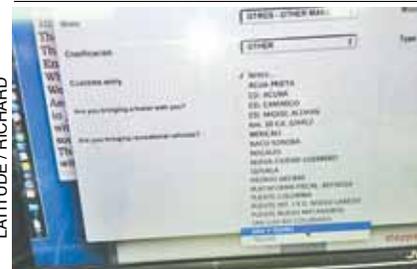
foreign-owned boat to Mexico, but with the correct information, and with this information also online. Boatowners could then bring a hard copy with them to show to local officials who, unfortunately, often don't know the law. The second step is that Mexico needs to make their online application forms understandable to foreigners, particularly Americans. Before they go live with the forms, they should have them carefully reviewed by a foreigner who understands what they want

and what Americans can understand. We nominate ourselves for this position, as we have in the past.

We actually think that things are going to be really great in Mexico this winter, which is why it's such a shame they couldn't have gotten their act together before the season started.

↑↓ WILL A SPACE CAUSE A PROBLEM DOWN THE ROAD?

Whenever I try to enter 'Vandy', which is my first name and isn't 'short' for anything, on the Banjercito form to apply for a Temporary Import Permit (TIP) for our boat to Mexico, it kicks me off immediately. My husband, Eric, had no problem getting the whole thing to work for him, or when trying to get



LATITUDE / RICHARD

The online application for a TIP leaves a lot to be desired.

it to work with first names other than mine.

We can get my name to work if we introduce a space in my name, as in 'Van dy', but that's not how it appears on any of my official documents, which makes me think this will cause a problem

down the line?

Ideas?

Vandy Shrader
Scoots, Able Apogee 50
San Francisco

Vandy — Trying to complete the Mexican paperwork online can be extremely frustrating — if not impossible — because the programs are so unsophisticated. In many cases you either

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LETTERS

have to enter something incorrectly or not be able to fill out the application. In your case, we'd put the space in, then take up the matter with Banjercito when you get to Mexico. No matter what an official tells you at a Banjercito office, another official at another office, or the Mexican Navy, is very likely to tell you the opposite. That's the nature of rules and paperwork in Mexico. We don't believe it will be a big problem, but only time can tell. Keep smiling and good luck.

↑↓ **YET ANOTHER PROGRAM PROBLEM**

I just filled out the online application for a nautical visa per suggestions by *Latitude* to do the Ha-Ha. One *Latitude* instruction may be misleading to those of us who have children aboard.

The instruction to fill out each application individually only works for adults. An error message comes back in the system saying that the child "must be of age." When you input their birthdates, you cannot complete the transaction.

I feel I should have just filled out the form as captain and paid for four visas as indicated in the application.

Unfortunately, I'd already paid for three of the four family members when I ran into this problem. So I took a screen shot and attached my crew list and sent it in. I hope we can just fix it in Cabo as we were attempting to comply.

I share this not to find fault with repeated instructions to fill out this form individually, but to recalibrate these instructions for those of us who have children aboard. Others are running into the same issue.

Ed Starinchak
Lorien, Panda 38
Bellingham, WA

Ed — This is another case of the Mexican programs simply being unable to handle anything slightly out of the ordinary. The reason we said people should fill out the forms individually is that the Immigration honcho at the meeting in Huntington Beach said that if everybody's name was on the same form, they all had to leave Mexico together. Actually,



LATITUDE / RICHARD

Mexican officials in Huntington Beach trying to explain problems with paperwork.

he didn't just say that, he quite forcefully insisted that it was the case. So while most families may travel together, it's also possible that one family member might go home briefly while the others stayed in Mexico — which would be a big problem if all your names were on the same form. But we know, you the applicant have to try to decide which of the problems you're going to have will be the least trouble in the long run. We think you chose the smart route. As long as you show good intent, we're told you'll be good.

↑↓ **WHEN IN ROME . . . WHEN IN MEXICO . . .**

*Amigo, when in Mexico you must be a Mexican. Too many cruisers act like they are in an RV or something. That is no bueno. Forget the Temporary Import Permit (TIP) and all that jazz. Mexican drivers put a 200-peso note on their dashboard when driving. If the police beep and stop you, they tell you that you are in big trouble. They keep talking, then they reach in the window and take the 200-peso note and say, *adios y buenos dias*.*

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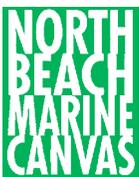
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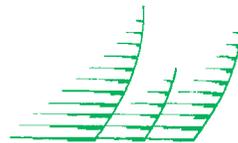


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LETTERS

I sailed in Mexican waters and lived in the colonies many years. Believe it, that's how it works. Mexico is not *los Estados Unidos*. Heck, they just want to get by. Americans are so stiff and rich. The truth is that 500 pesos and a smile will get you out of anything short of murder.

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

Tom — It's not 1980 anymore, and while that stuff may still work on some roads in Mexico and in more rural areas, things are changing. Case in point: If you didn't have a TIP on your boat when AGACE inspected them last November, your boat was impounded for months. (Your boat could also be impounded even if it did have a TIP, but that's another story, hopefully one that has ended.) During the meeting with Mexican officials in Huntington Beach in October, Rodolfo Figueroa Pacheco, head of Immigration for Baja, reported that the Mexican navy had stopped nearly 300 boats so far, and something like 65 of them had been turned back because they didn't have TIPs, fishing licenses, passports or whatever.

Why does it make sense to 'go by the book'? The \$55 you pay for a 10-Year Temporary Import Permit is — don't tell anyone — ridiculously cheap compared to anywhere else, and it's our understanding that after 10 years it can be renewed for free for another 10 years. By comparison, you pay more for the first week you visit any island in the Eastern Caribbean. Second, if Mexico could just make it clear what paperwork they want, and make their application forms understandable, the process would be all but painless. We have high hopes for next year.

That said, we won't deny that it's always good to have a 200-peso note on the dashboard — 500 pesos in the month before Christmas — when driving in Mexico.

↑↓ THE PROS OF GETTING A RECEIPT

Perhaps I can clear up the situation mentioned in the October 17 *Lectronic* with regard to the possibility that the Immigration desk at Ensenada was trying to entice a bribe. Last year, we checked into Mexico at Ensenada using Fito's service at Marina Coral. All of us received our visa, but when I asked Fito for a receipt, he wasn't able to produce them before we left.

We dropped one of the crew off at Cabo, and that person had no trouble flying home. Two more crew flew out of Puerto Vallarta, but missed their flights because the airline told them they couldn't leave the country with the visa they had because the Immigration stamp had a small image of a boat on it, not an airplane. Take a look, I never noticed it before, but it is there. Apparently the boat image indicated one entered the country by boat, while the plane indicates entering by plane.

Anyway, these two went over to the Immigration window at the airport and waited in line. The agent said that Ensenada doesn't charge for the visa when they issue it, and that they would need a bank receipt to prove the visa was paid for. As they didn't have a receipt, they had to pay \$35 each to get the visa restamped with one that included an airplane symbol.

As I mentioned, they missed their plane due to the time this took, and the rebooking fee added salt to the wound.

I later contacted Fito and told him what had happened. After a number of emails back and forth, he said he still couldn't send me any copies of the receipt, but that Ensenada Immigration had called Puerto Vallarta Immigration and told them that all visas they issue are paid for and don't need a

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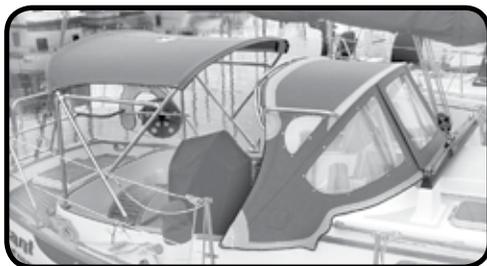
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receipt. A week later we had another crew person fly out from Puerto Vallarta and the same thing happened. Apparently Puerto Vallarta didn't get the message.

We spent a couple of months in Barra de Navidad, during which time we heard of the same problem with folks flying out of the airport there. Two months later, I experienced the same thing when trying to fly out of Puerto Vallarta. The airline gate agent told us our visa was improper and sent us over to the Immigration window. This time I patiently explained the entire story to the woman in Manzanillo Immigration. She said she believed me, and gave me the second stamp without charge.

Tom Collins
Misty Sea, Bertram 46
Puerto Vallarta

Readers — In the Lectronic version, the officers at immigration in Ensenada kept demanding an exit zarpe from the United States, something we don't know of anyone ever getting — or needing — for Mexico. After a long back and forth, the tourist visas were stamped or given the wrong stamp, perhaps as payback for failing to pay a bribe for not having a zarpe.

For what it's worth, up until a few years ago, the immigration counter at Ensenada was notorious for soliciting bribes. Numerous boatowners and skippers vowed never to clear into and out of Ensenada again. But that immigration officer died several years ago.

Nonetheless, the fact that the same visa is rejected by some immigration officials at the airport but not others at other airports, is pure Mexico. If you can't get what you need from one official, try another, you'll often get an entirely different result.

↑↓ THE 2014 PACIFIC CUP WAS EPIC

After reviewing all the comments from the 2014 Pacific Cup competitors and volunteers, we're already gearing up for the 2016 race, and wanted to share a consolidated Top Ten list from this year.

10) It takes a village! The Pacific Cup Village at the Richmond YC, created to host our out-of-town competitors, promoted socializing before the race and led to greater camaraderie out on the ocean as well as in Hawaii.

To quote one competitor, "The PCV was excellent! We had access to great resources through Richmond YC, including a huge Sub-Zero fridge where we could store our race meals. And the seminars and parties were fantastic."

9) The app. It's not surprising that a Bay Area yacht club would be the first to come up with a smartphone app to facilitate start/end logistics and race information. Developed by Greg Gorsiski, a Richmond YC member, the app is available for both Android and Apple devices and packs an amazing amount of information that is particularly useful for the out-of-town competitors. We're told that TransPac and US Sailing are developing apps for other regattas.

8) The Aussies were great fun, and they took the Cup! Robert Date and his crew from Sandringham YC in Melbourne, Australia made the 2014 Pacific Cup the last event on their



LESIE RICHTER

'Invisible Hand' got the Fastest Passage trophy for finishing first in the Pacific Cup.

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LETTERS

'round-the-world racing season. They saved the best for last, as their Reichel Pugh TP52 *Scarlet Runner* won the *Latitude 38* Division, the *Latitude 38* Performance Trophy, and the Pacific Cup. Rob must have thought no one at home would believe him, so he made extraordinary arrangements to take the Pacific Cup home with him. We're hoping he'll be back to join the fun in 2016, and bring some of the other great Aussie boats with him.

7) You don't really need to race! When the Holo Holo Cruising Division was added this year, not everyone in the Pacific



STUART HOOPER

Entries in the Pacific Cup literally sail into the sunset.

Cup world thought the Cruising Division was a great idea. "How will we penalize them if they're not racing?" lamented one veteran. "The Cruising Division was a great way to attract people such as us who have wanted to do a Hawaii race, but can't get up to race mode without an 'entry level' opportunity. The level of organization was impressive on all fronts," opined one of the cruisers. Judging from the smiles and commitments to return in 2016, this was a successful ad-

dition.

6) Look Ma, no rudder! Two boats proved that you don't really need a rudder to make it to Hawaii — but you will need adult supervision and assistance, which means the race is over. Would they do it again? Absolutely! Will we look hard at their rudders? Absolutely!

5) Crew? We don't need no stinking crew! More than a quarter of the fleet sailed the race doublehanded, with the overall PHRF trophy going to the smallest boat in the fleet, Carl Robrock's Moore 24 *Snafu*. We hear rumors of more Moores looking to race in 2016. We also hear that doublehanded is good for relationships — one couple is now engaged, a father-daughter team fulfilled a longtime dream, and the others are ready to do it again in 2016.

4) Kaneohe Bay YC mai tais! And delivered to the boats as they reach the dock, day or night! Where else in the world can you get mai tais in a beer pitcher?

3) It's a strip tease! Start out in foulies and fleece in San Francisco, start peeling off layers, and finish in shorts and a T-shirt in Hawaii. What's not to like about this?

2) Downwind: The pure joy and speed of sailing in the bluest water and nicest waves you've ever seen.

1) It is the FUN race to Hawaii — but it's serious racing, too! Even the veterans liked the new Pacific Cup: "We did this in '06 and it was hard to imagine it would be better but it was. Amazing effort and evolution, thank you!"

Steve Chamberlin
Commodore
Pacific Cup Yacht Club

LOOKING FOR MORE NORCAL ENTRIES

I'm currently advertising my 52-ft Malcolm Tennant catamaran *Afterburner* in *Latitude*. As you probably know, she's the fastest catamaran on the West Coast and has had 56 line-honor finishes and five second-to-finishes in 72 races. And now that I have purchased a performance cruising catamaran in South Africa, I find the magazine even more interesting to read. I plan to ship the cat from South Africa to the British Virgins, then sail her from Tortola to Ventura next year. It will be an entirely new adventure for me.

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1400 performance cruiser. She was being built by a 'two-boat-a-year' custom builder in South Africa who is also the agent for Schionning designs. The builder was making the boat for himself, but then his life changed and he didn't need a boat.



COURTESY WAHOO

Bill Gibbs bought 'Wahoo' as-is and hopes she'll be ready to sail by spring.

I bought the cat 'as is' and contracted with him to outfit and rig her. With luck, she'll be done this year and then shipped to Tortola. It's going to take most of next year to bring her home. From January to April, we'll be heading south in the Caribbean, flying

home periodically for work and family. We hope to be in Panama in May, do the Baja Bash in July, and be home in August. At least those are my thoughts.

But the real reason I'm writing is to ask if you might have any suggestions to help promote more Northern California participation in the Newport-to-Ensenada Race. I'm been on the board of directors of the race for a couple of years now, and when I was tasked with trying to figure out how to promote it, my thoughts fell to *Latitude 38*. What do you think?

Bill Gibbs

Wahoo, G-Force 1400
Afterburner, Tennant Blade Runner
Ventura

Bill — The Ensenada Race is a difficult sell in Northern California because of the dates. Next year's race is April 24-26, which is right when all the racing has revved up in Northern California. At that point in the season, it would be hard to get owners to take their boats south, do the race, and then maybe need as much as two weeks to get their boats home in the often-breezy spring conditions off the Central California coast. Asking an owner to give up a run at a season championship for one distant race is a lot to ask. Even though the Big Boat Series is a long weekend, the St. Francis YC has a similar problem getting Southern California boats to come north.

About the only thing we can think of is maybe several of the Southern California yacht clubs could throw down some kind of multiple-boat challenge against some of the Northern California yacht clubs in a North vs. South challenge. Maybe it could be

a group of three to five boats racing against each other, boats that weren't otherwise going for season championships. Another thought would be to aggressively go after the trailerable boats, of which there are many.

Good luck on selling Afterburner. She truly is a screamer, and at your asking price of \$175,000, it's really a huge speed-bang for the buck.

And congratulations on your new carbon cat. If we may be so bold — and we frequently are — we'd like to offer some



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suggestions on the delivery and an itinerary. If you were able to get time away from work, we'd highly recommend that you sail your cat from South Africa to the Caribbean. After the first couple of hundred miles, which are potentially quite nasty, the 6,000-mile sail from South Africa to the Caribbean is probably the longest sweet downwind sail in the world. And you've got the current with you. That's the reason that all the hundreds of Leopard sailing cats have been sailed on their bottoms to the Caribbean rather than shipped. And if that means you don't get to the Caribbean until mid-February, no big deal, as that's when the best weather of the year starts.

Knowing your proclivity for competition, we'd encourage you to then spend January through May between the British Virgins and Antigua, as there is lots of every kind of great racing you can imagine, from super-casual to super-serious, and in the most ideal conditions that you can imagine. In some cases, particularly the Bucket, it's just great to watch the boats from your own boat or get a ride on some of the great yachts of the world. Mind you, this great racing takes place just minutes from some of the finest anchorages in the Caribbean.

The Caribbean season ends abruptly on May 1, at which point you should immediately head for the Canal via the 'can't miss' stops of Cartagena and the San Blas Islands. Three days at the former and a week at the later are the minimum. Assuming you take a week to get through the Canal and maybe change crew, that should have you headed north to California from Panama before the end of May. Blessed by good weather, a long waterline and generous fuel capacity, and stopping only twice, Doña de Mallorca once drove Profligate from Panama to San Francisco in just 19 days at that time of year. We suggest you take a full month — it's still moving right along — to get to Puerto Vallarta. Come early July, your new boat and Profligate can buddyboat the Bash together.

We know that few if any builders have ever completed a boat on time, but in your case, it's important. Because if you don't get your new boat to the Caribbean by around the middle of March, at the latest, you'll have missed almost all of the season there. You don't want to do that. And, if for some reason, you don't get through the Canal by July 1, you'll be headed up through Central America when the lightning really gets cracking and the rain starts coming down in buckets, and by the time you get to mainland Mexico, it will be hot, humid and well into hurricane season. The point is, if completing the boat starts running too late, a good argument can be made for waiting a year before bringing her to the Caribbean and California.

↑↓ TELL EVERYBODY TO GET REAL ABOUT HURRICANES

In the October 3 'Lectronic I read that some Ha-Ha entrants were worried about hurricanes in late October and wondered if the event should be postponed. Huh?

The Ha-Ha was born because all the boats departing San Diego on November 1, the official end of hurricane season, needed someone to organize the beach parties and fuel, not to take responsibility for the weather. The only way to get a boat to Mexico without any risk or discomfort is to buy her there!

I think the Ha-Ha should add a new contest, the 'Closest I Ever Came to a Hurricane' story, and maybe a pirate story.

Whenever anyone asks me if we worried about hurricanes or pirates on our trip to Mexico, I tell them the scariest part was when the fishermen in Coos Bay started shooting at each other!

My boat *Nomad* rode out Odile just fine in Marina Palmira, La Paz. Keep the info flowing, and tell everybody to just get



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Damon Cruz
Nomad, Horstman 45 tri
Anchorage, AK

Damon — 'Lectronic did not report that some Ha-Ha entrants were "worried" about hurricanes, but that a few had expressed "concern." There's a significant difference. We also reported that the Grand Poobah, who has sailed the Ha-Ha course 25 times in the last 30 years, was also "concerned." Since we are the Grand Poobah, let us explain.

First of all, you're 30 days off on what you think is the official end of the hurricane season in Mexico, as it's November 30, not November 1. There is, however, a reason boat insurance companies don't have a problem with Ha-Ha and other boats leaving for Cabo in late October, which is that there is a lot of north-south in the Eastern Pacific hurricane zone. With the end of summer and the onset of fall, the more northern waters generally cool to below the temperatures that can sustain tropical storms and hurricanes. There have been a few November hurricanes along the southern coast of mainland Mexico, and even one in December. They were minor and short-lived.

While every skipper is solely responsible for starting and continuing any leg of the Ha-Ha, as the figurehead of an event that sees 500+ mariners heading to Cabo San Lucas, we take comfort in the fact that no tropical storm or hurricane has ever



SHELLY WARD

crossed the Ha-Ha route during the Ha-Ha dates. That said, the water has been very warm off Mexico this year, and we think we'd be negligent to assume that there could never be a tropical storm or hurricane on the Ha-Ha path during the Ha-Ha dates. Based

Hurricanes should not be taken lightly. on history, it's extremely unlikely, but there is also a first time for everything. You may have heard that 10 years ago Brazil was hit with its first ever hurricane.

With so many lives potentially at stake, heck yes, we're concerned, which is why we have been monitoring the water temp and other tropical storm factors since the beginning of October. But even in years when the waters were cooler, we've still been concerned. That's why at the end of our daily Ha-Ha weather conversation with Commander's Weather, we ask about the tropical zone. We don't just ask if there are any tropical storms, we want to know if the conditions are conducive to the possibility of a tropical storm's even forming. Ignorance may be bliss, but when it comes to the Ha-Ha fleet, we're more concerned with safety than bliss.

Frankly, we're rather surprised by what comes across as your somewhat cavalier attitude toward the effect tropical events can have on sailors. After all, it's only been weeks since Odile killed three of your fellow cruisers just hundreds of yards from where you keep your boat.

Not to pile on, but your theory about why the Ha-Ha started is all wrong.

↑↓ RIMAS IS LIKE A DAFT UNCLE

I'm sorry, but I've got to call B.S. on the Rimas Meleshyus and his much-publicized plan to sail around the world. Am I the only one who thinks he's dangerously delusional?

Let's review the facts:

1) Few if any experienced sailors think a San Juan 24 is

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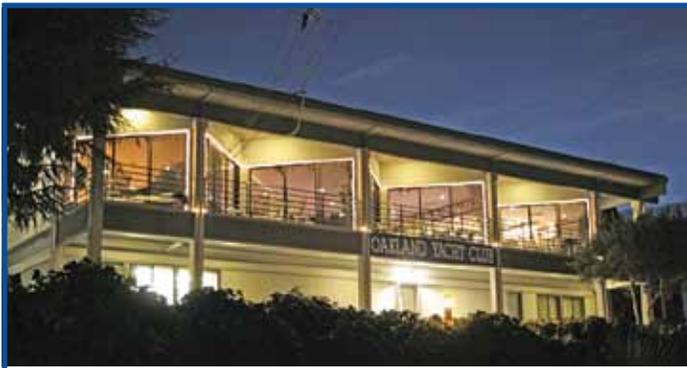
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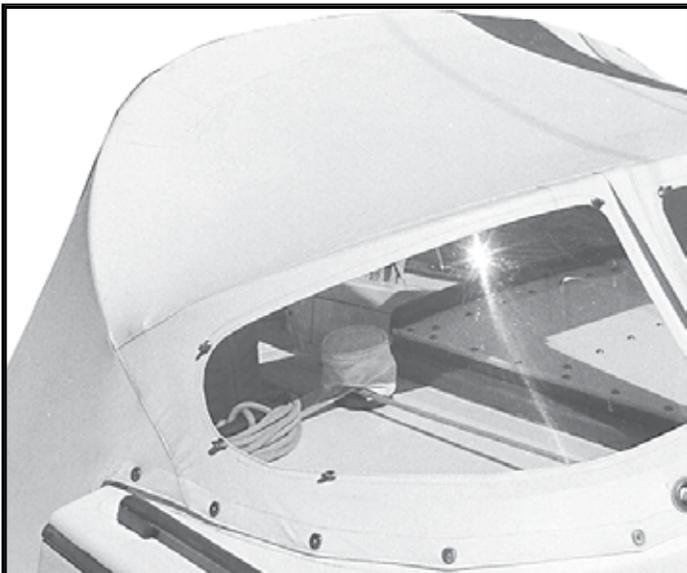
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suitable for sailing around the world, let alone via Cape Horn.

2) Rimas lost his first San Juan 24 in Alaska after sailing her only briefly.

3) During his first attempt to sail around the world, nonstop, I believe, the rigging failed on one side of his boat near Cabo San Lucas. He had no choice but to sail on the other jibe to Hawaii.

4) When Rimas sailed to San Francisco from Hawaii earlier this year, it took him forever, something like 50 days. That's ridiculous. And during the passage, he reported he lost his liferaft and thus was "in real danger." That triggered a Coast Guard rescue response, which was soon aborted when it was learned that Rimas wasn't in immediate danger after all.

5) After months of getting a refit on his boat in Sausalito, he was towed several miles past Mile Rock to start around the world again. Apparently he couldn't even reach off down the coast, despite such a big head start, and had to return to the Bay. He later started a second time.

6) A couple of weeks later, Rimas reported he was in danger of getting caught up in a couple of hurricanes.

7) His mainsail tore and is apparently not repairable.

8) He is going so slowly that he's on a pace to take 40 days to reach Hawaii [as of early September] — if that's even where he is going.

9) Most recently, he said he's going to have to ask some ships for food because he's run out.

As if that weren't all, Rimas is delusional about his place in history. Several times he wrote posts claiming that what he was doing was the greatest nautical adventure since the *Kon-Tiki*. Right. And more recently he claimed he was going to be the first to sail a lake boat around the world. Did he read about Mike Riley and his *Columbia 24* in the September *Changes*? And didn't Serge Testa, formerly of Berkeley, sail his 12-footer around the world?

I love big dreamers and was originally a supporter of Rimas. But now I think he will have to be rescued at some point — if he isn't killed first.

Furthermore, compare what Rimas has done to what Webb Chiles has accomplished at the same time on another 24-footer, the Moore 24 *Gannet*. Having already circumnavigated five times in boats as small as 18 feet, and actually knowing how to sail, the September *Latitude* reported that Webb had made it from San Diego to Hilo in 17 days — about the same time it would take Rimas to sail from San Francisco to Santa Cruz. And Chiles did it without crowing about it.

Rimas seems to me like a lovable but daft uncle who has no idea of what he's doing. I worry about him and don't find what he's doing to be a credit to sailing or adventuring.

Name Withheld By Request
Orange County

N.W.B.R. — We worry about Rimas, too. As of the middle of October, he was nowhere near land, and seemed to have no idea where he was going. He's reported via his DeLorme InReach tracker that he's running out of food and drifting at about 1.5 knots near the equator, and that he hopes a freighter will come close enough to drop him some supplies.

↑↓ SAILING BACK TO CUBA

Twenty years ago I had the unique opportunity to visit Cuba to produce a documentary about the underground art scene. This was shortly after the Soviet Union had discontinued aid to the small Caribbean country. Things were bleak and quite depressing, with shortages of everything. Fidel Castro called it "the Special Period."

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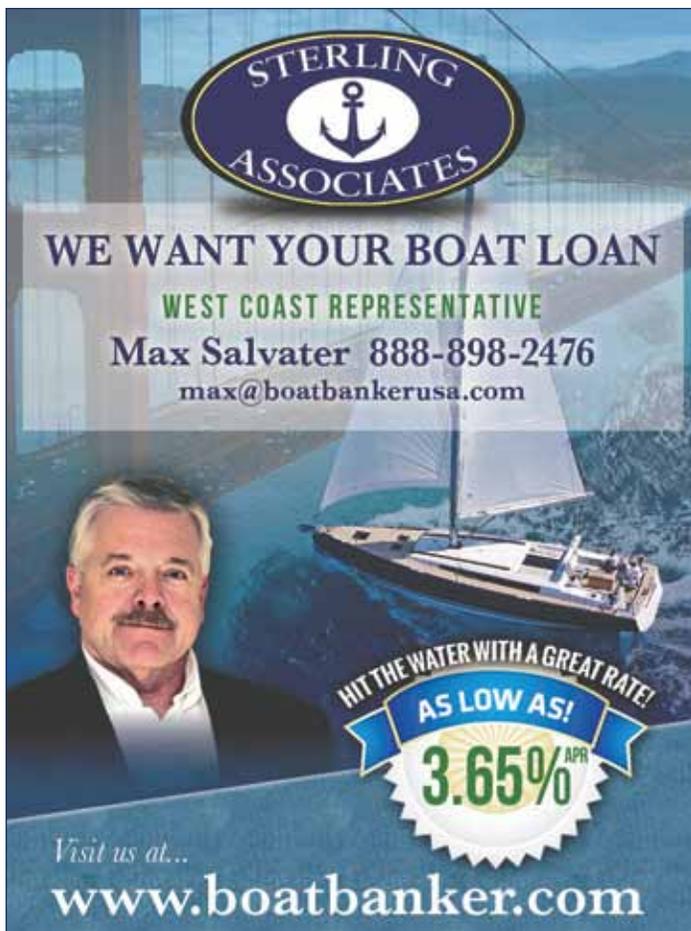
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LETTERS

Even though Cuba was in crisis, I loved the country. The people were great, the music and dancing a blast, and the old architecture and cars beautiful. So I made a decision that one day I would sail back to Cuba on my own boat. Twenty years later I did exactly that.

Three friends and I sailed my 56-ft *Ganymede* to Cuba, where we had an amazing time and shot a documentary about our adventure.

Anyone interested in Cuba, or a good sailing adventure, should check out our documentary on YouTube. Just search 'Sailing Back To Cuba'.

Captain Ron Moler
Ganymede, Northwind 56
Marina del Rey

Readers — Having taken our Ocean 71 Big O to Cuba about 18 years ago for a two-week visit, we were interested to check out Moler's 'documentary'. We found it to be a 'documentary lite' that often seemed to be little more than a vacation video. It was mildly interesting and has the virtue of not buying into the nonsense that Cuba is a 'Worker's Paradise'. You can tell by the shot of the old man snarling "Communism is shit!" Check it out.

↑↓ THE GPS THAT KEEPS ON TICKING

All the hoopla about the 25th anniversary of the Magellan Nav 1000 handheld GPS reminded me that mine stopped working in January 2000. I thought it was a victim of Y2K, which we all know turned out to be a false alarm. Nonetheless, I thought my 1000 had given up the ghost for good.

Being a good pack rat, I'd kept the Nav 1000 along with all the rest of my nautical memorabilia. To my surprise, a recent article in *Latitude* mentioned that some folks were still using their revered handheld GPSs. So I guessed Y2K had been no match for the 1000. After 14 years of its collecting dust, I put new batteries in — and the old Nav 1000 came back to life!

It took about 25 minutes to find satellites and digest the data, but it's as reliable as before. I guess I'll keep it for emergencies, or conversation.

Jorge Morales
Bolero, J/46
Dana Point

↑↓ THE CHOICE IS YOURS

When you go to the meeting of Mexican officials in Huntington Beach regarding paperwork for bringing boats to Mexico, could you ask them to specify what would cause them to seize a vessel and by what authority?

I appreciate *Latitude's* interest in keeping sailors heading south, but I am not going to Mexico until such a time as the government clearly and conclusively gives explicit protection of the property rights of visiting boatowners. It's absurd for them to be able to seize boats for such vague and ambiguous reasons.

The uncertainty matters a lot more than you think to many would-be visitors. Cruising, if it means anything, is all about going where your options allow you to. We have a choice of whether to go to Mexico. Many more than you think are choosing not to go.

Brad Petway
Berkeley

Brad — Like the United States, Mexico believes it has the right to fine or even seize vessels suspected of breaking their laws within their sovereign territory. The devil, of course, is in



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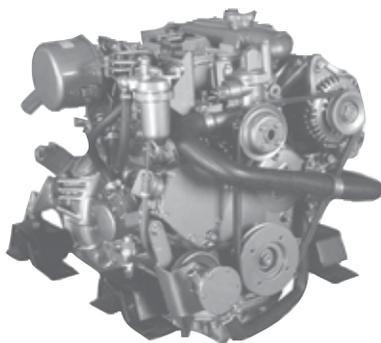
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LETTERS

the details of those laws and how they are interpreted.

Mexico is not in the habit of seizing boats on a whim. As one official at the Huntington Beach meeting told us, the normal first step in any case of intentional breaking of Mexican law is a fine if not just a warning. That said, Mexico's impounding of over 300 foreign-owned boats for up to four months was the biggest national 'crime' against cruisers that we can remember in all our decades of covering sailing. Australia, Italy and Greece have all had their turns at idiotic policies, but nothing compares to what Mexico did last year.

Our interest is not, as you claim, "keeping sailors headed south." It's in letting sailors know what's going on to the best of our ability, and telling them that only they can decide what to do. You may recall that we relentlessly and unmercifully attacked Mexico earlier in the year for their idiotic policy and procedures of late November 2013, and stated that we were going to tell it like it was even if it meant there would only be four entries in this fall's Ha-Ha. Despite the fact that Latitude (and the Ha-Ha) probably had more to lose than anybody, we believe we were unique among publications in not downplaying or sugarcoating what was going on. In social media and elsewhere, we took a lot of crap from certain gringo maritime interests in Mexico that wanted us to pretend: 1) It wasn't happening at all; 2) it wasn't a big deal; and 3) that it was all the fault of irresponsible American boatowners. All of which was, as we reported, complete bullshit.

Based on the conditions you set for going to Mexico — "until such a time as the government clearly and conclusively gives explicit protection of the property rights of visiting boatowners" — you're never going to cross the border. Mexico is not going to explicitly say, "Mexican law does not apply to owners of pleasure boats." By the way, last year the boats were impounded, not seized. That said, we wholeheartedly agree, the reasons for the impoundings were vague, ambiguous — and totally ridiculous.

When you claim "more people than we think" aren't going to Mexico because of last year's fiasco, it means you know how many we think aren't going to Mexico. That's amazing because we've never even thought about it. We can tell you that we're very surprised — shocked, actually — that so many people signed up for this year's Ha-Ha, considering we told a lot of people, not that many months ago, that we thought we'd be lucky to get 100 entries. That we got 170 entries, the most in three years, came as a major surprise. Of course, had it not been for last year's fiasco, we think we might have gotten a record fleet of 205+ boats. But who knows for sure? Besides, 170 is plenty.

We are not criticizing your decision, or that of anybody else, in not going to Mexico. Based on the best information we can give you, you have decided the rewards are not worth the risks. That's a decision that each boatowner has to make for him-/herself.

MEMORABILIA FROM GOODWILL

My fiance Doug Perry and I recently read Glenda Bilich's letter in the July *Latitude* requesting information on the 161-ft schooner *Goodwill* that was lost on Sacramento Reef, Baja, many years ago.

Virgil Bilss, my father, sailed on *Goodwill* about the same time as Glenda's husband did. In fact, I have an abundance of slides and 8mm and 16mm movies from his adventure to Tahiti aboard *Goodwill*. I have a large photo as well. I would be happy to share.

My father was an experienced powerboater and diver. He became part of the team that was contracted to renovate the vessel to get her ready for a group from a California university that was going to use her for a scientific research expedition

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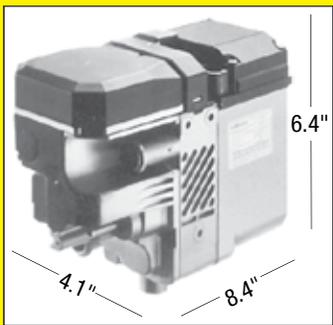
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to Tahiti. Ralph Larrabee, *Goodwill's* owner, hired my father to be the electrician on the schooner for the Tahiti trip. I can remember many stories my dad told me about the trip.

My father was also scheduled to join the fateful Mexico voyage, but was not able to go. He considered Mr. Larrabee to be his good friend, and I remember his being very upset at not being able to go.

