Spring Fever

No Matter How Long the Winter, Spring Is Sure to Follow!

Celebrate the coming of the season on your boat. From Grand Marina you’ll be out on the San Francisco Bay in minutes, then come back to a retreat...a perfect way to lift your spirits after a long winter!

Spring into action, come to Grand Marina and check out our spring deals.

We are having a promotion on 30’, 32’, and 43’ slips. Mention this ad when you contact us!

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† Free parking.
† Free on-site WiFi.
† And much more...

Directory of Grand Marina Tenants

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Alameda Canvas and Coverings
Alameda Marine Metal Fabrication
UK Sailmakers
It took John Dukat five-and-a-half years to convert *Critical Mass* from a sloop to a cat-rigged boat. Starting as a mini-tonner, designed by Dave Mancebo to the old IOR measurement rule, *Critical Mass* was already fairly easy to handle, but John’s love of single-handed sailing and bird watching inspired him to reconfigure the boat as a single-sail-powered cat boat.

Once rigged and ready, John ordered a Dacron sail from Pineapple Sails and began to sail nearly every day. The sail served him well for his daysailing and occasional racing. But, as he puts it, “the competitive juices resurfaced” and “with a big gulp” he ordered a carbon mainsail.

He recently won his division in the 2014-2015 Berkeley Midwinters, the Sunday short-handed series. He sees doing well as a bonus; the fun is in the sailing.

John chose Pineapple Sails for an excellent sail and “fabulous support.” He wanted a local sailmaker who would design and build the perfect sail for his unique boat.

For the same commitment for your unique boat, call us for a quote today.

**Critical Mass**

---

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and at Inland Sailing Company in Rancho Cordova.

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Fax (510) 522-7700
www.pineapplesails.com
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*Powered by Pineapples*
Cover: February to May are the best weather months in the Caribbean, as suggested by this crowded anchorage at ‘St. Somewhere.’

Photo by Latitude drone/Richard
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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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- **BENETEAU 31**

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---

### POWER BROKERAGE

<table>
<thead>
<tr>
<th>Yacht Name</th>
<th>Year</th>
<th>Model</th>
<th>Price</th>
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<tbody>
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<td>2006</td>
<td>$529,000</td>
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<tr>
<td>DUFOUR 44</td>
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<tr>
<td>SANTA CRUZ 40</td>
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<td>TARTAN 3400</td>
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<tr>
<td>GIB’S SEA 33</td>
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<td>$49,900</td>
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</tbody>
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---

### SELECT BROKERAGE

- **BENETEAU 321**
  - 2000 • $64,900

- **TARTAN 3400**
  - 2007 • $143,888

---

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Publisher/Exec. Editor …….. Richard Spindler …….. richard@latitude38.com
Associate Publisher …….. John Arnold …….. john@latitude38.com …….. ext. 108
Managing Editor …….. Andy Turpin …….. andy@latitude38.com …….. ext. 112
Racing Editor …….. Christine Weaver …….. chris@latitude38.com …….. ext. 103
Contributing Editors …….. John Riise, Paul Kamen, LaDonna Bubak
Special Events …….. Donna Andre …….. donna@latitude38.com
Advertising Sales …….. John Arnold …….. john@latitude38.com …….. ext. 108
Advertising Sales …….. Mike Zwiebach …….. mikez@latitude38.com …….. ext. 107
General Manager …….. Colleen Young …….. colleen@latitude38.com …….. ext. 102
Production/Photos …….. Annie Bates-Winspi …….. annie@latitude38.com …….. ext. 106
Production/Classifieds …….. Carrie Galbraith …….. carrie@latitude38.com …….. ext. 110
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### Also Featuring:

<table>
<thead>
<tr>
<th>Power</th>
<th>Sail</th>
</tr>
</thead>
<tbody>
<tr>
<td>30' Mainship Pilot II, 2002</td>
<td>PENDING</td>
</tr>
<tr>
<td>44' Farr, 1989</td>
<td>$148,500</td>
</tr>
<tr>
<td>44' Jeanneau, 1991</td>
<td>$109,000</td>
</tr>
<tr>
<td>40' Passport, 1985</td>
<td>$145,000</td>
</tr>
<tr>
<td>40' Beneteau, 2009</td>
<td>$175,000</td>
</tr>
<tr>
<td>38' Cape George, 2000</td>
<td>$162,500</td>
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<tr>
<td>36' Islander, 1981</td>
<td>PENDING</td>
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<tr>
<td>28' Alerion Express, 2001</td>
<td>$74,500</td>
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### Inventory:

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<tr>
<th>32' Nordic Tug</th>
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<tr>
<td>36' Bruckmann Blue Star Mark II</td>
<td>2005 • $309,000</td>
</tr>
<tr>
<td>40' Beneteau</td>
<td>2009 • $175,000</td>
</tr>
<tr>
<td>46' Seaborn/Blanchard</td>
<td>1946 • $130,000</td>
</tr>
</tbody>
</table>

**POWER**
- 62' Service Ship, 1974 ........................................... $879,000
- 48' DeFever LRC/Trawler, 1980 ................................ $149,500
- 44' Sea Ray 440 Express Bridge, 1997 ....................... $139,900
- 43' Hatteras, 1979 .................................................. $85,000
- 41' Storebro SRC 400, 1990 ........................................ $119,000
- 34' Californian LRC, 1982 ........................................ $48,000
- 32' Wasque, 1973 ..................................................... $85,000

**SAIL**
- 44' Farr, 1989 ...................................................... $148,500
- 44' Jeanneau, 1991 ................................................. $109,000
- 40' Passport, 1985 ................................................ $145,000
- 40' Beneteau, 2009 ................................................ $175,000
- 38' Cape George, 2000 ............................................. $162,500
- 36' Islander, 1981 ................................................ PENDING
- 28' Alerion Express, 2001 ....................................... $74,500

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CALENDAR

Non-Race

- Mar. 2 — Mariners’ Sunday, St. Luke Presbyterian Church, San Rafael, 10:00 a.m. An ecumenical service dedicated to mariners, with the StFYC Sons of the Sea Chorus. Brunch available at Loch Lomond YC; call (415) 706-0924 for reservations. To come by boat, call Ken at (707) 799-4057.
- Mar. 4-25 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about $25. All YC members welcome. Info, www.stfyc.com.
- Mar. 4-25 — San Diego’s South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner Bill of Rights on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.
- Mar. 5 — Screening of the film Cape Horn Passage in the Schooner Wander Bird, CYC, 7 p.m. Info, www.cyc.org.
- Mar. 5 — Sail under the full moon on a Thursday night.
- Mar. 7 — Pacific Puddle Jump Seminar & Party, Shelter Bay Marina, Caribbean side of the Panama Canal, noon-4 p.m. A Tahiti rep will attend this one. See 3/4 for more info.
- Mar. 7, Apr. 4 — Chantey Sing aboard the historic vessel Eureka at Hyde Street Pier, San Francisco 8 p.m.-midnight. Dress warmly. Free, but RSVP to Peter, (415) 561-7171.
- Mar. 7 — Chantey Sing aboard the historic vessel Lady Washington at Hyde Street Pier, San Francisco 8 p.m.-midnight. Dress warmly. Free, but RSVP to Peter, (415) 561-7171.
- Mar. 8 — Spring forward at 2 a.m. for Daylight Saving Time.
- Mar. 11 — Liferay Training, Golden Gate YC in San Francisco, 3:30-5 p.m. $50. Reservations required. Sal’s Inflatable Services, (510) 522-1824 or salsinflatable@sbglobal.net.
- Mar. 11 — Latitude 38 Spring Crew List Party, GGYC, 6-9 p.m. $5 for ages 25 & under, $7 for everyone else; cash only at the door. Snacks included; no-host bar. Find a boat to sail on, or find crew for your boat. Info, (415) 332-8000 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.
- Mar. 12 — Rules of the Road & Getting Your Captain’s License seminar with Dan Leininger, Sausalito Club Nautique, 6:30-8:30 p.m. $10/members; $15/non-members includes appetizers and beverages. RSVP to (415) 332-8001.
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45’ Catalina 445, 2015 .................. AT OUR DOCKS NOW
38’ Catalina 385, 2015 .................. AT OUR DOCKS NOW
Pre-Owned Catalina Yachts at Our Docks
44’ Catalina 440, 2005 .................. $289,000
44’ Catalina 440, 2007 .................. COMING SOON
40’ Catalina 400, 2004 .................. NEW LISTING $180,000
42’ Catalina, 1994 ..................... $113,000
38’ Catalina 380, 1999 .................. $85,000
35’ Catalina 350, 2007 .................. COMING SOON

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

Pre-Owned Sailing Yachts
44’ Norseman 447, 1984 .................. REDUCED 129,000
43’ C&C, 1973 .................. 225,000
40’ C&C 121, 1999 .................. REDUCED 98,127
38’ CT, 1982 .................. 60,000
37’ Hunter 376, 1997 .................. NEW LISTING 82,000
36’ Beneteau 36.1, 1999 ............... $84,500
29.5’ Hunter, 1995 .................. SOLD

New Ranger Tugs (base price)
31’ Ranger Tug Sedan, 2015 .................. 269,937
31’ Ranger Flybridge, 2014 .................. SOLD
27’ Ranger Tug, 2015 .................. 159,937
25’ Ranger Tug SC, 2014 .................. 129,937

Pre-Owned Ranger Tugs
25’ Ranger Pico, 2010 .................. NEW LISTING 99,500
25’ Ranger Tug, 2008 .................. 109,000
21’ Ranger Tug EC, 2009 .................. NEW LISTING 37,500

New Powercats
Glacier Bay 2780 .................. SOLD

Pre-Owned Power Yachts
Stephens 70 Classic Motor Yacht, 1966 ........ 1,100,000
Freedom Yachts Legacy 40, 1996 ........ REDUCED 199,500
43’ Bayliner 4387, 1990 .................. NEW LISTING 109,000
Davis Rock Harbor, 2007 .................. 99,500
Mar. 12 — Amateur Radio Class, 9 a.m.-3 p.m., Petaluma. Cram Tech or General. $25. RSVP to wb6tms@arrl.net.


Mar. 20 — Vernal equinox.


Mar. 21 — Potter Yachterfest, Peninsula YC. Cruise, race and show & tell; ramp access at Docktown. St. Patrick’s Day dinner at 7 p.m. Info & RSVP: Edward, (650) 771-1945.

Mar. 26 — Sailing in Croatia seminar with Don & Judy Durant, Alameda Club Nautique, 6:30-8:30 p.m. $10-$15 includes appetizers and beverages. RSVP to (510) 865-4700.

Mar. 28 — Racing with Copepods film screening, Bow Yoga, San Rafael, 8 p.m. Info/RSPV: yogaforu2009@gmail.com.


Apr. 5 — Easter Sunday.


Apr. 11 — Call of the Sea/Educational Tall Ship Fundraiser, Matthew Turner Shipyard, Sausalito, 6-9 p.m. Drinks, food, music. Info, (415) 331-3214 or info@callofthesea.org.


**Racing**


Feb. 28-Mar. 1 — Team Race 101. StFYC, racing@stfyc.com.


Mar. 7 — Long Distance #1, SSC, www.stocktonsc.org.


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Mar. 14 — Rites of Spring for doublehanded, singlehanded and all-women crews. A female singlehanded division is possible too. OYC, www.oaklandyachtclub.net.


Mar. 21 — Jaws Pursuit Race. SYC, race@sausalito-yachtclub.org or www.sausalitoyachtclub.org.


Mar. 21-22 — California Dreamin’ Match Race. StFYC, racing@stfyc.com or www.stfyc.com.


Mar. 28 — Frostbite on Clear Lake. KBSC, info@kbsail.com or www.kbsail.com.


Apr. 3 — Friday Night Windsurfing Series begins. StFYC, racing@stfyc.com or www.stfyc.com.


Apr. 4 — Bullship Race, in which 8-ft El Toros sail from Sausalito to San Francisco. Info, www.eltoropra.org.

Apr. 4-5 — St. Francis Interconference Collegiate Regatta. StFYC, (415) 655-7756 or www.stfyc.com.

Apr. 9 — Thursday Night Rite Race Series begins. StFYC, racing@stfyc.com or www.stfyc.com.


Apr. 11 — South Bay InterClub Race Series #1, run by CPYC. Info, www.jibeset.net.


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- '05 J Boats J/133 $299,000
- '86 Custom 52 $99,000
- '04 Santa Cruz 53 $575,000

- '04 Multi-hull 70 $2,250,000
- '05 Open 60 $580,000
- '01 J Boats J/42 $239,000
- '06 J Boats J/124 $220,000

- '02 Custom 50 $449,000
- '07 J Boats J/124 $229,000
- '67 Hinckley Pilot 35 $78,000
- '05 J Boats J/133 $299,000

- '84 C&C 37 $79,900
- '93 J Boats J/35 $42,500
- '82 J Boats J/36 $45,000
- '02 J Boats J/105 $87,500

- '89 C&C 37 Plus $79,900
- '89 Nova 36 $69,000
- '89 Nova 36 $69,000
- 43' Riviera Conv. '97 $249,000

50' Open 50 '03 PENDING
42' J Boats J/133 '06 $350,000
40' J Boats J/120 '00 $169,500
35' J Boats J/105 '01 $78,000
35' J Boats J/105 '92 $65,000

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**Midwinter Regattas**


**SAUSALITO YC** — Sunday Midwinters: 3/1. Info, race@sausalitoycyachtclub.org or www.sausalitoycyachtclub.org.


**TIBURON YC** — Midwinters: 3/7. Info, race@tyc.org.


**In the Tropics**

Mar. 3-7 — Banderas Bay Regatta, five days of friendly racing for cruisers out of Nuevo Vallarta, Mexico, in one of the world’s great sailing venues. Info, www.banderasbayregatta.com.


Apr. 9-12 — La Paz Bay Fest for cruisers. Races, potlucks,
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Bring in two sails to Sausalito, Costa Mesa or San Diego for sail care & receive a FREE copy of The Complete Guide to Sail Care & Repair by Dan Neri.

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www.northsails.com  Peter Lyons photo
### CALENDAR

#### March Weekend Tides

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<th>time/ht.</th>
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#### March Weekend Currents

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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.
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LETTERS

↑ LIZ CLARK REPOSITIONING HER ANCHOR IS BS!
That was a great photo in the February 11 'Lectronic of Liz Clark carrying her Cal 40 Swell's anchor underwater to reposition it in a more eco-friendly spot. But I'm not buying it!
I worked on a dive boat trying to remove a 70-lb anchor with full scuba gear. I was in my late 30s when I was doing this and in very good shape. But I needed lift bags to do it. For Liz to be running on the bottom with a 55-lb anchor in this manner is BS! But it is a great idea.

Don Scott
Planet Earth

Don — Two things: First, we just guessed that it was a 55-lb anchor. It turns out it was only a 40-pounder. Second, as you’ll soon read, other cruisers report having had no problems repositioning anchors in the 66-lb range.

As for Liz, we forwarded your skepticism to her, and she replied as follows: “The anchor in the photo is a 40-lb Bruce. The skeptic is welcome to think whatever helps soothe his ego.”

We think Liz is miffed that you doubted her. We don’t blame her.

Technically speaking, a submerged 40-lb anchor doesn’t weigh 40 lbs. As Archimedes discovered ages ago, a submerged object weighs less by an amount of water equal to the volume of water displaced by the volume of the object. So a 40-lb anchor might only weigh about 38 pounds when underwater.

↑ WE REPOSITIONED OUR BIG ANCHOR SEVERAL TIMES
During the three years we cruised the South Pacific aboard our custom Deerfoot 50 Blue Rodeo, we had a few occasions when we wanted to snorkel down to reposition our 66-lb Bruce anchor in order to avoid snagging and/or damaging coral. The anchorage at the South Pass of Fakarava comes to mind, where taking the anchor for a walk in 40 feet of water was a test for the lungs. In coral-strewn areas, we usually jumped in after anchoring for a quick recon to check the set and to size up obstacles in case of a wind shift.

By the way, Blue Rodeo is now for sale in Auckland, as we’ve moved over to the ‘dark side’ with the purchase of a Dolphin 460 catamaran. The Deerfoot is a splendid yacht, but we are looking forward to the cat for the next phase of our cruising adventure.

Mark McClellen and Anne MacDonald
Three Sixty Blue
McCall, Idaho

↑ THE BEST WAY TO GET THE CQR TO SET QUICKLY
We’ve repositioned our anchor many times as Liz is doing in that photo. As a full-time cruiser and avid diver, I’ve dived on my Delta 55, both with tanks and free-diving. I do this to get it in the right spot of sand or on the upslope of a mound.

When I had a 45-lb CQR, the best way to get it to set quickly — or sometimes set at all — was to have my wife wait 15 seconds after I surface dove to put the engine in reverse
Give your boat the protection & speed it deserves with Interlux’s line of antifouling paints.

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for 15 seconds. As soon as the chain would begin to load, I would shove the anchor in as far as I could. This combo did the trick every time for the fussy-setting CQRs. The other reason to dive the anchor was to wedge it in just the right spot in a rocky bottom.

Of course I didn’t look nearly as good as Liz when I was doing this!

Fred Read
Amazing Grace, Islander 30
Washington, North Carolina

Readers — We’ll have more anchor repositioning letters next month.

‡‡HEALTH AND FORE-REACHING
Two thoughts on items in the February issue.
First, we loved the Changes item on eating healthy and getting lots of exercise to stay fit. It’s the only way to go. Amanda and I eat well, and when we’re not doing sail-training expeditions six months a year, we both run, cycle, swim, kayak, and do yoga. I knocked nearly two minutes off doing the annual 5k Turkey Trot in Friday Harbor last year, and Amanda knocked off close to a minute. And we feel great. Of course, I don’t turn 62 for a couple of weeks, so I’m basically a young buck. As for Amanda, she just turned 50, so she’s still a little girl.

Second, the page 16 letter and diagram from Jim and Kent Milski, where they described heaving-to without a backwinded headsail, sure sounds like forereaching to us. We’ve found it to be one of the very best storm tactics with our Hallberg-Rassy 46 Mahina Tiare III. We’ve forereached in some very nasty conditions on the edge of the Roaring Forties enroute from Auckland to Tahiti; crossing the Bay of Biscay; and coming down the Oregon coast with storm trysail or triple-reefed main sheeted tight without any headsail.

Mahina Tiare will comfortably sail along at two to three knots with the wheel brake on and no helm input. This puts far less strain on the rudder, rig and crew, plus shortens our exposure to the heavy weather considerably more than running with large breaking seas. This is a storm tactic that rarely receives much attention, and it was great to hear that it also works great on Jim and Kent’s Schionning 49 cat Sea Level.

We relaunch Mahina Tiare March 1, and set sail on March 19 for Sweden via Panama, the BVIs, Azores, Ireland, Scotland and Norway. We are excited about going to new places in Scandinavia such as Jan Mayen and Iceland. Life is good!

By the way, springtime in the San Juans is so fabulous that we’re doing fewer boat shows and seminars, and are enjoying more time at home and between our expeditions.

John and Amanda Swan-Neal
Mahina Tiare, Hallberg-Rassy 46
Friday Harbor, Washington

Readers — Because of their decades of incredible offshore sail training expeditions, John and Amanda are charter members of Latitude’s imaginary Sailing Hall of Fame. They don’t do sail training in ‘safe’ places like the enclosed waters of the
35’ J/109 2004
$178,500 Contact: Kenyon Martin

35’ J/109 2004
$169,000 Contact: Geoff Swing

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

50’ Hanse 505 2014
In contract

40’ J/124 2007
$274,000 Contact: Kenyon Martin

38’ True North 38 2003
In contract

38’ Sabre 386 2004
$259,000 Contact: Alan Weaver

38’ Sabre 386 2004
$259,000 Contact: Alan Weaver

38’ J/122 2007
$299,000 Contact: Bob Pistay

40’ Beneteau First 40.7 2001
$119,900 Contact: Bob Pistay

New Sails / B&Gs
SISTERSHIP

49’ C Burns Schooner 2007
$635,000 Contact: Alan Weaver

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

ADDITIONAL USED SAIL...
1995 56’ Perry Custom.................$619k
2005 52’ TP52.............................$349k
1996 48’ 1D48.............................SOLD
2005 43’ J/133 Forgiveness...........$349k
2000 42’ J/42.............................$199k
1991 42’ Catalina 42.................$91k
2001 35’ J/105........Reduced $68.5k
2000 35’ J/105........Reduced $79.9k
1999 35’ 1D35 Relentless...........$79k
2007 32’ Columbia 32s.............$65k
2004 26’ J/80............................$42k
2012 23’ J/70 – LOADED..............$53k

ADDITIONAL USED POWER
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2005 36’ Doral Boca Grande......$118k
2005 35’ Chaparral...........$124.5k
02/12 85’ Azimut..................$1,697M

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Jack Lennox • Alan Weaver
Diego Gomez

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BACK COVE 37 Downeast

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BVIs, but rather upwind across the Caribbean Sea, around Cape Horn, and just about every inhospitable place in the world.

Most sailors would think that voyaging from Friday Harbor to Sweden, via the Panama Canal, would be a really big deal for a six-month period. And it would be. But for John and Amanda, it’s just a normal season. And mind you, during each leg they are teaching a detailed curriculum to six students aboard their 46’ft boat. We don’t know how they do it. And we don’t know of anybody else who does anything quite like it. We stand in awe of what they’ve done and are continuing to do.

⇑⇓

SAN FRANCISCO BAY RECORD

Here are my thoughts on a proposed San Francisco Bay Record Course, similar to the Mt. Gay Rum Around Jamestown Record, as has been discussed in Letters:

• That anyone be able to sail the course at any time.
• That entries would not need to be affiliated with any organization.
• That you could go around the course in either direction.
• That you could start from any of the marks on the course.
• That you don’t have to finish.
• That you don’t have to do well.
• That anyone can leave a comment on the event’s site and/or download/email information.
• That the boat name, kind/size, owner, crew, date/time, and elapsed and corrected time are to be entered.
• That a social event start at noon every day of the year at #6 R”6”, and #10 Little Harding Buoy. Clockwise on even dates and vice-versa.
• That any unorganized or organized group may make use of the course in any way.
• That there be no Notice of Race, and that there be no organizing authority.

The marks shall be: #1 Little Harding Buoy, to the east; #2 Harding Rock Buoy, to the west; #3 Blackaller Buoy, to the east; #4 “GR” Buoy, to the south; #5 Alcatraz Island, to the south; #6 Blossom Rock Buoy, to the west; #7 R”2”, to the west; #8 R”4”, to the west; #9 R”6”, to the west; #10 R”8”, to the west; #11 Angel Island, to the south.

Steve Sarsfield
Kestrel, Ericson 26
Bodega Bay

Steve — As Bartz Schneider wrote in the February Latitude, leaving such an event as unstructured as possible sounds great in theory, but doing so in the Litigious States of America can lead to significant legal liability. If there were some accident, we’re certain some lawyer would surely attempt to figure out some way, as ridiculous as it might be, to find Latitude 38 responsible. At that point, it becomes the old legal extortion game, where you have to decide which is less expensive, fighting a meritless lawsuit or paying the plaintiffs to go away.

At this point in our lives, we’re more interested in the success of such an event and avoiding any legal liability than we are in having Latitude’s name attached to yet another sailing event. As such, we’re looking into the possibility of an already existing organization’s being the flagbearer. How about you folks at the Bay Area Multihull Association, who already had/have a similar event with a similar course?

“A social event at noon every day of the year at Little Harding?” You don’t really mean that, do you?

⇑⇓

HOW DID IT HAPPEN?

So the pinnacle rock that the Westsail 42 Donika hit, as
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LETTERS

reported in the February Changes, is 20° 45.843’ N by 105° 32.889’ W. That’s very close to Punta Mita, where there are lots of big rocks. What was the skipper thinking? Was he traversing the area at night?

Marek J Nowicki
Raireva, Cape Vickers 34
Green Cove Springs

Marek — Skipper John Larsen, who has become a friend of Latitude’s following the incident, explains what happened in the following letter.