I would love to meet with Glenda. I'm also looking for a trusted entity to digitize all my photos and movies. Because the movies may be fragile, I hesitate to take them just anywhere. My ultimate goal is to share them with a nautical museum. I can be reached at vnewcomer2@att.net.

Vicki Newcomer
Alameda

IT'S A 'NO GO' FOR US

The September *Latitude* referenced an in-depth discussion of the Iridium Go. I am trying to get some independent comments in order to decide whether to purchase one and subscribe for the duration of the Baja Ha-Ha. I know the price of the product, but not the data speed and the cost. Is there something out there for surfing the net offshore?

Ron Orr
Fast Reorrg, Hunter HC 50
Marina del Rey

Ron — According to Iridium, which makes the Iridium satellite phone we think very highly of, their "GO!" is unlike anything the world has seen before. Powered by the world's farthest reaching network, this compact, rugged and portable unit creates the first-ever reliable global connection for voice and data communications on up to five smartphones or tablets."

But what's the point if the connect speed is slower than slow? Ground Control, one of the GO! retailers offers the following as "realistic expectations:"

"At 2.5 kilobytes per second, the Iridium GO! is not a solution to those looking for a workable connection for normal Internet use. Since the connection is slow, email attachments of any size will take many minutes or possibly hours to transfer, and there does appear to be a size limit for the email program. A single standard-sized web page, with images, would easily take 10 minutes to load — if it ever did. With images turned off, the page load time is normally under one minute."

Ground Control went on to report that "in ideal conditions, a 100 kilobyte .jpg image would take 5.3 minutes to transfer on a 2.5 Kbps connection. A 1 Megabyte compressed file would take 55 minutes — in ideal conditions." One can only imagine if there were five computers trying to use that connection at the same time. At this point, it seems like a solution in need of a suitable problem.

If you want to surf the net offshore at reasonable speeds, you need two things: 1) A BGAN portable terminal, and 2) mountains of cash to pay for using it. When we were in the islands a few years ago, we overheard the crew of a superyacht saying how furious the owner was. He'd apparently let a couple of unknowing nephews stay aboard unattended, and they used the BGAN system to download two movies to the tune of about \$35,000.

A DISASTROUS END TO THE JAZZ CUP

The finish of the South Beach YC's Jazz Cup race from South Beach to Benicia was a disaster. Participants should be given a refund for the fiasco at the end. The last downwind turning mark drifted significantly, which greatly affected the finish time of the boats. I think it would be safe to say there could be no reasonable way to offer a redress for that error.



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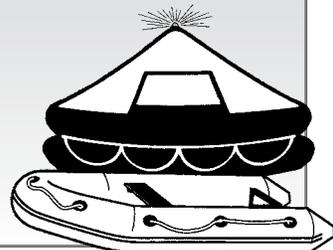
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LETTERS

I received an email that claims notices were posted which allowed for redress, but there is nothing in the rules to address this issue. The note claimed that this race was monitored by a certified race officer. S/he should have anchored the mark to



LATITUDE / CHRIS

ensure that it would not drift. Get it right next year!

Steve Strunk
Cold Drinks II
 Newport 33
 Vallejo

Steve — We can understand your frustration. After all that time, expense and effort, the results aren't fair. But one of the things we

Spinnaker snafus were the least of the fleet's worries during the Jazz Cup.

remember from our eighth-grade Latin class at Monteria Junior High School in Oakland was Seneca the Younger's famous quote: 'Errare humanum est,' which means 'to err is human.' We've all screwed up, haven't we? And it was Alexander Pope who had a nice addition: 'To err is human, to forgive is divine.'

We're sure the person or people responsible for setting the buoy have chastised themselves enough and the mistake won't be made again next year.

↑↓ **BACK ON BOAT BIKES**

We picked up a nice all-aluminum folding bike inexpensively while cruising Thailand. It has 20-inch wheels. But we are getting ready to cross the Atlantic this season and found it ate up too much space on our Bristol 32, so we sold it here in the Canaries.

P.S. My family and I did the first Baja Ha-Ha in 1994.

Ken Stuber
Sand Dollar, Bristol 32
 New Smyrna Beach, FL

Ken — All these years since the first Ha-Ha and you're still rolling on the ocean. Respect!

↑↓ **DETERMINED DUTCH BIKE THIEVES**

We took a Dahon Mariner folding bike with us when we sailed from San Francisco to Alaska in 2006. Although it took up space in our Sceptre 41, it was great to have.

We used the bike everywhere on our southbound voyage through Mexico and Central America, and still had it when we reached Amsterdam in 2008. It was there our wimpy California bike locks didn't survive determined Dutch bike thieves. We weren't there three days when it was stolen. We think it would have been safe on the boat, but we'd locked it ashore with the other bikes.

It was so important to have a bike in Europe that we bought a couple of serviceable but unattractive ones — and heavy-duty Dutch chains and locks to replace our lost folding bike.

I still miss that bike, and I'm thinking of getting another. It has to be a folding bike in case we go cruising again.

Shirlee Smith
Solstice, Sceptre 41
 San Francisco

Shirlee — We know how you feel, as somebody just stole our custom cruising bike in San Diego. It probably wasn't the same person who stole your bike in the Netherlands, but we hope they burn in the same place.

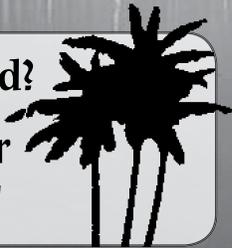
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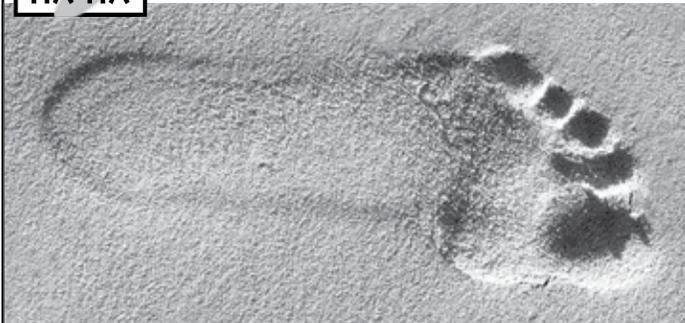
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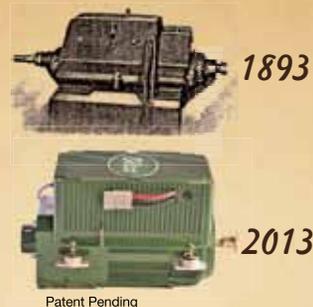


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LETTERS

↑↓ MY BIKE WASN'T STOLEN TILL WE GOT TO THE U.S.

My husband Joe and I did the 20th Baja Ha-Ha, and then cruised Mexico for the season. We purchased folding bicycles for the trip and loved having them. They fit nicely in our 'garage' — aka the v-berth — and were a great way to exercise and get to where we wanted to go.

Ironically, before we left everyone told us "Mexico is dangerous; you shouldn't cruise there" and all that. I'm pleased to say that Mexico was wonderful and we never had a problem. It was when we got back to the States that my bike was stolen — from in front of a Von's on a Sunday morning. The thieves made quick work of breaking the lock and off they went. It made me very sad.

The moral to the story is that shit happens in every country.

Debbie Graham
Sosiego, Westsail 32
Alameda

↑↓ MY BIKE IS UP THERE WITH NEW SAILS

The Dahon Speed 8 folding bike that I purchased for \$400 in 2014 has been a flawless performer in the San Francisco Bay Area, opening up many horizons.

I put it right up there with new sails and my folding prop as best boat-related purchase ever. I was really surprised that the bottom bracket has held up, even though I push the bike hard — like on the climb out of Sausalito, over the Golden Gate and back.

The bike has also freed me from bothering people for car rides, such as when I drop my boat at Svend's for a haul-out. From the yard I simply ride to the ferry, take that to the City, bike to Cal Train, take that south, then ride home.

P.S. I highly recommend Primo Comet Kevlar Belted Tires with the smooth tread. They are fast and pretty impervious to flats

Dave Biggs
Runnin' Late, Cal 35
Coyote Point, San Mateo

↑↓ EXPENSIVE, BUT SHOCKINGLY GOOD

Before doing the 2008 Ha-Ha, we bought two electric folding bikes and had them delivered to Downwind Marine. At \$800 each, they were pricey, but we have used them all over Mexico.

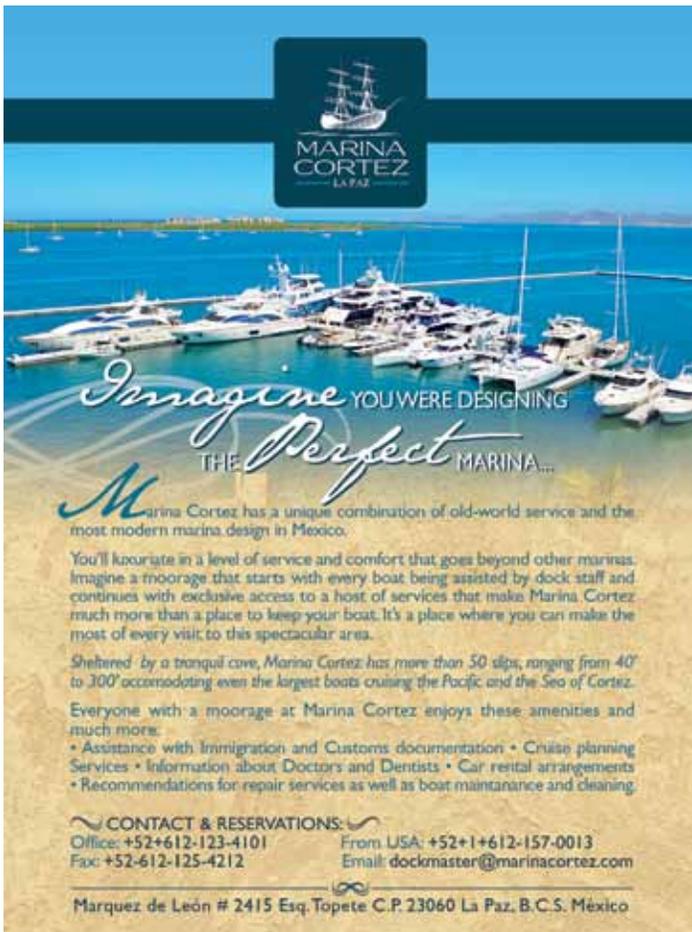
We get a lot of stares as we go flying by without pedaling. They have held up well for six seasons of cruising. Invariably *gringos* will ask about range or speed, while the Mexicans all want to know how much they cost.

Don & Terri Parker
Double Play, Gemini Cat
Marina Mazatlan

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

volvo ocean racers rocket south

The world's premier offshore sailing event is on again. Now in its 12th edition, the Volvo Ocean Race is better than it's ever been with a fleet of seven brand-new one-design Volvo Ocean 65s racing nearly 40,000 miles around the globe in the capable hands of many of the world's best professional racing sailors. Beginning on October 11 in Alicante, Spain, and headed for Cape Town, South Africa, the first of nine legs got off to a thrilling start with ultra-tactical inshore-type racing in the Mediterranean and out the Strait of Gibraltar.

An Azores High that moved far east kept the competitors jibing down the African coast in light air within sight of one another and often right off the beach. As we go to press, Team Dongfeng has proven to be the

biggest surprise of the race and is leading the fleet just past the Cape Verde Islands, despite breaking and replacing a rudder after a collision with a UFO. The rest of the fleet is just miles behind, however, and is reconsolidating in a race that is very far from over at this early stage.

After South Africa, the VOR fleet will race through the pirate-infested waters of the Indian Ocean to its second stop in Abu

Dhabi. They bypassed much of these waters aboard freighters during the last edition, amid concerns of piracy off the Horn of Africa. Setting sail from Abu Dhabi in the New Year, the race will again take the fleet through more dangerous waters, including the notorious Malacca Strait, then on a long upwind bash to Sanya, China.

Leg four from China to Auckland, New Zealand, in February won't be any easier. After arriving, fleet members will get their final rest and prep period before tackling Cape Horn and the Southern Ocean. After rounding Cape Horn in late March and enduring a prolonged beat up the coast of Argentina on their way to Itajai, Brazil, the fleet will be thoroughly tested in the pivotal fifth leg.

After some R&R in Brazil, the fleet will ascend the Atlantic en route to this race's American stopover at Newport, Rhode Island, in May. Leaving Newport, conditions are likely to line up a fast, windy downwind romp across the Atlantic to Lisbon, Portugal. After Portugal, the legs will get much shorter, with a stop in the sailing-crazed Breton port of Lorient, France, before racing to a 24-hour pit stop in The Hague, Netherlands, and a final sprint to Volvo's corporate headquarters in Gothenburg, Sweden, in late June.

One of the most veteran teams is Abu Dhabi Ocean Racing. Skippered by double-Olympic medalist Ian Walker, the Emirati syndicate is back again with a crew rich in both talent and VOR experience. Their yacht *Azzam* should consistently be near the front of the fleet. Another experienced team is that of Team Vestas Wind, skippered by four-time race veteran Chris Nicholson. After leading *Camper* with ETNZ to a second-place finish in the last VOR, 'Nicho' has brought on a wealth of experience and skill with super-pros like Rob Salthouse and Tony Rae, which should bode well for the team that also includes several talented young Danish sailors.

Iker Martinez and Xabi Fernandez, the two-time Olympic 49er medalists, and three-time VOR race veterans from Spain have teamed up yet again to secure sponsorship for a Spanish VOR entry in *MAPFRE*.



AMORY ROSS / TEAM ALVIMEDICA / VOLVO OR

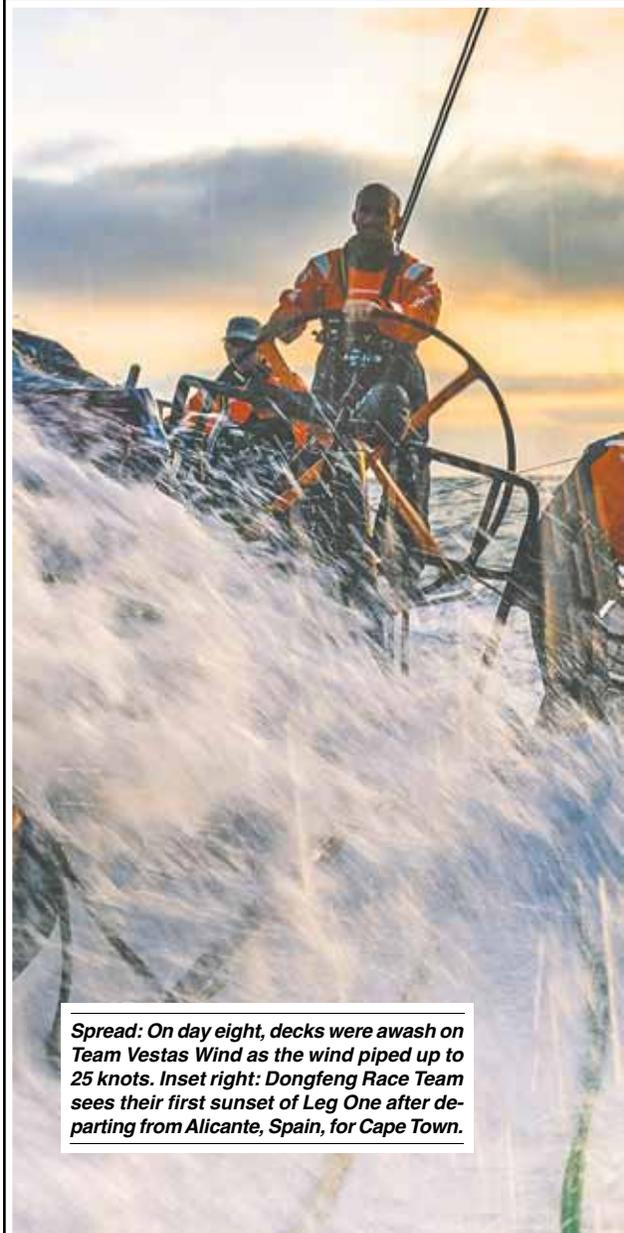
On an enduro like the Volvo Ocean Race it's always wise to catch up on sleep during stints of light air. When conditions get rough and rowdy, exhaustion is part of the game.

puddle jumpers

The ideal time to cross from the West Coast of the Americas to French Polynesia is between late February and May, but we're already getting boatloads of inquiries about the 2015 Pacific Puddle Jump rally.

We and our Tahitian partners have been working behind the scenes to give westbound cruisers departing from both Mexico and Panama a memorable send-off, and to streamline arrival procedures. Plus, we've got a terrific arrival celebration planned for June.

Here's the scoop: As in years past, there will be a series of worthwhile crossing-related seminars in February



Spread: On day eight, decks were awash on Team Vestas Wind as the wind piped up to 25 knots. Inset right: Dongfeng Race Team sees their first sunset of Leg One after departing from Alicante, Spain, for Cape Town.

BRIAN CARLIN / TEAM VESTAS WIND / VOLVO OCEAN RACE

set sights on tahiti

and March at Paradise Village Marina and Marina Riviera Nayarit (both on Banderas Bay). In early March, *Latitude 38* will co-host PPJ Sendoff Parties at the Vallarta YC (in Paradise Village) and at the Balboa YC in Panama. Both dates TBA soon. We may also co-host a second *fiesta* in Panama at Shelter Bay Marina, on the Caribbean side of the Canal.

Yes, there will be a 'bond deal' again this year. For the uninitiated, let us explain that French Polynesia requires every arriving sailor to post a cash bond equal to the value of an air ticket to your home country *unless* you get a bond exemption

continued in middle column of next sightings page

volvo — continued

Accompanying the two kings of Spanish sailing is none other than Frenchman Michel Desjoyeaux, the only two-time winner of the Vendée Globe. Six-time race veteran Bouwe Bekking is back as skipper of the Dutch-flagged Team Brunel, with the legendary Andrew Cape navigating. The wily old race vet may finally find that elusive race win. Playing the role of wild card is China's Team Dongfeng. Skippered by Charles Caudrelier, the French/Chinese crew could be a shocker. Turkish entry *Alvimedica* will be on a steep learning curve throughout the race with a young and comparatively inexperienced skipper and crew, while the all-female Team SCA will have their work cut out for them to keep up with the boys.

As you read this, the fleet should be approaching Cape Town. You can follow the tracks of all competitors at www.volvoceanrace.com, and check local listings to catch television coverage on NBC Sports Network and Outside Television.

— ronnie simpson



INSET MARC BOW / VOLVO OCEAN RACE

SIGHTINGS

northwest passage, step two

For centuries, the allure of transiting the fabled Northwest Passage has been high on the list of extreme challenges for adventurers of all stripes. Norwegian Roald Amundsen was the first to successfully complete the 3,000-mile trip in 1906, and in the 108 years since then only 87 sailing vessels have made the crossing successfully. Mike Johnson's 44-ft fiberglass schooner *Gitana* is among them.

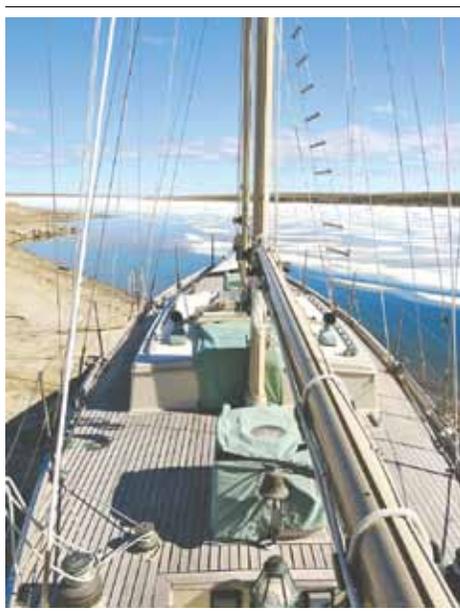
"This season we were one of four vessels that passed through westbound," reports Mike, who is 69. Two others made it eastbound, he says, and a number of others were turned back due to heavy ice.

A few years ago every boat that attempted the maze-like transit made it through, and it seemed as though that trend would continue, given the recession of the Arctic ice cap. Not so. The summer of 2013 saw more menacing sea ice than there'd been for more than 15 years. Go figure. By the end of that summer, Mike, who has been sailing to remote regions for decades — often with *Latitude* Crew List recruits

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puddle jump

or can show a homeward air ticket. For the past few years we have worked with French Polynesian yacht agents who offer registered fleet members a flat-rate package. For a reasonable fee, they will do clearance in and out, provide bond exemptions for crew, and arrange for you to get duty-free fuel as soon as you arrive in the Marquesas. Full details will be posted at www.pacificpuddlejump.com in mid-November, when free PPJ registration begins on the site. Fleet members are under absolutely no obligation to use the services of the bond agents. Their services are offered simply as a convenience — and *Latitude 38* does not make a penny from



— continued

their work.

Non-European Union citizens get 90-day visas upon arrival with no prior arrangements, although their boats can stay for 18 months (perhaps longer, as rules in this regard are loosening). When your visa expires, you now only have to leave the country for three months before returning for another 90 days. That's more liberal than the previous policies, but the smarter idea is to arrange in advance for a "long stay visa" (six months) through a French consulate or embassy. Under normal circumstances, visas *cannot* be extended once you are in French

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northwest passage — continued

aboard — was lucky to make it to remote Cambridge Bay, the only place where it's possible to haul out for the winter. After *Gitana's* crew retreated to warmer latitudes for the winter, the stout Lapworth-designed hull endured temperatures of 67° below zero.

In mid-July Mike, his nephew Zack Johnson, 27, and his old college roommate Rodney Schmitt, 69, of Tiburon, arrived to recommission the schooner for the remaining 2,200 miles to Nome, Alaska. (Officially, a NW Passage transit is from the Arctic Circle, 66°33'N, in the Atlantic to the same latitude in the Pacific — about 120 miles north of Nome.)

Get out your world atlas or power up Google Earth and you can trace their route: First, they had to wait two weeks at Cambridge Bay before the heavy sea ice allowed them to pass through Dease Strait. When an electrical problem caused them to divert to Kugluktuk (Coppermine), they met researchers searching for the Franklin expedition ships — an ill-fated British expedition that famously disappeared in 1845 while searching for a route through the labyrinth of land and ice.

"Once out of Kugluktuk," recalls Mike, "we proceeded through Dolphin and Union Strait into Amundsen Gulf. Near Cape Bathurst we sailed past the famous Smoking Hills, burning low-grade coal that has been smoldering for untold ages. Communities were few and far between, and self-sufficiency was of utmost importance in those waters. After Tuktoyaktuk, we passed the Mackenzie River Delta, which spews inland logs into the Arctic Ocean. We stopped at the old whaling station of Herschel Island with its graveyard of sailors from all corners of the earth. After that decent anchorage there was the long haul to Point Barrow. Shallow seas and ice clung to the shore to port, with a 60-80-mile wide corridor between us and the ice hovering north to starboard.

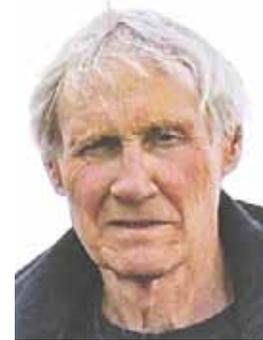
"After anchoring to the west of Barrow (Elson Lagoon) in a very exposed and shallow spot for most of a week waiting out bad weather, we made the next gauntlet run to Point Hope before proceeding on through the Bering Strait to Nome." There, where temperatures are expected to be only 40° below, they laid up *Gitana* for the winter. And you thought San Francisco Bay sailing could get chilly!

— andy

the solo sailors' proving ground

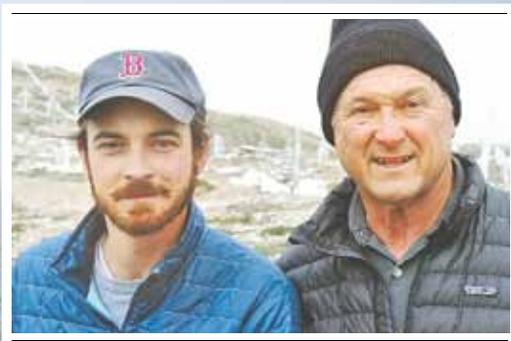
Eight maxi trimarans, nine Open 60s, 11 Multi 50 tris, 20 Rhum Class boats and a staggering 41 Class 40s will begin their charge across the Atlantic November 2 — each with a single crew. This is the Route du Rhum. Now in its 10th edition, the quadrennial classic departs from Saint-Malo, France, and will take the record 89-boat

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GITANA

Looking weary but fulfilled, Mike Johnson is thrilled to have made it through.



Spread: Doesn't this shot just scream, "Let's go sailing!" Pictured here, 'Gitana' rides out some nasty weather in Elson Lagoon, near Pt. Barrow, Alaska. Inset left: 'Gitana' hauled out at Cambridge Bay, where winter temps reached 67° below zero. Inset right: If you look closely behind Zack and Rodney you can see the grave markers of departed souls at Herschel Island's whaling station.



LATITUDE / ANDY

When Mike dropped by our office a few months ago, he pointed out where 'Gitana' was spending the winter: remote Cambridge Bay (lat 69°N), the only place along the route with any possibility of hauling out for the winter — via a giant construction crane.

solo sailors — continued

fleet some 3,542 miles to Pointe-à-Pitre, Guadeloupe, in the Caribbean. Representing the single biggest spectacle in all of solo sailing, the Route du Rhum is a larger-than-life event that seemingly brings everyone who's anyone out to play.

The solo skippers run the whole spectrum, from superstars at the top of their game to legends of yesteryear coming out of retirement, to the top up-and-coming solo sailing talent, mixed in with a handful of amateurs living out their dreams on France's biggest stage. Adding to the atmosphere in Saint-Malo will be more than 300,000 rabid fans watching from every possible vantage point, including the cliffs above this historic Breton sailing port. With the most impressive array of



ERIC LEGRET / ROUTE DU RHUM

It's fair to say this field of skippers is a ballsy group, who are anything but 'risk-averse'. Pictured here is Alan Roua of 'Exocet'.

ocean racing hardware ever assembled in one place, this year's Route du Rhum will truly be one for the ages.

Though the smallest division in the race with just eight boats, the Ultime division of maxi trimarans is the one that will grab the lion's share of media interest. The biggest and most undeniably cool boat in the fleet is Yann Guichard's *Spindrift 2* (ex-*Banque Populaire V* and current outright round-the-world record holder). She's almost guaranteed to stay in the headlines. If Guichard should win, it will be one of the greatest accomplishments in solo sailing history. Should *Spindrift 2* get beat — by anyone — she'll again grab headlines in a David-versus-Goliath scenario. And if she should break, she'll do so spectacularly. The massive VPLP tri appears to be a bear to handle solo, and it's likely that one of the smaller, more nimble 110-footers will be the first boat into Guadeloupe.

Due to an unfortunate non-sailing injury, *Banque Populaire VII* (ex-*Groupama 3*, which won the race in 2010 with Franck Cammas) skipper Armel le Cleac'h has been replaced by Loïck Peyron and represents *Latitude 38's* favorite to win. Another boat to watch will be the newly-launched *Sodebo Ultim* (ex-*Geronimo*), skippered by Thomas Coville, but don't count out the three MOD 70s, the legendary *IDEC* with Francis Joyon, or Lionel Lemonchois' ultra-light *Prince de Bretagne*.

In the Open 60 division, Vendée Globe winner François Gabart is the odds-on favorite in what could well be his swan song in the IMOCA class. He'll join the big boys with a brand-new 110-ft trimaran of his own in early 2015. Gabart will have his work cut out for him with Jeremie Beyou and *Maître Coq* though. Beyou is fresh off a win in the Figaro this summer and looks to be finally up to speed with his own VPLP sistership to Gabart's *Macif*. The 2013 Transat Jacques Vabre winner Vincent Riou is also a contender aboard *PRB*, as is the elder statesman Marc Guillemot on *Safran*. He's making his final IMOCA start before handing over the keys to Morgan Lagravière next season.

The Multi 50 fleet almost guarantees a capsized or two, along with the ever-present carnage that made big trimaran fleets like the ORMA 60s go the way of the dinosaur and the blooper. The massive Class 40 fleet should provide the most exciting and closest racing of the event, with the leaders likely crossing jibes all the way into Guadeloupe.

Follow the race at www.routedurhum.com.

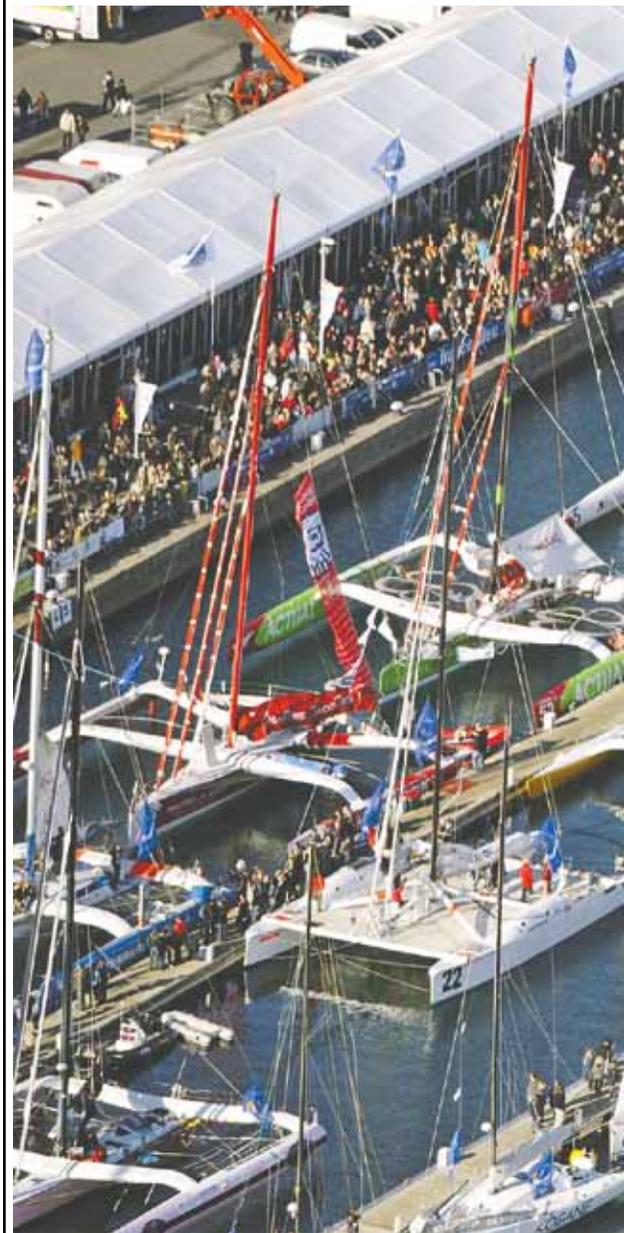
— ronnie simpson

puddle jump

Polynesia. And there is much too much to see in a mere three months.

As with bureaucracy everywhere, there seem to be variations in both customer service and interpretation of the laws wherever you go. (The San Francisco consulate gets high marks, L.A., not so much.) The basic rule is you must go to the French government office nearest to your home, but we're told the Embassies in Panama and Quito, Ecuador, will deal with you as long as you have been away from home for more than three months.

Regardless, you will have to jump through some hoops to get a long-stay visa: i.e. show that you have some liquid



HELICO / AFP / ROUTE DU RHUM

— continued

assets, produce your police record (or lack thereof) from your home locality, show proof of some sort of medical coverage — many cruisers use inexpensive Divers Alert Network (DAN) policies which cover medevac. All crew must apply in person, but only one has to show up to retrieve the visas.

Here's where it gets a little weird. At consulates in the U.S. you'll be told six months is the max, but last season several cruisers got year-long visas in Panama and Ecuador. But previous-year policies are no guarantee of what the deal will be in 2015. Stay tuned.

— andy

oddball ocean rescues

One reason mariners should always keep a sharp lookout is that they never know what might cross their track — an oncoming vessel, dangerous debris, or a fisherman riding in a green plastic crate. The latter is exactly what the crew of the sailboat *U-Fin* encountered late last month, six miles off the central coast of Mexico.

According to online reports, fisherman Raymundo Rodrigues Loyola, 45, survived for five nights in the pale green crate, which is normally used to hold fish. It is unclear if he had abandoned ship or been thrown from it while his Manzanillo-based fishing vessel battled the effects of Hurricane Polo. His partner, Mario Morales Mayo, 60, did not survive.

Rodrigues Loyola had second-degree burns from the scorching sun

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COURTESY U-FIN

Raymundo survived in this unconventional liferaft.



Valet parking, Saint-Malo style. This remarkable assemblage of solo speed machines might be the most impressive fleet in the history of singlehanded sailing.

SIGHTINGS

rescues — continued

and was suffering from severe dehydration when rescued, but was otherwise unharmed.

Meanwhile, an even more bizarre rescue took place off the Florida coast last week — and we're pretty sure this one was a first. According to various news sources, Iranian exile Reza Baluchi was rescued by U.S. Coast Guard resources Saturday after he activated his emergency beacon. His craft? A 'hydro pod' made of 3-millimeter-thick plastic.

The Florida Coasties probably weren't surprised to get the call, as one of their flight crews had flown out to check on Baluchi four

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the dumbest thing

So be honest, what's the dumbest thing you ever did in a sailboat? And what did you learn from it?

We're intrigued by these questions because in, our own experience, the knuckleheaded mistakes we've made that could have gotten us killed always left us with the strongest impressions, i.e. "Whew! I'll never do *that* again!"

We asked these questions about 10

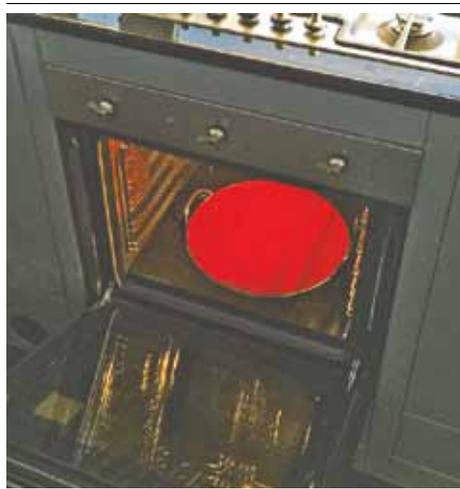


you ever did?

years ago and the feedback we got made for a very entertaining and educational article. And because we're certain that there are sailors out there doing equally dumb things every day — that we can all learn from — we figure it's time to revisit the subject.

So give it some thought, and don't be shy. Write us at andy@latitude38.com.

— andy



The 'Phaedo' crew chills out in the Gunboat's spacious salon. Among other luxury amenities, she's even got a pizza oven in the galley.



ALL PHOTOS LATITUDE / RICHARD

rescues — continued

days earlier when he and his bubble were 70 miles east of St. Augustine. At that time he was reportedly "disoriented," but he refused the Guardsmen's offer of a ride. His stated destination was Bermuda, more than 1,000 miles from the Florida coast.

Disoriented? No wonder. According to Baluchi's website, the bubble was designed to be propelled forward by its occupant running inside it and pushing with his arms — much like a hamster wheel for humans. The goal was to pilot the orb first to Bermuda, then on around the so-called Bermuda Triangle. A wee bit far-fetched perhaps, but Baluchi is a world-class runner who's completed several other ambitious feats since migrating to the U.S. in 2003.

— andy

'fast cats on blue water' album is out!

Wouldn't the accompanying photo make great cover art for an album from the 1960s? We think so. But instead of Peter, Paul & Mary, this group would be called Sandra, Paul & Lloyd. Sandra would front the band with vocals, flute and fluid dance moves, sort of like Andrea Corr of the Celtic rock group The Corrs. Quiet Paul would live mostly in the shadows, but play a surprisingly wicked lead guitar. Rambunctious Lloyd would set the beat by enthusiastically playing drums in the manner of Mick Fleetwood of Fleetwood Mac. Their sound would be somewhere in the triangle of Simon & Garfunkel, Crosby, Stills & Nash and Sade.

In reality, they are sailors aboard owner Lloyd Thornberg's St. Barth-based orangish-red Gunboat 66 catamaran *Phaedo* (FAY-dough). Paul Hand is the captain and his wife Sandra is the health-food-obsessed cook. Having raced the boat in the Caribbean, across the Atlantic, and in the Fastnet, Thornberg brought the big cat to the West Coast to do the 2013 Transpac and to begin a circumnavigation. Armed with an all-star crew, *Phaedo* was burning up the course, setting a world record for the greatest 24-hour run by a boat with a pizza oven — 425+ miles in 24 hours. That's a 24-hour average of 17.7 knots on what truly is a luxurious cruising boat.

Phaedo was brought back to Newport Beach, where in addition to getting a new rig and sails while at the Newport Shipyard, she got new appendages and had other work done. More about that next month.

When we visited with the trio in the middle of October, they didn't know exactly where they were going next. When Lloyd asked us whether we thought they should go to Mexico and the South Pacific or back to the Caribbean, we suggested he do the Baja Ha-Ha. Since Lloyd has already done a lot of sailing in the Caribbean, and has a home on the water in St. Barth, we recommended Mexico followed by the South Pacific and around the world. After all, it would give Paul a chance to visit his native Australia, and, given *Phaedo's* speed, Lloyd and crew could go around just about as quickly as they wanted. With pizza and music all the way.

— richard



U.S. COAST GUARD

Next time Baluchi wants to visit Bermuda, he'll probably choose another mode of transport.



Sandra loves her juicer!

SIGHTINGS

a whale of an app

Whale populations have recovered dramatically since the days of rampant international whaling, but those that migrate near shipping lanes are still sometimes struck and killed. Meanwhile, sailors — especially those who transit coastal areas — are often concerned about

colliding with cetaceans, for their own sake as well as for the whales' sake.

The Gulf of the Farallones National Marine Sanctuary, a NOAA affiliate, is encouraging West Coast sailors as well as commercial vessel operators to download a free Whale Alert app for iPhones and iPads, and use it to participate in data collection efforts. (See <http://westcoast.whalealert.org> for info and a download link.)

According to GFNMS literature, "The app uses GPS, Automatic Identification System, Internet and NOAA nautical charts to provide mariners with a single source of information about whale locations and conservation measures that are active in their immediate vicinity. New features include information about California Marine Protected Areas, PORTS

(Physical Oceanographic Real-Time System) tide and weather data, and the ability for the public to report whale sightings to databases that NOAA and whale biologists use to map whale habitats and migration patterns."

We haven't used the app yet, but we intend to do so this month as we sail off the Baja coast to Cabo with the Baja Ha-Ha rally. In recent years we've reported on a number of sailboat-versus-whale incidents, including the sinking of J World's *J/120* in 2009. We're also reminded that sometime during the last decade Bernard Slabek's San Francisco-based *Freedom 33 Simple Pleasures* collided with two whales during a single season.

Researchers tell us that 19,000 gray whales, in addition to other species, migrate along the coast between November and May, while endangered humpback, blue and fin whales are present along the coast in their greatest numbers from June through November. In 2007, four blue whales were killed, probably by ship strikes, in and around the Santa Barbara Channel. In 2010, two blue whales, one humpback and two fin whales were killed by strikes in the San Francisco area and elsewhere along the north-central California coast.

— andy

rimas reconnaissance

Regular readers know we've been tracking the exploits of Russian-born sailor Rimas Meleshyus since 2012, when he sent us a report on

his ill-fated trip from Southeast Alaska to Japan. He survived being washed ashore in the Aleutian Islands, but totaled his tiny *San Juan 24*.

Undeterred, he soon got hold of a sistership, *Pier Pressure*, and set off from the San Juan Islands to Mexico. Rigging failure caused him to divert to Hawaii though, where friends helped him re-rig. After 56 more days at sea he made landfall at San Francisco, where other

friends made many additional repairs and upgrades — his mission,

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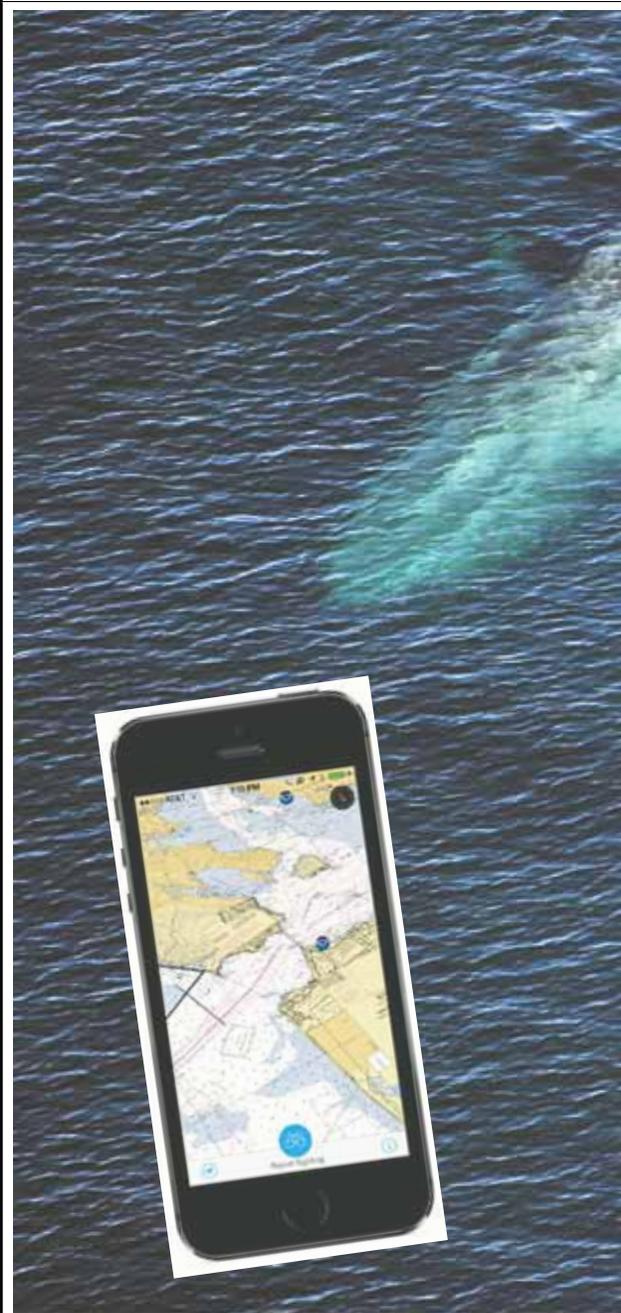
A typical screen view on an iPad.



Rimas' first boat ended up beached in the Aleutians, but he survived.

respite on

When frequent contributor Art Hartinger told us that he'd recently taken his Beneteau First 310 *Pied-a-Mer* all the way up the Napa River to downtown Napa, and had overnighted at the public dock there, we were intrigued — and realized it's been way too long since we've visited that charming North Bay city. The downtown bulkhead redo was an enormous operation that took several years to complete, but, as Art reports, it now gives boaters front-row access to fine dining, entertainment, shopping and, of



A LOMBARDI / NOAA

the river

course, wine tasting.

Depth is limited along some parts of the 15-mile cruise, so you'll want to plan accordingly. The most important precaution to note, however, is that the Imola Bridge, just south of town, has clearance of only 60 feet. (Three other bridges downstream are higher.)

Art reminds us, however, that, "vertical bridge clearances on charts are referenced to Mean High Water in tidal areas. Therefore if the existing height of tide is below

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rimas — continued

after all, is to sail around the world via Cape Horn.

Since his departure from Sausalito in August, his track has skirted several tropical storms and at least one hurricane. He blew out his main early on, and lost the hard dinghy that he was towing, but his unflappable stoicism seems to keep his spirits upbeat. As he often says, he absolutely loves the solitude of sailing on the open ocean alone.

Thanks to his DeLorme inReach transponder, we've seen that in recent weeks he's been averaging between 1.5 and 3.5 knots, while sailing — or drifting — S or SSW under jib alone. As we go to press, the tiny sloop is at latitude 5°7'N, longitude 151°0'W. That's 835 miles south of Hilo, Hawaii, and 450 miles from the remote Republic of

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In addition to allowing users to report and monitor whale movements, the free Whale Alert app contains NOAA charts and all sorts of educational info such as species I.D. photos and descriptions.



SIGHTINGS

rimas — continued

Kiribati, an island nation composed of 32 atolls and one raised coral island called Banaba. If Rimas really does have a guardian angel traveling with him, as we suggested last month, hopefully she will guide him to Banaba, as his food stores are reportedly running low.

It's anybody's guess if the naturalized American has charts for Kiribati, whose atolls are spread over a million square miles of equatorial ocean. But Rimas was intent on having adventures, and he's certainly attaining that goal. October 18 marked his 70th day at sea, but he still seems cheerful. "Remember guys," he wrote via inReach, "I love sailing."

— andy

napa river

MHW, there will be greater clearance. If the existing height of tide is greater than MHW, there will be less clearance." True enough, but we're talking a few extra feet at low water, so a stick that's 65 feet or taller is a deal-breaker.

We intend to follow Art's lead sometime this winter, as we've never sailed (or motorsailed) all the way downtown. But we did take a pleasant trip partway upriver last month in order to haul out at Napa Valley Marina. Fringed by vineyards and

ALL INSETS ART HARTINGER



Spread: Far from the blustery winds of the Central Bay, the Napa River meanders past wetlands, and, in some areas, past waterside homes. **Insets:** 'Pied-a-Mer' lies dockside in lovely downtown Napa. Its 50-ft mast squeaked beneath the Imola Bridge with a few feet to spare.

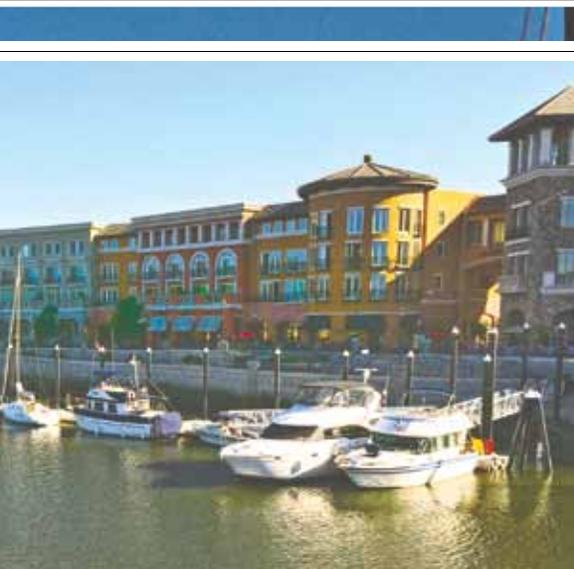
SPREAD LATITUDE / ANDY

— continued

wetlands, it undoubtedly has the most pleasant surroundings of any yard in the Bay Area. And while overnighing at its guest dock isn't quite as nice as being in the heart of Napa, it provides a pleasant getaway destination for anyone in need of a change of pace.

Sailing north from Vallejo (where the marina usually has guest slips), you'll immediately have to pass beneath the Mare Island Causeway Bridge. Its operator is

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treasures beneath the bay

Although the waters of San Francisco Bay may seem cold, dark and foreboding to boaters, a wealth of sunken wrecks and maritime artifacts lies beneath the surface. Using remote-controlled cameras and sensing equipment in addition to divers, a NOAA research team has slowly been cataloguing the patchwork of wrecks — estimated to be near 300 — that lie within the boundaries of the Gulf of the Farallones National Marine Sanctuary, and the adjacent Golden Gate National Recreation Area. The complete survey will take two years.

In mid-September NOAA confirmed the discovery of the 1910 shipwreck *SS Selja* and an unidentified early steam tugboat lying on the seafloor just outside the Golden Gate. Another recent discovery was the 1863 wreck of the clipper ship *Noonday*, despite its being obscured by mud and silt on the ocean floor.

"The waters of the sanctuary and the park are among the great undersea museums in the nation," says James Delgado, director of Maritime Heritage for the Office of National Marine Sanctuaries. "These wrecks tell the powerful story of the people who helped build California and opened America to the Pacific for nearly two centuries. Finding the remains of these ships links the past to the present."

NOAA's Office of National Marine Sanctuaries and the National Park Service began researching local wrecks in the 1980s and published the first detailed inventory of their findings in 1990. Since then, NOAA maritime archaeologist Robert Schwemmer has conducted new research in archives around the world. He has also interviewed fishermen and pioneering wreck divers such as Bruce and Robert Lanham of San Francisco, who have discovered a number of historic Bay Area wrecks. The Lanham brothers were part of the NOAA team that found the *Selja*.

According to GFNMS, "In 1910, the steamer *Selja* sank after a fatal collision, which featured prominently in a legal case that was ultimately argued before the U.S. Supreme Court over a key aspect of maritime law, the 'rule of the road.'"

The other key find, the clipper ship *Noonday*, was lost in 1863. She was, of course, one of many fast-sailing ships that brought men and supplies to California during and after the Gold Rush. Noonday Rock, which lies north of the Farallones, was named for the wreck. To see video of *Selja*, plus photographs and other materials, visit: www.sanctuaries.noaa.gov/farallones-shipwrecks.

— andy



COURTESY NOAA

As this classic painting shows, 'Noonday' was a spectacular vessel. She was built on Badger's Island, Maine, in 1855 and met her sad end eight years later.

why winter racing is ideal for newbies

Time for a little pop quiz.

Scenario #1: The fog is rolling in and out from the ocean. The wind is blowing a steady 20 knots, only it's not steady, and your instruments just recorded a 30-knot gust. The waves are big, sloppy and relentless, driven by the wind, with messy, stinging spray flying off the tops. You're soaking wet, cold, uncomfortable, worried about your sail, rig, or hardware, and — go on, admit it — a little scared. What season is it?

Scenario #2: The sun is out. The sky is clear of fog. The water is fluttered by a gentle breeze. It's so warm you have to remove your

continued on outside column of next sightings page

SIGHTINGS

why winter racing is ideal for newbies

jacket. What season is it? Need a hint? You're on San Francisco Bay.

If you've been sailing here for a few years, you already know the answers. In Scenario #1 it's summer. In Scenario #2 it's midwinter season!

Midwinter racing begins the first weekend of November in the Bay Area, and, if you've thought of making the transition from daysailing into racing, you couldn't pick a better time of year to ease into competition. Midwinters are also a good time to train new crew, bring along landlubber friends, and get some use out of the big genoa.

What about winter storms — and rain? (Remember rain?) Forecasters can see winter storms coming from a long way off. Everyone

napa river

on site from 9 a.m. to 7 p.m. Hail VHF 13 on approach or call (707) 562-3556. Max height is 102 feet. A few minutes later you'll pass beneath the Highway 37 bridge (100-ft clearance), then meander through about seven miles of mostly undeveloped wetlands and sloughs before passing beneath the Brazzo Train Bridge (97 feet), which is always up. Napa Valley Marina is less than a mile beyond it.

About five miles farther — beyond the



LYN HINES

— continued

Imola Bridge — is the Napa YC, which offers reciprocal docking privileges to other YC members. (Call in advance: 707-252-3342.) From there it's a long walk or short bike ride to downtown. Wanna go big? Why not hire a limo and treat your crew to some carefree wine tasting?

So if you tire of sailing the Central Bay this winter, or it's just too cold and nasty, follow Art's wake and head upriver.

— andy



Sea Otter sailors compete with their peers from Northern and Southern California in scenic Monterey. For more information on high school sailing, see www.pcisa.hssailing.org.

can watch their orderly march across the North Pacific. You can plan ahead, and, if you don't feel like sailing in the rain, you can stay indoors and catch up on the Volvo Ocean Race instead.

To find midwinter races near you, see *Calendar* on pages 10-14.

— chris

young sailors battle in monterey

Held in Monterey in Flying Juniors, the Sea Otter Regatta is one of two Northern California High School regattas that counts toward the Pacific Coast Interscholastic Sailing Association (PCISA) rankings. It's the kickoff for the PCISA season, which includes the Golden Bear (Treasure Island), Anteater (Newport Harbor), Long Beach, and Gaucho (Santa Barbara) regattas. PCISA originally also included the Cardinal Regatta in Redwood City until the number of boats outgrew that venue.

This year's regatta on October 11-12 involved 30+ boats each for the Gold and Silver divisions, with A and B fleets in each, and sailors coming from a 500-mile radius. Gold Fleet sailors usually have one or two years' experience, and Silver sailors are freshmen and sophomores with varying levels of experience. Boats are launched and crews rotate off the beach, which becomes a safety issue when the swell comes up.

As early as 1970, Bill Wakeman and Jack McAleer started something called the High School League. Redwood High School's Russ Silvestri called them up wanting to know how to start a team. "Pay your money and show up!" said McAleer.

In the mid-1990s, Jack Allen was the junior advisor at Monterey Peninsula Yacht Club. "I recommended a transition from the exclusive use of Lasers to the purchase of Optimists and FJs. We got two FJs and two Optis with funds raised at the annual auction and from the sailing foundation. This allowed the Monterey juniors to attend sailing competitions in the Bay Area." The Sea Otter Regatta was born when the club decided to host an event in Monterey.

"The first year we relied on parents and volunteers to help," said Allen. "We were ambitious those first two years, attending the Rose Bowl Regatta in Southern California and the Redwood City Regatta. We did not fare well in those events because we were novices and lacked good coaching. As a result, I recruited Cam Lewis to coach and run the program." MPYC Junior Commodore Carrick Pierce helped secure an inflatable chase boat.

"The Sea Otter started in 1997," said Lewis, who was a high school coach at the time. "While small, that first regatta was a lot of fun and was considered a success. I think it was the following year, 1998, that two Santa Cruz teams came down, so we had five in all." In the next couple of years teams from Redwood City, Marin Academy, Marin Catholic and Alamos started attending the regatta.

When Ray Ward became involved, the numbers were growing, and PCISA wanted another Northern California 'counter' regatta. "PCISA president Tim Hogan eventually brought a few teams up from Southern California," said Ward, "and they were impressed with our conditions and ability to run a quality regatta. It was suggested that the Sea Otter become a counter regatta, as the numbers were rapidly growing."

Today the Sea Otter provides an opportunity for Southern and Northern California coaches to meet and discuss common issues and goals. Another aspect of the Sea Otter involves youth development. About 100 kids go through June/July outreach programs, which are subsidized to give youngsters a free membership for a year. Many of these kids continue on to high school or yacht club sailing.

The Monterey event is rapidly reaching capacity levels, and the need for another Northern California PCISA regatta may be considered, but that will not diminish the popularity of the Sea Otter Regatta.

— lyn hines

VENUS' LAST TRANSIT —

In the moonless pre-dawn hours of September 25, the Corsair 37 trimaran *Transit of Venus* was moving along nicely on a beam reach under a triple-reefed main and single-reefed jib, with only 625 miles to go on her homeward delivery



There are all sorts of things that can go 'bump in the night' out there. 'Transit' passed close to this overturned hulk, which the crew guesses may be a Japanese fishing vessel.

from Hawaii. After an initial nine days of slamming into headwinds, the delivery crew, Captain Marc Gounard, 58, Arnie Thompson, 57, and Tom McCauley, 66, were all thrilled to finally be reaching at 8 to 12 knots in 20 knots of breeze.

At 1:15 a.m. Tom, who was alone on watch, slipped belowdecks to grab a snack, while Marc and Arnie lay nearby trying to catch some much-needed sleep. Suddenly — *bam!* — the lightweight tri lurched to a halt. She had hit something very solid.

Marc and Arnie were jolted awake immediately, while Tom tumbled across

Once aboard the 'Golden Heiwa', the rescued crew was well cared for by the ship's light-hearted Filipino crew. Standing, left front, are Marc and Arnie. Standing, right, are Tom and jovial Captain Everson Cajatol.



the cabin from the companionway to the forward bulkhead. As Arnie wrote later, "I rolled out of my berth and reached for the starboard cabin light, only to find six inches of bare wire hanging down from the ceiling. Rubbing my eyes I reached for the other starboard cabin light and found bare wire there too."

Up on deck, the three men immediately began assessing the damage. Given the low visibility of that dark night, they never got a glimpse of what they had hit, but whatever it was, it had taken a terrible toll on the spritely tri: The entire forward section — roughly 10 feet — of her starboard (leeward) ama had been torn away and either it, or another object, had crashed up through the forward trampoline netting and into the main hull, striking it with such force that it shattered the large center salon port and cracked another, while sending the ceiling light fixtures flying. The blow cracked the main hull at deck level as well as the cabintop, and its inertia broke a stainless steel fitting on the radar arch, aft, causing the whole unit to pivot forward at about 45°.

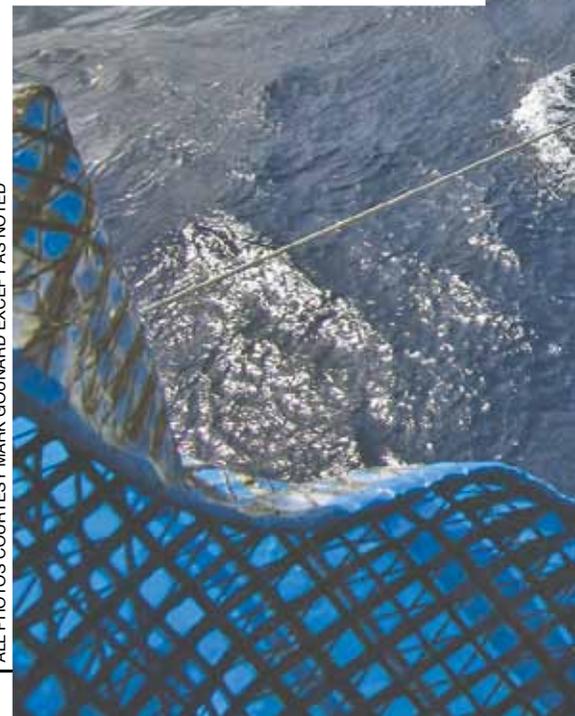
Confident that they were not in any immediate danger of sinking or capsizing, the three men dropped the jib, called owner Rich WaltonSmith via satphone to report the incident and waited until first light to assess the situation further.

Two bulkheads compartmentalize the amas, one of them just aft of the break point. Nevertheless, Marc found that the center compartment was full of water also. After about 20 minutes of bailing with a bucket, he had it emptied, but saw that there was a 2x4-inch hole on the inboard side. In addition, the outer skin of the ama was delaminating, which allowed additional water to seep in continuously. He did what he could to slow the leak with pieces of a towel. Ultimately, the men decided to fill the compartment with all the buoyant items they could gather: six empty 5-gallon

jerry jugs, eight 2.5-gallon jugs, plus four fenders.

By about 10 a.m., having stabilized the buoyancy as best they could, the men were ready to test the possibility of sailing on port tack — the essential tack to get them home. The breeze had accelerated a bit, and was expected to increase in the coming days as they neared shore.

No sooner had they hoisted the jib and filled the sails than the crippled leeward ama sank beneath the surface. Due to its blunt bow, it acted like a sea anchor, braking the boat's forward progress while the windward ama lifted high out of the water. "That was it," recalls Marc, "I knew right then that we could never sail home safely like that. We were likely to capsize and someone could get killed." It would have been a different story if there had been



ALL PHOTOS COURTESY MARK GOUNARD EXCEPT AS NOTED

BAD NIGHT ON THE OCEAN

a way to get home on starboard tack — with the wounded ama riding high — but that wasn't the case.

Up until that point, Marc had been determined to fulfill his mission and get the boat home, despite the collision. He has worked as a professional sailing coach and delivery skipper for decades and has sailed around the world with his family aboard their home-built 33-ft cat *Imani*. In all that time he had never before had to call for assistance, but in this situation, he saw no alternative.

Around 1 p.m. he called Rick Waltons-Smith with the bad news about their sailing test and alerted him that they saw no alternative to calling for rescue. "Rick was totally supportive," remembers Marc. "He said the safety of the crew was the important thing." Fortunately, the boat was insured.

Rick had previously been in touch

Below: The unseen attacker snapped a 10-ft section off the starboard ama. Left: The cabin top was crunched in and ports were broken.

with the Coast Guard to apprise them of the situation. He passed on their instructions to Marc to activate the EPIRB in order to get the rescue process started.

Several hours later a Coast Guard C-130 was overhead, hailing the stricken sailboat on VHF. Turned out there was a naval vessel as well as three cargo ships in the area, the closest of which — only 15 miles away — was the 738-ft bulk carrier *Golden Heiwa*, which was steaming from China to Panama. About an hour later she arrived from the west, and on the second attempt pulled alongside the tri to windward. After the sailors' gear bags were hoisted aboard, they jumped overboard, swam the short distance to the cargo nets and clambered aboard without incident. The first shower



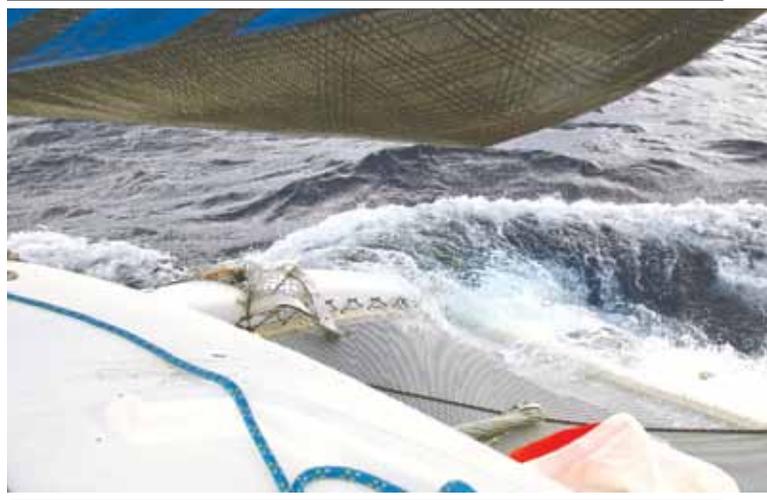
LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Seen here on her approach to Hawaii, 'Transit of Venus' was in her glory — one of the first two multihulls to ever race in the Pac Cup.

the men had taken since leaving Hawaii did a lot to elevate their moods.

Meanwhile, *Transit of Venus* was left to drift with a jib up and both her running lights and a strobe light shining — it would have been difficult to scuttle such a boat, even if the Coast Guard had asked them to. At this writing, nearly a month after the mishap, the trimaran's Yellowbrick tracker is still pinging out her position — roughly in the same spot — and it's likely to do so for a long time to come. The boat's batteries were dry and intact, as were the solar panels that charge them. Who knows, perhaps the battered tri will eventually make it back to the West Coast after all. Although the hull is effectively totaled, there's all sorts of valuable gear aboard, including the jib, main, screecher, code zero, two asymmetrical spinnakers and a storm jib.

When the jib was hoisted and sails were set, the stubby ama sank below the surface and acted like a brake.



VENUS' LAST TRANSIT

Due to weather conditions at the time of the crossing, *Transit's* track was, by necessity, more of a direct Great Circle route than would normally be taken by boats returning from Hawaii races. That may have put her at greater risk of encountering dangerous debris. But lots of Pac Cup boats saw debris in other latitudes also.

Although a recent study publicized by the National Academy of Sciences states that a great deal of plastic has disappeared from the surface of the oceans — possibly having been absorbed into the food web — there is still plenty of big stuff out there, particularly debris from the 2011 Japanese tsunami. NOAA has set up a special project to monitor it (check it out at marinedebris.noaa.gov). Based on the accompanying graphic, it would appear that almost any route back from Hawaii would be like running a gauntlet of potential disaster. Recently,



Looking at this NOAA graphic showing high concentrations of tsunami debris, it's a wonder there aren't more disabling encounters either going to or coming from Hawaii.

a huge wayward dry dock came ashore in Hawaii, for example, and before their collision the *Transit* crew spotted both an overturned 40-ft fishing boat and a huge field of fishing nets and buoys.

What can you do to minimize the risk?

Hawaii-based weather router Rick Shema of *WeatherGuy.com* suggests:

- Try to pick a route around the greatest known concentrations of tsunami debris.
- Keep a bow lookout during daylight, especially when transiting known areas of debris.
- Reduce speed at night to minimize damage, should a collision occur.
- Pre-plan for potential damage and carry repair materials.

Ultimately, though, with all the debris that's out there, crossing to and from Hawaii will be a bit of a crap shoot for the foreseeable future. As other Hawaii racers consoled Rick on the loss of his boat, many admitted that hitting unseen debris was their biggest concern offshore. So, will Rick get another boat? "Absolutely."

— *latitude/andy*

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ENSENADA, BAJA CALIFORNIA

SEASON CHAMPIONS, PART I —

The flip of the calendar page from October to November is a good time take a deep breath, pause to reflect on this year's summer sailing season, and recognize the successes of the year. In this first of three installments, these local fleet champions will get us off to a good start celebrating the accomplishments in the various 2014 Bay Area racing circuits.

If you pay close attention, you may notice that some names are mentioned in more than one profile.

Let the party begin!

Vanguard 15 — #7401

Al Sargent/Maddy Eustis, StFYC

A record 51 Vanguard 15s raced out of Treasure Island Sailing Center in Clipper Cove this year. "This was due to a great charter program set up by Pete Trachy



Al Sargent

to get new sailors into the fleet," explained fleet captain Al Sargent. "It's the best deal on the Bay: The \$25 daily charter fee gets experienced dinghy racers a boat, entry fee, and dinner/drinks. You'd be hard-pressed to have dinner and drinks for two people at the price."

Because of the daily charters, a wide variety of competitors showed up, including a 2012 49er Olympian, Erik Storck, and a current Laser Radial Olympic hopeful, Claire Dennis. "We are very happy to have such good sailors come out to race with us," said Sargent.

The season started off with a boat-tuning session on the first Thursday in April to help new fleet members get up to speed. Racing began the following Thursday and continued weekly until after Labor Day. "That's 22 days of racing, with an average of six races a night, so around 132 individual races." Sargent did the math. "Given that it costs \$166, that's about \$1.25 a race – again, one of the most economical ways to race on San Francisco Bay."

Scoring works like this: Each night you get points for the number of boats you beat plus three points, so a first out of 16 boats earns 19 points. Your best 12 nights count. Nights outside your best 12 earn you three points for participation. Sargent scored the most points: 217.

"We finally figured out how to keep up with other boats downwind. This includes knowing when to jibe or bear away to make maximum use of puffs."

Sargent noted some highlights and lowlights: "Every day that's windy enough to plane upwind is a highlight. We probably had about five of those days this season."

"The lowlight was when I discovered, about four days before our first race, that my newly purchased boat had a hole in the drain tube, which meant it would sink if not repaired. Luckily, Rufus Sjoberg was able to fix the boat in time for our first race."

2) #1203, Dan Altreuter/Claire Pratt, NoYC; 3) #1629, Matthew Sessions/Avery Whitmarsh, SFYC (51 boats)

El Toro Senior — Cygnus

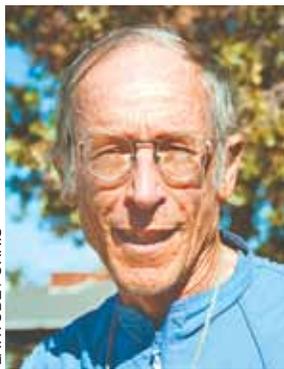
Art Lange, FSC/HPSC

Like Al Sargent, Art Lange will look familiar to regular readers of Season Champion features – Lange won the El Toro Senior Series previously in 2008, 2011, 2012, and 2013. This year, he locked up the season at Richmond YC's Totally Dinghy in September, with two more regattas – October's Stampede and Corkscrew Slough – left to go.

"It was an interesting series," said Lange. "Fred Paxton and I were finishing first and second in almost all the races. In the aggregate, I got more firsts. The races where Fred beat me, he was slower but went the right way."

"A season like that happens once per lifetime, when everything goes right," he concluded. "When the wind gods smile on you, you look like a genius."

2) Hippo, Fred Paxton, RYC; 3) #11815, John Pacholski, SCYC. (31 boats)



Art Lange

LATITUDE / CHRIS

El Toro Junior — #11854

Josselyn Verutti, SCYC

The Junior El Toro season is shorter than the Seniors' – it consists of five regattas as opposed to 10 – and includes the Junior North Americans at Stockton Sailing Club and the West Marine Fun Regatta in Santa Cruz.