By the way, if we’re not mistaken, Manouch Moshayedi’s Newport Beach-based TP52 Rio, with some professional crew, hit the same rock several years ago shortly before crossing the finish line of the San Diego to Puerto Vallarta Race. It knocked the bulb off the keel, too, although the bulb was located the next day and reattached in time for them to do most of the MEXORC races.

⇑⇓

FIVE FEET AND WE WOULD HAVE MISSED THE ROCK

It all started with a routine sailing vacation out of La Cruz, Mexico with my friends Ron and Karen. We had almost three weeks for a nice trip, most likely coastal cruising down to Bahia de Navidad. But a few things changed our plans: seven days straight sweating upside down in the engine room in the marina changing water pumps three times, trying to fix a genset, fixing an alternator, a regulator, the solar panels and the controller, and changing zins. There was also the matter of Ron’s losing a his wallet with $900 in it, my gashing my head on a low overhang at the shipyard entry, and our having to jury rig the charging systems. In the end, we relied on the genset and solar panels to be the ‘regulator’. By the way, always carry a spare regulator, especially if your Balmar regulator is more than five years old.

But no problem, as we just lowered our expectations. We figured that we’d spend a few days anchored at Punta Mita, do some surfing, then make a run up to Chacala, another sweet anchorage.

Other than Karen’s getting a scorpion sting while helping some fishermen launch a panga — what are the odds? — we had a very enjoyable three-night night stay. But on the last day we found that the solar panels were not charging because the newly installed Aurincos were defective. It turns out they have been recalled. Plus the genset finally gave up entirely. That left only the alternator for power, and by then the regulator had cashed in for good. We had no source of power! So we decided it was perhaps a little past time to head for the barn.

With no remaining backups, only the engine-driven refrigeration saved the food. And when we ran the main engine, the Outback charger often indicated a huge 20-amp draw! Sorry for all the exclamation marks, but we were really on a negative karma roll!!

With the batteries going just under 12 volts, I decided to shut down all electronics — depthsounder, plotter, radar, autopilot, etc — to conserve battery power. Which is why, as I approached Punta Mita from the north, I was dead reckoning and visually relying on seeing the buoys marking the outlying rocks west of Punta Mita.

As we approached, I had a bad feeling, and decided to turn on the plotter to check my position. Even though the rock does not show on my Navionics charts, it is marked almost exactly right in Pacific Mexico: A Cruiser’s Guidebook, Shawn Breeding and Heather Bansmer’s excellent cruising guide. Unfortunately, I neglected to consult it at the time.
CAN A BOATYARD BRING MARITAL BLISS?

Probably not, however, if boat maintenance and repair have been a taboo topic in your household due to past experiences with surprising yard bills, lack of communication or difficulties with scheduling... we can help!

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Anyway, the Raymarine plotter takes way too long to boot up and, as I acknowledged warnings, etc., it came on when — BAM! — we slammed into that pinnacle dead on at seven knots! My ECS tracking was on, which is how I know the exact position of the rock.

The impact stopped Danika cold, so I thought the rig would come down. But it didn’t. We checked for water in the bilge, but found none. Then we looked around the boat as I backed clear. There was nothing but the pinnacle rock about five feet down with some red bottom paint on it. Had we been five feet to one side or the other, we would have missed it.

The navigation buoys for the rocks in the area were about a quarter mile to the east on my port side, with the rock to seaward of their current position.

The publisher of Latitude 38 was generous in not only getting the word out to cruisers about the location of the rock, but also stating that it wasn’t my fault. He’s right about that from the professional mariner perspective. ‘It’s never the pilot’s fault’, is our motto. That’s our default, no-fault position.

My takeaway from the incident is that it should be a cautionary tale. If I can build, own and operate a boat for 40 years up and down the West Coast from Alaska to Mexico, be a professional mariner for the same amount of time, and have something like this happen to me, then it can happen to anyone. Although the extenuating circumstances and unreliability of Mexican navigational aids are comforting excuses for my ego, they are all just part of the domino theory of the chain of accidents. Bottom line, I hit the rock! I was responsible.

Danika is back in the water and as good as or better than new. Peter Vargas at the La Cruz Shipyard is a very professional, knowledgeable, conscientious boat repair resource. Danika’s original 1-inch-thick hull is now 1½ inches thick in and around the damaged area after a five-week shipyard repair. The cost, including lay days, was around $15,000! It’s supposed to hurt.

John Larsen
Danika, Westsail 42
Sitka, Alaska

Readers — A guy who takes responsibility when something goes wrong. There aren’t many of them left.

PUTTING HER FOOT DOWN

Did Latitude by any chance see Linh Goben’s Facebook page, where she posted the accompanying photo of her new ‘boat shoes’? “Finally nice enough weather to wear my new boat shoes,” she wrote. I presume she was aboard Savannah, the Featherlight 44 catamaran that her husband Teal and she have been restoring with the help of their daughter Emma. “I would think that wearing my heels on boats for 16 years would prove that they are safe,” she
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wrote.

Timothy Wilson
Seattle

Timothy — We did see the photo and thought it was pretty funny. Although we don’t recommend high heels on boats, even multihulls, Linh is an adult who has cruised in high heels before, so she can make her own footwear decisions.

We follow the Gobens’ Facebook page pretty faithfully. Not because we have a foot fetish, but rather to see the beautiful smiles on the face of Emma, Teal and Linh’s daughter. The way we see it, each big smile tells a story of how much this little girl feels loved. Loved the way all children need to be loved.

We got a similar happy charge the other day while at the McDonald’s in Sint Maarten, Netherland Antilles, of all places. There was a clean-cut West Indian guy in line with his daughter, who looked to be about six or seven. She had the biggest smile on her face, and absolutely couldn’t stop giving her smiling daddy big, happy hugs. It was more lovely than the most beautiful sunsets we’ve ever seen.

⇑⇓

I HAVE A ROUTINE FOR READING LATITUDE

As a longtime reader/admirer/enthusiast of Latitude 38, I am compelled to write my first letter to you. As I write this from a suburb of Chicago, enduring the forced winter hibernation from sailing the freshwater sea of Lake Michigan, I look forward to each new Latitude. And I have a routine for reading each issue. First, I locate and read Max Ebb. Those articles are treasures, although sometimes — such as January’s — they are hard to decipher. I highlight sections for further review and analysis. Next, I read Letters, which are also treasures, thanks to the Letters editor expressing his opinions, even when they involve chastising — usually gently, but sometimes in firm and no uncertain terms — people for opinions he disagrees with.

For some reason my sequence was reversed with the December issue, as I stumbled upon the letter titled “We Had No Favorite Memories of the Ha-Ha”. Like a moth attracted to a flame, I couldn’t resist diving right in. After all, how could somebody not have any good memories of a Ha-Ha? And to write a letter making such a claim? Say it ain’t so!

As I read, incredulously, I had to resist the urge to immediately jump to the editor’s reply, especially after the author used the word ‘churlish’. Who uses that word anymore? In any event, the editor’s reply did not disappoint, as it was a succinct, thorough and comprehensive dissection of the complaints, and addressed all the inaccuracies and insanities item by item. I particularly enjoyed the editor’s recommendation for this individual and crew to “… look in the mirror to find the source of your dissatisfaction.” Awesome. Well done!

Thanks for the grins.

Jay Grizzell
Shoe String, Olson 34
Monroe Harbor, Chicago, Illinois

Jay — We weren’t trying to hurt anyone’s feelings, but we
Air and sea will never know.

All you sceptics who believe you can’t get real fouling protection without heavy loads of copper and solvent, meet the mind changer. Hydrocoat ECO. Water-based Hydrocoat ECO is a new clean world of solvent-free antifouling. It contains the breakthrough additive Econea that reduces copper by 100% yet delivers 100% of the copper effectiveness. It’s all about maximum protection with minimum impact. It’s a clean new day.
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LETTERS

feel very strongly about the Ha-Ha, knowing that it’s brought lots of pleasure to something like 10,000 sailors. So we’re not going to be timid about defending it.

And to be fair, looking in the mirror to find the source of one’s dissatisfaction applies to us as much as it does anybody else. Trying to blame others or circumstances is always the easy way out.

Although it’s unlikely, we’re hoping the skipper might be willing to do a second Ha-Ha to see if he couldn’t have more fun. It would be on the house.

††THE BEST ALL-WOMAN CREW EVER

Our crew — which is all-female — insisted that my wife Carol and I take our Hughes 45 Capricorn Cat out on Sunday, January 25 because it was really nice and warm. I told them the boat needed a thorough cleaning, inside and out, as well as a bottom wipe-down. Being almost 70, I didn’t have enough energy to tackle all the jobs just then.

The crew — at least eight of them — revolted by showing up on Saturday and demonstrating how badly they wanted to sail. They took almost everything out of the boat, washed the inside and outside of the entire boat, polished the Lexan windows — then bought and prepared a feast! When they left that night, they took all the towels, rags and clothing to their various homes, and washed them all!

With all the work having been done, we sure as heck went out sailing on Sunday morning. After hoisting sail on the cleanest boat on San Francisco Bay, we chased a .005 knot ‘breeze’ for hours, and enjoyed a 4.5-hour ‘race’ with about six other boats outside Oyster Point. Yeah, we had a great time! My wife Carol and I want to give a shout out to the best all-woman crew anyone could dream of. You gals are the best!

On a different subject, I wonder how many Latitude readers and Ha-Ha and Mexico vets remember Mary Forrest. Mary crewed for us on the 2007 Ha-Ha, which was our first cruise and Ha-Ha and Mexico vets remember Mary Forrest. Mary Forrest was a real treat to sail. She then met and fell in love with Eddie, the captain, and they were later married. They continued to operate and crew on bigger and more magnificent yachts all over the world.

The big news is that Mary recently gave birth to a daughter, Torricella Grace Persichetti. Baby, mom and dad are doing great. Mary assures us that Torricella will be out sailing with mom and dad on their boat very soon. Sailing is in the family’s blood.

Wayne and Carol Hendryx
Capricorn Cat, Hughes 45
Brisbane

††THE EURO IS NICE, BUT NOT THE SCHENGEN RULES

I didn’t really know what to make of Latitude’s previous reports that Americans visiting Schengen Area countries — which includes most European countries — could only stay for three months before having to leave for three months. But now I’m learning, as Debbie and I are now in the process of trying to get a French visa for cruising our boat in Europe this summer. We would have preferred to get an Italian visa, but we couldn’t get an appointment at an Italian consulate until late May just to start the process.

There are a lot of details in the process of getting a visa that make it even more difficult if traveling by boat. I doubt the process was intended to be anti-boater, it just works out
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The Schengeners have made it hard for American yachtyes to spend the entire summer berthed at Monaco. That way. For example, you are supposed to apply within three months of your arrival in France, and you must allow a month for the processing of the visa application. The problem is that the consulate wants to keep your passports during this time — and we need ours to cruise between Caribbean islands on our boat. We think we have it worked out to give them a copy of our passports for the duration of the processing time, and to return in person to the consulate to have the passports duly stamped once the visa applications are approved.

We also hope to start the process outside the three-month period, as we leave for the Caribbean on February 21. This means, with luck, the consulate will accept our applications on the day of our appointment on February 20, and we return to the consulate in San Francisco prior to our trans-Atlantic crossing in May to have our visas officially placed in our passports.

Upon arriving in our first Schengen country, we must have the passports stamped. Then we have just five days to get a French immigration stamp at a French border. But it’s not likely we are going to make it to France within five days of reaching Portugal or Spain after an Atlantic crossing. We’ll probably just have to ask forgiveness.

Once in France, we must report to the prefecture where we will be staying. Among other things, they’ll require us to have a medical exam. But which prefecture are we living in when we’re moving around on our boat? We doubt if we’re going to be able to find a slip in the South of France, let alone afford one, during high season. Fortunately, we have very good French cruising friends living in Paris who we believe will rescue us here with an ‘official residence’ if the ‘boat residence’ proves difficult.

I say bring back the good old days of the 1970s, where you could just arrive in Europe and stay as long as you wanted on a strong dollar! At least the dollar has been strengthening against the euro.

Greg Dorland
Escapade, Catana 52
Lake Tahoe

Readers — It’s true, the rules are that an American can’t stay in a Schengen Area country — which includes just about all of the European region except England and Ireland — for more than 90 days without leaving for 90 days. Since the Euro/Med cruising season is no more than six months, it really puts a crimp in one’s cruising plans. Non-Schengen Area options in the Med include Morocco and Tunisia.

There are a few ways around the three-month limitation, and two Latitude cruisers wrote us last year to explain how they did it. But it wasn’t easy.

The Schengen Area rules are, of course, completely against the financial self-interest of Schengen Area countries, as they — and particularly France, Italy, Spain and Greece — need all the tourist money they can get. The members of the Schengen Area countries know it, but it takes lots of time to undo or repair even the worst legislation.

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Schengen Area countries in any 180-day period, your passport is simply stamped with the date when you arrive. You are then free to cross borders into all other Schengen Area countries without even showing your passport, just as if you were traveling from California to Nevada. This is how the Wanderer and Doña de Mallorca hope/expect things will work out when they use their canal boat in May and June.

The way Americans get caught staying more than 90 days in a 180-day period is when they check out of the Schengen Area. It’s been reported that officials in Spain and Greece tend to be particularly lax when checking documents, while those in Germany tend to be more thorough. (What a surprise.) As a result, those who overstay the 90-day limit often try to check out of Spain or Greece and hope some lazy official doesn’t notice they overstayed. But the penalties are potentially severe — including never being able to visit a Schengen Area country for the rest of your life.

⇑⇓

TIME FLIES WHEN YOU’RE HAVING FUN

It doesn’t seem as if it was nine years ago when the publisher of Latitude wrote to ask what I thought of his buying a Latitude crewed yacht or getting into a boat partnership in the Caribbean. I responded by suggesting he put a catamaran in the yacht management program with BVI Yacht Charters. He even got me to look at Evil Louise, a Leopard 45 coming out of The Moorings program that he would eventually buy and put in the BVI Yacht Charters program. It seems like just a few years ago!

Now that BVI Yacht Charters has decided that ‘ti Profligate is a little old for their fleet, the publisher asked what we readers — and former yacht management boat owners — think he should do.

I think the publisher’s favorite stated option, keeping the cat and cruising her around the Caribbean for drone and other photography, is a nice idea. But I’m sure he realizes there are some possible pitfalls, not the least of which is no matter whether managed, maintained, or not, a boat doesn’t like just sitting much of the year, and thus there will be lots of little problems to solve every time he gets to her. I have other friends in a somewhat similar situation, and they got so frustrated with the niggling issues that they placed a never-before-chartered Leopard 43 — and a really nice one, at that — in bareboat charter at Vacances Sous Voiles just so she would get some use.

Additionally, the charter industry has evolved since the publisher’s days with the Ocean 71 Big O. Officials are not quite so laissez-faire, nor are insurance agents or charter brokers. I know that the publisher is in a unique situation and could probably take care of all the marketing himself, but life, boating and chartering have generally become a lot more complex over the years. Plus, finding an ‘office’ to do Latitude from, such as the Center Alizee in St. Barth, can still be challenging in parts of the Caribbean.

Having said that, my comments of nine years ago regarding partners are still valid. It can be great, but more often than not, isn’t.

I would vote for selling ‘ti Profligate, getting something newer, and keeping on doing what you have been doing — which
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is having her in a yacht management program. The Leopard 46 is a very popular boat, but don’t think of getting one from the earlier years. The Leopard 43 is very nice, although she might be a bit small. I think they made those up through maybe 2008. The Lagoon 440 and 450 are reasonable sailing boats and have proved very popular charter boats, although I personally wouldn’t want one.

By the way, I just saw ‘ti Profligate the other day, and she looks to be in superb shape. I’m guessing that you could get a pretty good price for her, as well maintained Leopard 45s and 47s are highly thought of. Which raises the question of why not simply move up to a late model 47? I think that would be maybe a 2006. Would BVI Yacht Charters let you back in with a 47? They seem to have lots of Lagoons these days, plus some F/Ps, a Seawind and now the new Nautitech Open 44, but that’s a brand-new build.

Tim Schaff
Jetstream, Leopard 45
Tortola, British Virgins

Tim — It was indeed you who got the publisher to buy the former Evil Louise and put her in the BVI Yacht Charters management program. And it truly is hard to believe that it was nine years ago, as we meant to keep the boat for only three years. It’s been a great run with BVI Yacht Charters. We’re really going to miss the folks there, from everyone in the office to Tony and all the great maintenance staff.

We’re big believers in the concept of ‘use it or lose it’, no matter if it’s boats, motorcycles or body parts. We’re willing to bet that ‘ti is in better shape than most sisterships precisely because she was used so much — and thus got so much maintenance. After a boat is three or four years old, we think the quality of maintenance supersedes the age of a boat in importance.

While it’s true that it’s best not to leave a boat unused, lots of owners leave their boats on the hard in the Caribbean for six or more months a year. And in the Northeast for eight or more months a year. Yeah, there may be some niggling issues, but we like to think that we can put up with it. You might recall that ‘ti Profligate doesn’t have a lot of stuff found on most boats, such as air conditioning, a genset, electric heads, electric winches, a watermaker, radar, a chartplotter, sophisticated wind instruments and so on. We never felt as if we needed any of them, and we know for sure that simple boats have fewer problems than complicated ones.

It’s been 20 years since we did occasional ‘under the radar’ charters with our Ocean 71 Big O. Charters with ‘ti for the last nine years have all been legit, with the proper permits, insurance, etc. We are aware of the greater complexities of chartering these days — and of some of the legal ways to work around them.

BVI Yacht Charters has a Lagoon 440 — a very popular design — that could be purchased for $360,000 and kept in their program. Given the fact that we’re 66 years old, and the more complicated and high-maintenance Lagoon costs nearly twice as much as the value of our current cat, it doesn’t seem like a fiscally sound move to us. And in addition to losing a big chunk of money in every boat transaction, there is all the hassle of selling one boat and buying another. We’d rather be cruising and using the saved money to have others keep our boat in good condition.

Selling our Leopard 45 to buy a Leopard 47 makes no sense to us at all. Except for a three-foot sugar scoop and more complicated systems that we don’t think are necessary for the Caribbean, they are the same boat.
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The way we see it, ‘ti Profligate is a nearly indestructible ‘big bang for the buck’ cat with four cabins with heads ensuite. We have no interest in shelling out big bucks for a little more luxury, as we’re not interested in luxury. When the time comes for us to need an electric head or air conditioning in the Caribbean between November and July, we’re going to move from a catamaran to a walker.

So we’re probably going to hold pat for at least a couple of years, and maybe do about four legal, longer-term charters a year, which would cover a lot of the annual expenses.

We’re aware of the problems with partnerships. Nonetheless, if we could find a very experienced boatowner, especially one who previously had a boat in a yacht management program, who was interested in a half share for the months of November through January, we’d certainly look into it.

In any event, ‘ti doesn’t come out of the charter program until August 1, so we’ve got time to consider our options.

↑↑ Old Bones Need a Rest Home

We suggest selling ‘ti Profligate, it has ‘old bones’ and needs a ‘rest home’ with a new owner. The legacy of the boat will bring above-market value.

We’re sure a newer cat can be found with an upgraded hull design and newer equipment, and be more appropriate for the various needs of Latitude. Your resources in acquiring a newer boat at an excellent price, I assume, are excellent. Also, any updating of equipment can be done at discount rates compared to your readers. Create a new legacy for your new multihull and enjoy a financially secure retirement.

Finally, thanks again for a most enjoyable 2001 Baja Ha-Ha. It was the first cruise on our then-new Wauquiez 43.

Bob and Pat Clark
Southern Run, Wauquiez 43
San Diego

Bob & Pat — If any readers want more background on this thread, they should refer to the original January 26 ‘Lectronic piece.

We looked up the price for the modern version of Leopard 45s, which would be the new 44s, which aren’t even 43 feet long. Yachtworld had one listed for $469,000, and another one “in contract” for $642,000. Wow, are newer cats expensive or what!? The 44s have some nice new features, including a hardtop and forward cockpit area, and probably lots of creature comforts such as electric toilets. But they are way beyond our budget, and we don’t even want those luxuries.

‘Old bones?’ Say what you will about Leopard 45s, they were built like Westsail 32s. We have no doubt that ‘ti will easily have a lifespan of 50 to 100 years. If nothing else, she makes a very comfortable and economical home on the water.

↑↑ Another Yacht Management Program

We saw that BVI Yacht Charters is retiring the publisher’s Leopard 45 cat ‘ti Profligate from their yacht management program. If the publisher decides to keep ‘ti — and having chartered her, we sure hope that he does — he may want to contact our friends Jim and Cecelia at Pro Valor Yacht Man-

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LETTERS

management in the BVis. They may take her in their program.

A lot of people are keen on catamarans with upper helm stations. Having owned Lagoon and Leopard catamarans with lower helm stations, and a Leopard with an upper helm station, we greatly prefer the former.

Lynn and John Ringseis
Ex-Moonshine, Lagoon 410 cat, Caribbean
Ex-Moonshine, Leopard 43 cat, Caribbean
Novato

Lynn & John — Thanks for the suggestion, but ‘ti is 14 years old and thus too old for even the Pro Valor management program.

THE COST OF PARTNERING ON ‘TI PROFLIGATE

I like options #3 and #4 the most. But how much?

Terry Glenn
Planet Earth

Terry — For a partnership, we’re thinking $115,000 for a half share. The Leopard 45s were the Boat of the Year when they were introduced, and are ‘big bangs for the buck’ in the catamaran world. We frankly can’t believe how much new cats cost. ‘ti has received excellent service from the folks at BVI Yacht Charters, who loved her because she was so easy to maintain. And she’s had many things — tramps, sails, bimini, sails, etc. — replaced over the years.

‘ti Profligate is currently set up tfor sailing in the British Virgins and, to our thinking, island hopping between Puerto Rico and Grenada. She is not equipped with SSB radio, EPIRB, watermaker, radar, AC or any of those kinds of extras, nor do we believe they are needed for her current service.

We’re in no way desperate to sell her or find a partner, and would only consider somebody who has had many years of boat ownership, preferably a bunch of it outside the United States. We’re not sure what kind of situation you’re looking for, but we hope you find it. The Caribbean is a fabulous place to have a boat.

GO ON A QUEST FOR THE GREEN FLASH

Sail ‘ti around the world slowly, chasing the green flash.

Scott Soper and Teresa O’Kane
ex-Different Drummer, Wharram cat
Bay Area

Scott & Teresa — Big Profligate would be much more suitable for that, although she would be sailing around the world much more quickly.

ANACORTES YACHT CHARTERS IS A GREAT OUTFIT

I had my other boat with the Anacortes Yacht Charters management program, and it was very successful. Those folks are always looking for good older boats that have been in charter programs before. The condition of the boat, not the age, is what matters to them.

I think Anacortes Yacht Charters is the largest yacht management/charter operation in the Northwest, and clients take the yachts as far north as Canada and Alaska.

No, I don’t work for AYC, I just had a successful owner/management relationship in which I got 70% of the proceeds and they got 30%

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Captain Jim McCarthy
Double Angel, US Yacht 42
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Captain Jim — Thanks for the heads up. Until such time as we’re no longer able to actively enjoy all kinds of watersports, we’re not about to trade the Caribbean for the chilly Pacific Northwest and Canada. That said, we think a Leopard 45 cat would make a great sailboat/powerboat/home in the Pacific Northwest, Canada and Alaska. As we’ve mentioned many times before, because they are so spacious and economical, sailing cats make great motoryachts, too.

Just so nobody gets the wrong idea about return on investment on boats in yacht management programs, the common 70/30 split between the boatowner and yacht management company is after all expenses. And the expenses can be considerable, particularly if the all-important maintenance is as good as it should be.

⇑⇓

IT’S ALL ABOUT THE CASH FLOW

Since ’ti Profligate is paid for, I suggest that you keep her, pay someone you trust to store and maintain her, and do some charters — lesbians, drone operators, photographers, whatever — to keep the cash flow from going (too far) negative. That’s what my wife and I do with an asset in Europe and one in Palm Springs. It works well. We even have a slight positive cash flow.

Rod Sherwin
Planet Earth

Rod — Yours is our default strategy, mostly because it’s the least complicated and involves the least asset churning.

⇑⇓

TOY OR TOOL?

Option #5 works fine for me. By the way, I’d sign up for the ‘lesbian charter’, as I must be one, since I’m only attracted to women.

Could you provide some details on the Latitude drone(s)? Most of the ones I’ve looked at are cheap, low-run-time toys, that fly for only five minutes before requiring 30 minutes to recharge. Camera capabilities are important as well. I seem to recall your noting the use of an attached GoPro.

Kerry Kalarney
Green Place Ranch
Olathe, Colorado

Kerry — It’s just a wild guess on our part, but lesbians may have heard variations of the ’I must be a lesbian, too’ joke from guys too many times to think it’s still funny. Not that they probably ever did.

With regard to drones, we’ve only used DJIs, and are up to what must be the third generation. It was the original model that ran for only five minutes before the battery drained. Subsequent models have batteries that supposedly are good for 25 minutes, but we don’t like to fly ours with less than 50% battery power. There have been many other excellent improvements with each generation.

Our first four DJI drones were all connected to GoPro Hero 3 cameras. Apparently the twice-as-expensive GoPro version takes a little bit better video.
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Unless your last name is Spielberg or Tarantino, we think you need the latest $2,800 DJI Inspire over the $1,000 DJI Vision 2+ the way you need a dirty bottom on your boat. While we highly recommend all these ‘can’t get the photos/video any other way’ devices, 99% of potential users don’t need anything more than the Vision 2+. But get at least three batteries.

Many people — this would include Doña de Mallorca — have often referred to the Wanderer’s $1,200 Vision 2+ drone as a “toy.” This is out of ignorance, as this month’s cover is just the latest to be taken with the “toy.”

I was just reading Latitude’s comments about the unsuitability of Luci LED lights for use as navigation lights. I agree, but want to make a correction. Latitude stated that for vessels less than 65 feet, sidelights only need to be visible for one mile. That’s not quite correct, as it only applies to vessels less than 12 meters, which is about 39.4 feet. For vessels between 12 meters and 50 meters, the rule is the light has to be visible for two miles. You can see that in Rule 22.

I know this because I paid a good fraction of a ‘boat unit’ to get that extra mile of distance for the sidelights on my 52-ft Hans Christian.

Mark Novak
Betty Jane, Hans Christian 43
Santa Cruz

Mark — Sorry for the error, as we were having a major brain fade when we neglected to mention that sidelights for boats over 40 feet need to be visible for two miles.

But it got us to wondering, visible for two miles in what kind of conditions? When it’s crystal clear out? When there is lots of moisture in the air? When it’s foggy? According to Handbook of the Nautical Rules of the Road by Llana & Wisneskey, Rule 22 does not say that a navigation light has to be visible for a certain distance, but rather that the “navigation light must meet the minimum Annex I intensity requirement.” Given the variable nature of visibility on the ocean, that makes a lot of sense.

The handbook goes on to report, “The distances given by Rule 22 were based on a somewhat arbitrarily chosen value for atmospheric light transmissivity — one that represents ‘good’ visibility.” Nonetheless, navigation lights are almost always marketed as being visible for a certain distance, as in one mile, two miles or three miles. What it actually means is that those lights would be visible for those distances only when there is mathematically determined ‘good visibility’.

Curiously, the masthead light on vessels longer than 164 feet has to be visible — in good conditions — for six miles, while the sidelights and stern lights only have to be visible for half that distance. When it comes to boats between 65 and 164 feet, the masthead light has to be visible from five miles but the side and stern lights from just two miles. In vessels less than 40 feet, the masthead has to be visible for two miles, as does the stern light, while the sidelights only have to be visible for a mile. Not exactly consistent in relative terms, is it?

I loved your February 9 ‘Lectronic piece titled, ‘Help This Sailor Circumnavigate’, about December Playboy Playmate Elizabeth Ostrander and her husband Erik. The couple sound like real deep thinkers. Excellent writing, too.

Russ Snidely
Planet Uranus

Mark Novak
Betty Jane, Hans Christian 43
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Russ — We’ve written some foolish things in the last 38 years, but perhaps none as foolish — and inaccurate — as the title of that February ‘Lectronic piece. In addition to the title, the content of the piece suggests that Elizabeth needs to win the $100,000 that comes with being Playmate of the Year for her and Erik to continue their circumnavigation. Not only did Erik not say anything of the sort to us in our telephone interview, it isn’t true.

Erik and Elizabeth own a successful 14-boat charter fleet and a sailing school out of Pier 39, and a ‘yacht club’ in the City, none of which he even has to manage on a day-to-day basis. In addition, they just bought a home they’ll live in for six months of the year so they can cruise ‘six and six’.

What we meant to suggest is that, like everyone, the Ostranderers wouldn’t object to having another $100k in their cruising kitty, even though their Islander Freeport 41 Journey is already very well-equipped.

What we don’t understand is your comment sarcastically describing them as being “deep thinkers.” First, you don’t even know either one of them. Second, what’s ‘deep thinking’ got to do with anything? It’s been our experience that most people who self-identify as ‘deep’ are full of it and of themselves. Of course, we say that being no deeper than a puddle ourselves, having given up ‘deep thinking’ after our last philosophy class at UC Berkeley. Anyone who is responsible and kind to others is plenty ‘deep’ for us.

We got a similarly negative reply to the ‘Lectronic from Robert Lush, who wrote, “This edition [of ‘Lectronic] sucks. A little T&A, if it works in the story, is fine, but this was terrible. The entire issue pushed the needle right off the end of the boring and unsuitable meter.”

We were so stunned by these two negative reactions to something we thought was so tame in this day and age of Fifty Shades of Grey BDSM ‘kits’ being sold in Target and groups of San Franciscans demanding to be able to ride public transportation and sit in restaurants without any clothes on, that we published Rush’s comments in the February 11 ‘Lectronic. We responded to it with this: “But ‘boring’!? Even if we were 85 years old, if we were ‘bored’ by the photos of Elizabeth, we’d visit our physician to see if we had a medical problem. What about you?”

The following is a cross section of the gazillion responses we got. We tried to overrepresent responses from women.

⇑⇓

I’VE FOUND THE REVERSE TO BE TRUE

I am 85 years old, and I did not find the ‘Lectronic about Elizabeth Ostrander to be boring! Maybe boring stuff is the key to long life, but I have found the reverse to be true.

Ken ‘The General’ Roper
Harrier, Finn Flyer 31
North Myrtle Beach, South Carolina

Readers — Ken’s ‘reverse of a boring life’ includes having been a brigadier general in the Army and having sailed, among many other offshore passages, 13 Singlehanded TransPacs.

⇑⇓

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March, 2015 • Latitude 38 • Page 4/
sail around the world, and I have followed Latitude for a long time. I’m almost 50 years old, heterosexual, and right now I’d benefit in many ways if I lost 20 lbs. But one thing I can admire is a beautiful woman and sailor, and the very natural-looking Elizabeth is both of those. Go, Elizabeth!

Marina
Planet Earth

Marina — You want to lose 20 lbs? Based on the Wanderer’s experience, if you go plant-based, even mostly plant-based, the pounds just fall away. Go, Marina! You can’t believe how much better you’ll feel when you’re lighter.

WHERE IS THAT CUTE GIRL IN A BIKINI NOW?
Disgusting! I’m a guy who loves beautiful women, too. But I’m a sailor, not an ogler of women. It’s obvious why Elizabeth has been chosen to be highlighted in Latitude. But Latitude is a magazine about sailing; it’s not Playboy. I personally don’t care about her and her husband’s late night partying or their need to raise money via modeling for Playboy so they can sail on and start a family.

And that brings up the last cute girl you decided to promote. She was ‘stuck’ bartending and singing with Jimmy Buffet in Tahiti while her boat was on the hard. She was trying to raise money so she could repair her boat and sail on. Again, it was obvious the focus was not on her sailing. Let’s face it. She was cute and it got your attention. And where is she now?

Al
Planet Earth

Al — The “last cute girl we decided to promote,” as you put it, is Liz Clark of the Santa Barbara based Cal 40 Swell. She’s still cruising in French Polynesia, where she’s trying to be “an inspiration to the masses” in regard to ecology and eating well. In fact, elsewhere in Letters you’ll see a photo of her repositioning her anchor in order not to damage coral. Liz is one of those people who believes that you begin to change the world little by little, starting with yourself.

If you’re going to pick a “cute girl” to disparage, bikini-wearing, fit-as-a-fiddle Liz is a poor choice. If you’d been reading recent Latitudes, you’d know she is one of 10 candidates for National Geographic’s honor as Adventurer of the Year. Since you called Liz out, we think it’s only fair to ask you if any highly regarded organization out there has honored you for anything you’ve done recently.

WHAT’S THE PROBLEM?
Anything but boring. The idea of an attractive lady being an avid sailor with strong ambitions is fine. What is the problem?

David Arnold
Planet Earth

David — There is no problem. At least not in our mind.

MY WIFE APPROVED
I loved the photo of Elizabeth setting her anchor so much that I even used it for my computer wallpaper for a day. My wife of 45 years even approved. Please publish more.

Steve Bondelid
Mexico cruiser, 1993 through 1997
ex-Grey Max, Lord Nelson 35
Whidbey Island, Washington

Steve — We think you might be confusing Elizabeth Ostrander with Liz Clark.
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MY PROBLEM WITH ELIZABETH IS I’M JEALOUS

I want to compliment Latitude on your always-on ability to provoke reader engagement, which keeps the publication ever fresh. I admit Elizabeth is gorgeous, and she’s obviously a ‘real sailor’ — whatever ‘real sailor’ means because, in my opinion, anyone who even goes out into The Slot on a beer can race is a real sailor. Elizabeth has done passages that most of us dream of doing, and did them doublehanded — which anyone who has done a passage of two nights or longer knows is an endurance feat! And she’s planning to go farther. Awesome.

My problem with Elizabeth is that I’m jealous. How come she gets to be out in the sun in just a bathing suit and not freeze her butt off? Oh, I forgot, the photos weren’t taken on San Francisco Bay. And how come her skin looks so gorgeous and her face so fresh? Where does she get her sunblock? Why does her hair not have the salt-air-frizz-from-hell look that I battle daily? And, most importantly, those photos must be have been Photoshopped, because where are all the bruises that seem to just pop out like measles around my body anytime I go out on the boat?

But seriously, as a 50+ woman, I look at the photos of Elizabeth and I say, “You go get ‘em, girl!” I love seeing a woman with the beauty that allows her to “run” for Playmate of the Year. But she don’t need no stinking contests — Elizabeth is a sailor who is doing the cool things with her partner in life, and really doesn’t need my vote for any validation of her looks. She’s blessed with beauty, but is investing in the kinds of experiences that will last her well into her old age with memories and wisdom that will never fade.

As for Latitude’s photos featuring Elizabeth in a bathing suit versus dressed in foulies in The Slot, oh come on! You’re in the business of selling a publication, getting advertising and promoting a lifestyle — and you do that by appealing to your core demographic. So you go, Richard!

That said, I’ll admit that Latitude pisses me off a few times a year. But that keeps me engaged. What will you do next?

Terri Watson
Delphinus, Mason 33
San Francisco

Terri — For the record, almost all of the photos of Elizabeth in the ‘Lectronic and this month’s Changes were planned and staged by Elizabeth, who has both a degree in photography and extensive photography knowledge and experience. “All I ever did was push the shutter,” Erik laughingly told Latitude.

And just to clarify things about Latitude, it’s always been the publisher’s art project rather than a business seeking to maximize profits. The publisher has always followed the Hobie Alter philosophy, which is, “If I like something, I bet a lot of other people will like it, too.” Based on that and our having overseen 450+ issues of Latitude, we feel that we, not the readers, are the final arbiters of what’s “appropriate” for Latitude.

WE HUMANS ARE COMPLEX CREATURES

The ‘Lectronic piece definitely teetered on the line of inappropriate content, but I also thought Elizabeth was ridicu-
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ously gorgeous. We humans are complex creatures and can hold conflicting thoughts simultaneously. It is a fun story, although one would think that the financial situation of her husband should be fine given his successful businesses. Anyway, I have voted for Elizabeth to be Playmate of the Year almost every day since the Lectronic came out.

Barbara Merrill
Planet Earth

Barbara — As previously stated, Elizabeth doesn't need Playmate of the Year money for the couple to continue their cruise. We completely screwed that up.

We don't think the Erik and Elizabeth story “teeters” on anything, as they are totally legit cruisers, and both have interesting stories.

THE MYSTERIOUS ELIZABETH

I saw Elizabeth's pictorial in Playboy, and honestly I was more interested that she was a sailor than in her pics, and curious why she wasn’t well known in San Francisco. She’s pretty enough, but it would be more interesting to know her connection to boats.

If there was a boring element in the Latitude item, it was that Elizabeth seems to know she's pretty and therefore came off rather shallow. I'm sure there's more to know than that she aspires to be attractive and sail. To me competence and intellect are very attractive, and that aspect of Elizabeth remains a mystery.

E.J. Koford
Patches, Floating Fourteen
Elk Grove

E.J. — Elizabeth's “connection to boats” is that she's done two long and difficult doublehanded passages, and wants to continue sailing around the world.

In our opinion your belief that there is a connection between a woman's knowing she's pretty and her coming off as shallow is in itself about as shallow as can be.

GENDER ISSUES AND HAIR COLOR

Anyone who says a redhead is boring has gender issues!

Byron Porter
One Less Tuna, Trophy/Bayliner
King Harbor

Byron — Last time we checked both men and women can have red hair. So what does hair color have to do with gender issues?

BEAUTY IS IN THE EYE OF THE BEHOLDER

I see nothing wrong with publishing images of beautiful boats — and beautiful female bodies. Beautiful male bodies? You'll have to ask the ladies about that.

David Lyman
Rockport, Maine

David — Speak for yourself, but we do not have to ask the
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LETTERS

“Ladies about that. We’re straight as an arrow, but we’re ‘deep’ enough to be able to appreciate beautiful physiques, be they female or male. Why would it be difficult to be able to admire the beauty of a person no matter the sex and without wanting to have sex with them?”

LUCK OF THE IRISH

“I’m Irish, so when I saw Elizabeth’s freckles, I voted for her without even looking at the other Playmate of the Year candidates.”

John Granahan
Knot A Clew, Cal 39 Oceanside

SPEAKING OF REDHEADS

“I loved the feature of the redhead Elizabeth. It reminded me of an exchange I had with yacht broker Scott Poe the other day.

Scott: “I hope my crazy redhead bride and I can make it.”

Me: “You’ve got another crazy bride?”

Scott: “Yes, Cheri is an amazing woman. But, as she always says, ‘Red hair is God’s warning label.’”

Paul Marston
Orange, Contour 34 Ventura

BELLS, WHISTLES AND PFDS

“I loved the story on Elizabeth — and like the fact that she was not dressed in all of the bullshit that US Sailing wants to make us wear when we go to sea. Elizabeth’s look represented a good marketing strategy for the sailing industry — that sailing is fun! Pedal down and vang off!”

Jonathan ‘Birdman’ Livingston
Punk Dolphin, Wylie 38 Pt. Richmond

Readers — When we asked the Birdman, a very experienced and successful racer both in the Bay and offshore, for details on the US Sailing edict, he replied as follows:

“If you want to race in the ocean, the new rules mandate that you wear a PFD at all times and, as of 2015, the PFD must include a jockstrap. This is straight from the Ocean Yacht Racing Association website, who got it from the US Sailing ISAF special regulations section. Last year some boats got protested and DSQ’d because of PFDS.

“There is more, but I don’t think that the remaining regulations prevent anybody from sailing or racing while wearing a bikini. Nonetheless, there is a big price tag for all the electronic bells and whistles one now needs.”

STIR IT UP

“Stir it up,” Bob Marley used to sing. It’s a good motto to live by and I’m glad to see that Latitude hasn’t forgotten its roots.

On another subject, having delivered lots of multihulls, I liked your article on the dismantling and loss of Gunboat 55 hull #1 Raindancer. It seems many experienced monohull sailors have trouble understanding the loadings on boats

Page 54 • Latitude 38 • March, 2015
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that don’t heel. I wish there were some easy way to teach the difference, but carbon fiber is no replacement for common sense.

Gary Hoover
Tradewind Yachting
Big Island, Hawaii

GOOD FOR THE GOOSE, GOOD FOR THE GANDER
If you guys are gonna get all over this lovely cheesecake of a good sailor, how’s about equal time to some serious beefcake? If you don’t, you are exhibiting gender bias!

Molly Pruyn
Alberg 35
Richmond

THE ‘BOYS’ BECAME AS BIG AS GRAPEFRUIT
On January 28, you ran a ‘Lectronic titled “Beware The Open Hatch” about Sailor Cherry’s painful mishap going down a hatch. I think I remember a report in Latitude from 15 to 20 years ago about a Bay Area catamaran skipper who was tied up in Panama City preparing to transit the Canal. He, too, left his cabin-top hatch open and fell. But instead of getting a hematoma on his leg, he crushed ‘the boys’. Ouch!

As I remember your article, he said that his bruised nuts swelled to the size of grapefruit. I’m wincing right now just typing those words. He had to wait two to three weeks for the swelling to subside before making his Canal transit. I think of that cautionary tale every time that I open a hatch.

In addition, I warn all of my male guests when they walk on deck. And I try to find a polite way of retelling the story to my female guests and to our small grandchildren.

Peter Detwiler
Sacramento

LETTERS

Peter — We vaguely recall that incident. We’re sure the victim remembers it more clearly.

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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cruising aboard the 'teller of tales'

When Robert Louis Stevenson lived in Samoa during the 1800s, the islanders dubbed him Tusitala, meaning 'teller of tales'. Eighty years later, when California engineer John Townsend built and launched the 47-ft sloop named Tusitala, it seemed fitting that the boat would stay in the family for generations and would one day be directly involved with tales from the South Pacific waters where the name originated.

Townsend was an engineer for aeronautical entrepreneur Howard Hughes and worked on the fabled Spruce Goose between extended cruises. He originally built Tusitala as a cruising boat for the whole family. Little did he know practically 'the whole family' would cruise the boat at one time or another, including his yet-to-be-born granddaughter. Sailing to Hawaii, the Panama Canal, and the Intracoastal Waterway up to Maine, with a Baja Ha-Ha (1999) thrown in for good measure, Tusitala has had plenty of adventures, but it wasn't until San Clemente native Briana Moseley took the helm that the boat would finally write its own tale in its spiritual South Seas homeland.

a month in the life

With March upon us, it's time to catch up on a month's worth of progress in the around-the-world Volvo Ocean Race.

January 27: The six-boat fleet made it through the obstacle course of the Malacca Strait to finish Leg 3 in Sanya, China. A lack of wind in the South China Sea kept the tension up during the night.

The China-sponsored Dongfeng Race Team, with two Chinese sailors on the crew, held a firm grip on the 4,670-mile leg virtually from the start in Abu Dhabi on January 3, then made history by being the first Chinese entry to win a leg of the race, thrilling fans in their homeport.

The team, led by Frenchman Charles Caudrelier, also took over first place overall. "It's the most stressful leg I've ever
of the volvo fleet
done in my life," said the relieved skipper after finishing.

Brit Ian Walker’s Abu Dhabi Ocean Racing crew had to settle for second. Team Alvimedica, skippered by American Charlie Enright, came in third, making the podium for the first time.

January 29: Team Vestas Wind arrived at Persico Marine in Italy to assess the damage caused by grounding on a reef.

February 7: Dongfeng again brought glory to their homeport by winning the in-port race. So far, four different teams have won the four in-port races.

February 8: The fleet departed for Auckland, New Zealand. Dongfeng raced clear ahead and exited the Bay of Sanya.

teller of tales — continued

The 33-year-old UC Santa Cruz biology grad took over Tusitala in 2005 after her father Jack passed away while working on the boat in Virginia. “At first it was just a weekend boat,” explains Briana. “But eventually I sailed it to San Francisco, moved aboard, and got more serious about cruising. Boats aren’t meant to sit and live on; they’re meant to be used. I’ve grown up with all of these stories of my family cruising and crossing oceans and it was time for me to decide if I was that person or not.”

Sailing is in her blood though, as she comes from a long line of adventurous women. So in 2012 she and her boyfriend quit their jobs to completely refit Tusitala for her latest voyage. Any time that you refit a 47-ft wooden boat, however, you’re in for a few last-minute surprises. “Our mainsail got stolen outside of KKMI one night,” laughs Briana. “But the entire community came together to help us out. Insurance bought a new main and Cover Craft built us a new mainsail cover out of the goodness of their hearts.”

Tusitala barely missed doing the 2012 Ha Ha, but eventually left San Diego in January. “We sailed 100 miles offshore in a gale the whole way, and made Cabo in five days,” the young sailor remembers. “It was quite a shakedown.” After leaving the boat in Chiapas for hurricane season, the intrepid young couple took off around Thanksgiving 2013 for Nicaragua, and in late January 2014 set sail for the Galapagos Islands, where they cruised for two months before jumping across to the Marquessas. “We left in early April and had reinforced trades the entire way. We made it in just 18 days!” relates Moseley. “One of the most incredible aspects of the entire trip was the wildlife, which Tusitala saw up close and personal all through the South Pacific. We hove-to for a night before entering the Tuamotus and were surrounded by a pod of sperm whales. We then had amazing diving in the reef pass in the Tuamotus and could see hundreds of reef sharks,” says the former San Diego Zoo researcher.

Tusitala’s 2014 journey across the Pacific ended with an early November passage from Tonga to New Zealand, with a stopover at remote Minerva Reef. She’s now lying in the Bay of Islands in New Zealand’s beautiful Northland. Briana leaves us with a cliffhanger as to Tusitala’s next chapter. “I can keep the boat here for two years,” Briana explains, “She has many more stories to tell. I have no clue what’s going to happen in the future, but for now Tusitala is home.”

— ronnie simpson

team armchair racing

Sometime back in the early ’70s, the great sci-fi author Arthur C. Clarke penned one of our favorite quotes: “Any sufficiently advanced technology is indistinguishable from magic.”

Boy, did ol’ Art have that right. Any of you other geezers who were around back then might remember RDFs (radio direction finders) as being cutting-edge navigational tools, or that Intrepid, the 1970...
armchair racing — continued

America’s Cup winner, was a full-keeled 12 Meter made of wood! Forty years later, we have GPS, canting keels, foiling multihulls, and freakin’ airplane wings for sails.

If sailing technology has grown by leaps and bounds, coverage of sailing events has grown by lightyears. There were times in the not-so-distant past when, on long ocean races, you didn’t know how well any boat was doing — much less what it had been doing — until it actually arrived. Things improved gradually at first as radio comms (and radios) got better, and Loran and SatNav came on the scene. Then came transponders, satphones, digital photography and video, GPS — all shaken and stirred, and poured into the Internet. Presto: magic!

The innovation of such technological magic continues today, in the form of tools available to anyone who wants to follow any large sailing event anywhere in the world. For example, on the interactive websites of the two current round-the-world events, the fully crewed Volvo Ocean Race (www.volvoceanrace.com) and the double-handed Barcelona World Race (www.barcelonaworldrace.org), about the only things you’ll miss are sunburns, spray and the heel of the boat.

In fact, in some ways, an Internet follower is more plugged in than the guys actually doing the race. Well, okay, that might be stretching it a bit. But few of them probably ever get a chance to play the Volvo site’s interactive game, where you can try matching your own skills and strategies on your virtual boat against the actual racers. And the winner of each leg of that virtual competition gets to fly to the finish of the next leg of the real one!

For every boat in each of these races, you can get real-time speed, course, distance to finish, distance from the leader, wind direction, wind speed, crew bios and stats, what tack they’re on, what they had for lunch, and the name of their dog back home. Thanks to an ‘embedded’ press person on each Volvo boat, whose only job is to cover what’s going on aboard that boat, you can watch crew members shaving, eating, sleeping, and of course sailing their asses off. And read about those things in the reporter’s daily dispatches.

On any given day, you can watch new ‘compilation’ videos put together at race headquarters showing clips of various boats along with updates from race officials. Don’t understand French? Although most officials, skippers and crew seem to speak passable English, if they’re using their native tongue, there are subtitles.