"I was very fortunate to win each of the five regattas," said 2014 champion Josselyn Verutti. "The most prominent of the five was the Junior North Americans held in July on the last day of Stockton Sail Camp. Since I won the North Americans, I also won the top female finisher trophy. This was very exciting because I am the fourth girl to ever win the North Americans in 60 years, and the first girl to win the North Americans from Santa Cruz YC."

Verutti has been sailing El Toros since she was eight years old. "Ever since I started racing, when I was 11, I have had my heart set on winning the North Americans, and this year I was finally able to do it!" SCYC also named her El Toro Junior Yachswoman of the Year.

El Toro sailors transition from Junior to Senior status at the age of 16. "Since I am now 15, this was my last year of sailing El Toros as a Junior, so I have been transitioning into a Laser Radial in the Advanced Program and a CFJ with the SCYC Scholastic Program, representing the newly-formed Kirby High School team."

As well as sailing the El Toro, Laser Radial and FJ, Verutti has been skippering her Moore 24 Mercedes. "In August,

Josselyn Verutti



LET'S GET THIS PARTY STARTED

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



WWW.NORCALSAILING.COM

I raced in the Moore 24 Nationals in Monterey with crew from SCYC who were all under the age of 23. Racing so many different boats has really opened my eyes to the world of sailing, and it has helped me grow as a sailor and be much more versatile."

"Josselyn was sailing with us on the Moore before she could walk and was a helm hog early on," said her mom, Tina.

Josselyn's father, Joel, died of a brain tumor in February of 2011. "Joel's greatest joy was to see her sail," said Tina, "and he made me promise to let her skipper the Moore when she was ready. That was in the 2013 Nationals during Made in Santa Cruz Race Week."

2) **Raging Bull**, Trevor Foley, SCYC; 3) **Bull Shark**, Connell Phillipps, RYC (23 boats)

Etchells Fleet #12 — Imp Dale Hoffman, NoYC

Dale Hoffman last won an Etchells season championship in Chicago – in 1977. His crewmembers for this year's success were Eric Johnson, Jeff Holder, and Billy Mastrangelo.

For *Imp*, the highlight of the 26-race season was the big breeze – and big fun – at SFYC's Elite Keel in May on the Berkeley Circle.

Kame Richards and crew on 'Golden Moon' had another stellar year of racing. This is 'GM's fifth Express 37 season championship.

Future plans for Hoffman include the Etchells 2015 PCCs, the 2016 North Americans, and the 2017 Worlds, to be hosted by San Francisco Bay's Fleet #12.



Dale Hoffman

Lifted, who placed tenth at Worlds, first at the Nationals and fifth at the North Americans.

"There's plenty of Etchells out there that can be had for a fraction of what they're worth," said Hoffman. "If you're interested in putting an E22 effort to-

The 95-boat 2014 Worlds, held in Newport, RI, attracted three entries from the Bay Area, including another notable fleet member, Jim Cunningham on

gether, we would be happy to help you find a boat. If you're sailing San Francisco Bay on an E22, you're having a good time." The self-proclaimed Etchells evangelist can be contacted through the fleet's website, www.sfetchells.org.

2) **JR**, Bill Melbostad/Steve Fentress, SFYC; 3) **AARP**, Vern Neff, RYC. (10 boats)

Melges 20 — Kuai Daniel Thielman, CYC

The Melges 20 SF Bay Season Series consisted of the Elite Keel, the Summer Keel, the PCCs and the North Americans, all hosted by SFYC.

Daniel Thielman has been racing Melges 20s for the past four years. "The Melges 20 is a very technical boat to sail, with one of the most competitive fleets on the water, which makes it the perfect training platform for my big-boat program." Thielman also campaigns the R/P 44 *Tai Kuai*.

"I treat the helm the same on both boats, always trying to keep a constant angle of heel. The Melges 20 helps me pick up on the nuances of driving a big boat that I otherwise wouldn't recognize.

"It was great to win some of the local regattas, but I was reminded how much everyone steps up their game for a major championship – several of the local teams placed ahead of us at the Audi Melges 20 North Americans.

Although *Kuai* came out on top of a lot of races this season, Thielman says they rarely led the whole way around the



Daniel Thielman

course. "The key to our success was our ability to grind teams down by sailing consistently in every aspect of our game. We sailed especially well around the leeward mark, which paid huge dividends, not only in the 20 but in every fleet we

SEASON CHAMPIONS, PART I —

competed against this season."

Crewing on *Kuai* were tactician Seadon Wijsen and Auric Horneman. "With more local regattas, more boats, and the Worlds at SFYC next year, the racing will be even tighter," said Wijsen, who is also the class rep.

2) **Flygfisk**, Tom Kassberg, SFYC; 3) **Makaira**, Skip Shapiro, RYC (8 boats)

Santana 22, Oreo **Garth Copenhaver, SSS**

The 2014 Santana 22 championship title is a repeat performance for Garth Copenhaver on *Oreo*. "I was more relaxed this season than last season," said Copenhaver, "and I focused more on getting to know the folks in our fleet. Our fleet is really quite supportive of each other. For example, Jan Grygier, owner of *Carlos*, convinced me to join forces and take *Oreo*



Garth Copenhaver

to the Nationals in Monterey. We quickly pulled together his car and Anna Alderkamp's trailer, and raced together with Kristy Lugert from *Kitten* — an example of fleet camaraderie.

"I ended up winning the tie-breaker to beat *Byte Size* for the summer season. I had to work for it. I spent the week before the final YRA race obsessively thinking about tactics in the South Bay with currents and wind shifts. Anna on *Byte Size* was two points ahead of us. We needed two bullets to defend our championship. After beating her in both races I actually felt a little sad that she didn't get to win. I'm basically a softy and want everyone to win that wants to, but you would not have known this sentiment of mine when I yelled at her, 'No way, Anna! You have no overlap!' We spent the next day cruising together and laughing about it."

Oreo's crew were Al Sargent (yes, the same Al Sargent who won the Vanguard 15 series), Ethan Sargent (age 10), Emily Shaw and Kristy Lugert. "Al and I have been racing together since we were kids, and his boy Ethan is now in the Opti Green fleet at SFYC. Emily is an ex-Tufts varsity sailor, and Kristy is the owner of the Santana 22 *Kitten*."

Despite damage from being T-boned



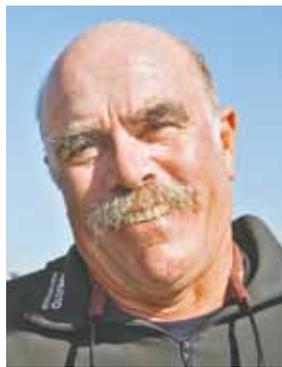
LATITUDE / CHRIS

by another *Tuna* in YRA Summer #2, Grygier's *Carlos* placed third.

2) **Byte Size**, Anna Alderkamp, TISC; 3) **Carlos**, Jan Grygier, RYC. (7 boats)

Express 37 — Golden Moon **Kame Richards, EYC**

Yet another repeat offender, *Golden Moon* has won the Express 37 Season Championship five times: in 2009, 2011, 2012, 2013, and 2014.



Kame Richards

the sails up and down, get the boat around the corners, and have fun."

For Richards, the crew on *Golden Moon* is the highlight. "Spending a day

'Chance' placed second at the 2014 Rolex Big Boat Series, but captured the local J/120 fleet's season championship.

with them is a real privilege. They are a great group of folks who work constantly to improve their skills and share their knowledge. Our learning curve is still going up!" This year's crew included boat partner Bill Bridge and his wife Michele, Kame's wife Sally and daughter Aimee Daniel, Tom and Eliza Paulling, Mike Mannix, Rebecca Hinden, Jason Westenberg, Brent Draney and his son Jeffery, Jeff Angerman, Larry Tuttle, Buzz Blackett, Dave Little, Dave McMurry, Don Teakell, Jeanette Daroosh, and many more.

Some other key factors in *GM's* success: "We trust that we have the boat speed, so we can work on different starting-line slots," said Richards. "Stated differently, we don't have to win every start, so we study starting in different locations. We probably do 10 or 12 jibes before the first race of each day. Also, we are constantly trying to be more conservative when we are doing well."

"We have had several post- (and pre-) mortems with the Express 37 class to try to help people sail smarter and faster,"

LET'S GET THIS PARTY STARTED

said Richards. "The focus is on individual races or race series. In post-mortems, we talk about the wind and sea state that we experienced on that day. This means we can talk about specific backstay settings and jib leads rather than generalizations about sail settings."

The lowlight of the season was when Eliza Paulling broke her arm during Rolex Big Boat Series. "This sort of thing is not supposed to happen in sailing," said Richards. "She is an essential part of our organization."

2) **Stewball**, Bob Harford, BYC; 3) **Expeditions**, Barz Schneider, SFYC. (11 boats)

J/105 — *Blackhawk* Ryan Simmons, SFYC

The Simmons family has been racing in the J/105 fleet for eight years now. Scooter Simmons, the J/105 champion in 2009, 2010, and 2012, turned the *Blackhawk* program over to his son and daughter-in-law, Ryan and Kristin, last year.

"It was a great year of sailing," said skipper Ryan, "and we had an absolute blast in each regatta."

The 30-year-old Ryan was the skipper for the majority of the regattas. "I missed one regatta to support my best friend as his best man in his wedding in June back in New York. Luckily my dad, Scooter, was able to step in and drive *Blackhawk* for that regatta, finishing a very respectable second place and taking a couple of bullets as well. I also missed a Saturday during one regatta to attend my



Ryan Simmons & Kristin Mayberry

brother's college graduation. Of course, my dad was at the graduation as well, so our tactician, Brent Draney, stepped in and drove that day."

Ryan tried to sail with a consistent crew from regatta to regatta. "We put a

lot of value on a steady crew. Our main crew, who sailed about half of the regattas together, consisted of Brent Draney (main trimmer/tactician), John Claude (headsail trimmer), my wife Kristin Maberly (pit), Matt Clark (mast), and Jon Rosen (bow). Each crewmember missed at least one regatta throughout the year, which really signifies just how strong and deep a program we have built. Behind the scenes, Lindsay Browne helps manage the program and makes sure that each day we leave the dock with the best possible chance to win."

Having served in all other crew positions, this was Ryan's first season at the helm. "Without a doubt the highlight of the year was how competitive we turned out to be," he said. "Our goal was to simply be competitive, continue to improve throughout the season, and give our best effort at Rolex Big Boat Series. We ended up winning the first three regattas at the beginning of the season, and, except for a single day of Big Boat, we won at least one race every day we left the dock."

"Even days that we did not perform as well as we desired, the team kept a great attitude and we always made it fun. I love sailboat racing, and the worst part about driving was that I didn't have time to look around and appreciate the incredible scenery of the San Francisco Bay."

"Another major highlight for us on a personal level was taking two weeks off work to race Big Boat Series, and then Kristin and I were married the following Saturday in Lake Tahoe. It was a really special and memorable time for us."

Simmons believes *Blackhawk's* success this season can be attributed mainly to boat speed. "We put a lot of time and effort into making sure we set ourselves up to succeed, and much of that happens well before we leave the dock. Upwind, we pride ourselves on being the hardest hiking boat in the fleet, and every photo I've ever seen, as well as the bruising and complaining from the crew, prove that to be the case. We go into every single race with the same game plan: Get a clean first-row start, go the right direction, minimize mistakes, and let the boat speed take over."

"It is such a close and competitive fleet that we get to experience a lot of boat-on-boat situations, which is without a doubt the most exciting aspect of racing in the J/105 fleet. Off the water, the camaraderie amongst the fleet is amazing as well. As competitive as we are when racing, once back on land everyone is

friendly, smiling and having a great time together, it makes the entire experience rewarding and worthwhile."

2) **Mojo**, John Case/Jeff Littfin, NoYC; 3) **Go-dot**, Phillip Laby, NoYC (26 boats)

J/120 — *Chance* Barry Lewis, StFYC

Chance has raced every year since 2002 in the J/120 One Design Class, which owner Barry Lewis calls "the best large one design class on the Bay. I say best, because we consistently have very tight racing with frequent lead changes and multiple boats finishing together. We also have Corinthian skippers who are a delight to compete against."

"The J/120 class has always been very competitive, and this year was no different, particularly in Rolex Big Boat Series, which we were really geared up to try and win."

Despite their best efforts, they placed second for the third year in row (*Peregrine* won the J/120 class at Rolex Big Boat Series).



Barry Lewis

However, earlier in the season, *Chance* hit her stride with everything going right in the SFYC June Invitational. "We ended up with five bullets, something we had never done before," said Lewis.

The crew aboard *Chance* were Seamus Wilmot and Matthew Sessions, tactics; Scott Kozinchik, main; Michael Redmond, Christian DiCarlo and Matt Gingo, trim; Amy Clark and Anne Alward, pit; Aaron Elder, mast; Sean Ross, Wood Banthin and Bryan Murdock, mid-bow; and David Krausz, bow.

"Winning the Season Championship – even if only by a few points – for the fourth year in row was really satisfying for the entire *Chance* team," said Lewis.

2) **Peregrine**, David Halliwill, Oakcliff Sailing; 3) **Mr. Magoo**, Steve Madeira, StFYC (7 boats)

Even as you read this, we're already working on the next installment. We'll have many more tales to tell of winning ways in the December and January issues.

— latitude/chris

BAJA HA-HA PROFILES, PART III —

Having observed 21 Baja Ha-Ha registration cycles, some patterns of behavior have become completely predictable to us. For example, just as there will always be those who can't wait to sign up as soon as entry portal goes live on May 1, there will also be those who wait until the last minute to register for fear of not having the boat ready, not having broken away from the daily grind, or simply being procrastinators by nature.

The ralliers you'll meet in these pages fall somewhere into that latter category — in fact, we fully expect that some of them will be installing upgrades and touching up their brightwork even after the October 27 start of this San Diego-to-Cabo San Lucas pilgrimage. Nothin' wrong with that because as every veteran cruiser knows, the boat chores never end, but the changes of scenery are delightful.

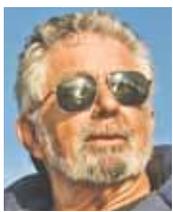
Here then are the final entrants in the Baja Ha-Ha Class of 2014. (Listed in the order in which they signed up.)

Moana Makini — Baba Panda 35 Calvin & Lori Hastings, Coronado

Calvin, 50, an active government employee, and Lori, a still-active educator, "aren't going to have the fastest boat, but we're going to get there and expect to have a frolicking good time." If you don't count Calvin's 24 years in the Navy, this will be their first cruising beyond Southern California.

Distant Drum — Idylle 15.50 Harry Hazzard, San Diego

Having done the Ha-Ha for the last seven straight years, Harry, 67, retired from the tech field, might be in a rut. But it's a good rut. His Frers design has been to the Caribbean, Hawaii and the South Pacific, while Harry has "too many offshore passages to list." After the Ha-Ha, he plans to continue on to mainland Mexico and Central America. "It's all about the adventure," he says.



'Distant Drum'

***Mia Zoi — Beneteau Oceanis 411 George Papadakis, Bellevue, WA**

'Yorgy', 71, is an "investor" while his wife Christy is retired. It's going to be a family affair aboard *Mia Zoi*, as crewing for them will be son Nathaniel, 43, a musician, and daughter-in-law Cheryl, a real estate agent. Wait, there are two more! Granddaughters Mia, 10, and Zoe, 8, after whom the boat was obviously named. Yorgy has been sailing for 50

years to places such as the Bahamas, Greece, Italy, Corsica and France. "Yo no soy marinero," he proclaims, "yo soy capitan!" White sails only.

Spinnaker — Corbin 39 CC John & Jennifer Gleadle, Surrey, BC

John, 64, a retired designer, and Jennifer, a retired banker, will be assisted by Diesel the cat. The trio started sailing about 10 years ago, and have owned the boat for three. "My Irish friend keeps saying that we're doing the Ha-Ha for the craic, which is Gaelic for "news, gossip, enjoyable conversation and fun." The couple's longest passage will be getting to the Ha-Ha start from Vancouver. "We have no future plans, but may circumnavigate."

Kitehawk — Eggert 42 Dirk Sherbina, Sacramento

Dirk, 61, a retired boat captain, has entered one of the few wood ketches in this year's Ha-Ha. Lady friend Robin Leonard, a consultant, will be his crew.



'Kitehawk'

Dirk sailed to Hawaii on another boat, but has also sailed *Kitehawk* south to the Sea of Cortez and north to Fort Bragg. Having done the latter, he and Robin are looking forward to "warm skies, warm water and warm hearts."

Invictus — Chris Craft 35 Glen Miller, San Diego

When you read 'Chris Craft', you probably assumed motorboat. But Glen, 71, a retired business owner from Pahrump in the Silver State, owns a masthead sloop that was designed by the venerable S&S firm. Larry and Maria Vanrickley, business-owner friends, and Chica their black & white Chihuahua, will round out the crew. Although Glen and *Invictus* have already made it from San Diego to the Caribbean, he plans to head to the Sea of Cortez after the Ha-Ha. White sails only.

Veella — Hylas 44 Doug & Josette Schmer Stateline, NV

Doug, 50, a retired air traffic control-

ler, and his wife Josette will be assisted by fellow air traffic controller/awesome photographer Steve 'Mo' Lester and wife Carol 'Bomber' Lester, an artist. Doug and Josette started sailing in 1992. "We



'Veella'

moved onto our first boat, an Islander 32, right after we were married — even though neither one of us had sailed before. We've been waiting to do the Ha-Ha for 22 years." What's their attitude toward the Ha-Ha? "Nipples hard, nose runny, time to head where it's warm and sunny." Future plans? "Ain't coming home." No. 1 go-slow feature? "Josette's washer/dryer."

St. Claire — Brewer 44C Kevin Abbink & Daniel Maynard Cabrillo

Co-owners Kevin Abbink and cousin Daniel Maynard of Lake Forest are, at 30 and 35, two of the youngest boatowners in the fleet. Yet they'll be stylin', as St. Claire has two roller furling headsails, in-boom furling on the main, AC, television — the works. Kevin is self-employed, while his cousin Daniel is a digital strategist. "We're looking to meet new people, have new adventures, and expect to have a blast during the Ha-Ha." After going to La Paz, they plan to head to Panama.

Osprey — Pacific Seacraft 34 Jim Doty, Bellingham, WA

Jim, 62, a retired civil/hydrologic engineer, will have Dave Scherer, 54, a mechanical engineer as crew. Zona

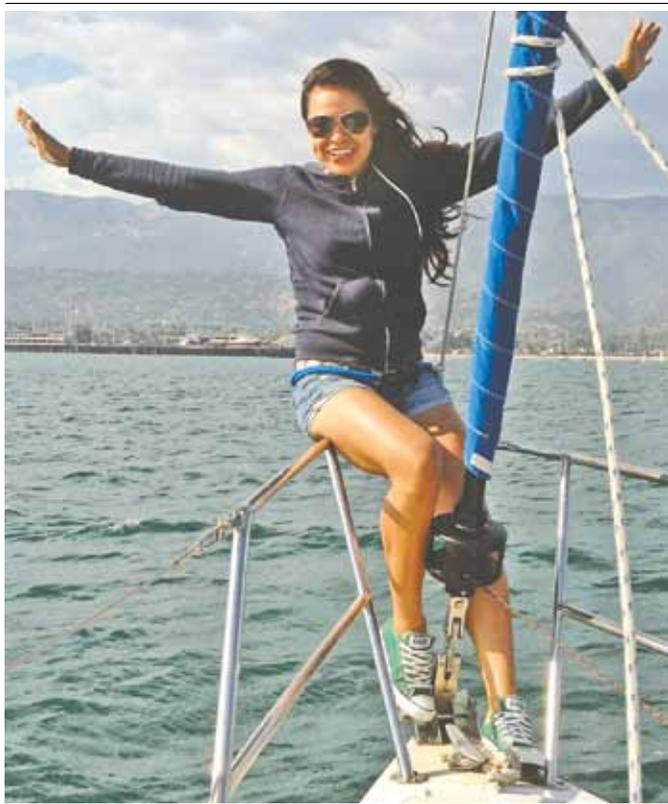


'Osprey'

Raelson, an RN, will round out the crew. By the start of the Ha-Ha, Jim's longest passage will have been getting to the starting line, but the boat's first owner did a circumnavigation with her — and wrote a book about it. After a couple of months in the Sea of Cortez, Jim plans to cross to Hawaii on his way back to the Pacific Northwest, and is looking for folks with similar plans.

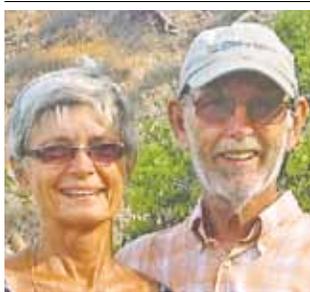
Pied-a-Mer III — Seawind 1160 Eric & Pamela Sellix, Clatskanie, OR

Eric, 70, is a retired restaurant owner, while Pam is a retired teacher and res-



Meet Angelica, the human figurehead of Gabriel Rodriguez' Santa Barbara-based Catalina 34 which he aptly named 'Rejoice'. (See page 91.)

restaurant owner. Gluttons for punishment, at one time they had three restaurants. Bob Hulegaard, 53, a programmer, and Robin Fouche, an executive, will be



'Pied-a-Mer'

their crew. Eric started sailing "as a child", while Pam started "as a senior citizen". The couple say their cat is heavy because "everything we own is aboard her." They are vets of last year's Ha-Ha, and will be continuing on to the South Pacific.

Eliare — Brewer 38

James MacDonald, Vancouver, BC

James, 58, from Edmonton, describes himself as simply "retired". He must be a nice guy, because he entered the Ha-Ha "because friends wanted me to." Friends include Jeff Lucas, 23, Terrance Rugg, 58, and Barry Tonge, 55. Eliare is one of the few steel boats in the Ha-Ha. MacDonald has owned her for five years, and has been from Vancouver to Prince Rupert, and Vancouver to Seattle with her.

Carolee — Columbia 45

Dave Hornbaker & Colleen Doll
Ventura

David, 48, is a commercial fisherman from Fillmore, while his girlfriend Colleen is both a commercial fisherwoman and an online marketer. Columbia built the 45 in the early 1970s as their top-of-the-line luxury boat, but the couple now use theirs as one of the last under-sail commercial fishing vessels on the coast. "Our boat has holding tanks instead of beds," says Dave. The couple average 250 miles a week off Southern California chasing fish. Dave did the first Ha-Ha in 1994. White sails only.

No Ties — Jeanneau 49 DS

Robin and Cary Spencer
Marina del Rey

Malibu residents Cary, 63, an attorney, and Robin, a teacher, will have Ken and Linda Landis along. *No Ties* was the display boat at Pacific Sail Expo, and can be seen sailing across the Bay on the cover of Jeanneau's promotional material. "We live aboard and have made so many upgrades that when the broker came back later, he took photos for Jeanneau's designers," reports Cary. The Spencers have visited Mexico many times and "love it".



'No Ties'

They spent a month on a friend's boat in Mexico last winter, and can't wait to get south on their boat.

Patina — S&S 40

Darrell de Fabry, Dana Point

Darrell, 67, a retired chief financial officer from Encinitas, will be joined by his wife Beth, an accountant. Jim Shockey, 58, will be along as crew. "I've owned *Patina* for 16 years, and personally restored her from a painted wreck to a bright and beautiful lady," reports Darrell. Having

sailed since 1960, the couple sees the Ha-Ha as the start of a "great adventure" that will take them to the Panama Canal and on into the Caribbean.

Triton — Leopard 45 Cat

Robert Kane & AnnMarie Powers
Emeryville

Rob, 55, a retired systems engineer, and wife AnnMarie, an enrolled agent CFO, will be sailing with AnnMarie's sister, Judi Powers, a software engineer, and Marko Schmale, 55, a river rafting guide. "This time for sure!" is the group's motto. When they announced they were doing the 2013 Ha-Ha, friends started a pool as to when they would actually head south. "The closest guess was 'sometime in 2014, maybe.'" They will continue to the Caribbean — "if the money holds out."

"Our boat has holding tanks instead of beds."

***Flying Squirrel — Dehler 41 DS**

David Johnson & Amy Cooperider
San Francisco

Dave, 46, a software engineer, and Amy, an aerospace engineer and wilderness first responder, will be joined by sons Morgan, 12 and Matthew, 10. "Not only did I fall far from the tree," says David, "I was picked up and thrown into an orchard across the road." It's his way of saying that, like the Grand Poobah, he didn't grow up in a sailing family. Amy's attitude toward the Ha-Ha is: "Here's our chance to get away from it all." The four plan to continue on to Central America, but will return to San Francisco by July of 2015.

Arctic Tern — Nordic 40

Graham Wilson, Whitehorse, YT

Graham, 52, a writer, will have hotel owner Carson Schiffkorn along as crew. Graham started sailing as a child, but has only owned the *Tern* for six months — which was shortly after she returned from a two-year circumnavigation with former owner John Garteiz. But don't expect him to go around or travel from pole to pole as real arctic terns do. "I'm not in a rush to get anywhere because wherever I am is usually just fine." The 'wherever' he plans to be for the next two winters is the Sea.

BAJA HA-HA PROFILES, PART III —

Reprieve — Horstman 38 Tri Star **Nathan & Cindy Walter** **Channel Islands**

Cindy, the captain, is the mom to two-year-old Grace, hit of the Ta-Ta, while husband Nathan, 32, is the dad and a programmer.

"We heard about the Ha-Ha from our friends on the cat *Lil' Explorers*, who did the Puddle Jump this year, and decided that leaving the country with 120+ other boats is a great way to start our cruising life. After the Ha-Ha, we'll slowly



'Reprieve'

cruise the world as a family to enjoy our beautiful planet one ocean at a time. We don't plan to come back to the U.S. for at least 10 years."

Gypsy Wind — Hunter 40.5 **Jim and Liz Lee, San Diego**

Jim, 60, a retired engineer, and Elizabeth, a retired audio engineer, are hoping the third time is a charm. "If nothing breaks or falls apart, this will be the year that we actually go all the way." The two have been sailing since the 1980s, but primarily in local Southern California. "We entered the Ha-Ha for the fun, but beyond that our plans are written in the sand at low tide."

***Lorien — Ta Shing Panda 38** **Ed Starinchak & Melinda Lewis** **Bellingham, WA**

Ed, 49, an organizational psychologist, and partner Melinda Lewis, in human resources, will be sailing with Ed's sons J.D. Andrews, 19, and Jacob Andrews, 10, both students. Ed has owned the boat for 17 years, and has decided the Ha-Ha will be a great way to introduce his crew to the many joys of sailing and connecting them to the special breed of people in the cruising community. "They will be continuing on to the Marquesas, driven by the words of Jimmy Buffett: "Oh, yesterdays are over my shoulder, so I can't look back too long. There's just too much to see, in front of me, and I know that I just can't go wrong."

Serenity — Ranger 33 **Al Mason, San Diego**

Al, 48, who is in real estate management, will be sailing south with friends Dan Best, 61, a programmer, and Chuck Reynolds, 46, a nurse.

"I started sailing five years ago, have owned my boat for three years, but to date have only sailed her between San Diego and Catalina. This year will be the first step in my plan to cruise the oceans of the world. I even got new bottom paint."



'Al of Serenity'

WindRover — Whitby 42 **David Dowling, Lake Oswego, OR**

David, 69, a retired business owner and farmer, will be sailing with retired marina manager Joel Arthur, 60. David started sailing 61 years ago, and has owned his Whitby for three years. He's taken her as far south as San Diego and as far north as Port Townsend. "Common sense is not as common as it once was," he notes. "No kidding. He will spend the winter cruising in Mexico."

"We're not planning to come home any time soon."

Scarlet Fever — Jeanneau SO 509 **Paul Hofer, Wilmington, DE**

Paul, 51, a retired dentist from Studio City, has only been sailing for three years, but *Scarlet Fever* is his fourth boat already, and she has all the bells and whistles. He's only owned her for nine months, and has only sailed locally, but is "excited to make friends, learn more about sailing and cruising, and begin the adventure of sailing the world." Sailing instructor Geza Sinkovics, 59, will be his crew. After a winter in La Paz, he'll return home.

Rapture — Beneteau Oceanis 40 **Michael & Jan Powers, Anacortes, WA**

Michael, 54, a retired network consultant, and his wife Jan, are from Seattle and will have Katherine Blades along as crew. They've owned their boat for six years. "Friends had a great time on last year's Ha-Ha, so we decided to join. We're not planning to come home anytime soon."

***Grinn II — Hunter 49** **Brad & Aline McDougall** **Edmonton, AB**

Brad, 59, retired IT ops manager, and his wife 'AB', a court reporter, will be joined by their 17-year-old son Jake. They've been sailing for seven years, but have only owned the hotrod for two months. "We're jumping in with both feet," they admit. So far their longest passage on any boat was from Nova Scotia to Bermuda. After the Ha-Ha, "we're staying south and going farther south."

Rhumba — Catalina 36 **Thomas DeMott, Vallejo**

Thomas, 62, a property manager, will be doing the Ha-Ha with friends Grady Wills, 67, a veterinarian, and Jack Smith, a real estate agent. Thomas says he's "dreamed of doing this all my life". He only bought the boat three months ago, and hopes to sell her in Mexico and fly home. He did the Baja Bash in 2012, which may explain his thinking.

Spirit of Constellation — Cat. 36 **Tom Hammons, San Diego**

Tom, 65, a retired naval officer, banker and consultant, will be sailing south with Tony VanHouweling, 65, a retired naval officer and defense contractor, who did the Ha-Ha in 2010 on his own boat. "My boat is featured in a promotional photo for the new Bay Front Hilton Hotel in San Diego," says Tom, "as they used the photo in a flyer for a charity auction. My wife and I didn't recognize our boat until months later when we redeemed our stay at the hotel." Tom is doing the Ha-Ha based on the recommendation of friends who have done it as skippers and crew.

Astraea — Hallberg-Rassy 41 **Lee & Shelli Scifers, Olympia, WA**

Lee, 50, a retired Air Force pilot, and his wife, Shelli have been sailing since they were teenagers, and working toward cruising for 26 years. They see the Ha-Ha as "a great way to begin a clockwise loop around the Pacific." *Astraea* has been around the world at least three times with the previous owner as *Ludus Amoris*, including to Patagonia and Greenland. The couple expect to be gone a few years.

Thistle — Alden 44 **Malcolm & Laura Fortune, Inverness**

Malcolm, 60, and his wife Laura live in Stockton, and are retired owners of a



'Thistle'

commitment the couple needed to sail south. After Mexico, they may go as far as the East Coast and Europe.

Sail La Vie — Spindrift 43
William and Barbara Giltner
Newport Beach

Bill, 70, and 'Bee', a retired caterer, are from San Pedro. Pete Scott, 62, a mechanic, and John Sillers will be along as crew. The Giltners have owned the boat, which has been to Mexico three times, for seven years. "On the ocean she's like riding in an old Cadillac," says Bill. The couple are looking to meet other cruisers who share their dream, and intend to continue on to Central America.

Scout — Jeanneau SO 52.2
Greg Himes, Whitefish, MT

Greg, 70, has spent the summer teaching sailing in SoCal, but the three-time Ha-Ha vet on his own boats can't wait to get south again. "Scout has been cruising Mexico since 2009 with the previous owner and with me," he says. "I enjoy introducing friends to the wonders of the Sea of Cortez and the west coast of Mexico. My first Ha-Ha was 2006 with *Detente*, a boat I kept in Mexico for five years." He'll have five crew, including several over 70 — 'the new 49' — and "an obscene amount of Oreo cookies."

Unwinder — Catalina 36
Bob & Sandi Watson, San Diego

Bob, 70, a retired real estate broker, and his wife Sandi, a math teacher, live in Encinitas. "We bought the boat for easy cruising in Southern California, but found we liked going farther," they say. "Having read about the Ha-Ha, we had to find out if people were lying about it. We did it on another boat in 2012, and found out people had been telling the

sign company. The couple's boat, which is a vet of the Med, will be slowed by "three cases of Scotch, numerous pairs of 'cheater' glasses, and lots of hearing aid batteries". The Ha-Ha is the com-

truth, as it was lots of laughs with new and interesting people. A little trip to Baja will put our life back in balance. After two weeks, we'll bash back."

Seadra — DownEast 41 PH
Ed Chroromanski
Vancouver, B.C.

Ed, 68, an ichthyologist (fish scientist), will be sailing with Brian Short, 60, yet another engineer in the fleet. Ed has sailed for 29 years and owned *Seadra* for four years. "I love to sail in warm wind," he says. "My boat loves roller-coaster swells, and the large pilothouse windows let in a delectable amount of light." Ed did a circumnavigation of Vancouver Island in 2010, and has sailed from Vancouver to San Francisco and back.

Motu — Cross 40
Adrian Morgan
St. Thomas, US Virgins

Adrian, 62, a systems engineer from Sebastopol, will be sailing with Capt. Rory Kremer, a Ha-Ha vet. Adrian learned to sail at age 14 at the Lake Sequoia YMCA camp. *Motu*, a design from the 1960s, was built in the 1990s by Bob Dixon of *Stars 'n Stripes* cat and *Water World* trimaran fame. The tri has sailed from SoCal to the Virgins and back, as well as in the Sea of Cortez.

Itasca — Valiant 39

John & Becki Quinn, Anacortes

John, 62, is retired from real estate, while wife Rebecca is a clinical psychologist — who will not be setting up a couch on the beach at Turtle Bay to listen to your troubles. Ward Helvenston, 57, a stockbroker, will round out the crew. "How can a boat that is so tough be so pretty?" John and Becki wonder. It's already been from San Francisco to New Zealand, New Zealand to Hawaii, and Hawaii to Alaska. The couple are headed to Florida and the Caribbean,



'Itasca'

Adante — TransWorld Fantail 50
Kevin Rhone, Seattle, WA

Kevin, 47, a retired fireman with 30 years as a paramedic, girlfriend Susan Peacey, a counselor, and son Zach Rhone, 24, a woodworker, hadn't planned to head south for another eight years. "I've been sailing for 35 years and

we're sailors," says Kevin, "but we happened to have found an economical and seaworthy powerboat, so it didn't make sense to switch to a sailboat. All of our friends are sailors, and they love us for our ice machine. We're taking time out from life to find Chapter 2. We are in no hurry, so safety and less stress are paramount to getting anywhere."