You can study performance graphs of every boat over various time periods (4 hours, 24 hours, etc.) or point-to-point. You can read crew/skipper blogs and dispatches and updates from the boats within minutes after they’re written. Or pore through archives and performance histories for each boat. You can see graphics of each

volvo ocean race

first, cheered on by enthusiastic crowds, to begin the 5,264-mile fourth stage.

February 10: The first 48 hours of Leg 4 lived up to the billing “life at the extreme.” Huge waves and wind in excess of 25 knots bruised and battered the fleet as it voyaged upwind through the South China Sea toward the Pacific Ocean.

“It’s like rodeo bull riding,” wrote Argentinian Francisco Vignale, the onboard reporter for the Spanish team MAPFRE. “We are still seasick. With each wave we slam into, anyone asleep slides forward until their feet touch the bulkhead.”

Team Brunel’s Lithuanian sailor Rokas Milevicius explained why the crew...
choose to sleep feet-to-bow. "It’s in case we hit something — a whale, a container ship, another boat. It’s so that you don’t slide forward and smash your head — it’ll break your legs, not your neck."

February 12: Team SCA and Team Brunel struck out north from the rest of the fleet looking for more wind. American Sam Greenfield, the onboard reporter for Dongfeng, had this message for the women of SCA: "Take the money, and run like you stole it. If it can’t be us winning this leg — and I promise that there are five Frenchmen, two Chinese and a really tall Swede that’ll do everything to steal that
armchair racing — continued

Race and seven in the Barcelona World Race has its own website with many of the same bells and whistles.

But the Volvo and Barcelona websites are far from unique. The last America’s Cup website was fabulous (and looks as if it may stay active through the next Cup in 2017). In the coming months and years, look for uber-sites for the Transpac, Pacific Cup, Transat Jacques Vabre, Clipper Ocean Race, Rolex Fastnet Race, Rolex Middle Sea Race and who knows what else. Many of these sites are already up and ‘idling along’ until the lead-up to their next event.

Oh, and for what it’s worth, the Clipper Ocean Race has one thing the others don’t: a sign-up sheet. If you really can’t get enough, and you can qualify for this pay-to-play around-the-world race, they will train you and put you on a boat. Then you’ll get all the spray, sunburn and heeling you missed during desktop simulations.

If, however, you’re on the other end of the spectrum and frankly don’t have the time or interest to follow these events that closely, you can always just read the capsule recaps in Latitude 38.

— jr

volvo world race

lead away — we hope it’ll be you.”

February 17: Pablo Arrarte of Brunel and Justin Slattery of Abu Dhabi were laid low by the flu. “This is threatening,” said Jens Delmer from Brunel. “We live in such a small space that something can spread easily to the group.”

February 18: Dongfeng was in no mood to celebrate Chinese New Year after slipping to the back of the fleet. Their latest setback was a problem with their mast track. They made a temporary fix with lashings to secure the track to the mast.

February 19: “For the first nine days, we raced in very close company with Azzam, Dongfeng and MAPFRE.” said Will Oxley, navigator on Alvimedica. “Then, when we reached the area of massive
— continued

clouds, suddenly the fleet scattered as we found ourselves taking different options in the squalls.”

As the fleet approached the Doldrums, their boatspeed dropped to single digits.

February 20: “The waves are just big old rolling swells, so the sailing is quite pleasant,” wrote Abu Dhabi’s onboard reporter Matt Knighton. ‘It’s hot, and getting hotter, with small white clouds in the sky and intense star shows at night.”

As this issue was going to press, Abu Dhabi had captured the lead with about 1,300 miles to go to reach Auckland, and the first boat was predicted to finish on February 28. Follow the Volvo Ocean Race at www.volvooceanrace.com.

— chris

flyin’ hawaiian abandoned offshore

The heady fantasy of sailing off across the horizon to a laidback lifestyle in the tropics has captured the imagination of many a dreamer. For some, such thoughts lead to blissful new beginnings, but for others they lead to disaster.

Sadly, James ‘Hot Rod’ Lane’s attempt to escape the rat race on the Flyin’ Hawaiian — a boat that he designed and built here in the Bay Area — ended January 31 when the unwieldy 65-ft catamaran began to break apart and take on water 120 miles west of Monterey. The vessel apparently did not have a conventional EPIRB aboard, but one of the five crew had a personal locator device, which was activated around 8 a.m. that Saturday. Its signal triggered a Search and Rescue (SAR) response that included flyovers by a Coast Guard C-17 and a C-130 aircraft, the diversion of the 831-ft tanker Aqualeader to the scene, and activation of at least two CG helicopters from San Francisco and Los Angeles.

After a failed attempt to transfer the sailors to the tanker, the huge ship stood by as a windbreak while all five crew were hoisted to safety within the waiting helicopters and then flown to the mainland. None suffered injuries. The damaged but still floating catamaran — which Lane and his adult son built of construction lumber and fiberglass adjacent to San Rafael’s Loch Lomond Marina — was left to drift.

Since the cat’s launch in May 2013, Lane had numerous problems trying to maneuver her under both sail and motor, and had equally bad luck trying to keep her moored without dragging. So we hope he can take some comfort in knowing that he at least got his self-designed creation out into the open ocean before she met her sad end.

In a comment posted online after the Coast Guard’s official release about the incident, the big cat’s first mate, Valery Tozer, wrote: “The wood beams it was built from were faulty; they started to crack. We tried everything we could to hold her together. We tied and chained both sides together, but it didn’t help.” Tozer’s seven-months-pregnant wife (name not given) served as navigator on the intended voyage. Apparently the couple was also intending to start a new life in Hawaii.

“We lost everything,” wrote Tozer. But at least they still have their lives. “The CG did a perfect job,” wrote Tozer. “Thank you all.”

— andy

pac cup prep for crew

In last month’s issue, we ran a story about preparing your boat for a Hawaii race, such as this year’s Transpac or next year’s Pacific Cup, Vic-Maui Race, or even the Singlehanded TransPac. But what if you ‘just’ want to crew on someone else’s boat? You can start by scratching the Singlehanded TransPac off your list — crew aren’t allowed! But many other skippers racing to Hawaii need crew. What follows is a timeline to help crew members prepare themselves for racing to Hawaii, particularly in the Pacific Cup.

1.25 Years Out: • Find the skipper and boat you want to race with. “Post your crew skills on www.pacifcup.org, the Pacific Cup YC website, so they’ll get viewed by skippers looking for crew,” suggests Gary Troxel, commodore of the Pacific Cup.

• Get trained so that you can start racing on the ocean now, as 30% of the crew in local offshore races need to be certified. The two-day
pac cup prep for crew

ISAF Safety at Sea Seminar is hosted by SFYC (see Calendar on page 8 for sessions offered this month). The one-day US Sailing training will also qualify you for the Hawaii and coastal races. The next one is scheduled for May 17 at Encinal YC in Alameda.

1 Year Out: • Attend the Pacific Cup Offshore Academy (PCOA) on June 13. “The best way to get a crew position is to attend the seminars and work the skippers; they know you are engaged and knowledgeable,” says PCYC staff commodore Steve Chamberlin.
• Sail as much as you can on the ocean, including at night, preferably aboard the boat you hope to crew on in the race.
• If you’re not already physically fit, start working out. You’ll need to be in shape to do your share of the crew work, especially if your skipper wants to win.

9 Months Out: • Arrange for the time off from work, then “Make your reservations for land accommodations in Hawaii so you can enjoy a week of rum parties and island festivities,” said Troxel.
• Attend the PCOA on October 17.

6 Months Out: • Start taking care of any pending medical and dental issues.
• Decide how you’re going to get back from Hawaii. Deliver the boat you’re racing on? Delivery crew on a different race boat? Fly home? If the latter, book your flight.

4 Months Out: • Try out the boat’s emergency steering under sail.

3 Months Out: • Practice crew-overboard and other emergency drills. Practice reefing and sail changes.

2 Months Out: • Start organizing your gear and making personal arrangements, such as for the care of your home and pets.

1 Week Out: • Attend the pre-race parties.

For more suggestions on how to find a crew position in the first place, continue on to the next item in Sightings...

— chris

mix & mingle at the crew list party

Whether your goal is to race to Hawaii or race around the cans on San Francisco Bay, sail off into the sunset or simply to Angel Island, Latitude 38’s Spring Crew List Party is for you. For an amazing 32 years, Latitude Crew Parties have offered neutral ground for skippers and crew of various interests to find each other and get acquainted.

The next party will be hosted by Golden Gate YC in San Francisco from 6:00 to 9:00 p.m. on Wednesday, March 11. The price of admission is $5 for ages 25 and under, or $7 for everyone else. Included are munchies, name tags, door prizes, a slide show, and demos by experts, includ-

an exhibition race of

Eighty years ago, sailors raced the America’s Cup not in foiling wingsail catamarans, but in grand J Class yachts. Good news for spectators, the J Class Association and the America’s Cup Event Authority have agreed to stage a J Class regatta in Bermuda in June, 2017, after the conclusion of the America’s Cup Challenger Playoffs and before the America’s Cup Match.

The J’s were the vanguard of their time. When racing for the America’s Cup in the 1930s, the J Class boats embodied grace...
SIGHTINGS

classic j's at ac 35

and power with cutting-edge design and engineering,” said ACEA director Russell Coutts. “Having the J Class join us in Bermuda will create a spectacular blend between the old and new.”

The seven J Class boats currently sailing are: Endeavour, Hanuman, Lionheart, Rainbow, Ranger, Shamrock V, and Velshe-da. An eighth J Class yacht is expected to be launched in May 2015. See www.jclassyachts.com for more about the fleet — and more luscious photos.

— chrisc

mix & mingle — continued

ing everyone’s favorite, the ‘popping’ of a liferaft from Sal’s Inflatable Services right in the middle of the party.

Bring cash for the door, cash or plastic for the bar, a smile and an open attitude. Also consider bringing business/personal/boat cards, a sailing résumé if you’re experienced, pictures of your boat, etc.

The Crew Party goes hand-and-hand with our online Crew Lists; you don’t have to use the latter to attend the former, but your odds of success increase if you do. See www.latitude38.com/crewlist/Crew.html.

From 3:30 to 5:00 the afternoon before the party, Sal’s Inflatable Services will offer an in-the-water liferaft training session at the GGYC docks for $50. Reserve your spot at salsinflatables@sbcglobal.net or (510) 522-1824.

— chrisc

Juxtaposed with the cutting-edge technology of the latest generation of foiling cats, classically designed J Class sloops will also play a role at the 35th America’s Cup in Bermuda.
SIGHTINGS

the one-armed singlehander

Ever since 1898, when Joshua Slocum completed the first-ever solo circumnavigation aboard his 36-ft gaff-rigged sloop Spray, countless adventurers have shared the dream of sailing singlehanded around the world. To circle the globe alone is a huge challenge for any sailor, but to do so with only one arm — truly singlehanded — would be exponentially more difficult.

Meet Dustin Reynolds. The 36-year-old Sacramento native lost his left arm and leg when he was hit head-on by a drunk driver while riding a motorcycle in Hawaii in 2008. Having been sued into bankruptcy in 2013 by his insurance company during his lengthy rehabilitation, Dustin also lost the commercial fishing boat and carpet cleaning business that he owned. But instead of playing the role of the victim, he plays the role of the empowered. Dustin Reynolds decided to sail around the world.

After consolidating his remaining assets, he traveled to the north shore of Oahu, and a month later bought a vintage Alberg 35 for $12,000. Despite his newfound injuries and having only sailed as a

continued on outside column of next sightings page

Dustin has had more than his share of bad luck, but so far the sailing life has been good to him.

the wander bird

When the definitive history of Bay Area sailing is written, there will undoubtedly be a chapter on the 85-ft LOD pilot schooner Wander Bird. Not only because of her decades-long renovation in Sausalito by the late wooden boat luminary Harold Sommer and local volunteers, but because of her legendary world travels while owned by Warwick Tompkins, who purchased her in the 1920s after she’d been retired from pilot service in Europe.

His most notorious feat was sailing her around Cape Horn in 1935, a trip that produced a book and a film that became cult classics among sailors of that era, and for many years afterward.

Filmmakers Oleg Harencar, Don Zimmer and Kat Lusher have given new life to

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much of that amazing footage in a short film titled *Wander Bird’s Cape Horn Passage — A New Perspective*, which is part of their series called *Life on the Water*. The new work features commentary and reflections from the captain’s son, ‘Commodore’ Tompkins, who is somewhat of a local legend in his own right. Now 82, he was a frisky lad of four during the Cape Horn trip, but memories of going aloft with his sister, riding the bowsprit and other daring exploits are obviously still seared into his memory banks.

‘Nuf said. It’s a must-see. Catch it March 5 at the Corinthian YC or May 22 (along with other films) at the SF National Maritime Museum. We’ll see you there. — andy

We can’t think of a more pure Zen boating experience than sailing in the tropical breezes of the Caribbean on a fine boat without an engine. If you have a good boat, you need an engine in the Caribbean as much as you need a hole in your hull because there is always wind. Always.

The Wanderer achieved total Zen sailing consciousness in the accompanying photo, which was taken during the St. Barth YC’s Carnaval Sail on February 14. Dressed as The Joker for the event, in which costumes are mandatory, we were sailing the Olson 30 La Gamelle singlehander — continued

child in the Pacific Northwest, Dustin immediately began refitting the small bluewater cruiser for a round-the-world voyage. Along the way he renamed it *Rudis* after the sword that signifies a gladiator’s freedom. “I always wanted to sail around the world, but after my injury, when I was completely broke, it was a much easier leap of faith to buy a boat and get going.” He didn’t waste any time. Dustin set sail from Kona last June, arriving in Palmyra 10 days later. “That was my first time sailing solo and offshore,” he explains.

His first major obstacle at sea came just outside Fanning Island when his 40-year-old windvane’s bracket came apart and lost its rudder. “I used resin from my prosthetic leg’s spare parts kit and had it running again in less than two hours,” claims the one-armed bad ass. When *Rudis* was knocked down in Tonga, the wind vane rudder failed again and was fixed with an oar and some fiberglass. “It is a very old Monitor that has already been around the world once,” he explains. After Tonga, Dustin sailed to Fiji where the boat currently lies with a blown transmission. "At least I learned how to sail on and off the mooring and anchor," jokes the always-positive sailor.

“I've learned that I can do it. I set off from Hawaii alone, never having sailed by myself, and I now know that I can sail around the world by myself. My biggest challenge is things breaking on this 40-year-old sailboat. Doing things with one hand isn’t necessarily tough, but fixing things at sea with one hand is very difficult.” Another challenge is money. With an old boat that constantly needs repairs, and a sub-poverty-level income based almost solely on a $1,000-per-month Social Security payment, Dustin has had to take to the high seas as a boat captain to fund the continuation of his adventure.

We met Dustin and learned about his story after he had just skippered a catamaran on a delivery from Fiji to New Zealand. The poorly-built South African cat was a complete basket case; the windlass had fallen off underway, the rig was compressing through the main beam and none of the electronics worked. Again showing dogged determination and a can-do spirit, Dustin remained on as captain and saw the boat through a complete refit. He is currently preparing to deliver the boat to Australia.

After his two-hulled duties are finished, Dustin will travel back to Fiji with plans to repair his transmission and windvane, then continue toward Southeast Asia via Vanuatu, Papua New Guinea and Indonesia. We wish him the best of luck. (*Dustin can be contacted via saintdustin@yahoo.com*)

— ronnie simpson

zen sailing again

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zen sailing — continued

which we had used for a full season of Zen sailing on San Francisco Bay a few years ago. It is possible to Zen sail on San Francisco Bay, but because it can be cold, and because calms and adverse currents mean you sometimes need an engine, it’s more challenging to become one with the water and the wind.

Our sail back to the Corossol anchorage after the Carnaval party at Colombie was as good as the sail was getting there. It was warm, the orange sun was falling into a cloud-speckled golden horizon, and we were sailing to weather with a full main and #4 — La Gamelle’s only sails — in about 10 knots of breeze. It wasn’t our intent, but La Gamelle was effortlessly passing boats left and right. No wonder sailors on St. Barth keep asking us to sell La Gamelle to them.

Of course, nothing in sailing is as easy as it might seem, as there was more than a little work involved in achieving those Zen sailing states. First, the week prior, we’d had to launch La Gamelle from the St. Martin Shipyard, where she had spent the offseason. About a third of the boats in the yard had been damaged, some of them extensively and/or beyond repair, by October 13’s hurricane Gonzalo. But gallant La Gamelle — perhaps because of Santa Cruz designer/builder George Olson’s good karma — went unscathed.

The first job each season with La Gamelle is pumping all the water out, usually about 30 gallons. There is just no keeping the torrential rain out, so we should probably just drill a big hole in the bilge for the offseason. Then we have to get rid of the perhaps 10,000 flying bugs. What, we wondered, was the deal with all the tea bags broken open throughout the bilge? Doña de Mallorca later informed us they weren’t tea bags, but rat bait. Then there was the matter of getting rid of the incredible amount of mold on the inside. If we were in Mexico, there would be 10 guys in line to de-mold the boat scooped over all afternoon for less than $10 an hour. But in St. Barth if you could even find someone to demean themselves to do such work, it would cost $40 an hour. So the mold job has been postponed. But it’s not quite as bad as it seems, because we never go inside the boat.

Once La Gamelle was in the water, we had to take her through the Simpson Bay Causeway, which only opens every few hours, then wait another 15 minutes for the opening of the Simpson Bay Lagoon Bridge. How does La Gamelle get around without a motor? The Wanderer pushes La Gamelle, with de Mallorca at the helm, using our charter cat ’ti Profligate’s 12-ft AB inflatable and 15-hp Yamaha. She hauls butt. As we went in circles waiting for the bridge to open, we passed by the moderately large motor yacht built for Steve Jobs, a boat he never saw. We’re huge fans of Apple products, but not so much of Job’s motor yacht.

It took us forever to get through the bridge, because the ultraconservative captain of the lead megayacht insisted on passing through the narrow bridge opening at about one quarter of a knot. Other captains with much less clearance have been known to charge through at 5 knots or more, blessed as they all are with forward and aft thrusters.

Once out in the Simpson Bay anchorage, which was rolling like crazy and where we were surrounded by 150-ft-plus yachts, we had to anchor La Gamelle. Then we had to use the dinghy to ferry load after load of stuff we store on La Gamelle in the offseason over to ’ti Profligate. If you’ve never repeatedly climbed onto and off of a madly rolling Olson 30, it’s a lot of work, particularly when you’re collecting Social Security. De Mallorca was no help, because she had to check out with the bridge and Immigration officials, who were uncharacter-

us sailing honors

As with many other sports, the growth and development of sailing is largely fueled by tireless contributors who rarely seek the limelight. Rich Jepsen, retired CEO of Berkeley’s OCSC Sailing, fits that description. Last month, however, he was impressively honored by his industry peers at US Sailing’s National Sailing Programs Symposium in New Orleans. Jepsen has long served on various committees for the organization, sharing his knowledge and expertise. Before an international audience of industry movers and shakers, Jepsen was given the prestigious Virginia Long award for his service, and received many accolades from attendees.
ocsc's rich jepsen

"Rich has dedicated an unselfish drive to promote education and safety to sailors of all skill levels over many decades," said one industry leader. "It would be hard to adequately describe the size of his contribution to, and impact on, our sailors and racers nationwide."

Another said, "He has brought his love of sailing to making the sport accessible not just to learn to sail, but to a lifelong activity that can be enjoyed in different ways at different times of life."

Also honored were Charlie Arms from Cal Maritime Academy and Travis Lund of Treasure Island Sailing Center.

— andy

zen sailing — continued

istically friendly this year.

Once we got all the junk off La Gamelle, we had to connect two tow lines, secure the tiller on center line, raise her anchor, lift the dinghy in the davits, weigh 'ti Profligate's anchor, make the 20-mile upwind tow to St. Barth, then reverse the process once we found a spot with enough room for two boats. We know it sounds like nothing, but at the end of the day, we were so tuckered — and every bone and muscle was in such agony — that we were certain we'd contracted the dreadful Chikungunya virus that's swept the Caribbean.

And then before we were able to sail La Gamelle, we had to bend on the sails, find new jib sheets, weigh anchor, and issue a fervent prayer to the rod-rigging gods that the rig would last another season.

This is all a long way of saying that it's sometimes harder to achieve Zen sailing consciousness than it might seem. But trust us, it's worth it.

— richard

After the long ordeal of recommissioning the engineless Olson 30 'La Gamelle', the Wanderer finally achieves 'Zen sailing consciousness' during the St. Barth Carnaval Sail last month.
As Debbie Harry sung in 1980, a few years before the first Three Bridge Fiasco, "The tide is high, but I'm holdin' on; I'm gonna be your number one..."

A record number of starters, 349, would try to be number one to the finish line in this year's singlehanded/doublehanded 21.47-mile Bay tour held on the last day of January.

At 9:00 a.m., the pursuit race starts began, in reverse order by PHRF rating, in what little remained of a light flood. The very high tide had turned just before the race, and most starters would battle an ebb topping out at 4 knots for most of the day.

The Singlehanded Sailing Society puts on the race, the first in their season each year. The racers start in either direction off the Golden Gate Yacht Club deck and round three marks in any order, finishing back at GGYC, crossing the line in either direction. The three marks are Blackaller Buoy off Crissy Field near the San Francisco side of the Golden Gate Bridge; Red Rock just south of the Richmond-San Rafael Bridge; and Yerba Buena/Treasure Island at the Bay Bridge. Strategy is key, and the ebb became a factor early on.

"Several boats that went to Blackaller first got sucked under the South Tower and dropped out quite early," said the SSS race chair, Allen Cooper. "Most of the starting sequence had wind, but two of the slower boats started quite late (more than 30 minutes after the last start time), because they tried to start from the west but could not get back to the line until the wind picked up."

The biggest division in the race, the doublehanded Moore 24 class, had 31 starters and only eight finishers. They were led by Michael Quinn and Larry Nelson, who chartered Cal, owned by Dave Albright. Poor ol' Cal had been languishing on her trailer at Richmond YC.

"Cal had not been in the water for at least two years," said Quinn. "We literally hosed her off and put her in the water that Friday. On Saturday, we raised our sails and started two minutes later. That was the sum total of our rehab work and campaign."

An exodus of boats from the San Francisco Marina and SIFYC joins the crowd forming in the starting area off GGYC.

Ian Matthew, sailing the C&C 29-1 Siento el Viento with crew Jeff Drust, started at 9:32:30. "It looked like there would be a little flood left at our start," said Matthew, "and the weather forecast showed a light wind out of the north with the wind at Red Rock shutting down around midday. That gave us the initial strategy to go for Red Rock first and then let the wind decide whether we should take Blackaller or Yerba Buena next."

At their start, they saw nothing to change their minds. "We went east making for the Berkeley Flats. We enjoyed the flood and a nice lift as we headed toward the Olympic Circle. As we approached Red Rock, the wind did what SailFlow said it would do and steadily dropped as we approached. We were now getting Moore 24 and Express 27 company."

Some of the other boats were very...
Red Rock, from the Berkeley Pier to the Yerba Buena rounding, and, after rounding Blackaller, to the finish.

At 4:27:36, she was the first singlehander to finish, one of only four, and the only boat in her class, Singlehanded PHRF >162. None of the three Singlehanded Multihulls was able to finish.

We'll hit the rewind button and go back a couple of hours earlier in the afternoon in order to find our ‘number one’, the overall winner. Bill Erkelens Sr.’s D-Class cat Adrenaline was the first boat to finish, at 2:46:37.

"We started on time [at 11:02:25] and never stopped moving," said Erkelens. "We went Red Rock, TI, Crissy, finish. Our strategy was to go to Crissy first and then Red Rock, but that changed. Like Kame Richards says, you have to go where you can keep moving. The remainder of the big cats started late due to the lack of wind."

Adrenaline’s track showed mostly straight lines, with very few tacks and jibes. "My crew Chris Steinfeld and I sailed the most direct course, only 23 miles — the shortest distance I have ever done in the Three Bridge. We are glad we were able to stay with some air to keep moving."

The Three Bridge Fiasco is the only race we know of that still uses the old 10-minute starting sequence — but just once, for the first start.

Siento finished at 4:21:01, almost seven hours after they started. "The D-Class cat got a horn, but you can imagine my surprise and pleasure when we got the gun." Ian and Jeff had just won the Doublehanded PHRF >162 division.

Synthia Petroka, singlehanding the 28-ft Hawkfarm Eyrie, also went to Red Rock first, and also went east of Angel Island rather than through Raccoon Strait, riding the last bit of flood. The ebb kicked in for her around 11:30. "As I was slowly inching toward Red Rock, I noticed I was no longer approaching it and the boats nearer to the Rock were anchoring," she said, "so I ooched over a bit and hid in its cone until the building westerly was enough to overtake the building ebb and I could barely squeak around. Then I rode the ebb mid-channel toward TI, taking a wide turn around Yerba Buena and back mid-channel toward Blossom Rock and Alcatraz, then mid-Bay toward the Golden Gate Bridge, to stay in the dying ebb. By the time I got to Blackaller the flood had started on shore."

She’d had great wind most of the day, except for the light patch between Southampton and the approach to Red Rock, and rounding Blackaller. "I was able to carry the spinnaker from Southampton to close to the west shore of Red Rock. "A J/22 ended up aground," said Matthew. "We anchored for about 10 minutes until we got a southwest puff."

The puff was enough to get Siento around the rock. Abeam of Treasure Island, Matthew and Drust set their chute in a westerly, then doused as they got close to the T pier of the old Bay Bridge. They enjoyed a steady breeze all the way around Yerba Buena.

"Halfway to Blossom Rock, we tacked over to the main channel to get more ebb. We got a strong tide and a nice lift. The westerly was still going well for us, as well as a good ebb, so we stood out in the tide and then headed for the white barrel close to Blackaller rather than Blackaller itself. Looking into the sun, it was hard to see Blackaller and you certainly couldn’t see the color! Fortunately, a D-Class catamaran, HMB Boys & Girls Club, was with us and we could now see the correct mark. It’s a good thing you can take all the marks in either direction, so we rounded Blackaller to starboard and did a bear-away set only to have the wind die! That was really nerve-wracking, but fortunately the westerly came back and we rode the spinnaker to the finish."

In this photo, taken at 9:44 on January 31, the Moore 24s have just started the 2015 Three Bridge Fiasco, and it’s now the Ultimate 20s’ turn. Some others are running late, or still have to wait for their appointed start time. — All photos this spread latitude / chris
This page, clockwise from top left: the F-31 'Kokomo' and J/88 'White Shadow' on opposite jibes at Red Rock; the Melges 30 'Wet Corvette' in fresh breeze, headed for TI; little Wyliel got a tow to the startline from a big sister; the Cal 20 'Green Dragon' south of Red Rock; the non-spinnaker Islander 36 'Caflia' west of Yerba Buena.

— All photos this page latitude / chris

points and islands along the Fiasco course as a kid. Now his son is sailing with him. ‘Having my 16-year-old aboard for what was only our second SSS race was something very special indeed! Conor handled the front of the boat without a hitch, allowing me to play octopus in the cockpit.’

They had planned a counterclockwise route with a slight chance of going straight to Red Rock if TI looked light. ‘Not long after our start we could see the northerly had filled nicely in the channel between TI and the City, so we went for it. The key move to extend our lead was jibing earlier than the other Expresses, which all pressed harder for relief on the west side of TI. We picked up a shift and ended up with a nice angle heading for the first pier of the Bay Bridge. From there we could see a lot of the Moore fleet and were able to learn from them and avoid the hole off Yerba Buena. We kept our breeze all the way to the other side and didn’t drop our spinnaker until we were under the old bridge on the east side. I lost track of the other Expresses behind us — they seemed to have more trouble getting clear of the island. Through this stage we never stopped moving and easily made it past the various barges and into the Central Bay, close-hauled and pointing at Richmond.

‘We could see a large part of the fleet spawning at Angel Island’s Point Blunt, so we knew their direct route to Red Rock was going to be tough. Our focus was simply on keeping the boat moving and trying to figure out how we were going to
make it through the mill pond that had developed at Red Rock in the building ebb.”

They continued to make progress, easily avoiding the Richmond Long Wharf restricted area, and came alongside Red Rock against a 1.5-knot current around 1:15. “We made two aborted attempts to clear the island to starboard before finally sailing far enough north to make it.

“As we got the spinnaker down and settled into upwind sailing, I was very surprised to see Will Paxton’s Motorcycle Irene right up against the east side of Red Rock — much closer than we expected! We still had a nice lead to spend sailing upwind with current assist, but it was much less relaxing. Motorcycle went hard right toward Paradise while Shenanigans worked the deep water and puffs as we both worked our way upwind toward Raccoon Strait and the escalator to the Golden Gate. Once again, Will played the beat well, taking a chunk of our lead away by the time we tacked into Raccoon. The wind lightened significantly at the west end of the Strait, making for some nervous glances over my shoulder.” But they made progress and were quickly out into 15+ knots of wind in the Slot, riding a full 3 knots of ebb.

“Motorcycle took the high lane, but the breeze freed us enough with the ebb to where I could ease sheets and help offset a big weight advantage that Motorcycle carried on this fetch. Connor went forward and switched the spinnaker gear around for our last set of the day.”

Shenanigans rounded Blackaller at
2:50, set the kite, and worked into the beach for current relief.

"The breeze quickly dropped way off and I hastily jibed back out for breeze, which thankfully returned! We protected our lead and began looking for boats coming west from TI. The Bay was empty before us, but we never really considered our overall position; our only real focus was on a class win. We had no idea about our overall position until Will asked the race committee how many boats had finished — the reply was, '45,' but she was teasing and after a moment added, 'but they've all dropped out so you were third,' making us second behind the catamaran."

"Finishers came through at a slow but steady pace with only one neck-and-neck duel," said Allen Cooper. "Staying closer to the pin helped one of them come from behind and win that battle. Two or three boats called in around the time limit of 7:00 p.m. saying they were close but could not make it. Many boats had been calling in between 6:30 and 6:45 suggesting that they thought they had a chance until the end."

Cooper said that Ray Irvine of Jibeset told him that about a third of the entries are new each year. We interpret that to mean that the Fiasco is a bucket-list item. But it’s only the first regatta in the SSS Bay and ocean series each year. The next one will be March 21’s Corinthian Race, which starts and finishes off Corinthian YC in Tiburon. It’s a simple 18-mile Bay tour with division starts, and everyone will sail the same course — pretty normal compared to the Three Bridge.

For more information about the Singlehanded Sailing Society, see www.sfbaysss.org.

— latitude/chris

SINGLEHANDED:

SPORTBOAT — 1) JetStream, JS9000, Dan Alvarez; 2) Warpath, Olson 30, Andrew Zimmerman. (8 boats)

PHRF <108 — 1) TIJD, Beneteau First 30JK, Dirk Husselman. (6 boats)

PHRF >162 — 1) Eyrie*, Hawkfarm, Synthia Petroka. (11 boats)

*Overall Singlehanded Monohull

DOUBLEHANDED:

PHRF <108 — 1) Symmetry, J/111, Howard Turner/Jay Crum; 2) Deception, SC50, Mark Van Selst/Roberto Giamonte; 3) Golden Moon, Express 37, Kame Richards/Paul Cronin; 4) Yucca, 8-Meter, Hank Easom/Kevin Burrell. (34 boats)
Doublehanded winners, left to right: Bill Erkelens Sr. was first to finish on the D-Class cat ‘Adrenaline’; Mike Quinn won the Moore 24 division in the chartered ‘Cal’; Nick Gibbens and his 16-year-old son Connor were the first monohull sailors to finish in the Express 27 ‘Shenanigans’.

PHRF 111-159 — 1) Youngster, IOD, Ron Young/Orlando Montalvan, (34 boats)  
PHRF >162 — 1) Siento el Viento, C&C 29-1, Ian Matthew/Jeff Drust; 2) Hard N Fast, Merit 25, Tim Harden/Mike Strealy; 3) Zeehond, Newport 30 MKII, Donn Guay/Dave Salinovich; 4) Evenstar, Ranger 23, Gregory Towers/Bo Walker. (29 boats)  
SPORTBOAT — 1) Run Wild, Custom Wylie 24, Andrew Hura/Josh Butler; 2) Dark and Stormy, 1D35, Jonathan Hunt/Toné Chin; 3) Giant Slayer, SC27, David Garman/Warren Peltz. (25 boats)  
EXPRESS 27 — 1) Shenanigans*, Nick & Connor Gibbens; 2) Motorcycle Irene, Will Paxton/Zachery Anderson; 3) Abigail Morgan, Hon & Oliver Kell. (19 boats)  
EXPRESS 37 — 1) Bullet, Laurence Baskin/Jim Murray. (31 boats)  
J/70 — 1) 1FA, Scott Sellers/Geoff Mcdonald; 2) Spitfire, Tyler Karaszewski/Evan Diola; 3) Prime Number, Peter Cameron/Chris Shepard. (5 boats)  
MULTIHULL < 0 — 1) Adrenaline**, D-Class cat, Bill Erkelens, Sr./Chris Steinfeld; 2) SmartRecruiters, Extreme 40, Jerome Ternynck/Erwan Griziaux; 3) Rocket 88, D-Class cat, Brendan Busch/Ian Kitza. (7 boats)  
MULTIHULL > 0 — 1) Roshambo, Corsair 31R Tri, Darren Doud/Chris Lewis; 2) Mojo, F-25c, Christopher Harvey/Bob Hyde; 3) Chaos, F-27, Travis Thompson/Jason Smith. (13 boats)  
*Overall Doublehanded Monohull  
**Overall Doublehanded Multihull & First to Finish  
OVERALL:  
SINGLEHANDED MONOHULL — 1) Eyrie; 2) TiJD; 3) JetStream; 4) Warpath. (42 boats)  
DOUBLEHANDED MULTIHULL — 1) Adrenaline; 2) SmartRecruiters; 3) Rocket 88; 4) HMB Boys & Girls Club, Alan O’Discoll/Eryan Wade; 5) Shadow, Peter Stoneberg/Kyle Gundersen. (20 boats)  
Complete results at www.jibeset.net  

What Your Boat Insurance Company May Not Be Telling You

1. If this boat sunk because a part failed due to normal wear and tear, the immediate CONSEQUENTIAL DAMAGE – everything damaged due to the sinking, may not be covered. The cost to repair/replace all the damaged items may come out of your pocket.  
2. And even if the claim is allowed, without SEPARATE SALVAGE COVERAGE, you’ll have to use part of the insurance settlement to pay to salvage the boat.  
3. And if the boat leaked fuel and damaged the environment or other property, without separate FUEL SPILL LIABILITY COVERAGE, you could be paying the cost to contain and clean up the spill, as well as the environmental damages.  

Unless You’re Insured With a Program like BoatU.S. - These coverages are included with every boat and yacht policy, in addition to protecting your boat, family, guests and even pets onboard.  
The choice is as easy as 1, 2, 3 - When it comes to knowing what boaters need, trust the experts at BoatU.S. Call or visit us online for a fast, free quote today!

800-283-2883    BoatUS.com/insurance  

Policies subject to limits and exclusions. In the state of California, the BoatU.S. Marine Insurance program is provided through Boat Owners Association Insurance Services, CA license #0H87096.
It’s now been more than two months since the much-revered Lyle Hess-designed cutter Apster was abandoned 75 miles southwest of Monterey. Long enough that most of the Bay Area sailors who knew the hand-hewn classic have probably given up on ever seeing her again. But we wouldn’t write her off quite yet.

Although the vast majority of abandoned boats are never seen again, through years of reporting on offshore rescues we’ve learned that some do survive against all odds, eventually making landfall — or being discovered far offshore — hundreds or even thousands of miles from where they were last seen. The following are some examples that come to mind. And undoubtedly there have been others.

**Pandemonium.** Nelson-Marek 66 — On August 3, 1989, during a delivery back from that year’s Transpac, Pandéo’s keel fell off about 300 miles from San Francisco. Within 30 seconds, the boat was upside down. In a lucky set of circumstances — starting with an airliner that picked up the EPIRB signal and relayed it to the Coast Guard — the five crew were rescued only a few hours later. Six months afterward, the boat was spotted and photographed by an APL ship in mid-ocean, floating serenely upside down. It was never seen again.

**Naï’a.** Shuttleworth 36 trimaran — Owner Mike Reppy’s 1997 attempt at a new solo sailing record from San Francisco to Japan was cut short when, on May 23, Naï’a (dolphin in Hawaiian) pitchedpoled only 300 miles from the finish line in Tokyo. Reppy was rescued, but was unable to salvage the boat.

A year and a half later — November, 1998 — the main hull washed ashore on Midway’s East Island. Incredibly, Naï’a had not only returned back across the Pacific, but Reppy later calculated that the boat had probably gotten caught in the North Pacific gyre and may have drifted as much as 6,500 miles.

**Bonaire.** Moody 66 — After competing in the 2001 Transpac, Bonaire and her crew of nine were on their way back to Newport Beach when, about 800 miles into the trip, her mast step failed. Not the mast, the step, where the bottom of the mast attaches to the keel. Incredibly, the mast did not break, but its gyrations threatened to hole the hull, tear the deck off and/or hurt somebody really badly. Several attempts were made to secure it, only to have rough weather and the mast’s considerable moment-arm break the jury rig loose. Ultimately, the crew were taken off and the boat was left to her own devices. Eight months later, Bonaire — sans mast — ended up on a reef in Kiribati, roughly 1,600 miles to the southwest.

**Aotea.** Antrim 40 trimaran — Peter...
A year and a half after the Shuttleworth 36 ‘Nai’a’ pitchpoled en route to Japan, her main hull turned up at Midway’s East Island.

Hogg and Jim Antrim (the boat’s designer) were on the homestretch of the 1995 Doublehanded Farallones Race when a gust hit and the boat flipped only a few miles from the Golden Gate. Both sailors were rescued, but despite repeated searches by air and sea, Hogg was unable to find the boat again. A year later, the remains of the battered main hull, with one ama still attached, washed up on Murilo Atoll in Micronesia — nearly 5,000 miles away.

**Chaton de Foi**, Nauticat 33 — Sailing solo, owner Walter Teper was delivering his boat back from Costa Rica in December, 2005, when he encountered severe weather off Costa Rica and had to be rescued. In June, 2006, the boat was spotted by fishermen only three miles off Milolii Bay, Hawaii — 4,700 miles from where it had been abandoned. Except for being covered in bird droppings, both inside and out, the boat was amazingly intact. She’d lost her mizzen, but her main mast was still up. Last we heard, Teper and his wife (who had lived aboard for six years) had flown to Hawaii and were refitting the boat for more cruising.

**Pterodactyl**, Olson 40 — On March 29, 2008, the owner and one crewman were thrown overboard when *Pterodactyl* took a knockdown on the way back from rounding the islands during the Doublehanded Farallones Race. At the time, they were about five miles from the islands. They were rescued by another boat, but were unable to reboard *Pterodactyl* due to rough weather. In mid-May, she was spotted by a bulk carrier 900 miles to the southwest. Then again two weeks later by a Navy ship. Photos showed her sails tattered but the boat otherwise appeared in decent shape. She was never seen again.

**Great American**, Shuttleworth 60 trimaran — In 1990, Rich Wilson and Steve Pettengill were attempting to break the old clipper ship record from San Francisco to Boston when, on Thanksgiving Day, 400 miles west of Cape Horn, the boat was capsized by a large wave. Six months after the Nauticat 33 ‘Chaton de Foi’ was abandoned off Costa Rica, she was discovered near Hawaii by a fisherman. The Shuttleworth 60 tri ‘Great American’ was abandoned near Cape Horn after flipping twice. She drifted for a year before landing on South Georgia Island.

The boat had probably gotten caught in the North Pacific gyre and may have drifted as much as 6,500 miles.
Incredibly, about an hour later, another large wave ‘uncapsized’ her back upright, albeit dismasted and in a shambles. It’s equally incredible that the men were rescued only a few hours later by a container ship.

A year and a thousand miles later, Great American — more or less intact — washed up on remote South Georgia Island in the Southern Atlantic. Amazingly, she had rounded the Horn by herself and drifted another 1,000 miles to the east. She went ashore only 25 miles from where Shackleton landed after his epic small-boat voyage from Antarctica in 1917. (A cruiser passing through in 2013 reported the main hull of Great American was still on the beach.)

Mary Celeste. 107-ft brigantine — Perhaps the most famous ‘found’ sailing vessel of them all, the Mary Celeste was encountered in mid-Atlantic by another ship on December 4, 1872. She was undamaged, but with no sign of Captain Ben Briggs, his wife, his two-year-old daughter or his five-man crew. The brigantine had left New York bound for Genoa, Italy, on November 5.

The legend that grew up around the mystery (much of it attributed to an ‘enhanced’ account by Sherlock Holmes’ creator, Sir Arthur Conan Doyle) has included her being found under full sail and with hot food still on the table. In reality, she was wallowing with a few sails up and had three feet of water in the bilge, a lifeboat was missing, and some barrels of alcohol (her cargo) had broken open. The most widely accepted theory is that her crew, fearing the alcohol might explode, took to the lifeboat. They were never seen again. Considered a bad luck ship pretty much from her launch in 1861 — three captains died aboard — Mary Celeste made her final landfall in 1885, when her owner drove her ashore on Haiti in an attempted insurance fraud. In 2001, adventure novel author Clive Cussler led an expedition that found what remained of the ship, still firmly embedded in the reef.

We hope you are as fascinated by the wanderings of these uncrewed vessels as we are. And if you know of others to add to this list, please let us know via editorial@latitude38.com

— jr
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SOUTH PACIFIC CRUISING OPTIONS —

It’s always struck us as ironic — and just plain wrong — that many cruisers will spend 10, 15 or even 20 years in anxious anticipation of making a South Pacific cruise. But when they finally point their bows to the west, they race all the way to New Zealand or Australia in a single six-month season — a voyage of 5,000 or 6,000 miles, respectively.

Their basic motivation for doing this, of course — other than simply following the herd — is that they fear being caught island groups seem relatively short, but trust us, once you sail west of a particular place, the prevailing southeast trades and associated swells make it extremely unlikely that you’ll ever turn around and beat hundreds of miles to the east to revisit a particular island group — unless you’re a wee bit crazy or masochistic. So maximizing your visits in the various island groups before pushing west makes a lot of sense.

As you can see by the map at left, west of French Polynesia lie the Cook Islands, followed by the Samoas, the Kingdom of Tonga, then Fiji and Vanuatu. The so-called Cruiser Milk Run takes many — if not the majority of — westbound voyagers to Tonga at the end of their first season, where they wait for an ideal weather window for the 1,200-mile crossing to New Zealand’s North Island. There they make boat repairs and hang out during the southern summer while it’s the rainy (cyclone) season in the tropics. After a six-month stay, most sail north to Fiji where they resume their tropical cruising. A similarly popular option is to duck down to Australia from Fiji or New Caledonia, then head back up six months later. But as wonderful as both New Zealand and Australia are, there are other options that are well worth considering along the way.

Hunkering Down in the Tropics

French Polynesia — We’re happy to report that regulations pertaining to how long vessels in the tropics during the South Pacific cyclone season. But given that many circumnavigators consider their visits to French Polynesia and other South Pacific island groups to have been the highlights of their entire world tours, it seems crazy to rush through them in a few months rather than considering other options.

We don’t pretend to be the ultimate experts on South Pacific cruising, but we’ve studied the subject long enough to know that you don’t have to travel very far outside the tropical cyclone belt to be practically guaranteed of avoiding major storms. And if you opt to remain within the heart of the tropics, there are options that make doing so relatively safe also.

The Lay of the Land

At the risk of stating the obvious, let us share this observation: When you look at a globe or a planning chart of the South Pacific, the distances between
and visitors can stay in French Polynesia have gotten more liberal in recent years. All visiting boats can now stay for 18 months, and in some cases longer. But rules for people are different. Although French nationals and other European Union citizens can stay indefinitely in French Polynesia — lucky them! — basic visas for Americans and Canadians are still only for 90 days. However, the rule is now 90 days "within a six-month period," instead of "within a calendar year," as it was previously.

This change has opened up new possibilities for westbound cruisers. For example, you could leave your boat in Tahiti or Raiatea — more on this below — fly home for a three-month visit, then return for another 90 days of cruising. (Note also that "long stay visas" of six months or a year are possible to attain, but they must be arranged in person prior to heading west. (See www.pacificpuddlejump.com and the website of the French consulate or embassy nearest to your home base.)

Tahiti and her sister islands are literally right smack-dab in the middle of the South Pacific Basin. So much so, in fact, that high tides there occur at noon and midnight every day of the year. No kidding! Perhaps this is why these islands see fewer severe storms than many other SoPac island groups. That’s not to say powerful storms never happen in French Polynesia, though. In fact, in 2010 the remote Austral Islands archipelago was blasted with sustained winds of 65 knots and gusts to 97, which devastated the tiny island of Tubuai (350 miles south of Papeete at latitude 23°S). Still, the stats for the Society Islands (Tahiti and her sisters, lying between 16°30'S and 17°50'S) are such that many cruisers roll the dice each November and leave their boats A) in a slip at Papeete’s large Marina Taina, B) on a mooring adjacent to the marina, or C) hauled out at one of two boatyards in the principal Leeward isle, Raiatea: Raitea Carénage and CNI (Chantier Naval des Îles).

American Samoa — Although this American territory lies within the tropical cyclone belt, Pago Pago Harbor is a natural hurricane hole with mooring balls for cruisers. A big plus here is that it has

If you opt to remain within the heart of the tropics, there are options that make doing so relatively safe.

Just another 'lousy day in paradise'. For many cruisers, finally sailing the lagoons of Polynesia is a dream come true.
SOUTH PACIFIC CRUISING OPTIONS —

a US post office and other American services. Plus, budget-conscious sailors can often find work there. Nevertheless, American Samoa is not terribly popular with westbound sailors, especially given the unspoiled attractions of Tonga, the next island group to the west.

Tonga — There’s no guarantee that the Kingdom of Tonga will never get clobbered by a major storm, but the broad anchorage at Neiafu, the capital of the popular Vava’u Group, offers almost 360° storm protection provided by a maze of neighboring islands. So many cruisers take their chances and live on the hook there or leave their boats on rented moorings during the November-March cyclone season. Last January a nasty storm called Cyclone Ian wallowed Tonga’s Ha’apai island group (70 miles south of Neiafu), but we’re not aware of any boats being damaged in Neiafu Harbour. North Americans get 30-day visas initially, which can easily be renewed for six months.

Fiji — The Fijian islands do occasionally get hit by cyclones, which has caused some boating facilities there to get creative. At the well-sheltered Vuda Point Marina, on the western side of the main island, Viti Levu, many boats have successfully weathered big blows in slips or ashore in specially dug trenches lined with rubber tires. Sounds funky, but this technique has worked well during a number of big storms. North Americans get six-month visas, and all you have to do to start the clock over again is sail to another ‘country’ and come right back again — i.e. to the nearby French territory of Wallis and Futuna.

Heading North Beyond the Belt

Wintering in Hawaii — In our February 2012 issue we ran an excellent article entitled South Pacific Cruising Strategies by Dave and Sherry McCampbell of the Florida-based CSY 44 Soggy Paws. They too thought it would be crazy to race all the way across the Pacific in one season. So even before jumping off from Panama they did a lot of research and came up with a four-year South Pacific cruising plan that made a lot of sense to us. (Search the title in the ‘News’ section of www.pacifipuddlejump.com and download it for free.)

Rather than following the herd west, they decided to sail north to Hawaii, and winter over there. So as they neared the end of their visas, they set sail from the coral atolls of the Tuamotus — where they’d been thrilled by the fabulous diving — and worked their way roughly 500 miles to the northeast (close reach) to the tall volcanic isles of the Marquesas — the easternmost islands in French Polynesia.

From there, they had a great angle for the 2,000-mile reach to Hawaii: “We had a near-perfect passage with 12 to 15 knots of wind and light seas all the way, and an easy ITCZ [Intertropical Convergence Zone] crossing.” They made the trip in late September and early October. In their article, the McCampbells noted that of the 500+ boats that crossed the Pacific that year, probably fewer than a dozen elected to winter over in Hawaii. But it certainly worked out well for them.