***Intrepid — Islander 36**
Timothy Brill & Sons
San Francisco

Tim, 55, a pilot from Reno, will be doing the Ha-Ha with sons Alexander, 17, and Cody, 14, both of whom are students. "Adventure is an inconvenience rightly considered," says Tim. *Intrepid* was the Islander 36 Zac Sunderland used to solo around the world in 2008. "It's going to be great sailing with my two boys," says Tim, "but I'll have to sail back ASAP."

Carola — Young Sun 35
Cliff Smith & Mary Ann Paulazzo
Point San Pablo YC

"Paco", 59, is a retired pesticide enforcement officer for the state, and his wife Mary Ann is an occupational therapist. They live in Davis. Helen, Mary Ann's sister, an electrical engineer, and Michael Zeiss, 55, a senior worker health scientist, will round out the crew.



Meet the 'Carola' crew.

"So far," Paco says, "the boat has had three rules: 1) The owner had to marry someone whose sister is an electrical engineer; 2) We need to get to marinas before the last restaurant closes; and 3) Accept the fact that we will be making repairs during ocean passages." The couple plan to spend six months in the Sea of Cortez.

***Velvet Sky — Island Packet 35**
Scott & Cindy Smith, Boise, ID

Scott, 56, is a retired sales manager, while Cindy is a retired letter carrier. Zaden, 4, will keep them entertained and busy. "When I started sailing three years ago," says Scott, "I promised my wife warm water and sunny skies." The boat is now their home, and they plan to continue south after the Ha-Ha.

BAJA HA-HA PROFILES, PART III —

Paladino — Mao Ta Navigator 41 **Harland Harris, Napa**

Harland, 67, is a product safety consultant who has been sailing for almost 60 years. His crew will be Kat Gandas, "a walkabout pro", and Michael Mount, 46, who is in public relations. *Paladino* is "a combo of tradition and hi-tech additions." After the Ha-Ha, Harland plans to continue to the South Pacific, New Zealand, Australia, Thailand and Japan.

Dreamtime — Island Packet 45 **Phillip McManus, Chicago, IL**

Phillip, 73, a retired VP of marketing, says his group of experienced sailors are "looking forward to a downwind sail in blue waters and Mexican culture." He notes that "maturity comes with eccentric sailors." Or maybe vice-versa. His crew are Fergie Ferguson, 67, a retired iron worker and business manager; Andrea Ferguson, a critical care RN; and Margaret 'Mouse' Tanner, an interior designer. McManus has owned the boat for 18 years, and she's a South Pacific vet.

Solimar — Bristol Channel Cutter **Kenny Banks, Santa Barbara**

Kenny, 55, is a semi-retired print production manager from Mammoth Lakes, while girlfriend Keri Bouska owns a home care business. "I've owned my boat for six years, and it's possibly the smallest — only 26 feet on deck — and most beautiful in the fleet," says Kendal. He did the rally before in 2010. After the rally, the duo's plans are open. "We might do the Pacific Puddle Jump."

Wandering Star — Sea Mist 32 **Tim Jacobson, Boise, ID**

Tim, 56, an environmental consultant, says his "beautiful little boat is often mistaken for being made of fiberglass, but is actually a professionally built ferro boat." He thinks the Ha-Ha will be a nice change, and give Tom Penney, his crew, a good start on his longtime dream. Tom is 84. While *Wandering Star* has yet to have gone far, Tim sailed her 80 days in the last nine months. "I'm going west until I return to my starting point," he says.

Blue Mist — Pearson Vanguard 32 **David Nichols & Joan Fish, Alameda**

David, 70, and his partner, Joan, are both retired. The couple's boat is taking the longest path to the Ha-Ha start — to the San Diego via the Pacific Cup Race to Kauai. "It's more fun to sail with other people," the two say, and they'll be sailing to Cabo with about 500 others. The two are 'all in', as they are headed to Panama

and then Europe.

New School — Chris-Craft Connie **Brian Biggott, Los Angeles**

Brian, 32, a mechanical engineer who is also in private equity, is a brave young man. We know because he bought a 45-year-old, 61-ft wood motoryacht as his first boat. His 'pop-up party' crew will consist of girlfriend Marianela Pereyra, who is in television, computer programmer Bryan Johnson, 32, and 'Jibo' Sabnini, 32, who is in real estate. "We've spent a year restoring and upgrading this boat to cruise the Sea of Cortez, and our time has come," says Brian. "Yes, she's wood. Yes, she's old. And yes, she's big. But she's beautiful and has a great history." After a winter in Mexico, he may ship her to the East Coast.

"Yes, she's wood. Yes, she's old. And yes, she's big. But she's beautiful."

Belle — Beneteau 50 **Jack & Sylvia McDermott** **San Francisco**

Jack, 59, a retired vice president, and Sylvia aka 'My Love', say "The more you know, the less you need." That



'Belle'

despite the fact that their Beneteau 50 is a big and luxurious boat. Jack has sailed the West Coast, the East Coast and Banderas Bay, and both have sailed to Mexico before. "We're going to the Caribbean and beyond!"

Sierra — Beneteau 423 **Hal & Laurie Lynam, Alameda**

Hal, 63, a retired account manager, and Laurie, still active as a surgery room nurse, did the Baja Ha-Ha in 2007, 2009 and 2010. "Having had an incredible time on three Ha-Ha's as crew, we're looking forward to doing it on our own boat this year. Hal sailed halfway across the Atlantic, did an aborted Pacific Cup return trip, and has done two Baja Bashes. After a month in La Paz, they'll return home.

Sea Level — Schionning 49 **Jim & Kent Milski** **Lake City, CO**

Jim, 67, a conceptual artist, and Kent, a galley wench, both did the 2008 Ha-Ha, sailed around the world, then did the 2013 Ha-Ha. "The Ha-Ha is a great opportunity to meet like-minded people, and catamaran sailing — especially off the wind — is fantastic," they say. Jim built the cat from a kit. "Our home is where our boat is."

Comet — Morgan 36 **Don Currie, Marina del Rey**

Don, 66, retired from contractor sales, and his friend Kathy Smith, in sales, ask themselves: "Will we really be ready in time?" Although Don has owned the boat for 22 years, it's only in the last six years that he's been converting her from a liveaboard racer to a liveaboard cruiser. If Don, who has done one sail to Hawaii and done the coast of Mexico twice, likes cruising, he may keep the boat in mañanaland for more than six months.

Haul Pass II — Hunter Passage 420 **Michael Mann, Sun Valley, NV**

Michael, a retired high-voltage lineman, will be cruising south with Nikki 'Queen' Schultz, a "retired real estate mogul." The two say they've "known about the Ha-Ha for years, but were too busy to do it. "I like the idea of doing new things with folks who have done them before," says Michael. "I learn from others, but don't always follow in lockstep." After a winter in La Paz, they'll take the offshore route to the Pacific Northwest.

Deborah Rae — Pacific Seacraft 40 **Richard & Armi Johnson, San Pedro**

Richard, 66, is a hardware store owner from La Habra Heights, while his wife Armi is a bookkeeper. Both did the 2006 Ha-Ha. "This will be our boat's third time in Mexico," they say, "once with the previous owner and twice with us." They like seeing old friends and making new ones — "and the dance party at Baja Santa Maria." Having done Newport to Nuku Hiva on *Alaska Eagle* and Newport to Mazatlan on their boat, after the Ha-Ha they'll be 'commuter cruising'.

Jobsite II — Ocean Alexander 49 **Jack & Patti Balch, Hayward**

Jack, 67, will be going south with Dan Cunniffe, 65, and others as crew. He hopes. "I've owned the boat for four months, and was cursed when my wife Patti and I purchased it. Everything got

better after we had her blessed while she was sitting on the transport truck in Madras, Oregon, and as we soon got permission to bring her to Portland the next day. We hope we make it to San Diego in time for the start of the Ha-Ha." Jack and friends plan to spend the winter in Mexico before returning to the States.

**Imagine — Beneteau 49
Terry Moore, San Diego**

"Captain T", 57, a venture capitalist from Coronado, named his boat after the John Lennon song. His crew will be Dan Friedman, 55, who is in technology business development. 'Capt T' has only owned *Imagine* for four months, but she's loaded: all roller furling, all electric winches, A/C and heating, satellite television, and more. He's a vet of California to Hawaii and to P.V. The boat will winter on Banderas Bay.



'Imagine'

**Dirigo II — Alden 72 Schooner
Arthur Lohrey, Friday Harbor, WA**

Art, 66, is a charter skipper who has owned the "really pretty, 1939, traditional gaff rigged tops'l schooner" for four years. Crew will include Joe Woodard, 19, and Ian Allaway, 18. While the schooner has been around the world, and Art has sailed from France to Washington, the near-term plan is to cruise the Sea until about March "to connect with all the great cruisers", then head back to SoCal for chartering.

**Dispenser — Valeo 65
Michael Wolf, Coos Bay, OR**

Wolf, 46, is a philosopher and sailor, who reports he's owned the ketch for two years — even though he's only been sailing for one. "This will be my first real vacation, my first real voyage, my first time going to Mexico on my own. I feel like a virgin." His boat will be his home in Mexico, where he plans to stay for two years before circumnavigating. He thinks he might later "make an attempt on the North Pole."

**Nightwind — Cal 35
John DeWorken & Lori Wade
Santa Cruz**

John, 56, is "a retired crash test dummy," while Lori is an HR director. George

'Impact' Isometsa will crew for them. Although John has sailed to Mexico five times already, the couple only bought their boat in February of this year. "By land or sea, we will R.V.," they say. The couple say they've been dreaming about the Ha-Ha for years, but will have to Bash after it's over.

**Lily Rowan — Ericson 35 Mk II
Jim Parker, Berkeley**

Jim, 51, a builder who did the 2007 and 2008 Ha-Has as crew, will have friend Emily Zugnoni, a sailing instructor, along as his crew. Having owned the boat for seven years, Jim is looking for "one beautiful hot day at a time." The most interesting thing about his boat is that she had "an electric propulsion pod from 2009 to August 14" — which means it's been removed. They like the Ha-Ha because it commits them. Plans for future? "No."

**Seahorse V — Wauquiez 43
Steve Thornton & Tina Toppazzini
Sidney, BC**

Steve, 59, a retired tug captain, and Tina a dental hygienist, will be going south with son Billy, 7, and daughter Grace. Fortunately, *Seahorse*, "which we've owned for five years, is roomy for a small boat." Steve has sailed to Mexico, Mexico to Hawaii, and Hawaii to Canada. "Our plans are open, so let the good times roll."

"If we waited until we were ready, we would never go."

**Whimsea — Hunter 44
Jerome Morgan, Richmond**

Although 76, Jerry is still a practicing urologist. Neil Calvert, 67, retired from marine electronics, will be his crew. "The Ha-Ha is a great rally," says Jerry, who did the 2002 and 2005 editions as skipper. Jerry has 25,000 blue water miles to his credit, but will have to bash back after the event.

**Go For Broke — Hawaii Steel 63
Stephen Arnold, Port San Luis**

'The Beeman', 48, is a honeybee rescue specialist who did the 2011 Ha-Ha as captain and the 2012 Ha-Ha as crew. Mark Hawes, 53, will crew for him. Arnold, whose boat has a "rust red bootstripe," echoes the sentiment of ac-

tor Sterling Hayden: "If you're not ready to go for broke, you should probably stay on the couch." He marvels "at how much fun people have on *Go For Broke*, which did a circumnavigation from 1994 to 1997. Arnold has sailed from Hawaii to California and done two bashes.

**Rejoice — Catalina 34
Gabriel Rodriguez, Santa Barbara**

Gabriel, 33, a marine biologist, will have fellow marine biologist Angelica Zavala Lopez, as crew. "We will not be ready to go, but we are going anyway," report the couple. "If we waited until we were ready, we would never go." Why did they enter the Ha-Ha? "It's good training for a zombie apocalypse." What's more, they report their radio operator "is a toucan". After lots of sailing in just the Santa Barbara area, this will be their first long trip. After the Ha-Ha, they have to return home.

**Valhalla — Ericson 34
John Berg, Oxnard**

John, 53, who is legally blind and did the 2013 Ha-Ha, lost his boat on the Big Island earlier this year. "I'm eager to go again on my new-to-me boat, which I bought just a month ago," he reports. Crewing for him will be John Harold, 65, a business consultant who did the 2006, 2007, 2009 and 2013 Ha-Has; Dani Peter, a retired math tutor; and Jim Mauldin, 69, a construction company owner. After the Ha-Ha, Berg will continue cruising in Mexico.

**Triton — Hylas 44
S. Cournard & K. Owen
Eugene, Oregon 2013**

Stephen, 60, a retired civil engineer, and his wife Kathryn, a university administrator, have owned their Hylas "for six months and have spent five months outfitting her." So they are now anxious to set sail and make friends. Their boat did the Ha-Ha in 2003. After wintering in La Paz, they may do the South Pacific in the spring.



'Triton'

**Antoinette — Cal 34
Frankie & Gail Connors, Sausalito**

Frankie, 66, a builder, and Gail, a teacher, both retired recently, allowing them to finally enter their new cruising lifestyle — and it's been a long time com-

BAJA HA-HA PROFILES, PART III



ing. "I was denied a leave to go 10 years ago," says Gail. That fact was particularly cruel since Frankie got to go and "had a blast." Their post-rally plans are open.

Profligate — Surfin' 63 Cat The Grand Poobah Riviera Nayarit, Mexico

This will be the 18th straight Ha-Ha for *Profligate*, which is owned by *Latitude 38*. The founding boat and mothership of numerous rallies in California and Mexico, she was based on a Kurt Hughes 60, but was stretched, had the bridgedeck raised, and was given a new profile.

When you pass this famous arch, you'll know you've arrived at the bitter end of the Baja Peninsula — time to celebrate.

Although relatively slow like most cruising cats in light air, she hit just under 24 knots with white sails in one Ha-Ha. Coming back from the Caribbean, Doña de Mallorca and crew delivered her the 3,000 miles, under power, from Panama to San Francisco in 19 days.

With that final introduction, we'll cool off our keyboards until next month, when we'll bring you a complete recap of

this year's event.

As you read this, the fleet is already en route to Cabo San Lucas, so look for occasional news from the fleet in *'Lectronic Latitude* (www.latitude38.com).

— **latitude/richard**

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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 last of
three installments of mini-profiles
of all registered crews. Also,
you'll find frequent event updates
in 'Lectronic Latitude'. Go to:
www.latitude38.com.

If you're new to the event, let
us explain that the Ha-Ha is a
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IMPORTANT DATES

Although it's too late to join Baja Ha-Ha #21, there's always next year. The 2015 event will follow a similar timeline.

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. 8 — 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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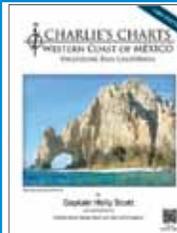
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My yacht club has a 72-hour limit at the guest dock. It's not hard to get that time limit extended, but the cruisers who had been tied up there for more than a week were headed south for the winter, and I expected them to be moving on by now. So I decided to divert from my trip down to my boat to see what they were up to.

"Our chartplotter backlight is out," explained the cruiser whom I took to be the owner and skipper, "and we're waiting for parts."

"Do you really need a chartplotter to go down the coast?" I asked. "You still have a depth sounder and a GPS, right?"

"The chartplotter is also our radar screen," he added. "It just doesn't seem prudent to sail in shipping lanes without it."

"Well, in my day," I taunted, "all we had was a chart and a compass. Maybe an RDF too, if we were high-tech. That's really all you need, if you keep your wits about you."

"We're just playing it safe," he replied. "Come aboard for a drink?"

He may not have been much of a navigator, but he certainly knew how to stay on good terms with the locals. He poured some very excellent wine, while another member of the crew brought up to the cockpit a generous assortment of fancy cheeses, crackers and chocolate.

Whether it was the sound of the wine

glugging out of the bottle or the trace of chocolate aroma wafting across the harbor, within a few seconds there was a bump on the outboard side of the hull. It was Lee Helm, a starving graduate student in a plastic kayak. She can always come home in on a free snack.

"Having a party?" She hailed.

"Tie that thing up and climb aboard," I answered, taking the liberty of inviting another mouth to partake in someone else's goodies. "They put out a nice spread."

"Free food!" she exclaimed as she hove herself up over the rail and into the cockpit. Within seconds her glass was full and she was sampling the snacks.

"It's a sad story," I related to Lee with transparent irony, shaking my head in despair. "No chartplotter and no radar, so they're stuck here at our guest dock waiting for repairs when they should be anchored out in a cove in the Channel Islands by now."

"Tough break," Lee mumbled around a mouthful of truffle. "But like, you could just get a dog instead of the radar. Teach it to bark when you're near shore, and you'll hear an echo if you're too close to the cliffs."

"Do you get the impression," remarked the skipper to his crew, an older gentleman who turned out to be the co-owner, "that these folks aren't taking our equipment problems seriously?"

"*Au contraire!*" insisted Lee. "I think you should spend the rest of the month at the yacht club guest dock and serve a yummy appetizer assortment every afternoon. These truffles are, like, awesome!"

"Radar really is nice when you're close to shore," I suggested, feeling that our guests did deserve at least a little serious advice. "But for ship traffic, AIS is at least as useful, maybe more so. If I were you I'd pick up an AIS receiver with an integral display, and get the heck out of Dodge without bothering with the chartplotter. As long as you have a working GPS you can plot your position on a chart by hand when you need to."

Meanwhile a third crew member, a woman who had been busy in the galley, passed up a large plate of assorted berries and melon slices.

"We would be relying solely on our handheld GPS, without any charts in its database, if we left now," said the skipper.

"And your compass," Lee was quick to point out.

"And we have the sextant," added the woman from the galley.

"Cool!" exclaimed Lee. "You could keep the GPS turned off and do this old-school."

"I could if I knew how to use the sextant," said the skipper. "It's a really good one, has a scale that reads to a tenth of

GETTING A HANDLE ON CELESTIAL NAV

To practice celestial navigation you can download everything you need (except the sextant) for free.

- First, you need a source for the Nautical Almanac daily pages, giving GHA and declination for any hour of the year: www.tecepe.com.br/scripts/AlmanacPagesISAPI.dll/

- Next you need the Increments and corrections table, also found in the back of the Nautical Almanac, to find the GHA of the sun for any second of the year: www.nauticalalmanac.it/en/pd-eng-ast-nautical-almanac/file/2-increments-and-corrections-tables.html

- Then there are the tables for dip and refraction correction, from the inside

front cover of the Almanac: http://navsoft.com/Sight_Corrections.pdf

Curiously, there's no online source for the table combining the sun's semi-diameter correction with the refraction correction, which is how it works in the paper Nautical Almanac. You have to know that the sun's semi-diameter is 16.3 minutes in January and 15.7 minutes in June, and add that to the lower limb altitude measured with the sextant. Or, if you can dig up an old edition of the Nautical Almanac, you can use the Increments

and Corrections, refraction, dip and semidiameter corrections, for any year.



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These tables don't change.

Finally, HO 249 has the all-important pre-computed solutions to the navigational triangle. It's a little tricky to use because it takes advantage of north/south and east/west symmetry: http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_st=&_pageLabel=msi_pub_detail&CCD_itemID=2&pubConstant=SRTAN

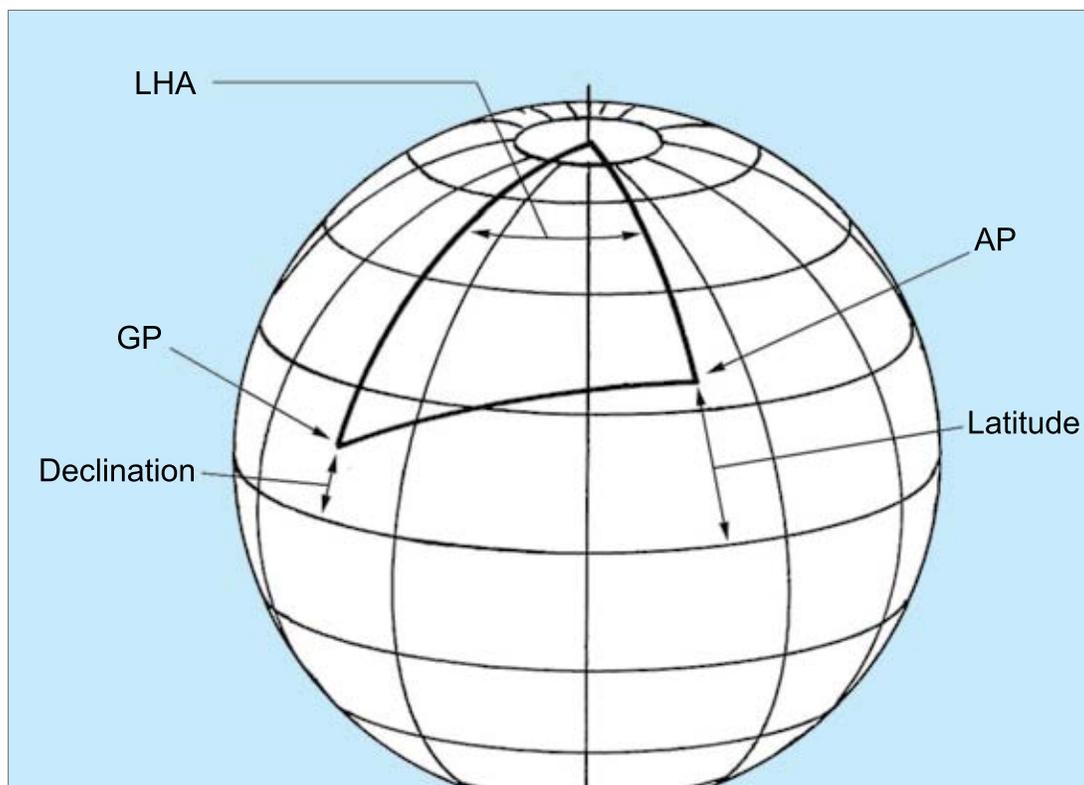
You'll need the table for the range of latitudes you'll be sailing in, plus the "Back Tables" for the interpolation table. (Tip: You can avoid typing the long URL by doing a Google search on "ho 249 download.")

There's one more useful download: the classic celestial navigation plotting sheets. These are blank charts of the ocean - but designed to make it easy to fill in your latitude and longitude grid and plot several lines of position on an appropriately small scale:

http://remare.nl/astro/images/plot_sheet.jpg

— max

OLD SCHOOL NAVIGATION



and seconds since the last hour. But just to keep things sorted out, the longitude of the GP is called the Greenwich Hour Angle or GHA. And just to keep things confusing, it goes west from Greenwich, zero to 360 degrees, instead of west to 180 and east to 180 like longitude. But fortunately we're in the western hemisphere so longitude and GHA are the same when GHA is less than 180. Remember that the sun's GP moves east to west, around the world every day, so GHA is always increasing 'til it passes 360 and goes back to zero."

"What about the latitude of the GP?" I asked.

"That's called declination, but it's exactly the same as saying latitude of the GP. It doesn't change nearly as fast, going from about 23° north at the summer solstice to about 23° south at the winter solstice. It takes a whole year for the latitude of the GP to move north to south and back again."

Using HO 249 is the only tricky part of celestial navigation without a computer. Go in with the latitude and longitude of the GP, and your latitude and longitude, and come out with the distance between the GP and AP (expressed as a sextant angle) and the bearing of the body. Step-by-step: 1) Adjust your position to a whole degree of latitude. 2) Adjust your position so that LHA, the difference between your longitude and the longitude of the GP, is a whole degree. The adjusted latitude and longitude is your Assumed Position or AP. 3) Look up the calculated altitude, or Hc, for the declination of the GP, rounded to the nearest whole degree. 4) Interpolate so that Hc is corrected for the actual exact declination of the GP. 5) Compare your observed altitude (Ho), which is your sextant reading after various corrections, to the calculated altitude (Hc) from HO 249, and draw the line of position at right angles to the direction to the GP with the appropriate offset toward or away from the body. Watch out for north-south and east-west ambiguity.

a mile."

"A sextant is just a fancy protractor," Lee tried to explain. "All it does is measure the angle of something above the horizon."

"Well I know that much," said the skipper defensively.

"Then, like, the rest is easy," asserted Lee. "Is there another honeydew melon down there?" she called down into the cabin. "I'll also need a marking pen."

The teaching materials were passed up to the cockpit as Lee began the crash course.

"**N**avigational cosmology," she began, "is, like, the earth is in the center of the universe and the sun revolves around the earth an infinite distance away. And to keep it simple I'll only talk about the sun."

"Okay," I said. "That sets us back a few centuries, but I'm with you."

"Concept one: At any given time, there's one and only one point on earth

that's directly underneath the sun. Call it the Geographic Position or Ground Position of the sun. Abbreviated GP. If you're standing at the GP, the sun is directly overhead. What would your sextant read if you were at the GP?"

She didn't wait for anyone to answer. "Ninety degrees, obviously," she answered for us. "All the sextant does is measure the angle of the sun above the horizon. But actually it measures to the edge of the sun, not the middle, so there's a correction for the sun's size and a correction for refraction and some other small corrections I won't get into now."

"Concept two: There's a book called the Nautical Almanac, with tables that make it easy to find the GP of the sun for any second of the year. The GP point goes around the earth once every day, so it moves at about 15 degrees of longitude per hour. The tables in the almanac give the longitude of this point for every hour of the year, with an interpolation table to get the additional motion for minutes

Lee now had the honeydew melon and the marking pen in her hands. She drew a ring around the melon, moving clockwise around the sphere at constant north latitude, explaining that this was how the sun's GP moved in the summer. Then another ring at a south latitude to represent the sun's GP movement in winter.

"What if you, like, measure the angle of the sun above the horizon, and you

"At any given time, there's one and only one point on earth that's directly underneath the sun."

find it's 90 degrees, or directly overhead?"

No one wanted to volunteer a guess right away, but Lee refused to explain anything until we figured it out.

"You'd have to be standing at the GP," I finally suggested.

"Now let's not always see the same hands," Lee sighed. "You're right, you'd be at the GP, and if you also knew the time, you could look up exactly where that was for that precise time in the Nautical Almanac."

"That's kind of a special case, isn't it?" asked the skipper.

MAX EBB —

"Now the good part: Concept three. What if you measure the angle of the sun above the horizon with the sextant, and it's 80°, not 90°? Where are you?"

"Ten degrees away from the GP, I guess," ventured the skipper. "But that doesn't tell us where we are."

"Right," confirmed Lee. "All you get is a circle around the GP. But if you, like wait an hour or two, and take another sight, and you get 60 degrees, now you're 30° away from the new GP, then you can draw two circles, and your position is where they cross."

"But don't two circles usually intersect at two points?" asked the woman from the galley, now auditing the class from the companionway.

"For sure," confirmed Lee. "But in general, one of those crossings will be somewhere near where you might be, and other will be thousands of miles away where you couldn't possibly be. So your position is determined."

"It couldn't really be that simple," said the co-owner. "Why is celestial

navigation a four-credit course at the community college?"

"Well, it's not really that simple, because you have a flat chart table instead of a big globe on the boat. The hard part is drawing a straight line on your chart that represents a small part of that huge circle around the GP."

"That's where all the math comes in, right?" asked the skipper.

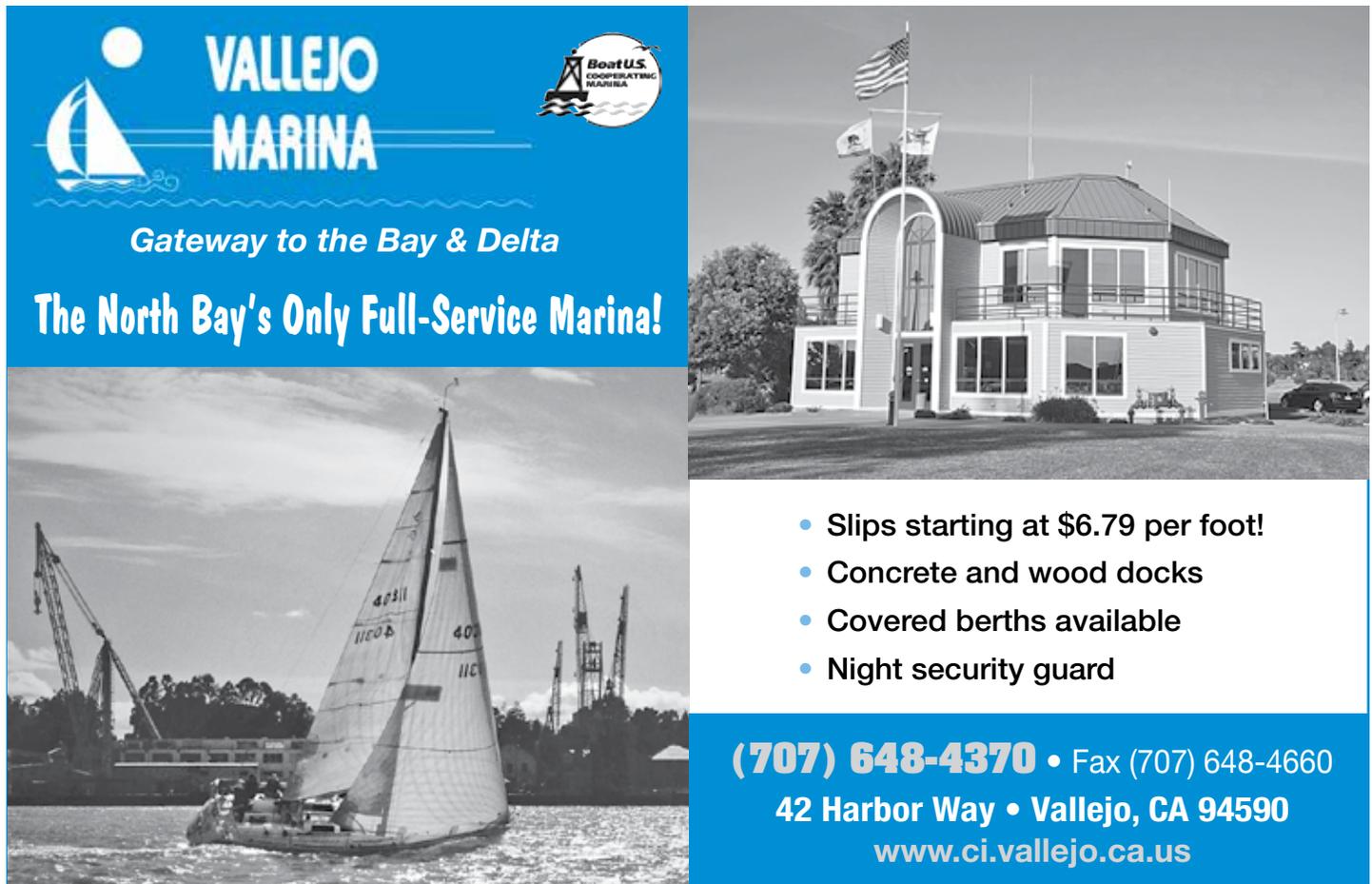
"No, not even. You just have to look up some numbers. There's a book of pre-computed solutions, but first you have to imagine that your boat is in a place that fits one of the pre-computed solutions. This is not as hard as it sounds. You assume you are at a whole degree of latitude, and you assume that your longitude is exactly a whole number of degrees away from the GHA of the GP. Then you assume that the declination of the sun, which we recall is just the latitude of the GP, is a whole degree of latitude. With these three inputs, you have two sides and an angle for the classic navigational triangle. All you have to do is look up the length of the third side.

But it's tricky because on the surface of a sphere you can express a length as an angle. And you also have to interpolate to get the answer for the actual declination of the sun. That's because you can assume your boat's position is anything you want to make the tables work, and correct for it after. But, like, you can't really assume the GP into someplace where it isn't. So the latitude is a whole number, the difference between your longitude and the GHA is a whole number, but the declination has to be the actual declination."

"Now this is getting confusing," admitted the skipper. "How does that interpolation part work?"

"Have no fear, there's a little number in the book of pre-computed solutions that makes the interpolation very easy. It's also just a look-up table. When you get the solution to the navigational triangle, you find out what your sextant would have read if you were really at that assumed position or AP."

"Okay, but that's not really where you are," I noted.



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OLD SCHOOL NAVIGATION

"Concept four," continued Lee. "If the sextant angle reads higher, you must be a little closer to the GP than the AP you chose. If the sextant reads a little lower, you must be farther away. Oh, and the precomputed solutions also give the direction or bearing to the GP, and the line you draw on the chart is at a right angle to that direction because it's really just a piece of the circle that goes around the GP."

"Couldn't I just use a computer to draw the line on the chart, once I have the sextant reading and the time?"

"Well duh!" Lee responded. "You could also just look at the GPS. But, like, that's way too easy and not really practicing the art. This is like, totally old-school. No computers and no calculators allowed."

Lee wanted to announce that she had successfully taught celestial navigation in less than ten minutes, but in fact she had to explain the navigational triangle and the role of the assumed position a few more times, all the while

drawing new lines and angles on the melon and then passing it around for low-altitude eyeball inspection. This was interrupted when the co-owner brought

*"Now this is getting confusing," admitted the skipper.
"How does that interpolation part work?"*

the ship's sextant up on deck, for show-and-tell.

"Cool!" exclaimed Lee. "Let's take a sight right now and get a line of position."

"But we can't see a horizon from here," I pointed out.

"Use that brick building across the channel, the one right under the sun," Lee instructed. "Just pick the row of bricks that's about the same height as your eyes, and use that as the horizon. You'll be, like, amazed how close you can guess the horizontal."

The crew was having fun taking turns with the sextant while Lee downloaded the required tables on the ship's laptop computer. The cook was the only one who actually had the motivation to work them out and draw the line of position on the chart. Eventually she produced an LOP that was only five miles off.

"Not bad at all for using a row of bricks for a horizon," the skipper complimented. "Now let me try that again, I'm sure I can get closer."

But his attempt was cut short by a fourth crew member running up the dock with a large package.