Sailing from Hawaii to French Polynesia is usually the more difficult direction, as it tends to be between close-hauled and a close reach. Here’s what the McCampbells experienced on their return trip from Oahu at the end of April: “somewhat rough, windy passage for the first week, close-hauled, with winds in the 18- to 20-knot range. After that it settled down and we had a pleasant passage through the ITCZ and during...
WHAT'S THE RUSH?

includes the island of Kiribati (roughly 2°N) and Fanning Atoll (4°N). A bit farther north lies Palmyra Atoll (6°N), a US possession occupied only by small groups of scientific researchers. It's now administered by The Nature Conservancy and the US Fish and Wildlife Service. Yachts can visit for up to a week with prior approval from FWS.

A similar sub-sea ridge stretches north from Tonga and includes the independent Polynesian nation of Tuvalu (7°S) and several islands of the eastern portion of the Republic of Kiribati, including the capital, Tarawa Atoll (1°N). If this seems confusing, it's because the republic's possessions are peppered across more than a million square miles of ocean.

For American cruisers who've been 'out there' for a while, this former US territory (now a "presidential republic in free association with the US") has many attractions. Not only are there US banks, post offices and government agencies, but many cruisers have discovered that it's relatively easy to find work in order to fatten up their cruising kitty.

At the end of the cyclone season, most of these cruisers head south to Fiji or Vanuatu again, while others choose to linger above the equator and explore the myriad islands of the Federated States of Micronesia. But that's a whole other article.

Other Cyclone Season Options

The McCampbells also make the point that if you can find a South Pacific island group that interests you and lies in single-digit latitudes — ideally between latitudes 8°S and 8°N — you'll be pretty much guaranteed to avoid major storms. This idea often appeals to sailors who like to visit less-traveled places and/or who are cruising on a tight budget — plus those who've become addicted to tropical air and sea temperatures.

One such possibility is traveling north from French Polynesia through the Line Islands of eastern Kiribati, a chain of small islands and atolls laid out along a north-south mid-ocean ridge that includes the island of Kiribati (roughly 2°N) and Fanning Atoll (4°N). A bit farther north lies Palmyra Atoll (6°N), a US possession occupied only by small groups of scientific researchers. It's now administered by The Nature Conservancy and the US Fish and Wildlife Service. Yachts can visit for up to a week with prior approval from FWS.

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Roughly 350 miles to the north of Tarawa lies the Marshall Islands group, which some cruisers regard as an ideal place to weather the South Pacific cyclone season. Lying near latitude 7°N, air and water temps are tropical, and diving — once you get away from the bustling capital, Majuro — is excellent.

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Go West, But Slowly

The most important piece of advice we can offer here is to spend plenty of time doing research long before you make your first landfall in the South Pacific, so you'll be well aware of the options and won't simply be seduced into following the herd. You may only cruise the Pacific once, so we encourage you to make the most of it — and take plenty of time to smell the fragrant tiare flowers along the way.

— latitude/andy

Clockwise from upper left: A splendid catch for a hungry crew; dolphins on the bow; nearing landfall at Moorea; traditions of music and dance run deep; morning light on Bora Bora; flat water in the Raiatea lagoon; snorkeling with rays; a truism etched in sand.
THE LATITUDE 38 INTERVIEW

Chris White

While kicking around La Cruz, Mexico we crossed paths with multihull designer Chris White, famed for the forward-cockpit concept. Since three of his Atlantic 55/57s were on Banderas Bay, including his own Javelin, we decided he would be a great subject for an interview. When we picked up Chris, 60, and his wife Katie at the dinghy dock, we happened to bump into Brian Charette, who had just singlehanded his 36-ft Cat-2-Fold down from San Carlos. The four of us had a great time doing the interview at Philo’s Music Studio and Bar, and later at Ivan’s Street Tacos in Sayulita.

Latitude 38: How long have you been designing boats, and are you self-taught?
Chris: I’ve been designing since 1978, and I am self-taught. I did some studying with Westlawn Institute of Marine Technology, but when the curriculum got to wooden boats I couldn’t stop laughing. I was building my 52-ft trimaran Juniper using West System at the time, and Westlawn was out of it.

38: You’ve put a lot of miles and time on boats that you designed, perhaps more than most designers. Can you give us an idea?
Chris: I did 8,000 miles on my Searunner 31 trimaran, which was designed by Jim Brown. Katie and I have done about 20,000 miles on my 52-ft trimaran Juniper, and 30,000 miles on our current boat, the Atlantic 55 cat Javelin. Most of our sailing has been on the East Coast, the Bahamas, the Caribbean, and Nova Scotia.

38: How many boats have been built to your designs, and how many have been catamarans as opposed to trimarans?
Chris: Not counting small boats, over 80 boats have been built to my designs. Only about 10% of them are trimarans because it’s hard to get the kind of cruising accommodations that sailors are looking for in a tri. The most popular size boats are in the 40- to 60-foot range. A lot of people liked my Atlantic 42, but as time went on, customers wanted more and more stuff on their boats. So the boats needed to be bigger to carry all that stuff and still be able to sail. I’m always pushing longer boats. My designs are actually longer than most for their accommodation. As you probably know, there isn’t a multihull that wouldn’t be a little better for a couple of more feet of length. Right now I’m doing a 70-footer for a couple because the owner wants much more performance, as in 300-mile days. We’re still in the design stage and working at aggressive weight targets. The boat will be able to do 300-mile days.

38: Although our 63-ft Profligate is based on a Kurt Hughes stock design, your book The Cruising Multihull had a big influence on us. We got two very important things from the book before having Profligate built: 1) All things being equal, if you double the size of a cat, she’s four times less likely to flip, and 2) All things being equal, the longer the hulls the easier it is to reach any given speed.

What do you consider to be a good day’s run?
Chris: I’d say 250 miles a day — and more if there’s a good breeze. But I generally plan on 200-mile days.

38: We have self-imposed speed limits on Profligate. We might not follow them, but they are 20 knots during the day and 15 knots at night. What about you?
Chris: If it’s just Katie and I, and it gets dark, we start to slow down when we’re hitting 16 to 18 knots. There was one time when I was in my bunk and I sensed how fast the boat was going. Just as I was getting up, Katie came to the door. “Just how many more 18-knot surfs do you want?” she asked. So we’re on the same page. If it’s daytime, I say let her rip — as long as we’re not at risk of breaking something. If we’re sailing close-hauled with the wave train forward of the beam, 12 knots is about the limit. If the wave train is aft of the beam, we’ll hit speeds in the 20s. Javelin’s highest speed has probably been in the high 20s.

38: You’ve had a number of your designs built in Chile. Tell us about that.
Chris: The company, Alwoplast, is owned by Alex Wopperplast, a German guy who cruised around the world for a number of years. He wound up in Patagonia in 1982 and decided he wanted to buy property and build boats there. He started with Tornado Olympic cats, then built a number of Crowther cats. We’ve launched 14 boats from Alwoplast and have three more in construction. Alwoplast has always been on time — which in the boatbuilding world is never more than a few weeks late — and always on budget. We do fixed-dollar-based contracts and have never had an argument about money. And Alex will even bid a boat he won’t be building for two years. I’ve been very happy with the quality of work, too.

38: Your cats are quite light for their length and thus very performance oriented. You also do some unusual things with keels, keel-lets, daggerboards and pivoting centerboards. What do you have on Javelin, your personal Atlantic 55?
Chris: I have a keel-let with a pivoting centerboard. The keel-let is two feet deep and nine feet long. Some sisterships have daggerboards. My thinking behind the keel-let is that it protects the bottom of the hulls, the rudders and the props. I like my boat to be very durable, because Katie and I like to wander off to strange places with minimal depths, places that are often poorly charted. The last thing we want is to hit bottom — which we’ve done often enough — so hard that we lose the rudders and/or props. Daggerboards are actually easier to build and lighter, so if I had to do it again, I might go that route. I probably would have broken one or two daggerboards by now, but that would have been acceptable.

38: Where have you cruised?
Chris: We’ve done a fair bit in the Bahamas, Maine, and Nova Scotia, but most of the time in the Caribbean. The French Islands are great, but we’re always looking to get away from

"When the curriculum got to wooden boats I couldn’t stop laughing."
development. It’s getting harder all the time. Many years ago Katie and I visited a place in the Turks & Caicos that we loved because there was nothing there but sand. When we returned, it was all high-rise hotels. It’s happening to all our favorite places, so we have to keep finding new ones.

38: If you didn’t invent the forward-cockpit concept for cats, you certainly popularized it, right?

Chris: Here’s the story. I got my first commission to design a cruising cat in 1983. At the time, almost all cats had a narrow cockpit behind the house, making it hard to access the sail controls. I did the natural thing by going back to my experience with my Searunner 31, which was a center cockpit design. “Why not a center cockpit, or more accurately a forward cockpit, on a cat?” I asked myself. As far as I know, nobody had done it before.

That first cockpit-forward cat was the Atlantic 50 Arabella. During my first night offshore on her it was pouring rain. But we were dry, steering from the inside, watching the radar, and laughing our asses off at being so comfortable. I couldn’t believe that I’d been sitting in the rain for all those years. Arabella was followed by a bunch of other forward-cockpit cats. For a
long time I waited for someone else to borrow the concept, but nobody did for about 15 years. I’ve done other stuff, but I’ve pretty much been identified with the forward-cockpit catamaran concept.

38: Your comment about being inside and out of the rain really hits home. In 18 years with Profigate we’ve never put on foul weather gear because we don’t even have any on board. And that was before we put the hardtop over the cockpit.

You’ve more recently come up with another seemingly radical cruising cat concept. Tell us about it.

Chris: It’s the Mast Foil Rig. The typical cat has a big fully-battened main and a small jib. Jibs are easy to handle, while mains are the problem because they are a nuisance to reef, unreef, furl, put the cover on, and so forth. It also seemed to me that mains are a liability because if you’re in a big squall — which are sometimes much stronger than they appear they will be — and it’s blowing over 50 knots, it might be unsafe to bear away. And you probably couldn’t get the main down anyway. The current solution for shorthanded catamaran cruisers is to over-reef the main — and keep it over-reefed. My Mast Foil Rig solution is to get rid of the main entirely, and have roller furling jibs on two masts. The masts are actually foils to eliminate drag. They can be rotated 360 degrees, so you can also use them to depower the boat no matter what point of sail that you’re on. I’ve been awarded a US Patent for the concept.

38: Would you put such a rig on a future boat of your own?

Chris: I would consider it. But the idea of having another boat built . . . boats cost so much money these days.

38: Is there a ‘multihull personality’?

Chris: I don’t know, but I can tell you one thing for sure, proa people are different. I would describe them as the lunatic fringe of the multihull family. I can also tell you that we’ve sold a lot of cats to people who used to have monohulls. And that we multihull people used to be the bad boys of sailing. That’s all disappeared. When I started in the 1980s, if you could afford a nice boat, you got a monohull. That’s no longer true.

Another thing readers might be interested in is that I’ve done a couple of powerboats, an area that I think is really ripe for great things to be done, particularly with the current hideous powerboat fuel economy. If you put a foil on a powerboat, you can get the fuel burn down by half.

38: We’ve always thought performance sailing cats, such as Profigate and your designs, make great powerboats even with masts on them. What do you burn with your current boat?

Chris: We alternate engines rather than running both at the same time. I figure I get six miles per gallon at about 7.75
knots. My 55 displaces 26,000 pounds when full with fuel and water.

38: Let’s see, at six miles a gallon you could make it the 1,000 miles from Vallarta to San Diego with 166 gallons. That’s pretty economical. There are sportfishing boats with less living space than your cat that could probably burn almost that much going from Newport to Catalina and back.

What are your cruising plans?

Chris: Katie and I are heading up toward the Sea of Cortez until it gets too cold. We want to have the boat in a position to cruise up there. We’ll go back and forth between the boat and my office in Massachusetts. We figure that we might spend three years in this area.

38: What’s been your favorite place to cruise so far?

Chris: I’m not sure we have a favorite, but the Bahamas is a great area for cruising. There aren’t many people, the reefs are great, and there is lots of shelling and walking around to be enjoyed.

— latitude/richard
"I give up," I said as I stared at the unlikely combination of boat parts being lashed together in an even more unlikely arrangement. "What in the name of Neptune do you think you are building?"

Lee started to answer, but then stopped short: "You have to guess," she announced contritely. "Like, what do you think it is?"

The strange device Lee was constructing appeared to consist of two fins, probably windsurfer centerboards, bolted together so they overlapped top-to-top, then lashed to the thin end of a tapered mast from a small sailboat or windsurfer. There was another spar lashed to the other end of the mast, with some PVC pipe attached to the far end of that piece. What those fins could do at the masthead of a small boat was beyond my imagination. Or, if the mast was intended to hold these things underwater, why did they project out in opposite directions? Hydrodynamically, structurally, and aesthetically it was all wrong. In fact the whole contraption looked more like a giant food processor blade than anything that could possibly be useful on a sailboat.

But Lee Helm is a naval architecture grad student, and whatever she was cooking up — even if it wasn’t based on several pages of differential equations — would at least have an interesting story behind it.

"Is it to keep the gulls off the spreaders?" I asked, taking a wild guess.

"Nope.

"Turbine-powered self-steering?" I guessed again.

"No, but you’re getting warmer."

All windsurfing schools have leftover centerboards from worn-out training boards. You only need two, and they don’t have to match.

"I know, it’s for getting kelp off the keel!" I said, thinking I might finally have it. "You’re doing the Santa Cruz race, right? And this thing is long enough to cut the kelp from the bottom of the kelp bed, if you really get stuck bad."

"Colder," she said, shaking her head. "Clue one: This boat is racing to Hawaii this summer."

The boat she was working on was one of the newer boats on my dock, and I always walked past it on my way to my own slip. It was marketed as a cruising design, but with a modern hull shape and medium displacement. Add some spinnakers and double poles, maybe lose the roller furling, and it would be a very nice ride to Hawaii.

But Lee’s clue didn’t help much with the guessing game, except to suggest that the device couldn’t have anything to do with windsurfing. I examined the orientation of the end-to-end centerboards more closely.

"It looks like a swordfish tail," I thought out loud. "At the end of a really long spar. With a handle at the other end. Is it a big sculling oar?"

Lee shook her head. "Warmer, but time’s up!" she said as she pretended to flip over a stack of score cards, pantomiming some ancient quiz show host. "It’s a steering oar."

"Doesn’t the boat already have a perfectly good rudder?" I asked.

"Max, the rules say we need an emergency rudder too," Lee reminded me. "This is, like, the cheapest and quickest-to-build e-rudder ever made."

"Really? Aren’t those carbon spars kind of pricey?"

"Cost to me was zero! Zilch! Everything here is from the throw-away pile at the local windsurfing school. Except the PVC pipe for the handle, and a couple of nuts and bolts, but all that cost less than ten dineros."

Lee explained that the fins that made the swordfish tail were from worn-out training windsurfers, as I had guessed. The masts were also obsolete windsurfing gear, tossed out because they were too flexible to work with the current batch of sails at the windsurfing school.

"It only took, like, three hours to build this thing, start to finish," Lee bragged. "And that included biking to the hardware store for the fasteners. You just bolt the two foils together, then bolt them to the thin end of the spar, add some lashing, glue up the PVC pipe to make the handle, bolt that on, and like, voila!"

"How does it attach to the boat?" I asked.

"It just latches to one side of the stern pulpit with a sail tie. Remember that this is for a Hawaii race, so you can stay on the same tack for days at a time to finish or to get back home. It works better lashed to the low side."

"Okay, I guess it might work," I allowed. "But isn’t this really just another variation of the old ‘hatch board at the end of the spinnaker pole’ setup?"

"Sort of," Lee admitted. "Except, like, a spinnaker pole is designed to be a compression member. An unstayed mast is designed for bending, and bending is the only load this thing will see. A spinnaker pole would crumple if you tried to bend it as hard as this mast can be bent."

I examined the way the two masts were lashed together, with a large area of overlap. Lee followed my focus and continued to explain the design.

"The problem with using old windsurfer masts for steering oars is the same as the problem of using trees for lateen yardarms," she noted. "Trees and windsurfer masts are strong at one end but taper to very thin and flexible at the other end. But what we want is a spar that’s strong in the middle and tapers at both ends, because the bending moment is zero at the ends. The traditional Middle
By the time they got to Hawaii they were steering almost normally.

"I'm sure it works just fine," I said, not wishing to be any more of a lab rat for her project. "But I can see how this might turn one of the big-ticket, complicated and expensive items required for ocean racing into something cheap and simple."

"Maybe I'll race the ocean this spring after all," I remarked when we were back at my slip and securing the dock lines. "Although, I really need to keep the same crew for the whole series to do it right. Managing my crew list is like herding cats."

"And Pacific Cup to Hawaii next July," Lee added, apparently oblivious to my complaint about crew flakiness. "There

Inset: Lee's "swordfish tail" steering oar, made entirely from parts retrieved from the windsurfer school dumpster. Below: The steering oar in action.
I think it was just an accident, but Lee’s timing could not have been more perfect. Just as she uttered the words “Pacific Cup,” two women from the yacht club, known to be pretty good big boat crew, were walking down the dock behind me. They practically screeched to a stop.

“Uh, did you say you’re doing Pacific Cup next year?” one of them asked.

“Thinking about it,” I was able to say honestly.

“Let us know if you need crew,” the other one added eagerly. “I’m pretty good on the bow.”

“And I specialize in mainsheet,” said her friend as she handed me a business card.

“Well, are you available for the ocean series this spring?” I asked.

They were ready to sign on, and they even mentioned friends who they were sure would also be interested in the program.

“Herding cats is easy,” observed Lee, “if you know how to use a can opener.”

— max ebb

The SC 37 ’Tiburon’ lost its rudder in mid-Pacific, then broke the conventional cassette e-rudder. The steering oar made from the main boom got them to Hawaii without assistance.

have been some significant changes to the equipment requirements that simplify boat prep. And...” she whispered, “if you even suggest to any of your crew that you’re thinking about doing Pacific Cup next year, you’ll have crew flocking to your boat. Even an old plastic classic like yours, Max.”

Even though the offshore equipment list keeps getting longer, some of the most expensive and complicated-to-install items are no longer required. The following are big-ticket items needed for the Pacific Cup, then and now.

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Two organizations completed their midwinter series in February — Berkeley YC and RegattaPRO — and Tiburon YC finally got theirs started; we catch up with Oakland YC’s Sunday Brunch Series: preview a hodgepodge of regattas; check the final scores of the Perry Cup; and delve into the 2020 Paralympics Debacle.

Berkeley Yacht Club Midwinters

For a light-air year, the BYC Midwinters on the Berkeley ‘Circle’ were remarkably successful, with no races abandoned or cancelled. Fleet racing wrapped up on the weekend of February 14-15. The conditions on Valentine’s Day were especially sweet, and love was in the air — love of sailboat racing in a nice easy breeze. Cheers were heard on the water when BYC volunteer Bobbi Tosse announced on the VHF, “Good morning racers. We’re going to be starting on time.”

The Circle is really no longer circular, with some of the buoys missing and the northeast quadrant silted in, so the race committee has been using drop marks for windward/leeward courses. On Saturday, the windward mark was set at 320° from the RC boat. In the strong ebb, the committee boat end of the start line was heavily favored.

Shortly before the starting sequence began, one of the racers hailed the race committee: “Is the mark drifting?”

“The bearing is the same,” replied Tosse.

“You can fetch it on port tack,” the racer pointed out.

“We’re going with it,” said Tosse. The first beat was indeed an easy fetch on port, with only one tack required to round the mark to port. The next leg, to the leeward mark, was an easy run.

Upon starting the second lap, one sailor observed, “This is the same as the last lap. We’re just going around in circles like NASCAR.” But then the wind clocked to the west, the second run became reachy, and sails had to be adjusted after all.

Everyone completed the course with plenty of time and energy left over for whatever the rest of the quasi-holiday might bring.

Ah, but the wind, she is a fickle lover. Saturday’s infatuation quickly lapsed into boredom on Sunday, when the wind teased, then denied the eager racers. An hour-long postponement was followed by a short one-lap 4-mile race. “Of course, after the first starters took off, the wind shifted and the lead boats ended up with less than one hour of racing,” said Tosse.

The new Shorthanded divisions on Sunday were a success. “The biggest start group on Sunday was the nine-boat Shorthanded 2,” observed Tosse.

The February weekend was the last of four. The final event in the series will be the Trophy Winners Race on Sunday, March 1. “All the first-place winners of both days will vie for the perpetual trophy,” explained Tosse. “In a separate division, all the second-place finishers will race for the ‘First of Seconds’ and a third division will have all the third-place finishers going for the ‘First of Thirds.’ Trophies for all will be awarded at BYC around 5:00 p.m. that day.

— latitude/chris

BYC SATURDAY MIDWINTERS (dr, 0)

PHRF <79 — 1) Arch Angel, Antrim 27, Bryce Griffith, 12 points; 2) Family Hour TNG, Henderson 30, Bilsly family, 13; 3) Advantage 3, J/105, Pat Benedict, 20. (10 boats)

PHRF 81-105 — 1) Hoot, Olson 30, Andy Macfie, 5 points; 2) Baleineau, Olson 34, Charlie Brochard, 11; 3) Flexi-Flyer, Sovereil 33, Mitchell Wells, 13. (8 boats)


PHRF 129-138 — 1) Phantom, J/24, John Guilford, 5 points; 2) Achates, Newport 30, Robert Schock, 14; 3) Wind Speed, J/30, Tony Castruccio, 18. (7 boats)

PHRF >185 — 1) Ypso, Cal 2-27, Tim Stapleton, 6 points; 2) Critical Mass, Mancebo 24, John Dukat, 9; 3) Huck Finn, Bear, Margie Siegal, 14. (3 boats)

EXPRESS 27 — 1) Motorcycle Irene, Zachary Anderson, 5 points; 2) Ergo, Steve McCarthy, 11; 3) Wile E Coyote, Dan Pruzan, 19; 4) Abigail Morgan, Oliver Kell, 19. (16 boats)

CAL 20 — 1) Can O’Whoopass, Richard von Ehrenkrook, 5 points; 2) Green Dragon, Marcus Choy, 12; 3) Raccoon, Jim Snow, 13. (6 boats)

BYC SUNDAY MIDWINTERS (dr, 0)

PHRF <127 — 1) Hoot, 5 points; 2) Yankee Air Pirate, Olson 30, Donald Newman, 11; 3) Flexi-Flyer, 17. (8 boats)

PHRF >128 — Twoirrational, Moore 24, Tony Chargin, 7.5 points; 2) TMC Racing, J/22, Michael Whitfield, 8; 3) Frog Lips, J/24, Richard Stockdale, 17. (9 boats)

SHORTHANDED PHRF <124 — 1) Stink Eye, 7.5 points; 2) Outsider, Azzura 310, Greg
With the relatively light air and flat seas there wasn’t a whole lot of action to report, but the Moore 24 Moorigami did demonstrate an origami lesson on the first downwind leg of the day — they folded their kite into a beautiful figure-eight pattern and sailed the entire downwind leg in that fashion. Fearing they may not have given observers a good enough look at their masterful origami, they sailed well below the leeward mark, almost to the finish line, before getting the kite down and turning back upwind for the next leg.

Other boats had a few minor problems here and there, but the biggest glitch in the entire series has been the scoring. I’ve been reluctant to move to a new scoring system, and it has been painfully demonstrated to me that I need to do so. My apologies to all the fleets for the delays in getting the results out. I have already switched to another scoring program that will allow for much faster postings.

The series ended up with about 60 boats, which is fantastic. I look forward to next year!
In the Non-Spinnaker Division, the race committee called for a shortened course, and for the boats to return straight to the finish after rounding the first mark. It was a battle against the tide in the very light airs, a battle won by Lon Woodrum and Steve Nimz’s Olson 25 Lion. They and Aidan Collins’ Tartan 3700 Neverland crossed the finish line before the wind completely died. As the tail-enders in the division finished, the wind made a reappearance in the form of a gentle southwesterly, which gave the race committee the opportunity to start the race postponed from last month.

Both divisions started together with a downwind start, a beautiful sight as the fleet headed toward the ISO 6 mark at the entrance to the Larkspur Landing channel. Again Lion rounded first in the non-spinnaker fleet and held on to win at the finish. Mariellen Stern’s custom 26 Cinnamon Girl finished second on corrected time ahead of Gerry Gunn and John Sullivan’s Harbor 25 Diversion.

In the spinnaker fleet, a poor rounding caused by a mishap with the spinnaker douse handed first place to Mt’s Rover. The series will conclude on March 7. For more information, see www.tyc.org. Results from the two races so far can be found on Jibeset at www.jibeset.net.

— Ian Matthew

**Brunch on the Estuary**

The fourth race of the Oakland YC Sunday Brunch Series was held on February 15, a glorious, summery day, with ridiculously bright skies and temperatures in the mid-70s. The wind, however, was on hiatus, so the race sailed slowly, in 0-6 knots of breeze on the Oakland-Alameda Estuary.

The light winds were consistent with the sailing conditions for the whole series, with the possible exception of Race 2 on January 18, when the fleet enjoyed winds of 6-8 knots. Despite the light conditions, the sailing has been competitive, with 30 boats racing in eight divisions.

Most of the courses include windward, leeward, and reaching legs. “We try to keep things interesting,” says OYC race chair Jim Hild. “We send different fleets on different courses, and we try to change up the course each fleet sails from one race to the next.”

Sunday brunch is served before each race, and all of the competitors are invited back to the clubhouse after the race for prizes, drinks, and free food. “So far we’ve had homemade sausages after one race, tostadas after another, and pizza and pasta, too,” notes Hild. “We throw a good party, and we hope folks will come out and join us for the last race of the series on March 1.”
Out-of-the Box Scores

We'll bring back the big blue box of scores next month, when more midwinners will have completed their series.

The final day of racing, February 7, in the Perry Cup Midwinters for Mercuries in Monterey was cancelled due to low attendance on that stormy weekend, so the standings from January held.

PERRY CUP, MPYC
(12r, 3t)

MERCURY — 1) Axon, Doug Baird/Kate Conway, Huntington BC, 18 points; 2) Pacer, Pax Davis/Dave Morris, StFYC; 23; 3) Space Invader, Dave West/Chris Krueger, RYC, 24. (10 boats)

For full results, see www.mercury-sail.com.

A Hodgepodge of Previews

If you're a little bored with the same-old-same-old, check out the first annual sail and human-powered Race to Alaska. If nothing else, the Sailing Instructions and entry list make for an amusing read.

"On June 4," writes Ken Painter, "a motley fleet of small boats will assemble off Port Townsend and, at the sound of a starting gun, race northward. Later that month — or perhaps the next month — one of them will arrive in Ketchikan to collect a $10,000 prize and some rare bragging rights." See www.r2ak.com.

Another new regatta will also launch this spring. The inaugural SoCal 300 is aimed at serious ocean racing teams that want to tackle a challenging offshore course. The race will start on May 22 in Santa Barbara, and the course will have the fleet weaving through the coastal islands before finishing in San Diego.

Five separate legs will be scored, including the entire race length, which will be weighed 1.5 times heavier than any of the four individual legs.

The race will use the ORR rating system. Live tracking and GPS logs will be used to confirm scoring gate crossing times. See www.socal300.com.

The Camellia Cup regatta, to be held April 18-19 on Folsom Lake, is distinctive for several reasons: It has been held for 49 years, it took its name from the Sacramento Camellia Festival, and it's one of the few regattas where all boats compete for the title of overall winner as well as class awards.

"This honor goes to the skipper with the best sailing performance over the two days of the regatta," explained FLYC's John Poimiroo. "This is usually the sailor with many or all firsts in one of the largest fleets, enshrining her or him on the Camellia Cup's perpetual trophy, a large silver bowl. Camellia Cup's scoring system encourages one-design sailing and large classes."

Results and information about upcoming OYC races are available at www.oycracing.net.

— John Tuma
Competing boats are generally under 25-ft and include Wavelength 24s, Catalina 22s, Santana 20s, Thistles, Day Sailers, Vanguard 15s, FJs, Lido 14s, Banshees and Lasers.

In the '70s and '80s, Camellia Cup was one of the largest regattas in the country, attracting 200 boats a year and peaking at 350 entries in the mid-'80s.

This year, thanks to sponsor Inland Sailing Company, class winners will receive windbreakers with their names embroidered on them. “The overall winner’s windbreaker will display their class victory and show that they were the Camellia Cup champion,” said Poiniroo.

October 30-November 1 are the dates for the 2015 Leukemia Cup Regatta Fantasy Sail in Bermuda. “This is the weekend when Leukemia Cup participants celebrate their successful fundraising efforts,” writes national chairman Gary Jobson. “By raising $12,000 or more by October 20, you can join the celebration in Bermuda. As a lymphoma survivor, I’m living proof that funds raised by the Leukemia Cup Regattas have helped the Leukemia & Lymphoma Society fund the research of therapies that save lives every day.”

SCYC will host a Leukemia Cup in Santa Cruz on May 2, and SFYC will host the SF Bay event on October 17-18. To find regattas in other areas, see www.leukemiacup.org/eventcalendar.

— latitude/chris

The Newport 30 ‘Zeehond’ chasing the Cal 2-29 ‘Nice Turn’ down the Estuary in a rare moment of breeze during a mid-February OYC Sunday Brunch race.

The Paralympics Debacle

Look beyond football, basketball, professional golf and even the Sports Illustrated Swimsuit Issue for the latest controversy in the world of sport. Those have all been eclipsed by, of all things, Paralympic sailing.

The trouble started on January 31, when the International Paralympic Committee (IPC) surprisingly announced that sailing would not be included as a sport at the 2020 Paralympic Games in Tokyo.

Since then, the Disabled Sailing Committee (aka IFDS) of the International Sailing Federation (ISAF) has been working to get sailing reinstated. "US Sailing will join ISAF, IFDS and the national governing bodies of our fellow Paralympic sailing nations to lead an appeal of this decision in the fight for reinstatement of Paralympic sailing at the Tokyo 2020 Games," announced Tom Hubbell, president of US Sailing, on February 4.

Sailing first became a demo sport at the 1996 Paralympic Games in Atlanta, and a medal sport at the Sydney 2000 Games.

— latitude/chris

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Why Chartering is Ideal Prep for Cruising, a former charter crew’s Cat Cruise Off the Primeval Na Pali Coast, plus miscellaneous Charter Notes.

The Charter Now, Cruise Later Plan

For many sailors, the dream of cruising longterm after retiring is at the top of their bucket lists. And we can’t think of a better reward for all those years of slogging away in the trenches.

But all too often we hear comments like, “We’d absolutely love to do a bareboat charter in [fill in the name of any exotic sailing venue], but we’ll have to wait until we finally get out cruising.” Such thinking is troubling to us for a variety of reasons. But primarily because taking complete control of a late-model bareboat and sailing through unfamiliar waters is ideal preparation for future cruising in your own boat.

Think about it. The elements of a typical bareboat trip are very similar to a week of cruising, and thus are great practice for that ‘someday’ cruise: Even before you arrive at the charter destination, you’ll need to read up on the cruising grounds and sketch out a rough itinerary. Once on site you’ll need to provision the boat, find appropriate places to stow all your gear, and familiarize yourself with the boat’s systems and equipment. Once underway, you’ll need to raise, trim, and possibly reef sails; navigate around hazards; and keep your crew safe, well fed and involved with the sailing activities. When you choose an anchorage for the night, you’ll get practice dropping the hook so that it sets firmly and allows enough swing room to stay clear of neighboring boats and shoreside obstructions, should the wind shift during the night. Of all the basic seamanship skills, anchoring is typically the technique practiced the least by most marina-based would-be cruisers. But in most bareboating venues you’ll get real-world anchoring practice once or twice a day.

For many future cruisers, the cost of chartering is a big deterrent. While it’s true that sailing vacations may not be a typical line item in your family budget, we look at such expenditures more as investments than frivolous splurges. You will get valuable ‘cruising’ practice that involves many challenges you wouldn’t face by simply exiting your normal slip, doing a couple of laps around the Central Bay, and returning home again. You can also glean valuable insights into the way operational and safety systems are set up by charter pros, and get detailed insider info about the region you’re visiting from the local sailors you meet during your charter — so if you return someday on your own boat, you’ll already know the lay of the land and be familiar with the culture.

Perhaps most important of all, though, you’ll be forging unforgettable memories with the sailing buddies or family members that you bring along as crew. As any long-haul cruiser will confirm, once you cruise far from prime tourist destinations — i.e. out in the Central Pacific — it becomes harder and harder for friends and family to fly out and join you. Not only due to the cost, but because the nature of traveling under sail makes it nearly impossible to say for sure when you will arrive at a particular destination.

Ever since our kids were in grade school, we’ve taken sailing vacations in a variety of destinations, and each one yielded cherished memories. Now that our kids are grown, we often reminisce about those trips, and doing so always brings a smile. By contrast, we rarely if ever think back on the long road trips we took to see the relatives or even trips to Disneyland.

So even if you plan to enter the cruising life in the next few years, we’d encourage you to consider chartering in the meantime. Not only will it be time well spent, but it may inspire you to fast-track your cruising plans and exit the workaday world sooner than you’d originally planned.

— latitude/andy

Catting Around on Kauai’s Na Pali Coast

On a recent vacation to Hawaii, we looked up two sailors we’d met on the Baja Ha-Ha rally. Kevin and Marcie Millett have done the rally three times — 2006, 2008 and 2013 — aboard Kalewa, a 50-ft speedster that they built themselves for cruising.

The view from their ‘office’ simply can’t be beat, as they run Holo Holo
catamaran tours off the beautiful island of Kauai. Kevin, who is a boatbuilder by trade, built both of the cats that they use in their charter business. A 65-ft power cat named *Holo Holo* leads their fleet in speed with her twin 425 turbo diesel engines. She is used primarily for cruises along the breathtaking Na Pali coastline, and trips to the coast of nearby Niihau, nicknamed the "Forbidden Island" due to its small group of inhabitants who are dedicated to preserving traditional Hawaiian culture.

*Leila* is Kevin and Marcie’s sleek sailing charter cat, which is popular for snorkeling adventures. It’s a company policy that neither boat is ever booked to capacity, so that passengers always have ample room for sightseeing and photography. Such was the case when we boarded *Holo Holo* for a Na Pali coast trip. After a safety briefing, Captain Glenn described the weather conditions to his eager guests. The swells had come up for this afternoon tour, so he made the call to head to the more protected side of the island, instead of beating into rough seas.

No one seemed disappointed, especially after seeing our first humpback frolicking. Every part of Kauai has its own beauty and with Captain Glenn and his two crew taking care of every detail, including complimentary beverages and snacks, it became a magical afternoon on the water. With thousands of humpback whales arriving in the Hawaiian islands from Alaska to breed, calve and nurse their young, it’s almost impossible not to see several of these frisky cetaceans — especially between November and May.

For us, the show kept getting better...
as we cruised the southwestern shore and encountered whale aerobics, as juveniles breached their full bodies out of the sea, seeming to compete with one another, perhaps vying for the attention of a female or simply jumping for the sheer pleasure of being able to.

As Holo Holo headed back to Port Allen marina, we watched the sun setting into a vermilion sea. Marcie says, "Kevin and I look forward to the summer months when we plan to moor Kalewa in Hanalei Bay. That’s high season for our inflatable tours of the Na Pali coast. They asked us to give a big aloha to all their Baja Ha-Ha friends! No doubt there are a lot of them, as Kalewa has done more BHH rallies that any other Hawaii-based boat. For more information, call (800) 848-6130 or visit www.holoholokauaiboattours.com.

— Lynn Ringseis

Charter Notes
The first thought we’d like to share here is that summer is right around the corner. Since that’s when you normally take big vacations — got school-aged kids? — now is the time to pick a date, decide on a destination, shanghai your favorite sailing buddies and lock in your boat of choice with a booking deposit. Summer is the prime sailing season in well over half of all prime chartering venues including those in the Med, Aegean, Scandinavia, the Salish Sea (Pacific Northwest), and California’s Channel Islands, as well as Tonga and Tahiti. So don’t miss the boat. Do the research, make the call and get ‘er done.

If you’re in the market for a special sailing trip here in the Greater Bay Area, we’ll remind you that we always run comprehensive lists of every bareboat and crewed yacht available for charter in our April and May issues, This info — which includes passenger capacities, berthing locations, and types of charters offered — will then be uploaded to www.latitude38.com, where it will be available for free all year round.

If you are running a legit charter operation (sailboats only) and you are not currently listed, be sure to send us a note and a few nice photos and we’ll be sure to include your listing. Email: editorial@latitude38.com.

The comfortable Norseman 447 ‘Sensei’ is one of two dozen professionally crewed charter sailboats currently available on the Bay. This info — which includes passenger capacities, berthing locations, and types of charters offered — will then be uploaded to www.latitude38.com, where it will be available for free all year round.

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The Laundry Problem
(San Francisco)

While on our two-year cruise from San Francisco to Europe, I often think of Crickett, my friend back home. Unlike most of my friends who have concerns about my personal safety, Crickett was more concerned about something more mundane. “What are you going to do about laundry?!” she asked.

Turns out, Crickett was onto something. While it’s not a life-threatening issue — with the possible exception of socks from an 11-year-old boy that have been stewing in the laundry bag for several weeks — it’s definitely one of the important parts of cruising.

Since October 2013, I have used 22 different laundromats — and can visualize every one I’ve been to. I’ve also done laundry at the houses of three different relatives, and three times I’ve had laundry done for me. Occasionally we have hand-washed select pieces of laundry in the dinghy, which usually have machines you can pay to use. This involves getting the laundry bags off the boat, carrying the bags over to the laundry facility — I rate the slip we have at a marina by its proximity to the bathrooms and laundry — wait for all the laundry to be done, then haul it back to the boat. Occasionally we’ve had to haul laundry to shore in the dinghy in dry bags and haul it over to a nearby laundromat.

It’s pretty inexpensive to get laundry done in the United States. Usually you can get a regular load done for $2.50 at the most, and another $2.50 to dry the clothes. That same load will cost you $6.50 per wash and per dry in Europe. No wonder most people in Europe hang their laundry out to dry!

I love nothing better than to have all of our clothes cleaned, dried and put away. I have dreams about my Bosch washer and dryer back home. I get annoyed at that first dirty sock that goes into the laundry bag because I know it will need to be washed, but I never know when my next encounter with a laundry machine will be — or how much it will cost. Because our living space is small, we have no place to hide away the offending laundry bags. They sit on the floor in the forward berth, slowly growing.

The longest we’ve gone without doing laundry was about five weeks, from Puerto Madera, Mexico to Colon, Panama. We had an opportunity to do laundry in Panama City, Panama before we transited the Canal. However, we were at an anchorage — there are no marinas for visitors — so we would have had to take our laundry in the dinghy. The dinghy dock has to deal with 15-foot tides. This meant we would have had to tie our dinghy up to a floating dock, transfer it over to a wobbly plastic boat, pull ourselves across from the dinghy dock to the steps ashore, and then get the bags up the steps. If the tide was low this meant that the bottom 15 feet of the steps would be wet, mossy and slippery. If we managed all of this, we’d have to hire a taxi to get us to the laundromat, or haul it on the public transportation to the nearest stop, and lug it the rest of the way by foot.

If we managed all of this, we’d have to hope that the wind wouldn’t be too high on the dinghy ride home; otherwise the whole lot would get wet again. So, as you can imagine, we waited to do laundry until we transited the Canal and got into a marina. Once we were at the marina, the locals laughed at me because it took me 11 trips back and forth to get all our buckets or in the sink, but this takes a lot of water, which is precious. We used this technique more in the tropics when it was easier to wash one day’s worth of clothes — a bathing suit — for use the following day.

One quality I’ve come to appreciate is the capacity of different washing machines. Give me a triple-load front-loader that does a wash in 30 minutes combined with a triple-load dryer, and I’m a happy camper. Give me a couple of sets of these puppies and I have gained a day of my life back.

We generally get our laundry done at marinas, which usually have machines you can pay to use. This involves getting the laundry bags off the boat, carrying the bags over to the laundry facility — I rate the slip we have at a marina by its proximity to the bathrooms and laundry — wait for all the laundry to be done, then haul it back to the boat. Occasionally we’ve had to haul laundry to shore in the dinghy in dry bags and haul it over to a nearby laundromat.

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With reports this month from Benevento on the challenges of doing laundry while cruising; from Kiapa on reasons not to hurry to New Zealand and great fun at Musket Cove in Fiji; from Iolani on the anchorages and pleasures of Tenacatita Bay; from Reprieve on being the only boat going north of Puerto Escondido after the Ha-Ha; on hurricane winners and losers, after Gonzalo; and Cruise Notes.
IN LATITUDES

As a result of all of this, we — along with most cruisers — tend to wear our clothes more than once. Don’t judge, landlubbers, as you’d do the same thing. Ironically, as I write this I’m sitting in the marina laundromat in Badalona, Spain. One thing I do know is that I won’t complain about doing laundry when we return home. The fact that I can throw in a load whenever I want, without inserting coins or a token, seems pretty luxurious to me at this point.

Most of the photos we post tend to be the more exotic and interesting moments of our travels. We tend to talk less of the more mundane tasks we have to do. But that laundry is always piling up. Crickett — you had some foresight. Go and give your laundry machine a gentle pat and let it know how much you appreciate it.

— jennifer 01/25/2015

Since Irene was already back in Perth teaching, I needed crew for the 1,100-mile passage, which always has the potential to be rough. I was lucky, as our experienced cruising friends Graham and Dianne offered to crew for me — after sailing their beloved Maunie from Fiji to New Zealand and then flying back to Fiji.

Suzie from Perth, another friend who has sailed across the Pacific, decided to join us. With four experienced sailors aboard, watch-keeping was going to be easier than normal on Kiapa.

Having spent quite a bit of time with Aussies Kerry and Damian from the Catana 47 Sel Citron, and having a boat that can maintain similar speeds, we decided to buddyboat for the passage to New Zealand. Knowing that help would be right there if the sh-t hit the fan for either of us gave us additional peace of mind.

Clearing out at Customs and Immigration in Fiji was ‘interesting’, to say the least, but after a bit of paperwork hoo-ha, we were off. While the wind strength and sea conditions were never scary, the upwind wind angle meant the first few days were not comfortable. With Kiapa being such a light cat, she seemed to fly out of the water more than I can remember her ever having done before.

The wind forecasts proved to be exactly right for the entire passage, so there were no sudden surprises. Whew! The strongest gust recorded was just 19 knots, with the average being 15 knots. Others have had it a lot worse, with one and sometimes two gales on the way to New Zealand. We averaged about 200 miles a day, so the passage took six days.

As was the case last year, I wanted to depart the tropical warmth of the South Pacific as late in the season as possible. While many cruisers head south to New Zealand as early as mid-October to reduce the chance of getting caught by a tropical cyclone, I wanted to squeeze in just one more surf and/or kite board session. As a result, I didn’t head south on November 27.

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**Kiapa — M&M 52 Cat**
**Lionel Bass**
**Fiji to New Zealand**
**(Perth, Australia)**

In the States, these M&Ms probably would have been arrested for having too much fun. Most cruisers don’t take things too seriously.
entering New Zealand’s Bay of Islands! First we had an albatross fly by, then a huge pod of dolphins escorted us for a while, and then — WOW!! — a pod of orcas swam around us. I was desperate to jump into the water and swim with them, but by the time I had grabbed my goggles and donned my wetsuit, they were too far off. Maybe next time.

With the season over, I got to thinking about the great time we’d had in the South Pacific, perhaps the most fun being at the well known Musket Cove Regatta in Fiji. Boy, was that a bucket load of fun, so I’m including Irene’s report:

“The opening night cocktail party started with a sing-off of national anthems. Our Aussie anthem was sung with gusto, but we were trounced by the Fijians! But it was fab to hear anthems from all over the world, including from the United States, New Zealand, Canada, Brazil, Germany, the Czech Republic, South Africa and France. More than 80 boats from more than a dozen countries had registered.

Day One featured an all-day Pirate Party, which started with an 8-mile cruise to Beachcomber Resort. The Beachcomber is a resort right out of the brochure for an idyllic tropical paradise. Upon arrival, we had to slug down some rum — to give us courage to walk across burning coals! Then we were then ‘thrown into prison’, where we were ‘tortured’ by having to drink yet more rum! Only then were we free to put foot on the island. After a delicious lunch there was some vigorous limbo dancing — which, with all the rum having been consumed — was quite entertaining.

Before the sun was too low in the sky, we headed back to Musket Cove. Every savvy sailor in Fiji knows to move his/her boat only after 9 a.m. and before 3 p.m. because the many coral reefs are poorly charted.

The following day there was a golf competition, a ‘Try-athon’, Hobie Cat racing, sand sculpting, and an ‘Olympic Games’ — including coconut bowling, blindfolded double-kayaking and a tug-of-war. I know it sounds stupid, but you had to be there.

Wednesday was the serious Fiji Water Round Malolo Island Race. Weeks before I had opted not to participate in this, as it was a little too competitive for my liking. So Lionel gathered up a group of guys who were keen to get Kiapa flying along, while we girls retired to the resort’s spa for a morning of pampering.

Because the starting line was in a narrow channel between two reefs, Lionel made the call to “hold back to let the masses go ahead”. His decision was vindicated when a 55-ft cat t-boned another big cat — right in front of Kiapa. Scary stuff!

Once again Kiapa did us proud, finishing second in very light winds, which are not her favorite.

What’s a party without a fancy dress? This year the theme was anything beginning with the letter ‘M’. Kiapa’s crew went as M&M’s, and a very colorful outfit! Others came as monsters, the Mafia, Mrs. Doubtfire, Mahatma Ghandi, Freddie Mercury, Moulin Rouge, a mango tree, monks, a magazine, and a group of boat kids dressed as mummies and mermaids. The creativity of all the outfits amazed me. Remember, we only had access to what we had on our boats, as there’s no $2 shop or Spotlight close by.

All too soon the week was over. The anchorage emptied out, with most boats heading west to Vanuatu, and. Our routine on Kiapa returned to normal. What a life!”

So ends Irene’s report.

Both Irene and I have fond memories of Punta Mita and Mexico in general. We always tell everyone we would return at the drop of a hat. Of course, we say that about most places that we’ve cruised to.

Just to prove we still read ‘Lectronic, we saw Latitude’s recommendation of the Luci solar lights a few weeks ago — and promptly ordered some. They arrived today, so we’re going to let them get fired up on some Kiwi sun and try them out tonight.

— Lionel 01/15/2015

Iolani — Hughes 48
Sylvia & Barry Stompe
What We Love About Tenacatita Bay (Sausalito)

Tenacatita Bay, which is approximately four miles by four miles, and located 122 miles south of Puerto Vallarta and 14 miles north of Barra de Navidad, is one of the places we’ve liked the most in Mexico. Like all of mainland Mexico that we’ve been to, the air and water temperatures have been delightfully warm throughout the winter — although I bought a shortie wetsuit on a recent trip home for more extended periods of snorkeling.

Tenacatita Bay is part of the Costa Alegre — Coast of Joy — which extends 198 miles between Puerto Vallarta and Manzanillo. It’s sometimes known as

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the Virgin Coast to the locals because there are so few people in the area. For example, Highway 200, Mexico’s main and only Pacific Coast road, which goes through mountains to 7,000 feet just south of Vallarta, has surprisingly little traffic. Just to keep things confusing, cruisers also refer to this as the ‘Gold Coast’.

There are four anchorages in Tenacatita Bay, and each offers a different experience. We first dropped the hook at Playa Tenacatita on the northwest side of the bay, in front of a long, curved beach backed by a recently shuttered boutique hotel. Mexico seems to specialize in empty luxury hotels. There were just a few people enjoying the beach, and no palapas, loud music or all-night discos. We snorkeled at some pinnacle rocks and the popular ‘Aquarium’, which is a dreamlike coral garden with many kinds of tropical fish. We also found some delicious mature coconuts near the beach. The mature ones are great for snacks and cooking, but hard to find, as the locals usually pick them when they are green.