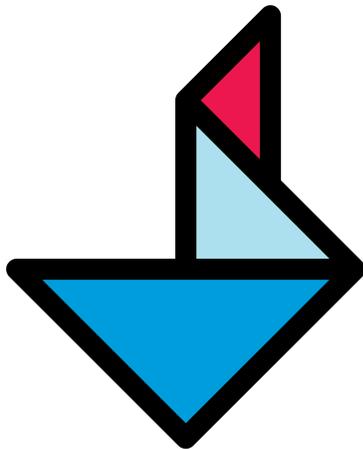
"It's here!" he shouted. "The new chartplotter display!"

"Great!" said the co-owner. "Let's blow this pop stand! Dock lines off!"

"Uh, hang on," cautioned the cook. "Shouldn't we see if it even works before we head offshore?"

"Why?" he asked. "We have a sextant, and you just downloaded all the tables you need. And I know you can get us within five miles. Visiting hours are over, dock lines off!"

— max ebb



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THE RACING

The Farr 40 Worlds returned to San Francisco Bay after a 10-year absence; the **Melges 20 North Americans** closely followed their **PCCs**; the sailors in the **Little Ensenada Race** enjoyed a daylight sail down the coast; Californians traveled to Canada for the **J/105 North Americans**; the **YRA** closed their season at the Corinthian; Berkeley YC hosted the **Express 37 Nationals**; and **Vanguard 15s** encountered heavy air on Tomales Bay. Plus **Box Scores** from the Beer Can season and more.

Rolex Farr 40 Worlds

"They're very, very good sailors," said competitor Jim Richardson about the new Farr 40 world champions on *Plenty*. Richardson should know – some of the crew, particularly tactician Terry Hutchinson, helped him win the Worlds in 2004 and 2009 on *Barking Mad*. "Terry Hutchinson is one of the best sailors in the world, if not *the* best," said Richardson of the 2008 Rolex Yachtsman of the Year and former America's Cup sailor. "Alex Roepers, the owner of the boat, is a really great sailor too. He steers the boat really well – and they've had a terrific season. They've won most of the regattas that they've been in."

St. Francis Yacht Club hosted 19 Farr 40s for their Worlds on October 15-18, with sailing on the Berkeley Circle. Although the wind blew at 8-16 knots for three races each on Wednesday and Thursday, it failed the fleet entirely on Friday, and was adequate for only one race on Saturday. Conditions on San Francisco Bay in October are usually more suited to amateur fun races than grand-prix championships.

The New York-based *Plenty* went into the final race with four wins, and even their 10th-place finish left them with 10 points to spare over second-place *Estate Master* out of Oz. Last year's world champion, the Italian *Enfant Terrible*, came in third.

"We were plenty nervous coming into the regatta," said Roepers. "It is such a strong competition. My hat's off to all of the other owners and the teams. It's a very close battle, and it has been all season. We've been lucky to get on top through our process and determination. It was incredible to have the score line we had on the first two days, which gave us such a leg up."



Alex Roepers (front left) and Terry Hutchinson (front right) shake up the champers in celebration of 'Plenty's' victory in the Rolex Farr 40 Worlds.

"This has been a long season. It's a great win for Alex and a great win for *Plenty*," enthused Hutchinson.

As for Jim Richardson, he had decided to take a year off from sailing. But then he got a call from Lang Walker, who owns the Farr 40 *Kokomo*. "Lang was set to do the regatta, the boat was here, and the crew was anxious to go, but he had a big business deal back in Brisbane, Australia. He couldn't come and asked if I would step in and steer his boat. I said yes because he's a really good friend of mine and he has a bunch of really good guys on his boat that I've known for a long time. It's been great fun. I've enjoyed it immensely."

— *latitude/chris*

ROLEX FARR 40 WORLDS, STFYC, 10/15-18 (7r, 0t)

1) **Plenty**, Alex Roepers, USA, 24 points; 2) **Estate Master**, Lisa & Martin Hill, AUS, 34; 3) **Enfant Terrible**, Alberto Rossi, ITA, 39; 4) **Struntje Light**, Wolfgang Schaefer, GER, 41; 5) **Voodoo Chile**, Andrew Hunn, AUS, 45. (19 boats)

CORINTHIAN — 1) **Asterisk**, Hasip Gencer, TUR, 79 points; 2) **Honour**, Alek Krstajic, CAN, 88; 3) **Twisted**, Tony Pohl, USA, 95. (8 boats)



INSET LATITUDE / CHRIS

Melges 20 PCCs & NAs

Rather than separate two major regattas on San Francisco Bay by a month or more, San Francisco YC hosted the Audi Melges 20 North Americans on October 3-5, less than a week after the Pacific Coast Championship on September 27-28. Both events were held on the Berkeley Circle.

The racers we spoke to called the conditions for the PCCs "perfect."

Daniel Thielman, who campaigns *Kuai* out of Corinthian YC, said, "The competitors were referring to their time on the race course as 'glam race conditions' because it was as good as San Francisco gets, starting with 10 knots of breeze for the first race of the day in the early afternoon and building its way up to 18 knots by the final race each day."

Courses were tight windward/leeward. "The racers are very particular about getting the squarest course possible," said Thielman.

"The fleet was very well behaved in the PCCs. A lot of tight maneuvers were mostly executed without swapping any paint, which is not always the case for this super-aggressive fleet where most of the owners would rather buy their

DANIEL FORSTER / ROLEX

Spread: 'Plenty', 'Kokomo' and 'Groovederci' follow 'Struntje Light' at a leeward rounding in the Rolex Farr 40 Worlds on San Francisco Bay. Inset: 'Plenty's skipper, Alex Roepers, originally from the Netherlands, is now based in New York.



DANIEL FORSTER / ROLEX

competition a new boat than leave them a spare inch in a crossing situation."

Despite being small, the boats are technical, with lots of possible adjustments. "The Melges 20 fleet is relentless in their pursuit of speed gains through flawless sailing, rig tune, and sail design," said Dan. "For the past couple of months the *Portobello* team, led by Brazilian skipper Cesar Gomes, has found a new gear that no other team has. The Melges 20 fleet champion is changing every couple of regattas, and *Portobello's* recent success will certainly inspire others to continue to ramp up their training and tuning."

John Kilroy, his tactician Paul Goodison, and crew Jeff Reynolds on *Samba Pa Ti* did just that in a week's time to move from second place in the PCCs to first in the NAs.

Going into the final day of racing, only *Portobello* and Michael Kiss' *Bacio* had a shot at preventing *Samba Pa Ti* from winning the regatta, but Kilroy squashed their hopes by finishing second in the first race, sealing the win with a race to spare. A second-place finish never felt so good, as the bullet went to Kilroy's 11-year-old son Liam on *Wildman* who

won a Melges 20 race for the first time.

The wind wasn't quite as perfect for the NAs. "A fall heat wave settled over the region for the entire event, causing some postponements," said SFYC's director of sailing, Forrest Gay, "but the scheduled eight races were completed in 6-14 knots of wind."

Seadon Wijsen, tactician on *Kuai* and the local class rep, called it "a great event with fantastic weather." He explained, "It doesn't take a lot of wind to make the Melges 20 a fun boat to sail, so the fall conditions we had were ideal. Being competitive in all conditions is what sets the top guys ahead of the rest."

SFYC will host the Melges 20 Worlds next year.

— latitude/chris

MELGES 20 PCC, 9/27-28 (6r, 1t)

1) **Portobello**, Cesar Gomes Neto, ICSC, 9 points; 2) **Samba Pa Ti**, John Kilroy, SFYC, 12; 3) **Bacio**, Michael Kiss, Macatawa Bay/Coconut Grove SC, 18; 4) **Funner**, Sid Gorham, SFYC, 26; 5) **Oleander**, James Wilson, American YC, 29. (19 boats)

AUDI MELGES 20 NAC, 10/3-5 (8r, 1t)

1) **Samba Pa Ti**, 10 points; 2) **Bacio**, 25; 3) **Portobello**, 25; 4) **Oleander**, 32; 5) **Wildman**, Liam Kilroy, SFYC, 38. (20 boats)

San Diego to Ensenada Race

Southwestern YC's Little Ensenada is always one of my favorite races of the year. You get the chance to sail along the northern Baja coast during the day (something you don't get to do during the Newport to Ensenada Race) and experience the joy of coming into Ensenada Bay at a relatively decent hour.

Viggo Torbensen's J/125 *Timeshaver* was my ride for this one on October 3, and I was looking forward to getting out and stretching the boat's legs. Unfortunately, people were not as keen this year as they have been in the past. I'm not sure what is causing the huge decrease in people wanting to go south of the border. Ensenada is really a beautiful place, safe, with a lot to offer.

The forecast was light for the 30 boats that chose to partake. We started under Code Zero and were looking to get some leverage on the fleet. The ghost-like conditions were favorable to the grand ORMA 60 trimaran *Mighty Merloe*, as she passed us with ease.

Our game plan was looking good as we switched to our trusty 3A spinnaker. Eventually we drifted a little farther outside the rhumbline than I liked, and we were forced to try to soak a little with our monster 2A. The wind was decent, in the mid-teens, and we were scooting down the course with relative ease. The flat water was a blessing!

I was keeping a close eye on the competitors, and our distance away from the land was unnerving since the forecast showed more wind on the beach as the day progressed. The wind shifted to around 320° and we threw in a jibe heading for Salsipuedes.

This is where we had the most fun. The wind continually built until we were in a steady 23 knots of breeze doing a

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THE RACING

ERIK SIMONSON / WWW.H2OSHOTS.COM



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Melges 20 PCCs and NAs, clockwise from top left: the fleet meets on opposite jibes in the PCCs, with Sid Gorham's 'Funner' in the foreground; a start at the NAs; 'Samba Pa Ti' leads the way at a mark rounding; Andrea Pozzi's Italian 'Bombarda Racing'; the repeat North American champions; PCC champ 'Portobello' leads the parade off a windward mark; a spinnny hoist on Tom Kassberg's SFYC-based 'Flygfisk'; Liam Kilroy, Steve Hunt, Erik Shampain and Stephanie Roble placed fifth in the NAs with 'Wildman'.

constant 14+ knots of boat speed. The R/P 50 *Blue Blazes* was just ahead, with another R/P 50, *Staghound*, and Dennis Conner's Farr 60 *Stars & Stripes* in front of them.

Our excited team was greeted by a wall of no wind. After a big shift and another jibe, 20 minutes later we were back moving along in the westerly. This stop was enough to see a J/120 and Columbia 30 come roaring up from behind. That 20 minutes really decided the race, as we did not have enough room left to regain our advantage.

We ended up tacking into the finish around 8:00 p.m. – good enough to beat *Staghound* and *Blue Blazes*, but that was about it! Kudos to the smaller boats for taking this one.

— Keith Magnussen

Full results at www.southwesternyc.org

J/105 North Americans

The Royal Canadian Yacht Club in Toronto, Ontario, hosted the J/105 North

Americans on September 24-28. Due to lack of wind, the 27-boat fleet made it out on the water for only two out of four days and completed just five races out of the 12 scheduled. "The locals said it was abnormally warm for this time of the year," said Bruce Stone of *Arbitrage*, "and a high pressure stayed stationary overhead, leaving no gradient." The San Francisco-based *Arbitrage* finished seventh. "The top three or four boats were extremely well sailed in those conditions, and we were off the pace."

One of those top boats was the San Diego-based *Sanity*, which placed second. "We started planning early in 2014 and finalizing the crew," said skipper Rick Goebel. "Key was the addition of Greg Tawaststjerna (*Twister*) to the team, as he was a native of Toronto."

The *Sanity* crew didn't think they'd have a shot at the top in a chartered boat, so they trucked their own J/105 to Toronto. "The delivery from San Diego to Toronto was full of events such

as flat tires, truck transmission issues, permit process, and issues with moving the boat in and out of Canada." They ended up putting the boat in the water in Youngstown, NY, and delivering her on her own bottom the 24 miles across Lake Ontario to Toronto.

The crew got in a lot of practice and tuning on the days leading up to the regatta. "We did the Pre-NA tuning race, Bart's Bash, and the Tuesday Beer Can after practicing all that day," said Goebel.

"Unfortunately, we used up all the good breeze on the days leading up to the regatta. We could only get in the minimum five races as required for the regatta. There was absolutely no room for error, as four boats had a clear shot at winning. *Sanity* was the only team to win two races in the regatta and just needed another race or two to finish the job."

Sanity's crew consisted of sailors from all corners of the U.S.: Alden Winder on bow, Shawn Burke on kite, Steve Natvig on mast and downwind tactics, Alan Nakanishi on jib, and Tawaststjerna on main and upwind tactics.

"The facilities are amazing at RCYC,"



ERIK SIMONSON



PHOTOS THIS PAGE LESLIE RICHTER / WWW.ROCKSKIPPER.COM EXCEPT AS NOTED

said Goebel, "as you are on your own island with all amenities such as Travelift, crane, workshops, chandlery, etc. This really makes the logistics easy when participating in an event like this."

The out-of-townners also enjoyed the hospitality. "We took the shoreside postponements as an opportunity to get to know the local fleet," said Stone, "as well as those who brought their boats from the U.S. I'm the incoming national fleet president, and I was able to solicit thoughts from people about how to keep our momentum among each group around the country. We showed a special video of J/105 highlights from the recent Rolex Big Boat Series as our invitation for them to come out to San Francisco in September 2015 for the J/105 North Americans being held in conjunction with RBBS, and, as a result, many owners said they would try to come."

The *Sanity* crew is looking forward to the 2015 North Americans. "We have to redeem our Blossom Rock rounding from Big Boat Series a few years back," quipped Goebel.

— latitude / chris

J/105 NORTH AMERICANS, RCYC, 9/24-28 (5r, 0t)

1) **Mandate**, Rod Wilmer/Terry McLaughlin, RCYC, 10 points; 2) **Sanity**, Rick Goebel, SDYC, 12; 3) **Jamaica Me Crazy**, Peter Hall, RCYC, 13; 4) **Hey Jude**, James Rathbun, RCYC, 21; 5) **The Usual Suspects**, Suspect Syndicate, RCYC, 40; 6) **Live Edge**, Michael Mountford, RCYC, 45. (27 boats)

Full results at www.rcyc.ca

YRA Season Closer

The YRA's Party Circuit wrapped up on the sunny, warm weekend of September 27-28. Like many races in the past few weeks, the Season Closer, hosted by Corinthian YC and run from their decks, started with a postponement to wait for breeze. "We'll wait until we have enough wind to get the boats away," announced the PRO over the radio. A weak easterly turned into a more robust southerly, and the fleet was off on a romp to the Cityfront. Due to a strong flood, the boats short-tacked their way up the Belvedere coastline. Many racers then continued on straight to the Sausalito shore, but one last tack into Horseshoe Cove before heading to Blackaller didn't pay off due to dead air and ruffling currents there.

The race committee didn't need to

throw in a postponement on Sunday, and about half the divisions were sent out to Point Bonita. Nathan Bossett of the Express 27 *Elise* describes the jaunt out to the ocean:

"We had enough breeze to feel like we were sailing the whole way; it was definitely not a drifter. The current in the main channel was significantly stronger than it had been on Saturday and was something to be careful of. It was a classic exit along the north shore, diving into each little bit of current relief. The air was light and puffy enough that we needed to continually move weight to adjust the heel.

"Out at Point Bonita, the cross-current was strong so it was a tough layline to call. On the way back in, the leaders crossed the channel for the south shore.

"We were in displacement mode at 7 or 8 knots rather than planing, but it was a pleasant downwind leg with a firm kite."

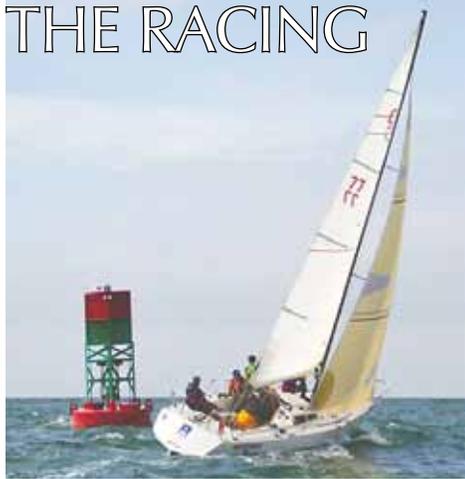
— latitude / chris

YRA SEASON CLOSER, CYC, 9/27

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Abigail Morgan**, Oliver Kell; 3) **Tequila Mockingbird**, Matt Krogstad. (5 boats)

THE RACING

NATHAN BOSSETT



LATITUDE / CHRIS

The end-of-September YRA Season Closer, left to right: The Express 27 'Levitation II' approaches the weather mark of the Point Bonita course; Saturday's post-race 'party' was mostly confined to this small raft-up; the Beneteau First 10R 'Split Water' and the J/35 'Jarlen' at the start on Saturday.

SPORTBOATS — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Family Hour**, Henderson 30, Bilafer Family. (5 boats)
 PHRF 1 — 1) **Bodacious+**, 1D48, John Clauser; 2) **Zamazaan**, Farr 52, Greg Mullins; 3) **Jeannette**, Frers 40, Henry King. (6 boats)
 PHRF 2 — 1) **Jarlen**, J/35, Bob Bloom; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (6 boats)
 PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (9 boats)
 PHRF 4 — 1) **Raccoon**, Cal 20, Jim Snow; 2) **Shadowfax**, Olson 25, Mark Simpson; 3) **Syn-**

chronicity, Olson 25, Steve Smith. (11 boats)
YRA SEASON CLOSER, CYC, 9/28
 EXPRESS 27 — 1) **Motorcycle Irene**; 2) **Tequila Mockingbird**; 3) **Abigail Morgan**. (5 boats)
 SPORTBOATS — 1) **JetStream**; 2) **Ragtime**. (2 boats)
 PHRF 1 — 1) **Bodacious+**; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Zamazaan**. (4 boats)
 PHRF 2 — 1) **Jarlen** 2) **Sea Star**; 3) **Ahi**. (6 boats)
 PHRF 3 — 1) **Shameless**; 2) **Luna Sea**, Islander 36, Dan Knox; 3) **Stink Eye**, Laser 28, Jonathan Guttoff. (5 boats)
 PHRF 4 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Raccoon**; 3) **Coyote**,

Cal 20, David Gardner. (6 boats)
 Full results at www.jibeset.net

Express 37 Nationals

Berkeley YC hosted the Express 37 Nationals on September 26-28, and the conditions were superb. Good sunshine accompanied a 12- to 20-knot breeze the entire weekend. Seven races were completed, and the final results were not decided until the final leg of the final race! **Golden Moon** – with regular crew Mike Mannix taking Kame Richards' place as skipper – came out on top by winning Race 7. It was a fight to the finish for all competitors.

INTER CLUB SERIES FINAL, 4/12-9/13 (6r, 1t)

CATALINA 34 — 1) **Queimada**, David Sanner, 9 points; 2) **Mottley**, Chris Owen, 11; 3) **Crew's Nest**, Ray Irvine, 15. (7 boats)
 SPINNAKER <111 — 1) **Vitesse Too**, Hobie 33, Grant Hayes, 8 points; 2) **Tesa**, Catalina 42, Steve Haas, 12; 3) **Traveler**, Express 34, David Ross, 13. (5 boats)
 SPINNAKER >110 — 1) **Crinan II**, Wyliecat 30, Bill West, 6 points; 2) **Choices**, Schock 34 PC, Doug Perry, 15; 3) **Double Agent**, Merit 25, Robin Ollivier, 16. (7 boats)
 NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 5 points; 2) **Spindrift**, Cal 39 MkII, Deborah Stern, 9; 3) **Simplicity**, Sabre 34, Tammy Mercado, 16. (5 boats)
 Full results at www.jibeset.net

SUMMER SERIES FINAL, SEQYC, 4/5-9/27 (4r, 1t)

SPINNAKER — 1) **DareDevil**, Melges 24, Tim Anto, 5 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 7; 3) **Melilani**, J/105, Richard Butts, 14; 4) **Pizote**, Santana 30, Noel Bird, 16. (15 boats)
 NON-SPINNAKER — 1) **Ohana**, Catalina 36 MkII, Dan Lockwood, 4 points; 2) **Iowa**, Hunter 380, Rick Dalton, 7; 3) **Linda Carol**, Catalina 320, Ray Collier, 18. (6 boats)
 Full results at www.sequoiayc.org

CATALINA 34 FLEET 1 SAN FRANCISCO CUP, SBYC, 9/27-28 (3r, 0t)

RACING — 1) **Crew's Nest**, Ray Irvine, 6 points; 2) **Queimada**, David Sanner, 7; 3) **Allegr**, Shane Palmer, 9. (8 boats)

THE BOX SCORES

CRUISING — 1) **Painkiller**, Rick Allen, 3 points; 2) **Aquavite**, Stu Jackson, 7; 3) **Irish Whiskey**, Duane Quick, 8. (3 boats)
 Full results at www.jibeset.net

RED BRA REGATTA, SBYC, 10/5

SPINNAKER — 1) **Heart of Gold**, Olson 911S, Joan Byrne; 2) **Big Bang Theory**, Express 27, Maryann Hinden; 3) **Tupelo Honey**, Elan 40, Andrea Nelson. (3 boats)
 NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr; 2) **Liquid Kitty**, Santana 525, Yvette Yong; 3) **Lochan Ora**, Catalina 30, Marcia Bever. (10 boats)
 Full results at www.southbeachyachtclub.org

VALLEJO 1-2, SSS, 10/11-12 (2r, 0t)

MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren & Dan Doud, 7 points; 2) **Raven**, Truls Myklebust, 7; 3) **Ma's Rover**, F-31, Mark Eastham/Dave Leech, 8. (4 boats)
 EXPRESS 27 — 1) **Dianne**, Steve Katzman/Jeff Fellicetti, 7 points; 2) **Elise**, Nathalie Criou/Nathan Bossett, 7; 3) **Wetsu**, Phil Krasner/Stam Morris, 8. (3 boats)
 SPORTBOAT — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff/Greg Zuzmischev, 4 points; 2) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford, 8; 3) **Legs**, Moore 24, Lester & Mary Robertson, 11. (9 boats)
 PHRF 109< — 1) **Loya**, Olson 34, Stephan

Sonnenschein/Mike Dvorak, 10 points; 2) **Temerity**, Olson 34, David Nabors, 10; 3) **Freedom**, Worth 40, Jib & Will Martens, 11. (6 boats)
 PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin, 3 points; 2) **Wind Speed**, J/30, Tony Castruccio/Konstantin Andreyev, 16; 3) **Arcadia**, Mod. Santana 27, Gordie Nash & Ruth Suzuki, 16. (8 boats)
 PHRF >152 — 1) **Oreo**, Santana 22, Garth Copenhaver, 14 points; 2) **Capo Gatto**, Nonsuch 30, Sal & Mary Balistreri, 15; 3) **Egret**, Tartan 30, Tom Boussie, 16. (8 boats)
 NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna/Suzanne Lee, 15 points; 2) **Knot Studying**, Hunter Cherubini 33, Mike Dvorak, 16; 3) **Sobrante**, Alerion Express 28, Paul Descalso, 17. (9 boats)
 Full results at www.sfbaysss.org

Most weeknight beer can series wrap up by or in October. We've included series results for some here; we ran others in the October issue.

MONDAY NIGHT MADNESS FALL, BVBC, 7/21-9/15 (5r, 1t)

1) **Capo Gatto**, Nonsuch 30, Sal Balistreri, 6 points; 2) **Synergizer**, Ericson 28-2, John Riley, 8; 3) **Breakout**, Santana 35, Lloyd Ritchey, 10. (8 boats)
 Full results at www.bvbc.org

FRIDAY NIGHT SERIES, BENICIA VANGUARD 15 FLEET #76, 6/27-9/5 (23r, 4t)

1) **Moe**, Dean Fulton, 68 points; 2) **Side Ef-**

The racers themselves were very pleased with how closely bunched the fleet was each day. Equally pleasing activities on shore included very large trays of Dark 'n' Stormies being circulated, and a paella feast.

— patrick hind-smith

EXPRESS 37 NATIONALS, BYC, 9/26-28 (7r, 1t)

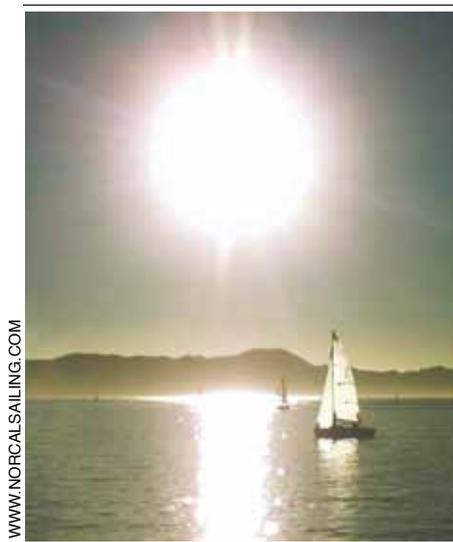
1) **Golden Moon**, Mike Mannix, 11 points; 2) **Expeditious**, Bartz Schneider, 13; 3) **Elan**, Jack Peurach, 17. (9 boats)

Full results at www.berkeleyyc.org

Vanguard 15 Fleet Champs

Saturday, September 27, was a real honker of a day on Tomales Bay for the Vanguard 15 fleet. The breeze built to around 20, with puffs possibly as high as 30. We had cranked off 11 races when a few competitors told me their legs were about to fall off, and it looked like Pete Trachy was suffering from hypothermia. I took pity and called it a day.

Dinner on Saturday night was pleasant and civilized, but the after-party at the campsite got a little crazy. I put all the wood that Matthew Sessions had brought onto the fire, creating a flaming



WWW.NORCALSAILING.COM

Zhenya Kirueshkin-Stepanoff's Melges 24 'Insolet Minx' creeps toward the Richmond YC finish line of the SSS Vallejo 2 on October 12.

inferno of death. A crew, Drew, freestyled to guitars played by Adam Rothschild, Kevin Richards and some random dude from another campsite. Drew, new to the world of sailing, took a single word, such as "downwind," and created an ad-lib song around it. He had the campsite in stitches.

Sunday presented the usual Inverness mystery breeze that challenges and indeed conquers race committees of smaller stature. Significant oscillations confounded some. An extraordinarily long anchor line off the race committee boat snagged others. The Purdys kicked ass (how do they do that each year?), but the day belonged to Sally and Adam and Matt and Jack, who competed until the very last race.

Kevin and Ben conducted the three-minute justice for the regatta's one and only protest, and threw both parties out.

Boat loading was made easier by pitchers of margaritas supplied by none other than the ass-kickers themselves (Melissa and Tom Purdy). Real awards, kinda like the ones you used to get as a kid, were given to the victors.

— steve kleha

VANGUARD 15 FLEET 53 CHAMPS, INVYC, 9/27-28 (18r, 0t)

1) Sally Madsen/Adam Rothschild, 63 points; 2) Matthew & Nicholas Sessions/Jack Barton, 64; 3) Avery Whitmarsh/Maddy Eustis, 88; 4) Sarah Deeds/John McBride, 88. (13 boats)

Full results at www.vanguard15.org

facts, Chris Klein, 76; 3) **Lunatic Fringe**, Marcel Sloane, 82; 4) **MacAttack**, Joel McMinn, 85. (10 boats)

Full results at www.beniclav15.org

FRIDAY NIGHT RACES, BYC, 4/4-9/26 (19r)

DIV. 1 — 1) **Mad Max**, Santana 22, Megan Dwyer, 9 wins; 2T) **Amici**, Catalina 30, Greg O'Toole, 3 wins; 2T) **Snow Bird**, Yankee 30, Amod Chopra, 3; 3) **Bravada**, Cal 29, Lisa & Bill Xenakis, 2. (11 boats)

DIV. 2 — 1) **Fly by Night**, J/24, Alex Schultink, 7 wins; 2T) **Twilight Zone**, Merit 25, Paul Kamen, 3; 2T) **Mission Impossible**, Merit 25, Dave Hamilton, 3; 3) **Upstart**, Santa Cruz 27, Richard Page, 2. (11 boats)

DIV. 3 — 1) **Yellowfin**, J/105, Kurt Olsen, 5 wins; 2T) **Mojo**, Ranger 33, Paul Weisman, 3; 2T) **Nirvana**, J/105, David Gross, 3; 3T) **JGPC**, J/105, Jim Guseth, 2; 3T) **Sea Star**, Cal 39, Bob Walden, 2. (16 boats)

Full results at www.berkeleyyc.org

ISLAND NIGHTS SUMMER, IYC, 7/15-8/22 (5r, 1t)

SPINNAKER I — 1) **Spirit of Freedom**, J/124, Bill Mohr, 5 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 7; 3) **Run Wild**, Wylie 24, Andrew Dura, 16. (3 boats)

168 RATERS — 1) **Phantom**, J/24, John Guliford, 4 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 8; 3) **Faster Faster!**, Merit 25, David Ross, 11. (5 boats)

SPINNAKER II — 1) **Proverbs 21:21**, Ideal 18, Steve Ritz, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Boogie Woogie**, Ranger 33,

THE BOX SCORES

John Ratto, 11. (4 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 5 points; 2) **Ghost**, Tartan Ten, Glen Krawiec, 10; 3) **Meliki**, Santana 22, Deb Fehr, 13. (3 boats)

Full results at www.iyc.org

SUMMER EVENING SERIES, LWSC, 5/8-9/18 (88r, 22t)

LASERS — 1) Mike Gillum, 107.5 points; 2) Dan Clark, 186; 3) Steve Willett, 261; 4) John Doval, 300; 5) Dave Suder, 393. (19 boats)

Full results at www.lwsailing.org

WEDNESDAY NIGHT SERIES, SEQYC, 4/16-10/8 (26r, 5t)

MERIT 25 — 1) **Dropbears**, Andrew Cole, 42 points; 2) **Thurber**, Mark Thurber, 60; 3) **Klein**, Randolph Klein, 61. (5 boats)

PHRF — 1) **Metridium**, Catalina 42, John Graves, 77 points; 2) **Mirth**, Catalina 34, Rick & Petra Gilmore, 111; 3) **L20**, J/29, Alex Huang, 118; 4) **Magic**, Express 27, Reed Phillips, 120; 5) **Primordial Sloop**, Express 37, Henry Kleinberg, 127; 6) **Melilani**, Express 27, Richard Butts, 135; 7) **Slipstream**, Catalina 42, Mark Millet, 137; 8) **Pizote**, Santana 30, Noel Bird, 168. (32 boats)

MULTIHULL — 1) **This Side Up**, Nacra Infusion F18, Cherie Sogsti, 5 points; 2) **Aurora**, Formula 18, Phillip Meredith, 5. (2 boats)

Full results at www.sequoiayc.org

SUNSET SERIES, MPYC, 3/26-10/1 (27r, 0t)

PHRF A — 1) **BustinLoose**, Sydney 38, Jeff Pulford, 17 wins; 2) **Calphurnia**, Schumacher 28, Sarah & David Duncan, 4; 3T) **Pearl**, J/80, David Blaskovich, 2; 3T) **Encore**, J/105, David Potter, 2. (8 boats)

PHRF B — 1) **U20**, Ultimate 20, Rick Smith, 9 wins; 2) **Ecaroh**, Santana 22, Patrick Tregenza, 7; 3) **Moore Please**, Moore 24, Daniel Emerson, 5. (11 boats)

SHIELDS 30 — 1) **Rolly**, Pakhtun Shah, 10 wins; 2) **Stillwater**, Ashley Hobson, 8; 3) **Meritage**, Jerry Stratton, 4. (12 boats)

Full results at www.mpyc.org

SUMMER SUNSET SERIES, SYC, 7/22-9/16 (6r, 1t)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 6 points; 2) **Hazardous Waste**, J/105, Chuck Cihak, 18; 3) **Kilo**, Synergy 1000, Paul Beamer, 18. (8 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 8 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 13; 3) **Grey Ghost**, Hanse 342, R. Douglas Grant, 15. (4 boats)

NON-SPINNAKER D — 1) **Jarlen**, J/35, Bob Bloom, 5 points; 2) **Cattitude**, Tartan Ten, Deana Maggard, 14; 3) **Mimicat**, Hinckley 38, Robert Long, 16. (6 boats)

NON-SPINNAKER E — 1) **Tackful**, Santana 22, Frank Lawler, 5 points; 2) **Inshallah**, Santana 22, Shirley Bates, 15; 3) **Blue Ribbon**, Catalina 27, Kevin Moore, 20. (5 boats)

Full results at www.sausalitoyachtclub.org

WORLD

*We depart from our normal format here, to test your knowledge of **The World's Finest Chartering Destinations.***

Are You a Chartering Know-It-All? Try Our Worldwide Sailing Quiz

Just for fun, we thought we'd break out of our usual routine this month and give you a little stimulation for the gray matter that resides between your ears.

If you're a well-traveled sailor, you ought to score high on the quiz that follows, because most answers are common knowledge within the sailing venues that they relate to. On the other hand, if the listings on your travel résumé don't extend beyond the California coast, perhaps these brain teasers will inspire you to get out and explore the world a bit — under sail, of course.

To our way of thinking, international travel is a life-enhancing pastime that will likely expand your grasp of history while giving you a deeper understanding of the cultures you visit. Depending on where you travel, you may also gain a greater appreciation for the complexity of the international issues of the day. Not only that, but travel — especially on a sailboat — is physically exhilarating and a whole lot of fun. Just the tonic you need to combat the ills of the workaday world.

So take a crack at our quiz and see just how worldly you are. Who knows? You may be encouraged to step out of your normal routine and book a sailing trip to a place you'd never considered before. (You'll find the answers on the last page of this *World of Chartering* section.)

The Chesapeake is America's largest estuary, and the sailing destinations there include towns that date back to pre-revolutionary times.

1) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti
- c) New Caledonia
- d) Tonga

2) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

3) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

4) All waters of this charter venue are part of a protected marine preserve:

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

5) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia



6) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

7) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesbos

8) At which island does the Caribbean's largest annual regatta take place?

- a) St. John
- b) St. Barth
- c) Montserrat
- d) Antigua

9) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie Galante
- c) Martinique
- d) St. Barth



OF CHARTERING



tabloid celebs, including Mick Jagger, David Bowie, and Tommy Hilfiger.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

15) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

16) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

17) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

18) Roughly two thirds of this Caribbean Island was purchased by members of the Rockefeller family, who built a swank resort on a piece of it, and gave

Along the Turquoise Coast of Turkey, it's normal to lie stern-to a waterside village, and go ashore for a festive dinner complete with 'ouzo'.

You would never guess today that the popular British Virgin Islands charter base called Soper's Hole was once a pirate haven.

- 10) This chartering venue is the largest estuary in the U.S.
- a) Sacramento Delta
 - b) Mississippi Delta
 - c) Chesapeake Bay
 - d) Penobscot Bay

11) This popular European chartering destination is now an independent nation. It was once part of the Austro-Hungarian Empire, and later part of a communist state of the Soviet Union.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

12) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

13) After 162 years as a British terri-

tory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

14) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation home of many rock stars, royals and



LATITUDE / ANDY

TURKISH TOURISM

WORLD

the rest to the U.S. government with the understanding that it be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John

19) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-ft boat inside, with an entrance that is 130 feet high.

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

20) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had

- a) Apostle Island



With its many unspoiled anchorages and abundant sea life, Mexico's Sea of Cortez is a perfect place to unwind and relax.

to do with a dispute over the boundary between the U.S. and British North America, began when an American farmer shot a British pig that was rooting in his garden.

- b) Catalina
- c) San Juan Island
- d) Ellis Island

21) Under American law, U.S. citizens are allowed to travel to this tropical destination, but they aren't allowed to spend money there.

- a) Anguilla
- b) Cuba
- c) St. Maarten
- d) Haiti

22) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

British Virgin Islands Belize The Grenadines

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23) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

24) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

25) Nearly 300 years before Christ, a 110-ft-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the "seven wonders of the ancient



While you're exploring the Greek islands, you'll find whitewashed villages that date back centuries.

world."

- a) New York
- b) Bali
- c) San Salvador

d) Rhodes

We'll give your gray matter a rest here. But we encourage you to follow up with your research on the world's top chartering venues. The more you know before you go, the richer your experience will be.

— latitude/andy

Answers: 1) d, Tonga; 2) d, Turkey; 3) c, Antigua; 4) d, British Virgin Islands; 5) b, Guadeloupe; 6) b, Australia's Whitsundays; 7) c, Delos; 8) d, Antigua; 9) d, St. Barth; 10) c, Chesapeake Bay; 11) b, Croatia; 12) a, Belize; 13) d, The Seychelles; 14) b, Mustique; 15) b, nutmeg and mace; 16) c, The Florida Keys; 17) d, The Bahamas; 18) d, St. John; 19) b, Santa Cruz Island; 20) c, San Juan Island; 21) b, Cuba; 22) b, The Gulf and San Juan Islands; 23) b, Downeast Maine; 24) d, Mexico's Sea of Cortez; 25) d, Rhodes.

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CHANGES

With reports from **Irie** on problems with their mooring breaking free at Taina Marina in Tahiti; from **La Paz** and **Baja** on the aftermath of Odile; from **Kiapa** on the pleasures of Musket Cove Resort in Fiji; from **St. Barth** and **St. Martin** on the destruction they suffered from hurricane Gonzalo; from **Destarte** on work and play in Fiji; and **Cruise Notes**.

Irie — Tobago 35 Cat Mark & Liesbet Colleart Trouble In Tahiti (Ex-Bay Area)

After Mark was diagnosed with cancer, we had to fly to the United States so he could have surgery and get further treatment. Before we left *Irie* on mooring ball A19 at Taina Marina in Tahiti for an indefinite period, we made sure everything was as well-prepared as possible. When we heard that A19 was a newly serviced mooring because it had broken loose not long before, we thought it was a positive thing.

Since our cat is lighter and shorter than the monohulls for which the mooring was designed, we figured there was no way she could break loose.

We attached three mooring lines through the loop of the mooring ball: one off each bow and a back-up line in the middle. This setup served three purposes: 1) It kept the mooring ball between the two hulls; 2) It kept the lines from touching the bottom of the hulls and rubbing the new bottom paint off, and, 3) It eliminated chafe. If one of the lines chafed through somehow, the other two would still keep our cat attached.

We also arranged for friends to check on *Irie* frequently in case something looked suspicious, and made sure the marina staff knew how to contact us.

Little 'Irie' on buoy A19 at Taina Marina, Tahiti. The buoy failed in Mark and Liesbet's absence. The lovely island in the background is Moorea.

When Mark and I returned to *Irie* on August 15, eager to settle back into life on the water, we were surprised to see that she was lying slack against the mooring ball. Upon further investigation, we found a pile of our mooring lines on the front deck, and only a single line from one bow to the other via the loop of the mooring ball! If our boat moved at all, the sawing movement caused chafe on the line and the loop, with the potential for the line's eventually failing and our boat getting loose. Furthermore, the way the single line was tied outside the bows meant that it was rubbing off the expensive new bottom paint.

Needless to say, we weren't happy.

Our friends denied all responsibility, and our neighbors in the mooring field said they hadn't seen anything. When we paid our bill — which was higher than expected because while we were gone the marina raised the weekly rate without informing us — manager Philippe Olite took our money without comment.

(For the record, cats pay double the rate of monohulls, despite the fact that we were awake many nights worried that oversized monohulls on neighboring mooring balls were coming within inches of our boat during windshifts and changes in the tide. We were charged \$6/ft/month.)

How *Irie's* mooring lines had come off remained a mystery until we got to the anchorage at Arue. When the catamaran *Paradocs* entered the anchorage, Nicholas, one of the crew, yelled: "Hey, I saved your boat two weeks ago in Taina Marina! She was just floating away."

What!?

As soon as *Paradocs* got settled, we dinghied over to learn more. Nicholas explained that he was dinghying home about midnight on August 8 after playing ukulele ashore when he noticed *Irie* dragging through the mooring field — with the mooring ball and three lines still attached! He said he banged on the hull of our cat but nobody was home. Since *Irie* was about to crash into another catamaran, he urged the owners of the second cat to wake up. Together they fended our cat off just in time to prevent any damage.

Nicholas contacted the marina staff, who — begrudg-

PHOTOS COURTESY VIVACIA



ingly because of the late hour — towed our boat to another mooring. She stayed on that ball until A19 was fixed. Philippe and crew later put *Irie* back on that ball — with only one line attached and without bothering to tell us!

We realize that shit does happen and sometimes mooring balls break free. What we don't understand is why Marina Taina didn't take any responsibility for what happened, and how Philippe, who told us "Mooring balls break all the time", felt fine about not saying anything to us even though we could have lost our home. "That's why you have insurance," he explained. If the wind had come from the other direction, *Irie* would have ended up on the reefs.

That being said, we are very grateful that Nicholas saved our boat and that no serious damage was done. Discovering that you almost lost your home and

COURTESY IRIE



COURTESY IRIE





The carnage created by Odile on the water and ashore at La Paz. Heroic efforts by a core group of determined cruisers, assisted by the power vessels 'Sea Witch' and 'Oso Negro', were able to save many of them. Some owners were extremely grateful. A few didn't seem to care.

way of life is scary. We think our karma, from having saved at least three other cruising boats during our seven years on the water, has been put to the test!

— liesbet 10/01/14

The Aftermath of Hurricane Odile La Paz, Baja California Sur

A month after Odile, the most deadly hurricane ever to hit the cruising community of La Paz, we spoke with Elizabeth and Alan Baggs of the Annapolis-based Caliber 40 *Vivacia* to a get better understanding of the preparations, impact and aftermath. The Baggses have had *Vivacia* in Mexico for the better part of two years. Although they've been to the mainland, up into the Sea, and across to French Polynesia with Lionel

and Irene Bass aboard the M&M 52 cat *Kiapa*, they've spent most of their time in La Paz. They were aboard their boat at Marina de La Paz when Odile struck with 85 knots of wind — maybe more.

Odile did not take anyone in La Paz by surprise, but some people were lulled into complacency by the fact that Odile was originally projected to follow exactly the same path as hurricane Norbert a week before. And Norbert ended up passing far enough to the west to have no effect.

"Even a couple of days before Odile came through, weather forecasters were saying there was only a 50/50 chance we would get hit," says Elizabeth. Everything changed at about 6:30 a.m. on the 14th, when Tom

of Baja Insider got on the VHF before the cruisers' net and announced: "Time to get busy, we're going to get hit!"

Most boatowners responded by spending the day getting their boats and friends' boats ready. Those with boats in *Elizabeth Baggs' diagram of where the boats sank or went ashore. Almost all of them ended up on the mogote across from Marina de La Paz.*



ELIZABETH BAGGS

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Marina del La Paz — and presumably the other marinas — were required to strike furling sails and remove canvas. If the owners weren't around, the marina staff prepared the boats — as they had done before, even in cases of false alarms. Many extra lines and fenders were deployed.



While some sails didn't unfurl, most of them did.

In the end, boats in the marinas came through with very little damage. They were helped enormously by the fact that the wind blew offshore rather than onshore. Nobody wants to think what would have happened if the 8-ft chop had blown toward the marinas — especially the piling-free Marina Cortez — instead of away from them.

Before Odile hit, there were 44 boats anchored in the bay. One of them, Carlos Slim's 95-ft *Tully*, made a run for it to the north. She made it to Bahia Concepcion, where she and her crew rode out 50 knots without a problem. Nine other boatowners brought their boats into marinas, and there was room for more.

Guenter Trebbow, 77, the much-loved German aboard the Fisher 30 ketch *Princess*, refused the offer of a free slip despite the fact he was in poor health. He would die of a heart attack during the height of the storm. "We feel guilty that we didn't go out, tie him up, and force him to bring his boat into a marina," says Elizabeth.

Paul Whitehouse and Simone Wood, Brits on the ketch *Tabasco II*, were the other two cruisers who died because of Odile. Apparently they also could have taken a berth. Their boat sank in the **There was damage up at the old marina at Santa Rosalia, too. This is Ron Strathman's beautiful wooden schooner 'Golden Eagle'.**



COURTESY VIVIACIA

middle of the night. Simone's body, clad in a survival suit, was found several days later in the thick mangroves. Given the restricted movement when in the suit, she was apparently pinned against the mangroves by 100 mph winds and eight-foot chop. The body of Paul, a dive instructor, was found on a nearby beach.

Of the 34 boats that started the storm at anchor or on a mooring buoy, some were extensively prepared, with things like triple anchors set and with as much windage stripped as possible. Others got no special preparation because nobody was on them. "It's hard to believe," says Alan, "but some people think they can leave their boat unattended on the hook in a hurricane zone for one or two years, with furling sails and canvas still on."

All but one of these anchored boats was on the far side of the sandbar that divides the bay, meaning they ended up on a windward shore in hurricane-force winds. Small wonder that there were only five boats left at dawn the next morning when the wind was down to 35 knots. The one boat just to the leeward of Marina de La Paz still had a dinghy trailing behind — albeit upside down.

As of the middle of October, a month after Odile hit, 22 of the boats had been refloated, six had been sunk or destroyed, and one was lifted out by a crane. As for the rest, Elizabeth, who has been keeping close track, reports they "either need professional dredging equipment or the owners have simply walked away."

People are funny. The owner of *Steel Breeze*, whose boat didn't get off for nearly a month, couldn't have been more delighted and grateful to get his boat back. "Others almost didn't seem to care," said Elizabeth. "The owner of one reasonably nice boat that could easily be pulled off is still aground because the owner doesn't want to pay for a new anchor."

"The vast majority of the refloatings were done by completely volunteer efforts," continues Elizabeth, "with the indispensable help of two motor vessels: Jordan Shishmanov's Cheoy Lee Sea Master 47 *Sea Witch* and Al Winn's Hatteras 46 *Oso Negro*. The former pulled nine boats off; the latter pulled five off.



"The cruising community, in addition to the help of the two powerboats, did a phenomenal, selfless job of coming together and taking care of its own," says Elizabeth. "There was a core group that worked for days on end."

We'd have gladly published the names, but some don't want the publicity and it's feared others might be left out by mistake. But you know who you are.

Nonetheless, Elizabeth wants to give special recognition to Rosie of the Red Shack Restaurant. While the Mexican government did dispatch a helicopter to 'search' for the three missing cruis-



Spread; With cruising season about to begin, we think it's bad form to show nothing but photos of cruiser misery and not offset them with a photo of what cruising in Mexico is normally like. The two cats are 'Profligate' and 'Rotkat', anchored in the Sea of Cortez about 20 miles from La Paz.

ers, their search was described as being "brief, at high altitude, not in a grid pattern and more like a sightseeing flight". For three or four days after Odile, Rosie would be taken by Al of *Tuna Tamer* to the *mogote*, where she tirelessly searched the mangroves for the bodies of Paul and Simone. It was Rosie who found Simone's body, which quickly led to the discovery of Paul's body.

Luck plays a role in surviving hurricanes. Autumn (last name unknown),

who is believed to have been alone on the sloop *Rascal*, which would go up on the beach, was literally blown off the bow of her boat during the storm. The wind and waves drove her onto the beach, where she was able to take shelter beneath a dinghy for the duration of the storm.

Shelley Rothery Ward, commodore of the Club Cruceros of de La Paz, was described as "our strength, our CEO, and our contact with authorities," says Elizabeth. To date the club has raised over \$20,000 to help cruisers out.

Puerto Escondido: Jake Howard of the

Hunter 45 *Jake* offered this 'month after' report from Hidden Harbor:

"A total of 15 boats were damaged at Escondido. Four were sunk and 11 were driven ashore. Of the four sunk, two have been refloated but are total losses. The others were salvaged 'as is', cut up and hauled away. Of the 11 boats driven ashore, three are total losses, while eight are questionable. If the owners are willing to pour in a lot of money, they can probably be saved. Those are big 'ifs'.

"I can also report that a singlehander named Mary (last name unknown) on the 35-ft sloop *Ivor* had left San Francisquito on Saturday before the storm hoping to make Santa Rosalia. She didn't make

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it and her boat was driven aground at Punta Trinidad, which is about 45 miles north of Santa Rosalia. *Ivor* was also dismasted. Mary was spotted several days after the storm, and initially didn't want to leave her boat. Several cruisers finally convinced her to take what she could and leave the boat. She is expected to arrive soon in Puerto Escondido, where she has a temporary place to stay while she looks for another boat."

Santa Rosalia: "My husband Alan and Jordan Shishmanov made the seven-hour trip up to Santa Rosalia because they were under the impression that a sunken boat needed a pump to be refloated," reports Elizabeth. "It turned out to be a waste of time because somebody else had the necessary pump. Alan found that Odile's winds had totally destroyed the old marina at Santa Rosalia, which was in terrible shape to begin with. It was a shame, because it resulted in the loss of the 50-ft Peterson schooner *Golden Eagle*, an absolutely gorgeous boat."

Ron Strathman, who had worked many years to save the dying schooner, and since then has sailed the *Sea* for six years, reportedly fled Mexico in the aftermath of Odile. Apparently the owner of the dilapidated marina took legal action to try to hold Strathman and the owners of several other boats liable for destroying his marina, rather than vice versa. Fearing arrest, Strathman headed for the States for legal representation and to let things settle. Settle they did, as API, the local port authority, ruled against the owner of the marina. A fundraiser has been established in the hope of raising \$100,000 so Strathman can save the schooner once again.

It's believed that the other two boats blamed for the marina's coming apart are the 50-ft motoryacht *Sea Hunter* and an unnamed 40-ft sailboat.

A Learning Experience: What did Alan Baggs take this photo of the sloop 'Aspara' on top of 'Dorikam' at Santa Rosalia. He was salvaging gear before "the local vermin" did.

and Elizabeth Baggs learn from their experience aboard at the dock? "First, that even a boat in a marina can heel over," says Elizabeth. "We were knocked down as much as 45 degrees by some gusts, at which point our big worry was that we might get a rail hooked under the dock — something that did happen and cause damage to another boat. Second, until you've been through a hurricane, you have no concept of how powerful the wind can be. The difference between 25 knots and 50 knots, for example, is not double, but four times as much. Had we known, we wouldn't have left our bimini and solar panels up — although they did survive."

— *latitude/rs 10/15/2014*

Kiapa — M&M 52 Cat Lionel & Irene Bass Kiapa's Cruising 'Comes to an End' (Perth, Australia)

Yes, we know we haven't updated our blog in months, but that's because we've been having too much fun. Some friends keep trying to convince us to 'get with it' and to 'do Facebook'. Maybe one day.

About two months ago we arrived at Malolo Lailai Island, more specifically at Musket Cove Marina & Resort — and we haven't moved very far since. Hence the 'Cruising Comes To an End' title. But picture what we have here:

— A safe, comfortable and protected anchorage.

— A cruiser-friendly resort a very short dinghy ride away, where yachties are made to feel most welcome. We can use all the resort facilities for free.

— Excellent — and we mean excellent! — surf and kiteboarding just a short distance away, both easy to reach with our 'car' — aka dinghy.

— No need to ever lock up the boat or hide stuff away. We all leave all our cameras, iPads, toys such as kayaks and SUPs, and diving gear out in the open on deck.

— Terrific snorkeling nearby.

— A great social scene. Every night the Island Bar cranks with cruisers dinghying in to BBQ a snag or steak, and then share a salad or two with others in true potluck style.

— Yoga six mornings a week, and if you want, volleyball in the late afternoon.

— A grocery with all the necessities.



As one cruiser said, it's a bit like being at permanent summer camp! Yoga first thing, then a coffee at Vina's Coffee Shack, followed by a boat project/housekeeping job or two — such as clean the bottom or wash the 'Fiji snow' (ash from burning sugar cane) off the deck, have lunch, surf or kiteboard depending on the wind and tide, do some laps in the resort pool, followed by a shower in their fabulous facilities. We haven't had to make much water since we got here. Then off to the Island Bar for BYO dinner, where not only are there BBQs but they even provide and wash up plates and cutlery! Why would we cook onboard or go anywhere else?

We actually have upped anchor to explore some of the nearby islands. We've been fortunate in that we've had three lots of friends come and visit: the Marot family from Sydney, Charl from Noosa,



IN LATITUDES



PHOTOS COURTESY IRENE BASS



Clockwise from above: There is great surf in Fiji. 'Kiapa' on the hook. Irene passing out glasses to most appreciative locals. The restaurant at Musket Cove. Local transportation. Party time! A difficult-to-distinguish plant fish. The lap pool at Musket Cove. Morning yoga. Two of the bartenders.

and Ray, Youngie and Bea from Perth. Fiji is so easily reachable from Oz, we've loved having visitors. I'll let the photos do the talking!

The main reason we have 'stopped cruising' in the true sense of the expression is because of the surfing and kiteboarding opportunities that are in such close proximity to Musket Cove. Just around the corner there are five world famous surf breaks: Cloudbreak, Restaurants, Namotu Left, Wilkes and Swimming Pools. Maybe you've heard of Cloudbreak? Depending on the weather forecast, we either take the mothership *Kiapa* out and anchor off tiny Namotu Island for the day, then dinghy to the surf break, or alternatively Lionel and I head out in the dinghy - that's if we

just want to have a 'quick surf', rather than making a whole day of it. Namotu Island has a small, exclusive, private resort on it, mainly catering to surfers and kiteboarders - no cruiser plebs are allowed ashore! Luckily, we have been given the okay by the resort owners to pump our kites up on their beach. Phew! Imagine not being able to kite a world class break because we can't pump our kites up! And because of its exclusivity, it's never crowded! Aahhhh, heaven!

Something else that has been keeping me occupied is some small-scale volunteer work. Back in New Zealand we loaded *Kiapa* up with many boxes of spectacles, kindly donated by the Papakura Lions Club. And each time we've been near a different village or community, we have held, what I can only loosely call a 'clinic', for those who need reading glasses. For me this has been a wonderful opportunity to meet Fijians. In the beginning Lionel helped me, but more recently it's been our friends who have visited and/or cruising girlfriends who have helped me. Again, I'll let the photos do the talking. Needless to say this has made me feel my life is not totally self-indulgent and decadent, and that in a small way I'm helping others.

Another reason my cruising life is temporarily 'coming to an end' in 10 days' time is that I am returning to Perth for a couple of months. An opportunity to teach back at my old school came up. I put my hand up and was lucky enough to get it. My motivation for going back to work is for a combination of reasons: from topping up the cruising kitty to keeping my teaching registration up-to-date, but most importantly to see all my friends. Lionel will stay here in Fiji for a couple of months more, and at the end of November will look for a weather window to sail our beloved *Kiapa* back to New Zealand. I'll meet him there in mid-December.

The main thing to know is that we've been having so much fun here in Fiji that we plan to come back next season!

— irene 09/15/2014

Hurricane Gonzalo St. Barth and St. Martin

The Lesser Antilles Islands of St. Martin and St. Barth were sucker-punched ***Now you see her, now you don't. Even boats tied up to docks weren't safe when Gonzalo hit St. Martin with hurricane force.***



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by hurricane Gonzalo for five hours on the evening of Monday October 13. The storm had surprised forecasters with both a quick turn to the north and a rapid building of strength to hurricane



A boat smashed against the dock at St. Barth's inner harbor.

force. Marine interests on the two islands were hit particularly hard, as were small aircraft.

The body of one 87-year-old sailor — who had lost his previous boat to ferocious hurricane Luis 19 years before — was found at Boca Marina inside St. Martin's Simpson Bay Lagoon. While one source said nobody was still missing, others were saying a number are, including three in a dinghy off St. Martin and three on a boat off St. Barth.

Thirty-seven boats were said to have been destroyed on St. Martin, most of them sunk. Many were in Simpson Bay Lagoon or at Sandy Ground, Marigot Bay and Grand Case on the northwest coast. Authorities said there had been seas to 18 feet in those locations. In addition, five boats were reportedly washed up in relatively protected Oyster Pond, and the resort bars and restaurants at Orient Beach were said to be devastated.

There was an unknown amount of damage to boats in the boatyards. For example, St. Martin Shipyard, next to the airport on the Dutch side, reported significant damage to boats at their cement docks. *La Gamelle*, the Wanderer's scruffy but beloved Olson 30, was also in that yard, but was undamaged. The Coast Guard pier on the Dutch side of St. Martin was damaged when a boat

Gonzalo was a tragic hurricane for the owner of this cat that ended up on the beach near Marigot, St. Martin. What a sad sight.



slammed into it, and a Coast Guard vessel on a lift was damaged.

Although she wasn't on the island, St. Barth fountain-of-information Melanie Smith reports that her sources say "at least 50 boats sank or were driven ashore at different parts of the island. This storm grew so quickly while on the doorstep of the island that most people were caught totally unprepared, which is pretty rare for St. Barth."

According to Smith's sources, three days after the storm a number of people, including three on one boat, were still unaccounted for.

When hurricanes approach, most St. Barth boats run for the lagoon in St. Martin. But that's 20+ miles away, the bridge opens only a couple of times a day, and the trip would have been to windward. So to our knowledge few if any skippers attempted it with so little advance warning.

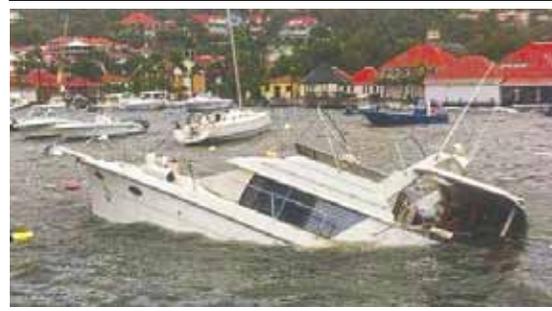
Authorities at the Prefecture at St. Martin's Grand Case report that Gonzalo's winds peaked at a relatively modest 86 knots, about a third of the force of mega-hurricane Luis, which some will remember destroyed more than 700 boats in the lagoon alone.

Surprise was Gonzalo's big weapon. Most Caribbean hurricanes start far to the east and give plenty of warning of their approach. Gonzalo started as a relatively benign system 700 miles east of Antigua, and on the Friday afternoon three days before she hit, forecasters said it only had a 10% chance of becoming a tropical storm in 48 hours, and only 30 percent in five days. That lulled a lot of islanders, most of whom have been through storms before, into complacency.

By Sunday afternoon, Gonzalo had jumped to a depression and then a tropical storm, so at 1:30 p.m. authorities issued their first Tropical Storm Watch. But at that point, Gonzalo was supposed to pass to the south of St. Mar-

tin. When a huge rainstorm came through on Monday, many residents assumed that it was Gonzalo coming and going. It wasn't. In fact, the real thing had turned and was headed straight for the two islands.

The Sea Res-



cue Service reported they were overwhelmed with calls for help, and that many flares were fired from boats in the night. Early in the storm Lifeboat 129 went to rescue a boat with two adults and a baby aboard off Marigot Bay's Beach Plaza Hotel. "When we got the tow line to the skipper, it took the man forever to attach it, as he was busy trying to save his anchor," said one of the crew. "We were shouting that we needed to go forward, and the wind was gusting to 60-65 knots. But we ended up with the line getting caught in our props, which killed both engines. Within 10 seconds we were on the rocks."

Laura Greces of BVI Yacht Charters reports that Gonzalo was originally headed right for their base on Tortola, British Virgin Islands, so they made all preparations. "In line for a direct hit at hurricane force, we ran all our boats over to our hurricane hole at Paraquita and to Village Cay, and had a few on charter go to the marina at Virgin Gorda. I had all the hurricane shutters up at my home, and not wanting to hear the roar, went

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THESE UNATTRIBUTED PHOTOS WERE MAKING THE ROUNDS OF THE INTERNET.



Gonzalo took most boatowners in St. Barth and St. Martin by surprise, as it was supposed to continue west toward the British Virgins. At the last minute, it both swung north and greatly increased in strength. Very few boatowners on either island had time to prepare for it properly.

— *latitude/rs* 10/16/2014

to sleep at 8:30 p.m. I slept through the night without hearing anything, so I don't think we even had tropical-force winds. None of our boats, including *Latitude's* catamaran 'ti Profligate, were damaged. We were very lucky."

Compared to the 1990s, hurricanes in the last 15 years have been easy on marine interests in the Eastern Caribbean, particularly the Virgin Islands / St. Martin / St. Barth / Antigua area of the Lesser Antilles. In just four hours, Gonzalo changed all that. Because the hurricane wasn't that strong and didn't last that long, most of the damage to the islands was cosmetic. Most electrical, phone and transportation services, including airports, were restored in a day or two. The islands will be fine for the winter, with only a few masts sticking up through the water to remind people of the most recent hurricane. Indeed, Greces said that winter bookings were "very strong".

Destarte — Bristol Cutter 28 Jerry Murphy and Brendan Work and Fun in Fiji (San Diego)

The predawn sky was pink this morning, and the light showers of last night have ended, promising a nice day. My Bristol Channel Cutter, a vet of the 2006 Ha-Ha, bobbed gently at a dock at Vuda Point Marina, Viti Levu Island, Fiji. Her crew — myself and my nephew Brendan — had just completed six weeks of hard work bringing *Destarte's* systems back up, renewing her varnish, and provisioning her for a month of cruising among the islands of Fiji. Our plan for the day was a sortie to Malolo Lailai Island, home of the famed Musket Cove YC. Cruisers from all over the western Pacific congregate at Musket Cove because they are made to feel so welcome. So we'll visit and use the passage as our seasonal sea trial.

Brendan has done a fine job of working hard in the tropical sun, learning to

varnish, paint, and 'keep house' on my 28-footer. Others in the marina have taken note of his positive attitude. But most remarkable is his ability to play guitar and sing. He and I have played together and sung on *Destarte*, but several times he's been called onto the stage at the Boatshed Bar and Restaurant by the band, and has done solos of folk music and some of his own compositions. All conversation at the bar ceased when he played those nights, and he was given resounding rounds of applause.

We haven't started sailing yet, but I've already had some trials. *Destarte's* dinghy, for example, was stolen from right next to my boat on the grounds of the marina. Despite a police investigation, a newspaper notice and reward posters, there has been no sign of it. So I've purchased another cruiser's hand-me-down inflatable, which leaks air and is too big for my boat. But it will likely get us through this short season.

I also had my camera stolen, so I don't really have any photos to share. Brendan, who also appears to be a skilled photographer, has been taking photos with his iPhone. Once we figure out how to download these to the ship's computer, we may be able to pass some along.

Virtually every ship's system has required at least some work this year. I started cruising with the 2006 Ha-Ha, so I guess that's to be expected. Fortunately, I brought most of the parts with me in my luggage, and they are now all installed. *Destarte* is looking really good.

Although the captain has worked from sunrise to sunset most days, and the crew nearly as much, it hasn't been all work. Yesterday was Fiji's Independence Day, and we walked the 50 minutes to the neighboring village where we drank kava with a local family. The countryside

Having returned to Fiji and spent months getting his boat ready, Jerry Murphy was eager to head to the less-visited islands of Fiji.



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here in Fiji is lovely, with lush, tropical vegetation over rough hewn volcanic mountains.

Our plan is to leave Vuda Pt today to begin exploring the Mamanutha and

Yasawa Islands, which are on the west and northwest sides of Viti Levu. The Yasawas may be remembered as the area where Robin Lee Graham of the 24-ft *Dove* fell in love with his future wife Patti. It's also where the movie *Blue Lagoon* was filmed. Captain Bligh and the *Bounty*

Brendan was a great worker and popular singer.

loyalists were chased by cannibals in the Yasawas, but we're not too concerned, as that was many years ago. We hope to do the *sevu sevu* ceremony with the local chiefs and drink kava in peace and fellowship.

At present, we are thinking of returning to Vuda Point at the end of October, at which point we'll have to decide whether to make the 1,000+ mile passage to New Zealand this year.

(Update: Good news, as my camera was found! It hadn't been stolen after all, but turned up in a hidden cubby of the boat. Having had my dinghy stolen put me in a negative mindset, so I assumed that the camera had fallen out of my pocket and had been taken home by someone.)

—jerry 09/21/2014

Cruise Notes:

"Hurricanes aren't the only strong winds that hit Mexico," report Mike and Melissa Wilson of the Mazatlan-

Cerro del Creston seems to have been keeping hurricanes away from Mazatlan for many years.

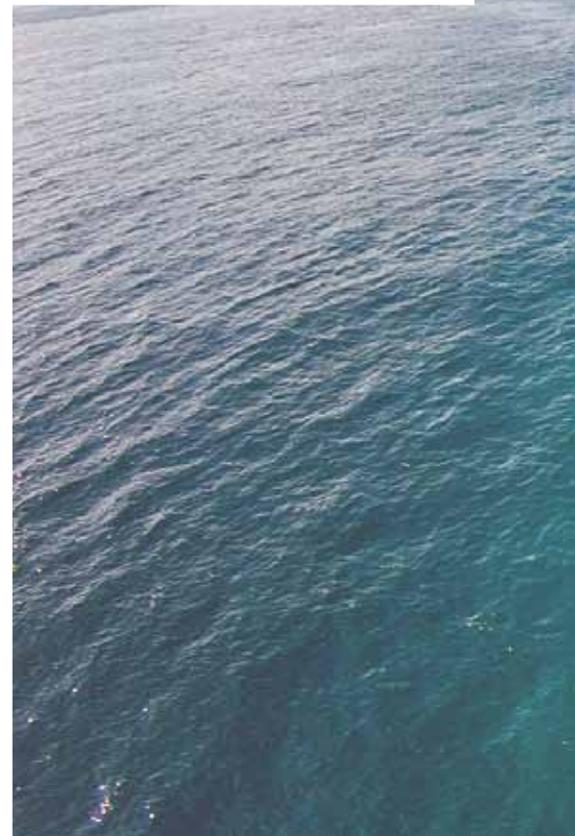
based S&S 44 **Tortue**. "Here in Mazatlan we get hit with fierce stuff locally known locally as *torritos* or 'little bulls'. They are the equivalent of *chubascos* and *elephant*s farther up in the Sea of Cortez, and feature winds to 60 knots and torrential rain. Normally the extreme wind and rain lasts between 40 minutes and two hours, after which it's followed by a softer 'Irish style' rain. But one time we had 17 inches of rain in 24 hours, which left the whole of the city awash. Thank God our *Tortue*, fully welded aluminium, doesn't leak a drop."

And thanks to what the couple facetiously describe as "incredible foresight", they and their 16-year old black cat Tao missed getting hit by *Odile* on the Baja side of the Sea of Cortez. "We didn't go over to that side of the Sea this summer," says Mike, "but I've called the cruising grounds of the eastern shore of Baja home for 15 summers, and Melissa has been with me for the last four of them. We feel for our friends who got hit so hard over there."

"Cruisers who had left their boats in Mazatlan for the summer were starting to return by mid-October," Wilson continued. "The VHF radio, quiet for the summer, has started to crackle to life and the morning net is growing on a daily basis. We're all looking forward to a great season here in Mazatlan."

"The presence of Fonatur at **Puerto Escondido** has significantly reduced the safety of the place as a 'hurricane hole'," contends a Puerto Escondido-based reader who says his name can't appear in print for fear of reprisals. "I was here in 2002 and was able to lay out 360 feet of chain in Puerto Escondido for hurricane **Marty**. Then Fonatur, the Mexican tourism development agency, came in and put moorings almost everywhere in Puerto Escondido, leaving very little room to anchor. So when **Odile** came through in September, I could only put out 260 feet of chain, despite being anchored in 46 feet of water. That's only six to one. It also put me closer to moored boats than I wanted."

"Why did I anchor instead of taking one of the Fonatur moorings?" the reader asks rhetorically. "Because the Fonatur staff that runs the moorings advised me that 'none of the moorings are any good'. They were the ones who suggested that I anchor. At least three of the Fonatur moorings did fail during *Odile*, and the larger



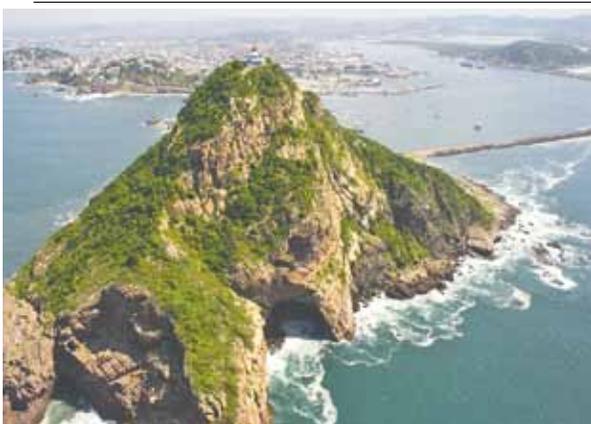
motor vessels on moorings continuously used their engines to reduce the load.

"I'm writing because I believe the presence of Fonatur has significantly reduced the safety of Escondido as a hurricane hole, and I doubt that many of the new cruisers coming down this year are aware of it. My complaints to Fonatur are useless, and their general attitude is that nothing can be done. Perhaps *Latitude* could evaluate the situation?"

Latitude's evaluation is simple: we wouldn't want to have to use any of the Fonatur moorings in anything like hurricane conditions. And we'd hate to have to battle with other boats for what little room is left outside the mooring area in order to anchor properly. Has the presence of questionable moorings made Puerto Escondido less safe as a hurricane hole? We believe so.

It seems to us the Fonatur operation in Puerto Escondido has been a well-intentioned mistake from the beginning

DEBATE





Earlier we ran a photo to offset the false impression that might be derived from all the wrecked boats in the Sea of Cortez after Odile. Well, here are two shots from Fiji by Kurt 'drone photographer' Roll of San Diego to balance the photos of the damage done to St. Barth and St. Martin by Gonzalo.

— which was back in the late 1970s. The moorings, which are quite expensive for what you get, seem to have been a factor in breaking up what had once been a thriving cruiser-based community. Faced with having to pay lots of money for a dubious mooring or have to live with inadequate room to anchor, many cruisers simply move on.

We doubt it's going to happen, but we think it would be in the best interest of cruisers and the community — and maybe even Fonatur — if they eliminated most of the moorings and allowed an anchor-out-based community to revive.

How can Mexicans charged with installing safe moorings not be able to do something so simple? It's easy. Just ask the Americans in **Redondo Beach**. After months of research and great expense, about 25 moorings were installed behind

the Redondo breakwater. As soon as the job was completed, the Harbor Patrol said they weren't safe for use, and the mooring area couldn't be used for anchoring. Just as with Puerto Escondido, we don't think the huge sheltered space Redondo Beach has behind the massive breakwater is being used intelligently.

As for anchoring in 46 feet of water when hurricane-force winds are coming, we can only conclude that the reader was either very ballsy or desperate.

From the files of the Parsimonious Cruiser: "After years of cruising between San Francisco and Mexico aboard my Castro Valley-based Tayana 37 **Shamwari**, I finally decided to put a hookah aboard," writes Charles Lane. "While a hookah is nice for cleaning the bottom and stuff, I mainly wanted it to

be able to spend more time underwater if I get snagged on a fishing net on the outside of Baja. I just turned 70 and I can't hold my breath as long as I used to. I found some good systems out there in the \$1,000 range, but being frugal, I made my own for just a few bucks north

Charles Lane of 'Shamwari' demonstrates his homebuilt hookah system. He put it together for a tenth of the price of commercial ones.



CHARLES LANE

CHANGES

of \$100.

"Harbor Freight has oil-less 3-gal 100 psi compressors on sale for \$40. A brand-new regulator (eBay) was about \$60. I got 50 feet of PVC hose for \$12. I heated the hose in warm water and soaked it with a mild solution of Simple Green and flushed it well to get rid of the plastic taste. And I got the 3/8-inch fittings from Home Depot. I field-tested mine in a Bay Area marina wearing a 3/4-inch wetsuit. It worked awesome!"

For the record, we at *Latitude* are not recommending that you build your own hookah, just reporting that Lane has.

"Our website is updated and we are now accepting entries for the 2015 **El Salvador Rally**," report Bill Yeargen and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. This popular event for cruisers heading down the coast of Central America doesn't really have a starting date, but everyone is encouraged to reach the **Bahia del Sol Hotel** base by March 16 to enjoy over a month of social and educational opportunities. Yes, they will assist everyone in getting safely over the bar, and yes, the good folks at the



EL SALVADOR RALLY

If you spend time in the tropics, you soon learn that ice is nice in your pool as well as in your sundowners. Big blocks are best.

Bahia del Sol Hotel will put big blocks of ice in the pool when the water gets a little warm. The entry fee is \$76 and the website is elsalvadorrally.com.

Bill and Jean like to point out how

easy doing the **paperwork** is for El Salvador compared to doing it for Mexico:

"1) After crossing the bar, go to the Bahia del Sol hotel dock, where you'll be greeted by the Port Captain and an Immigration officer. 2) Walk up to the on-site offices with your welcome drink, and pay \$10 for a 90-day visa, and \$30 for a temporary use permit. That's it, you're done. No declaring dinghies, engines, or listing of serial numbers. No need to have insurance or a fishing license. If the process takes you an hour, it's because you spent so much time chatting with the officials."

God knows that we'd all like the paperwork process for Mexico to be less screwed up, but we actually think by next year they'll pretty much have it down. Remember, too, while El Salvador charges you \$40 for 90 days, it only costs \$55 dollars for a 10-Year Temporary Import Permit for multiple entries to Mexico, which we understand can be renewed for another 10 years at no cost. And to be fair, Mexico is a big country with much bigger visiting boat and fish-

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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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ing issues than tiny El Salvador has.

Latitude readers who have enjoyed photos of lovely European ladies taken by San Francisco's Andrew Vik during his annual Mediterranean cruising adventures aboard his Islander 36 **Geja** might be worried that he missed a year. There is nothing to be concerned about, as Vik did another voyage this summer in pursuit of furthering international relations. Although it sounds as if the trip had some ups and downs. "I had seven weeks on the water this summer with **Geja**," writes Vik. "Among the highlights were persistent bad weather, a return to Venice, and a threesome." Can't wait for the details in next month's issue, can you?

"Four more years! Four more years!" It's not just a chant for fans of incumbent presidents. Other Northern California cruisers in the same general part of the world as Vik are Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus**. Writing from the Porto Cervo Marina on chic Sardinia, Jim had the following review of the couples' cruis-

ing: "Four years ago today, Debbie and I sailed out under the Golden Gate and turned left. Having cruised the South Pacific for quite some time after having had the boat built in New Zealand, we had a reasonably good idea of what was in store for us. This trip, however, has exceeded all our expectations. Here's to another four years!"

Panamanians claim the name of their country means "an abundance of fish, trees and butterflies". It would be more accurate if it were named Humiditara. Mike and Robin Stout of the Redondo Beach-based Aleutian 51 **Mermaid** have been kicking around Panama for awhile, and are currently in Boca del Toro on the Caribbean side. But Robin flew back to L.A. for a week in early October and made two observations: 1) She missed avocados, and 2) "California weather is



Dynamic Panama City is the capital of Panama, a country that occupies the isthmus between the Pacific Ocean and the Caribbean Sea.

the best."

While we think the second claim is questionable for a state with a coast afflicted with a near-constant marine layer, we understand how California weather might seem like a pleasant change after fall weather in Panama. Consider the fact that Panama's average year-round humidity is 95% in the morning, and during the June-to- November rainy season — it rains 263 days a year! — it



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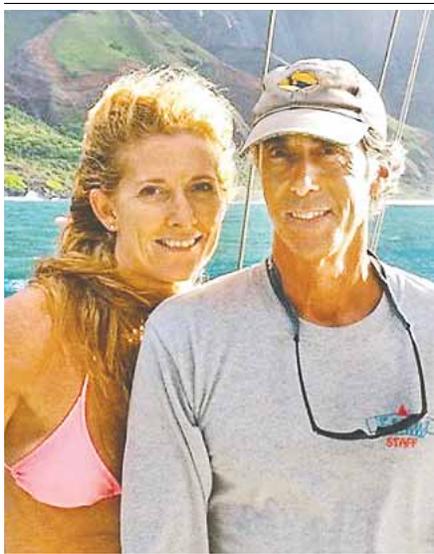


CHANGES

only drops to the low 80s at night. We can remember banging on our computer aboard **Profligate** off Panama City one morning, sweat literally pouring off our face onto the keyboard. While Panama can get excessively humid, there is something to be said for a country where the average low nightly temperature is a near constant 77 degrees. And if you ever get sick of the heat and humidity, you can quickly freeze your buns off by heading to the nearby highlands.

Let's talk music. Over the years a number of cruisers have tried to figure out some kind of connection between the lyrics of the iconic Van Halen song **Panama!** and the southernmost country in Central America. There is none. David Lee Roth explained that critics complained that the group's songs were all about partying, sex and cars. When he realized they'd actually never written a song about cars, he came up with **Panama!**, inspired by a car named 'Panama Express' that he saw in Vegas.

If someone told you they'd sailed the equivalent of two circumnavigations in the last four years, you'd assume that



COURTESY BRIAN FURY

Brian has had a lot of first mates during his 1,100 catamaran tours off Kauai, but the lovely lady in this photo is his "Real First Mate".

they'd seen a lot of world. In the case of **Brian Fury**, that wouldn't be true, as he did it all in the course of driving and narrating 1,100 catamaran tours along Kauai's Na Pali Coast. As spectacular as

the Na Pali Coast is, variety is good for the mind and spirit. So no wonder he writes, "It's time for a change. I'm going to the Ft. Lauderdale Boat Show in a few weeks to jump on — and hopefully drive — something bigger. Preferably with sails. Fury previously drove some great sailing yachts, such as the 65-ft **Alaska Eagle** and the 79-ft **Kialoa III** for the Sailing & Seamanship School at Orange Coast College."

Once your fiberglass boat is lying on her side on coral in the South Pacific, it's usually curtains. Thanks to a lot of luck and great help from the folks of the Toberua Island Resort in Fiji and their two powerful boats, Brett and Stacey Hoopes' Seattle-based Hylas 45.5 **Bella Vita** lives to cruise on. Despite being heeled far over on her side for a low-tide cycle, and for a long while looking as if she couldn't be pulled off, **Bella Vita** suffered very little damage. The Hoopes must have some good karma.

"It was *Latitude* that fueled the cruising dream of a guy teaching school in Prince George, B.C., a place that makes



Baker side view of the Golden Gate Bridge

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Kansas look like a sailing paradise," reports Jay Bigland of the Nanaimo-based Spencer 35 **Karina**, a vet of the 2010 Ha-Ha. "I will be thankful for the rest of my life for taking on the adventure. In fact, my wife Anita and I later did a presentation at the Nanaimo chapter of the Bluewater Cruising Association, and I told the audience that the best shot at a successful cruise to Mexico is to join the Ha-Ha and read *Latitude 38*.

"But I've since learned that **retirement** comes in three stages: 1) You get old. 2) You get sick. And 3) You die. Stage 1 for me has been short and very sweet. I have no regrets. A recent diagnosis of low-grade cancer is my Stage 2. I need to be closer to Canadian health care than a five-month winter cruise each year would allow, so we'll be returning to Canada. Once we get *Karina* back to Canada, we will continue cruising the Gulf Islands and Inside Passage."

We greatly appreciate Jay's kind words and wish him the best of health. We note that he's also become very concerned about the Mexican bureaucracy.

"Is diving gear considered fishing gear in Mexico? Bigland asks. "I've been getting by without a license as I don't fish and would only use my dive gear for freeing the anchor in ugly situations. This hasn't happened, so if I had to get a fishing license, I would be disposed to leave the gear in my truck.

"Another thing. After we leave Mexico in the spring, I may have some advice on what Mexico can do with their Temporary Import Permits (TIPs). We were going to sail *Karina* home on her own bottom, but my health suggested a tamer plan. However, what I lack in strength, I make up for in just plain old mean. If *Karina* got 'impounded', we'd hang for a bit, water up, then make a run for B.C. via the offshore Clipper Route. Hell will freeze over before I buy



If you're catching fish like this off Mexico, you darn well better have a fishing license for everybody who is on the boat.

another TIP. The Mexican government just doesn't have a clue, so I expect that future Ha-Ha Kick-Off parties could be held in a phone booth."

We completely understand Jay's frustration, as last November's impounding nonsense was an epic blunder on the part of the Mexico government. When we asked if AGACE might conduct similar raids this winter, honchos from Immi-

"Have you started your holiday shopping yet? Mine's done!" says Crissy Fields.

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CHANGES

gration, SAT (their IRS), and Pesca at the 'paperwork meeting' in Huntington Beach all but shuddered when they said, "No, no, no, that's not going to happen again!"

It's true that so far Mexico has made a mess of online pre-clearance procedures, too, but their intention really has been to make things better and easier for foreign visitors. They aren't there yet, but they told us they are not in a "prosecutorial" frame of mind. So we're optimistic.

If you don't have a bunch of hooks and spearguns on your boat, we wouldn't worry about having dive tanks and not having a fishing license. The fishing Mexico really hates is when private boats fish semi-commercially in their waters. "That's abuse and must stop," we were told. And we agree with them.

If you're going to leave Mexico by next spring, Jay, we doubt you're going to need a new TIP. But if you did need one, remember they only cost \$55. You'd perhaps strain your health to save a mere \$55? That may be mean, but it wouldn't be smart. Lastly, despite last year's debacle, over 170 boats signed up

for this year's Ha-Ha, more than in the last couple of years. Go figure. Indeed, we just got a note from a couple whose very large and very expensive boat was unfairly impounded for four months in Ensenada last year, a couple who swore they would never spend money in or ever go to Mexico again. Even they have changed their mind.

Our prediction is that while there will be minor issues with paperwork, there won't be any major problems this year. We really believe that. We'll take a lie detector test to prove we believe it.

While at Downwind Marine's Mexico Cruiser Kick-Off Party in October, we bumped into Bob and Gail French of 29 Palms, who were hawking their book **18 Endless Summers of Sailing**. Their book recalls the cruise they did from 1989 to 2007 with their San Diego-based Peterson 44 **Tulum III**. "We didn't really want to stop," Gail told us, "but our kids told us they needed grandparents around." The book hardly mentions the

fact that the couple did a four-year cruise from San Diego to Florida aboard their Garden 41 ketch **Tulum II** from 1975 to 1979. How did they afford it? "We had two rental units, and we did all the work on our boat ourselves," says Gail. The couple, now in their 70s, relentlessly travel around the States and the world, but no longer by cruising boat.

Dates in Mexico to remember:

November 15 — the **La Paz Welcome Party** for Ha-Ha boats. See their ad in this issue.

December 12-16 — The **Banderas Bay Blast / Opening of the Punta Mita Yacht & Surf Club / Pirates for Pupils Spinnaker Run for Charity** out of La Cruz and Paradise Marina. This is days of Ha-Ha style sailing and other fun on Banderas Bay. Watch out for the whales!

Early January — The **Tenacatita to Barra Cruisers Sailing Festival** with a feeder from Banderas Bay via Chemela. Details to come.

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25-FT CATALINA 250WK, 2004. Tracy, CA. \$22,500. She took our family on many adventures, but now it's time to move on and find her a great new home. Trailer, 9hp Honda, VHF, remote VHF. 120VAC. Radio/CD, depth, log. Porta-Potti, stove, bottom paint. Memory foam mattress. (209) 836-2552 or cat250@sonic.net.



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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 email: hallpalmer@hotmail.com.



30-FT FISHER MOTORSAILOR, 1977. Benicia. \$58,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bowthruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. *MaxSea* sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. More info at <http://fog-northamerica.org>. Contact (916) 719-9355 or micgoose@aol.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.



29-FT COLUMBIA 8.7, 1977. Cathlamet, WA. \$10,000/obo. Full masthead sloop with a Volvo diesel. Super good 10hp inboard-shaft that always starts. Everything works. The inside of the cabin needs work, (have parts). The yacht was sailed and tested all summer on the Snake and Columbia Rivers. Slip is transferable at \$3/ft. Cheap to own and a bargain. Help my son go to college and buy my boat. See <http://columbia87.webs.com>. Contact (361) 563-4736 or (541) 961-3733 or c.collins@ymail.com.

30-FT ALBIN BALLARD, 1978. Downtown Sausalito berth. \$19,750. Clean, solid Swedish cruiser/racer. All lines led aft for easy singlehanding and over \$30,000 spent on professional upgrades including new rigging and Yanmar diesel with about 120 hours. Dodger, GPS, radar, etc., etc. (415) 425-9474.

30-FT CATALINA, 1984. Oyster Point. \$19,000. Autopilot, dodger, wheel. Very clean. Well maintained. Universal 21hp diesel engine, 4 batteries, roller furling jib, self-tailing winches, 2-burner stove, oven, Force 10 heater, LED lighting, sails, cushions, plus extras. (415) 753-0234.

31-FT GANLEY SNOWBIRD, 1980. Eureka, CA. \$6,000/obo. 31-ft Ganley Snowbird (NZ), steel hull, high quality fabrication, no corrosion issues, indoors, '97-'14, professionally refinished hull, interior 30% refitted, no engine, project, trailer, see Craigslist/Humboldt, CA. Contact ironmachine.com@gmail.com or (707) 499-1144.

32 TO 35 FEET



33-FT ERICSON, 1982. Richmond. \$24,000. Ron Holland design, light, fast and fun. Rigging replaced, diesel, electric head, LPG stove, Espar heater, pressure hot/cold water, Raymarine instruments, autopilot, Icom VHF, cushions recovered, 2 coats Trinidad, SR July 2013. Call (925) 354-3017.

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



35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$49,000/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.

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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 PFD's, 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. Further details at <http://integratedmarketings.com/sailboat-4-sale/>. Contact (916) 458-1882 or email espiritu430@yahoo.com.



34-FT HANS CHRISTIAN, 1976. Morro Bay. \$12,000. Restoration about halfway. Decks removed to repair dry rot and mold. Decks need reinstallation. The Yanmar 3GMF removed and professionally rebuilt with 1hr. Needs reinstallation. A solid bluewater cruiser. (805) 434-2135 or twaltnelson@charter.net.



32-FT CELESTIAL, 1990. Monterey, CA. \$39,000. Yanmar 2GM20F rebuilt, roller furler, 2 jibs, spinnaker, Autohelm, GPS, radar, inverter, Racor fuel filters, grill, range, head, holding tank, fenders, boat hook, cockpit table, shore power cord, tiller extension, backup engine parts. (831) 372-7245 or dutch@montereyailing.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. More at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#> or contact gnuggat@gmail.com.



32-FT CHESAPEAKE. Rhodes-Design CYM, Cabrillo San Pedro, CA. \$19,000/obo. Owner lives in northwest, must sell. World class sailboat, *Oly Rose*. Hull is hand laid F/G, redwood/FG deck/house. 2012 extensive restoration/refit: rebuilt Beta diesel 3-cyl 20hp, new shaft/prop, Simrad Tillerpilot, down below completely refinished. Sailed down from Olympia, WA 9/2012. 2012 survey and documented vessel. Tough, proven sailing vessel and ready to go again. Must see to appreciate! Can also be seen at <http://www.rhodes32.com/Welcome.html>. Call (360) 481-1219.



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 Tillerpilot, VHF, speed, depth, MOB pole, Lifesling. SS frames for dodger and bimini. Sheet winches self-tailing. Replaced thru-hulls 2011. All lines led aft, great boat for singlehanded and the family! Yanmar diesel. Sleeps 6, 2-burner propane stove, PHRF 129. Contact Chris. (925) 250-9541 or ccase@aeieng.com.

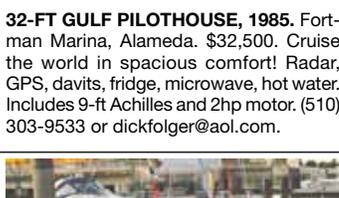


35-FT J/105, 1999. SF Yacht Club. \$65,000. *Danae*. Fast. Meticulously maintained. If you have ever thought about a J/105 you must see this boat. Beer cans and light cruising only with current owner. Email steve@supersteve.org.



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.

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



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



33-FT 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.



35-FT MARINA, 1974. \$22,100. Solid, roller furling jib, lazy jacks, Avon.

36 TO 39 FEET



38-FT INGRID, 1968. Astoria, OR. \$65,000. Jack Atkins design, hull #1, mahogany/oak. 37hp Kubota. Full complement of electronics. Beautiful heavy cruiser. Contact fairanne68@yahoo.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. (521) 551-268-4306 or travesiagalina@gmail.com.



34-FT BENETEAU FIRST CLASS 10. 1986. Santa Cruz. \$15,000. For sale or trade. French-built Finot design. This is a 7000# boat with a tall, fractional rig. Add racing sails and a young crew and you are off to the races! Good Dacron sails and strong Yanmar. Same owner for 23 years. Maintained. Contact (831) 332-7454 or nkising@pacbell.net.



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37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. (510) 253-5883 or ericson37sail@gmail.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! (425) 775-4381 or (206) 234-6713 or chrisede44@hotmail.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000. *Knot A Clew* just repowered, Perkins 4-108 diesel. Lots of racing sails, tiller, fast, race winner. With Oceanside slip. Contact for information (949) 280-6220 or granahan@cox.net.

41-FT TA CHIAO CT, 1975. Ensenada. \$50,000. *Wastrel* was a custom order from the factory and upgraded throughout her life. Take possession in the United States or Mexico. Visit website for more details: <http://www.wastrel.org>. (702) 277-0595 or paulmayville@gmail.com.



40-FT MODIFIED SANTA CRUZ, 1983. Alameda. \$75,000. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. (408) 807-9630 or egs@alum.berkeley.edu.



37-FT TARTAN, 1980. Marina di Ragusa, Sicily. \$60,000. Cruise the Med without an Atlantic crossing. Boat is within 600 nm of everything good from Mallorca to Aegean Greece. 2nd owner. Completely equipped for cruising/liveaboard. We sailed much of the world together. Much new/recent equipment: Yanmar 3JH4, Autohelm pilot, Balmar alternator and ARS-5 reg, main and genoa, Icom 710, Adler Barbour fridge, Force 10 stove/oven, Raritan Electro Scan, Max-Prop, Yamaha OB. Contact jcohan41@gmail.com.



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



36-FT CAPE GEORGE, 1975. Moss Landing. \$16,000. Junk rig. Solid cruising boat. Hawaii, AK, West Coast vet. North Sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor cookstove, 10-ft dinghy. VETUS diesel. Lots more gear. (831) 682-1620 or svhaiku@hotmail.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: <http://www.yachts offered.com>. Or contact: (253) 377-1660 or sailingfansf@hotmail.com.



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.



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 fresh water. 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! Call (805) 550-1118 or email at goldconcept@sbcglobal.net.



38-FT CATALINA 380, 2001. Sausalito Yacht Harbor. \$119,000. 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 Ultra leather and Corian. (707) 421-0366 or Randi3525@aol.com.



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, sister ship to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue water 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.

40 TO 50 FEET

45-FT HARDIN VOYAGER, 1979. Mazatlan, Mexico. \$99,000. This liveaboard is set up for cruising, just move on and go. New paint. Email for pics and list of equipment. (408) 844-4565 or (669) 127-9673 or rickhuls44@aol.com.



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45-FT HARDIN VOYAGER, 1979. Mazatlan, Mexico. \$99,000. This liveaboard is set up for cruising, just move on and go. New paint, email for pics and list of equipment. (408) 844-4565 or (669) 127-9673 or rickhuls44@aol.com.



44-FT KELLY PETERSON, 1977. San Diego. \$115,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 stove three burner with oven, deck and cabin Awlgrrippen new nonskid, new electronics including Raymarine E 127 chart plotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. May consider small trade. Too much to list, more info on website: <http://EndlessSummersailing.tumblr.com>. Contact (949) 291-6115 or jerrygahan@yahoo.com.



42-FT HUNTER 420 , 1999. Ko Olina, Hawaii. \$133,000. Center cockpit, huge aft owner's stateroom with center mount queen and private head, separate guest cabin forward with second head. Excellent condition, well maintained with too many new things to list. In beautiful Ko Olina marina, this is a perfect winter home or waterfront condo! Sail the islands or farther. See online at website: <http://yachtworld.com>. Contact (503) 508-5784 or edwjen@msn.com.



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. Pictures at <http://www.dropbox.com/sh/gxjif56ktnxvusa/4REqpVCvoj>. (415) 948-9801 or maliarmoseley@gmail.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 lightheart45@yahoo.com.



42-FT BAVARIA OCEAN, 1998. Portland, OR. \$165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dbborland@me.com.



48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$298,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! Information at <http://www.sailinglola.com>. (707) 509-9096 or mjboucher76@hotmail.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. For information, contact (805) 754-8897 or fsmonds33@gmail.com.



47-FT VAGABOND, 1986. Redwood City. \$140,000. Great liveaboard boat that doubles as a global cruiser! Looking for an alternative to Bay Area housing prices? Thinking about someday sailing to Mexico, Hawaii, or parts unknown? This is a proven trans-ocean sailing vessel with low hours on her 100hp Yanmar engine. A comfortable cruising ketch, she can handle just about anything the Bay can throw at her - or the Pacific! Priced for quick sale, although she's worth considerably more. Contact (520) 305-0019 or salubria_bob@yahoo.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$265,000/obo. Mint condition. Captain-maintained. Beautiful deck salon, light and airy. 75hp Yanmar, low hours. Batteries recently replaced. Two large solar panels, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. LLC available. Information at (408) 666-3261 or jerryfsaia@aol.com.



44-FT HUNTER 44DS, 2007. In California. \$199,000. Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 590 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handholds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4KW inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! (602) 421-9964.



46-FT BRUCE ROBERTS SPRAY, 1995. Sausalito, CA. \$75,000/obo. Custom-built. Good liveaboard. Berth in Sausalito, CA could go with it. See website for pictures and details: <http://www.SailboatListings.com>. Contact (916) 765-0864 or timbrenda78@att.net.



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.



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.



47-FT VAGABOND, 1984. San Diego. \$165,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. If interested contact Len at: (310) 357-9673 or lwohlsdorf@hotmail.com.



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47-FT CATALINA, \$229,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Auto-prop. Much more. Contact (916) 607-9026 or <http://adream2sail.publishpath.com>.

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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.

38-FT HERRSHOFF CUTTER, 1936. Morro Bay, CA. \$45,000. Selling our beloved cutter and private mooring in beautiful Morro Bay, CA. Great views, easy access from dinghy beach, just hauled and inspected. Will sell separately. Email blc19533@hotmail.com.



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. More information at: <http://www.schoonerforsale.com>. Please contact schoonersuva@gmail.com or (360) 643-3840.

MULTIHULLS

40-FT PIVER VICTRESS, 1981. Napa. \$10,000. Older Tri in need of new owner. Needs TLC but her bedroom tricks will amaze you (has five double bunks, aft cabin modified to spread over wings). Yanmar 3GM3F. More at <http://goo.gl/PTM3eH>. Call (707) 653-5150.



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

57-FT CUSTOM CATAMARAN, 2014. \$62,000 obo. 57x30 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridge deck and basic interior completed. Needs engines, sails, steering, finish interior. Owner can help finish. Contact orlovicr@yahoo.com or (650) 773-6327.



35-FT FONTAINE PAJOT TOBAGO. 1997. Richmond, CA. \$139,500. A good sailing cat with panoramic views in a 3 cabin layout that is rarely found on the market! Twin Yanmar diesels low hours, roller furling, lazy jacks, autopilot, windlass and super clean inside and out! All lines led aft and well suited for offshore passages. Must sell for health reasons. For more pictures and info go to: <http://db.tt/jPk023zW>. Call (510) 253-5883 or email tobago35cat@gmail.com.

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. <http://RockyPointRealEstateGirl.com>. (702) 448-8723 or susan_flinn@yahoo.com.

47-FT CATAMARAN HARD TOP, 2006. St. Martin. \$60,000. This is a 1/6th ownership. Price includes: Malibu II 2-person kayak Pro-XL, fishing gear, windsurfer, cockpit cushions, upgraded JVC AM/FM with CD player, Bose marine speakers, inverter, generator, fuel: diesel, number of engines: 2, hull number: RAC47063J504. Galley: 1 sink, 4-burner stove, microwave oven, refrigeration. The moorings 4700 is set up with a modern galley, 4 spacious cabins with in-suite heads. Will be launched by Nov. 15. 2014. Contact (702) 525-8520 or (702) 293-2436 or email rocko.graziano@gmail.com.

30-FT EXTREME FORMULA RACING. Catamaran, 2000. Reno, NV. \$27,500. Approximately 1,500 lbs., 18' carbon beams, 48' mast, heavy trailer. Will partner SFB, 1/3 \$10,000., with \$4,000. kitty. More at http://www.designcatamaran.com/?page_id=76. Contact (775) 827-2786 or multihuler@aol.com.



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: <http://www.contour34.com>. Please contact (415) 602-5880 or email 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. Contact kgarcken@pacbell.net.



50-FT CONTOUR TRIMARAN, 2002. Point Loma, CA. Vessel was a prototype for an unmanned sailing project. It has one 40hp Yanmar 4JH3E engine with 3192 hours. Sailing system is currently not functional with its replaced X-2 hulls, X-2 wing sail and rigging, X-2 stub mast assembly. Vessel is composite fiberglass built in Canada. Vessel must be removed by water. <http://www.govliquidation.com/auction/view?auctionId=8500923&convertTo=USD>. Call (602) 320-9769 or email ilsinquiries@liquiditieservices.com.



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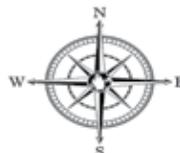
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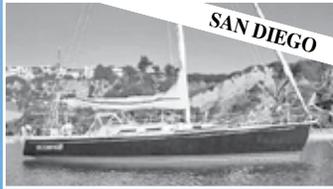
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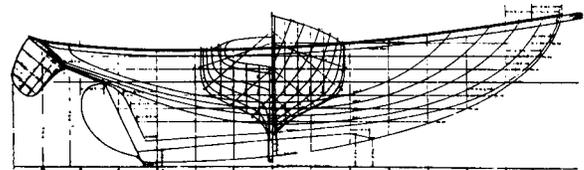
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41' KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. *Starfinder* is a great example of a great design. **\$139,000**

See at: www.marottayachts.com



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

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

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44' FELLOWS & STEWART, 1946 Repowered beauty owned by professional shipwright and maintained at Sausalito's Arques Shipyard many years. Shows bristol inside and out. **\$69,000**

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

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

See at: www.marottayachts.com

REDUCED



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$49,000**

See at: www.marottayachts.com



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

See at: www.marottayachts.com



31' PEARSON, 1989
Very clean example of a Pearson classic, with potentially transferable Sausalito Yacht Harbor slip. **\$36,000**

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NEW LISTING



37' CHOATE, 1976
Nice example of very successful IOR racer/cruiser. **\$29,000**

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41' SCEPTRE, 1988
Vessel to be priced substantially below market for quick sale and needed work. Call for details. **Price TBD**

See at: www.marottayachts.com



31' HUNTER, 1987
Clean and well priced. Would make a good, inexpensive, fun daysailer or weekender. **\$27,000**

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NEW LISTING



26' FRISCO FLYER, 1968
One of the last Frisco Flyers built, she has bulletproof fiberglass hull and a 1990 Yanmar diesel. **\$12,000**

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Perry's brilliant medium-sized cruiser. Diesel, full galley, wheel, enclosed head with shower. Great lines and beautiful down below. With their big keel and skeg-hung rudder, these boats sail very well. +++ Asking **\$39,950**



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57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$119,900**



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34' CATALINA Full cruise equipment. Baja Ha-Ha veteran and ready to go again. Aft and forward double staterooms, solar panels, radar and full electronics. Lots of gear. Dodger and bimini, spinnaker. Great condition and MORE! Asking **\$32,950**



40' BRITISH COLUMBIA CLASSIC TROLLER
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SUPER NICE!
39' CAL Very nice one. Diesel rebuilt by British Marine. Rig overhauled 2013 incl. new standing/running rigging, new batteries/charger, CNG range w/oven, 6'5" hdrm, sleeps 8. New VHF, AIS, new radar, GPS, VHF, depth. Lines led aft. Cabin heater, cockpit table, wheel, dodger, MORE. Asking **\$59,950**



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. **Must see!** Asking **\$39,900**



34' PETERSON Sloop. Doug Peterson's renowned Performance Cruiser design. Great boat. Well cared for and nice above & below. Yanmar dsl, roller furling, 3 spinn, 2 mains, 5 jibs, new batteries, full galley w/reefer/freezer, 6'6" hdrm, AP, more! Asking **\$19,900**



WOW!
34' SPAULDING Sloop. Beautiful bright red performance cruiser by Sausalito's legendary Myron Spaulding. Epoxy saturated Brunzeel cold-molded construction. Excellent condition. Monel, bronze, +. Low hrs i/b Greymarine, teak decks, 2 mains, 2 genys & spinnaker. Asking **\$12,950**



IN LA PAZ
37' RAFIKI Meet the Ha-Ha in Mexico. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$59,500**



A SEA BOAT
38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl, self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$51,500**



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39' GULF PILOTHOUSE Sloop/Motorsailer. Inside and outside helms, very clean, only 280 hours on diesel engine, RF, lines led aft, spinnaker, rod rigging, running rig new. Lots of other new equipment/gear. 2 double staterooms, +. Asking **\$96,500**



IN SO CAL
34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed maine head w/shower, full galley & MORE! Asking **\$94,950**



45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genoa, autopilot, reefer/freezer, more! Asking **\$99,500**



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50' HERRESHOFF CENTER COCKPIT Ketch. Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy-ro/b, more! A big, comfortable, strongly-built, GLASS, bluewater world cruiser from a fine designer, FAITH comes with a lot of gear. Asking **\$82,500**



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133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



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41' MORGAN Center Cockpit Out Island Sloop. Diesel. Outstanding & very popular cutaway full-keel cruiser design. Live/cruise. REFINISHED in & out. Teak & holly sole. Radar, speed/log, VHF, stereo, GPS/plotter, A/P, spinn., MORE! Asking **\$44,900**



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46' GARDEN PORPOISE Ketch. Bill Garden's magnificent all-teak world-beater design. She's circumnavigated before & ready to do it again. Fully equipped to take on the world's oceans in safety & comfort. Try **\$79,950**

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Pictured above is a vessel that's been in the water way too long. The white gelcoat has been exposed allowing the opportunity for hard-calified growth to develop. Not only does this growth degrade the performance of the vessel but in time could also harm the hull. Is this a case of being a penny wise and pound foolish? Possibly.

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