Our next Tenacatita stop was the Blue Bay anchorage, which is named after the resort at the east end of the beach on the northeast part of the bay. The Blue Bay anchorage is sort of a bay within the north side of Tenacatita Bay, and thus usually the calmest spot. As such, it’s the most popular anchorage in the bay, and thus the center of the busy cruiser social life on the Gold Coast. Although there are lots of cruising boats at Blue Bay — we’re told there have been as many as 45 some winters — it’s not crowded because there is so much room to drop a hook.

There is just one small restaurant, La Vena, on the beach. We enjoyed cold cervezas with fellow cruisers and were told that the camarones empanadas are delicious. At the west end of the half-mile-long beach is a quiet campground, and to the east of the long undeveloped beach is the all-inclusive Blue Bay Resort.

There is no Wi-Fi at this anchorage unless you go into the resort, which is perhaps one reason that cruisers are so social. Nor is there any provisioning.

The Blue Bay anchorage, however, is a wonderful place to enjoy boogie boarding and beginning surfing, bocce ball games on the beach, cruiser group swims from the anchored boats to shore, long beach walks, and the estuary/mangrove dinghy tour. Although access to the Playa Tenacatita end of the ‘Jungle Ride’ has been blocked, it was still fun to motor into the mangroves with the dinghy and then drift back down with the current. We also enjoyed seeing the protected site of turtle nests. If you’re lucky and there in season, you can watch them hatch.

A highlight of the Blue Bay anchorage is the Friday afternoon ‘Mayor’s Dinghy Raft-Up’. Robert Gleser, with his wife Virginia, of the Alameda-based Islander Freeport 41 Harmony, has long been the ‘Mayor of Tenacatita’. The couple have cruised as far south as Ecuador, but like Tenacatita Bay and its winter cruiser community the best.

When folks anchored at the Blue Bay anchorage need to provision, it’s just a three-mile trip to La Manzanilla — not to be confused with the big city of Manzanillo, which is 38 miles to the south. Provisioning runs can be done by dinghy.

Ex-Alamedans Robert and Virginia have been around, but they like Tenacatita Bay the best. He’s been the ‘Mayor’ for years.
but they are best done early in the morning before the wind comes up at about 11 a.m. If you want to sail over to La Manzanilla, you should wait for the afternoon breeze. Taking your ‘big boat’ requires anchoring on a lee shore and taking your dinghy through the surf, so it’s best to pick a day when the wind isn’t too strong and/or the surf is not too big.

Because the onshore breeze usually weakens in the late afternoon, then dies, then goes lightly offshore as the night progresses, it’s possible to overnight off La Manzanilla. Although it can be rolly, we have enjoyed some lovely calm nights here, too. But just to be safe, set the alarm on your GPS.

Barry and I have dubbed La Manzanilla, population 2,000, the ‘Fairfax of Mexico’ because of the hippie vibe similar to that of the Marin County town I grew up in. Although there is no Mega, Costco or Sorianos, we found the provisioning to be good. In addition, there are lots of small palapa restaurants, friendly people selling tacos on the street, and great Wi-Fi. There is music at night, but it’s not so loud that you can’t sleep.

The thing that La Manzanilla is most famous for, however, is the Crocodile Preserve. Located at the north end of town, it’s home to 300 American crocodiles, with some of the reptiles weighing over 1,000 pounds. Like veteran cruisers, crocodiles are very sensitive to the cold.

For 15 pesos — just over $1 — you can stroll the catwalk over the preserve, just a few feet above the crocs’ many sharp teeth. Crocs can be perfectly still for very long periods of time, but lightning-fast when it comes to grabbing a fish for dinner. Despite the large size and considerable number of crocs in the Preserve, we were told that except for little tidbits, they catch their own food. They eat fish, birds, reptiles, and mammals. For those who flunked high school biology, humans are mammals, so don’t swim in the Preserve.

Tenacatita Bay may be small and lightly populated, but it’s home to great cruisers and lots of things for cruisers to do. If we weren’t headed across to the South Pacific, we could easily see spending a month or two here. Especially since we haven’t yet anchored at Caleta Tamarindo on the south shore of the Bay — another reason to return some day.

Readers — According to Robert Gleser, the ‘Mayorship’ of Tenacatita Bay goes back at least three decades. Prior to the Dharma of Mayor of Tenacatita being passed on to Gleser, Don of Windward Luv, now of the Mazatlan-based The Great Wazzo, had been mayor for seven years.

Robert and Virginia have been married for 44 years, during which time they raised eight children. After the last left for college in 2000, they sold their business and headed out the Gate aboard their Islander Freeport 41 Harmony “to cruise in warm climes as long as it was fun”. It’s still fun.

Except during a three-year hiatus when they cruised to Ecuador, Robert has been presiding over the Friday Mayor’s Raft-up each winter season for 11 years.

Virginia is the author of Harmony on the High Seas, When Your Mate Becomes Your Matey.

Reprise — Horstman
38 Tri
The Walter Family
After The Ha-Ha
IN LATITUDES

Erik & Elizabeth Ostrander
Playmate On A Circumnavigation
(San Francisco/Florida)

The owner of the San Francisco Sailing (charter) Company, the San Francisco Sailing School and The City Yacht Club, Erik Ostrander figures he’s personally taken tens of thousands of people sailing on San Francisco Bay since 2004. But almost all his sailing has been within the relatively friendly flatwater confines of San Francisco Bay. The first time he went sailing offshore didn’t turn out so well. It was in 2007, shortly after his Pier 39 charter business had really started to make money. He’d decided to buy an 11-year-old F/P Venezia 42 cat in Grenada in the southern Caribbean, and use her to fulfill his dream of doing a circumnavigation.

“That trip sucked,” Erik told Latitude. “I didn’t have a girlfriend at the time, so it was just some dudes and me to deliver the boat 4,000 miles to San Francisco. The trip was really bad after Panama, because it was all upwind, the engines were bad, and there was gunk in the fuel tanks. Sometimes we couldn’t even do a knot and a half. It was my first foray into multihulls and sailing outside the Gate, and I hated them both. I put the cat up for sale the day we came under the Gate. And it would take 18 months to sell her.”

Having built a successful charter business from nothing in three years, but having his circumnavigation on a cat dream crushed, Erik drifted into what he describes as “some really dark days.” He was so bummed that he started “half-assing” his charter business, something he’d previously put all his energy into.

Much to my surprise, customers kept showing up even if I didn’t try that hard to get them, and captains showed up and did their jobs without me having to ride them. The business had taken on a life of its own.”

Flash forward to just before Christmas in 2012.

“I’d just come out of a five-year relationship,” remembers Erik, “and was pretty bummed again. I’d been doing a little womanizing, which as the captain of a charter boat is easy to do. But I wasn’t enjoying it at all. I wanted to get serious with a woman. So when a friend of mine said he’d met this gorgeous 24-year-old redhead who really wanted to learn to sail and to sail around the world, I told him she was too young for me. I was 35 at the time and was looking for a 30-year-old who wanted to settle down.”

It turned out that the woman, Elizabeth, and Erik had the same birthday, Pearl Harbor Day. Somehow she ended up at his birthday party and sort of checked him out. They met again a couple of weeks later, at which time Erik says, “She told me everything I’ve ever

Spread; ‘Reprieve’, the Walters’ Horstman 38 trimaran up in the slings at Guaymas after getting a lot of work done following the Ha-Ha. There aren’t a lot of trimarans out cruising these days. Inset: Little Grace Walter, who must be almost three now, was the darling of the Ta-Ta and Ha-Ha.

20- to 25-knot winds with six-foot seas, we were doing nines and 10s with a reef in the main. It was fun but wet. And we arrived five hours earlier than planned. That meant we had to drop the sails 10 miles offshore so we could wait for daybreak to make our way into the harbor.

We spent the next 40 days hauling out working on the Reprieve. We got a lot of work done — adding a sugar scoop on the transom, painting the top and bottom, putting on new standing rigging, and a lot more.

We just got back in the water about three weeks ago, and have since made our way down the mainland to Mazatlan just in time for Carnaval. We will be leaving here tomorrow for La Cruz.

— nathan 02/15/2015

Journey — Islander Freeport 41
Erik & Elizabeth Ostrander
Playmate On A Circumnavigation
(San Francisco/Florida)

Although Elizabeth very much wants to be a stay-at-home mom, she also wants to “stay sexy my whole life.” She’s off to a good start.
they’d bought to sail around the world.

After the ceremony they drove to Long Beach to pick up the new-to-them Isabel’s boat Freeport 41, Journey, the boat they’d bought to sail around the world. That she wanted to be a stay at home mom rather than have a career. That she wanted to cook dinner for her husband and kids.

“Was very perfect for me that I thought I was being conned,” remembers Erik.

“She said the kind of things you don’t hear from most San Francisco women, who want to be treated like a man instead of treating a man like a man. I know a lot of Latitude readers may not share Elizabeth’s and my values, but that’s what they are.”

Elizabeth, who had married her first boyfriend young, and who had grown tired after five years of modeling in South Africa, Greece and Paris, was as ready for a fresh start as was Erik. So they really hit it off.

“I was supposed to go to L.A. to see my family, so I invited her. Next I took some of my staff to Bali in the offseason, and Elizabeth came along for that, too. In fact, we’ve only spent a few days apart since we first met.”

In April 2013 the couple were secretly married at City Hall in San Francisco. After the ceremony they drove to Long Beach to pick up the new-to-them Islander Freeport 41, Journey, the boat they’d bought to sail around the world.

It was rail down for most of a month between Hawaii and Bora Bora for doublehanders Erik and Elizabeth. How many have done that?

“Hit it off.”

Latitude readers may not share Elizabeth’s and my values, but that’s what they are.”

The couple had brought several years’ worth of Playboy magazines from the late 1960s with them, because contrary to the joke, they really do have a lot of great articles. As Elizabeth looked through them, she couldn’t help but notice the photos of the women. She decided that she, with her five years of modeling experience, should try to become a Playmate.

Despite having successes such as being on the cover of the Greek version of Vogue, Elizabeth had gotten sick of modeling by age 23. So we asked her what the appeal was of trying to become a Playmate.

“The $25,000 for a weekend shoot was a huge attraction,” she admitted. “But doing a Playmate shoot is also the most liberating kind of modeling that a woman can do.”

Before anyone snorts, hear her out.

“When you do most modeling, it’s not about you, but the clothes or the shoes or the purse or something else you’re featuring. But when you model to be a Playmate, you represent only yourself, and it’s all about you. And I’ll be honest, I’m not the least bit shy or inhibited.”

When Erik first met Elizabeth, she’d put on a few pounds following her modeling days, having grown tired of having to starve herself to keep model-thin. But hitting the gym, sailing to Hawaii, and sailing around the Hawaiian Islands quickly shed the pounds.

“There are a lot of beautiful women in Hawaii,” says Erik, “but when Elizabeth walked down the street, people would just stop and stare.”

During a trip the couple took to Florida, Elizabeth sent a shot of herself to Playboy. Impressed as the people on the streets of Honolulu had been, Playboy told her to come right in for some test shots. The process to become a Playmate involves a series of three test shot sessions and a test Playmate shot. Over time, Elizabeth did them all.

“It’s a really long process,” she says, “and in the end Hef has to approve.”

Having not heard back from Playboy by spring, Erik and Elizabeth took off doublehanded on the long and mostly upwind passage to French Polynesia. Upwind is not the best point of sail for a Freeport, which is not a pointing machine.

“We were at sea for a solid month bashing into it,” recalls Erik, “so we
In Latitudes

Month of horror was washed away in less than two hours of cocktails.

“We ended up becoming good friends with Teiva, and ended up staying in Bora Bora from September to November—even though you can see all there is at Bora Bora in a day. It’s beautiful, but there’s just not much to do.”

During this time the couple was waiting and waiting to hear from Playboy. They finally got fed up and prepared to continue with their circumnavigation the next day by sailing to Tonga. But just before they left, they received word that Elizabeth had been selected to be both the December cover girl and the December 2014 Playmate of the Month.

Journey was put in a berth at Bora Bora for the South Pacific cyclone season, and the Ostranders have been home at a house they recently purchased in Florida ever since.

Because Elizabeth was the December Playmate, she’s one of 12 candidates to be the 2015 Playmate of the Year, which would mean a $100,000 photo shoot and a new car, plus lots of personal appearance opportunities. If you get this Latitude early enough in March, you can still vote for Elizabeth at the Playboy website, as the deadline isn’t until March 5. So hurry.

During our phone conversation, Latitude asked Elizabeth what it is she likes about sailing.

“It’s beautiful, but there’s just not much to do.”

During our phone conversation, Latitude asked Elizabeth what it is she likes about sailing.

“I love the ocean,” she said. “I grew up surfing, so I’ve always felt comfortable with it. I love the colors, the constant changes, and the freedom it represents. I’m inspired by the ocean and I believe in ‘ocean therapy’.”

She spoke these words with conviction, not like something she was reading off an index card.

“Finally I got on the satphone and called the local number for the Mai Tai YC. Teiva Tapare, the owner, didn’t really want to come out and get us in such rotten weather, but he finally did. It took him six hours to tow us the last two or three miles. I figured he’d want at least $5,000, and I would have been happy to pay it. But he tied us off to a mooring and said, ‘Welcome to Bora Bora, no charge.’ We couldn’t believe it!”

“As you can imagine, that was the end of sailing for both of us,” says Erik. “I figured that I’d ruined our cruise and our dream together, because neither of us was ever going to set foot on a boat again. But we got a little sleep, cleaned up, put on fresh clothes, and went to the Mai Tai YC — where a miracle occurred.

“We had three cocktails, and by the end of the third we realized that we’d doublehanded all the way from California to French Polynesia, that we were in beautiful Bora Bora, and that life was great after all! A whole month of horror was washed away in less than two hours of cocktails.

Many concerned readers have written in to warn Elizabeth about the harmful effects of the sun on her fair skin. She’s from Florida. She knows.

Lower right: Elizabeth electrifying Journey’s solar panels in the South Pacific. An expert in all aspects of photography, from lighting to staging to styling to camera angles, Elizabeth was in charge of all aspects of all the photos. "I just pressed the shutter," laughs Erik.

 couldn’t believe it when we ran out of fuel five miles from Bora Bora. It turns out that one tank is smaller than the other, but I didn’t know which one it was.

“There was a light breeze and flat seas, so we hove to for the night and crashed like only people who have been at sea for a month can crash. We figured we’d sail in, or at least right up to the pass, the following morning.”

But by morning it was blowing 35 knots and there were 15-ft seas. Just miles from shelter, it was like torture.

“We tried to sail in, but the Freeport just can’t point in that stuff. And every little thing seemed like such a huge deal. Finally, I just couldn’t grind the jib in another time.

“We couldn’t get anybody on VHF, or else I would have hired a boat to tow us in,” says Erik. “So I considered all our options, even the crazy ones. One thought was to open a thru hull, set the boat on fire, and set off the EPIRB. You know how weird you can get when you’ve been totally exhausted for so long.

“Finally I got on the satphone and called the local number for the Mai Tai YC. Teiva Tapare, the owner, didn’t really want to come out and get us in such rotten weather, but he finally did. It took him six hours to tow us the last two or three miles. I figured he’d want at least $5,000, and I would have been happy to pay it. But he tied us off to a mooring and said, ‘Welcome to Bora Bora, no charge.’ We couldn’t believe it!”
Post Gonzalo Heartaches
(St. Barth, French West Indies)

It’s not hard to remain relatively dispassionate when you see strangers’ boats damaged or destroyed by a hurricane. It’s a different story if the boatowners are old friends.

So our feelings ran pretty high when we got to St. Barth in early February and learned which of our friends came out winners from October 13th’s hurricane Gonzalo, and which came out losers.

To recap, St. Barth was supposed to get hit by 45-knot winds on that October day, but at the last minute Gonzalo not only reached hurricane force, but changed his course so the eye passed directly over the little island. More than 40 boats were destroyed, and a countless number suffered significant cosmetic damage. Many of the boats that were damaged or destroyed had been around for decades.

One of the luckiest boatowners of all was Antonio, who used to be the captain on our Ocean 71 Big O back in the day. His Tartan 41 Moonshadow broke free from her mooring near the entrance to Gustavia Harbor and disappeared. When no wreckage was found in the following days, word was passed along to friends in downwind islands to be on the lookout for her. Moonshadow was spotted undamaged several days later near St. John in the U.S. Virgins.

One salvor was unable to bring her in, but the second was successful. He was paid $4,500 for his efforts, which wasn’t too bad a deal since the Port of Gustavia had sunk. The five boats were gathered up after the storm and set on the Quai Charles de Gaulle. A cement crusher was called in, and reduced them to small debris in a matter of minutes. “It was very surreal and painful to watch,” said one observer.

Michael Jean, a new friend we met doing this report, tells us that he was moderately lucky. Like a lot of workers on this extremely expensive island with almost no workforce housing, Antonio had left aboard in plain view.

But Antonio’s luck didn’t hold entirely. During Gonzalo he’d been helping someone at their house when, in the darkness, he fell into a basement, breaking five ribs. Ouch.

Our old friends Yoyo and Edith had mixed luck, too. Yoyo was hit in the head when trying to close a shutter at the villa he and Edith manage, and was sent tumbling 10 feet to the ground. He broke his arm in several places and his pelvis. In addition, the couple’s 42-ft sloop was destroyed by the hurricane.

“We were actually lucky,” said Yoyo, “as we wanted to sell the boat anyway, and we ended up getting a fair insurance settlement.”

Latitude readers may remember that the couple had gotten into sailing when the publisher of the American Sidecar magazine in Santa Barbara insisted they sell him the motorcycle and sidecar, they’d ridden across country and were going to ride around the world. Money in hand, the non-sailors walked to the nearby Santa Barbara Yacht Harbor, bought the best boat they could get for the money — an engine-less 26-footer for $6,000 — and taught themselves to sail on the way to French Polynesia. Their son Gael was the first white baby to be born in the Marquesas in 150 years.

A much less fortunate friend was Barten native Axel, who had kept a Dufour 34 on a mooring just outside the harbor for 24 years, the last 20 of them with no engine in the boat. Apparently the owner of another boat felt he had to cut the mooring line to Axel’s boat in order to save his own. As a result, Axel’s boat was blown into the cement-lined walls of the small inner harbor by hurricane force winds.

Along with five boats in the inner harbor, her keel had been ripped off and she had sunk. The five boats were gathered up after the storm and set on the Quai Charles de Gaulle. A cement crusher was called in, and reduced them to small debris in a matter of minutes.

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IN LATITUDES

Coco Kai is owned by Ha-Ha vet Jennifer Sanders of Los Angeles, who has periodically been aboard with her daughter Coco. But it’s King who has not only sailed the boat around the world with a variety of different crew, but who did much of the extensive rebuild in Thailand, and has done all of the day-to-day repairs.

For example, having had to push hard to get Coco Kai through the Panama Canal recently, the ancient Perkins diesel overheated. In just one day, King: 1) Removed the water pump, 2) Discovered the shaft was broken, 3) Went to town and got new bearings and seals and had the shaft repaired or replaced, 4) Put the whole shebang back together, and 5) Started up the engine. After an eight-year circumnavigation, you get that good at taking care of problems.

Greg and Jennifer were engaged in late December, so we except they’ll be doing more sailing in the future.

“We sold our Columbia 34 Mk II Ichiban today!” reported joyous San Diegans Justin Jenkins and Anna Wiley from the South Pacific. The couple had paid $2,000 for the boat several years ago, then put a bunch of money and elbow grease into her before sailing directly to the Marquesas. As we remember they took off with just $260 — and an unlimited amount of energy and enthusiasm.

“What an amazing adventure it has been for us, as we look back at all the wonderful friends we have made along the way, all the great places we’ve been to, and all the great adventures we’ve had. Our plan is to save up more money to buy a larger — or at least a heavier displacement — boat with a full keel, then do it all over again! But first, after some traveling in New Zealand, we’re going to fly home, buy a truck with a

Cruise Notes:

“We did it!” exulted Greg King. “After 45,443 miles in eight years, three months and 12 days, we have sailed around the world with the Long Beach-based 65-ft schooner Coco Kai. We finished it in 40-knot gusts off Punta Naranga, Panama at 5:30 a.m. Now it’s only 2,700

miles home to Long Beach.”
changes

We know this sounds ridiculous, but we wear them SUP-ing in the ocean, in the pool, while sailing, and when out for dinner. They feel nice against your skin, really are wrinkle-resistant, and easily make you the most sophisticated looking SUP-er on the ocean. And here is the style shocker. We’ve gotten about five compliments on the shirts — we’ve got a red check and a baby blue check — in the last week in St. Barth, where some people think nothing of spending hundreds of dollars on a shirt and thousands on a simple beach outfit. We’re even wearing the Kirkland shirts more often than the great Weekender linen shirts we previously bought each year at Budget Marine in Sint Maarten.

"But maybe most important, Anna and I are getting married on the courthouse steps as soon as we get back to the States. After that, we’re going to throw a big weekend campout rager up the Ortega Highway. We hope Latitude can make it, as your encouraging words have been great, as has been your sharing of our story with others."

The thing we always told Justin is that no matter what happened on their cruise, it was going to be a huge educational experience, and they were going to come out of it much more skilled and wiser. We’re sure that’s been true.

Latitude’s pick for the best sailor’s shirt — for on the water, in the water, and on the town — may surprise you. It’s Costco’s Signature long-sleeve, small-check, cotton, no-iron dress shirt. They come in a couple of bright colors, and if we remember correctly, cost less than

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our cross 46 trimaran Migration is finally back in the water after an interminable refit in Thailand," report Bruce Balan and his wife Alene Rice, formerly of Palo Alto. The couple have been cruising everywhere from Easter Island to the South Island of New Zealand since doing the 1999 Ha-Ha.

"Do not do a refit in Thailand!" advises Balan. "In fact, don’t even think about it. Migration looks great and should be sailing in a couple of weeks. We’re thinking of heading out to India’s Andaman Islands before we turn east and figure
out the best way to get back to French Polynesia.”

“We’re now basking in the sun on our way from Brazil to Grenada,” report Charlie and Cathy Simon of the Spokane- and Puerto Vallarta-based Taswell 58 Celebrate. The couple are participating in the 15-month, 26,000-mile tradewind World ARC, which started in St. Lucia last January.

“Our Indian Ocean crossing wasn’t too bad, South Africa was very interesting, but our crossing of the South Atlantic was too quiet — not enough wind. Other than the fact it’s been a long time since we’ve had convenient Internet, so far, so good.”

The couple, who started sailing together 36 years ago on San Francisco Bay, crossed the equator for the second time on February 16, at which time both reached sailing milestones. For Charlie, it was 60,000 sailing miles, while for Cathie it was 50,000.

“Our Dana Point-based Morgan 45 Miss Teak just came out of the Fonatur boatyard in Mazatlan, where Active Marine did some epoxy work on her rudder as well as giving her a bottom job,” reports Chip Prather. “I was happy to see my friend Mariam still running the Travelift and overseeing many of the Fonatur activities at the yard. By the way, the yard is very clean, the heads were spotless, and there were lots of boats being worked on.

“I was sorry to see Bob Buchanan’s Total Yacht Works disappear,” continues Prather, “but I’ve got to tell you that the men and women of Active Marine have picked up the pieces and know the recipe for success. This is the happiest group of people I’ve ever met — all have giant smiles and seem very committed to exemplary customer service. My emails of several months ago to set up the work were promptly responded to, and my specific questions were answered clearly. Then they did a great job. And no, nobody asked me to write this recommendation.”

“Yesterday we lost Ronald Wolbeek, a good friend and fellow sailor,” read a report on the Bluewater Cruising Facebook page,” writes Stephen Lakaschus. “The report said that he was killed at Sao Luis, Brazil while on his boat. Our thoughts go out to his partner Riet Bross. Does Latitude have any details?

The reports we’ve seen are that...
Wolbeek got up after the boat’s alarm went off, and bumped into two robbers with guns. He was shot several times. His female partner was unable to get him to shore for help immediately, and had to swim in. By the time help reached the boat, Wolbeek had died. Apparently there was a similar incident two years before, the assailants in the previous incident are free — and are suspected of being responsible again. But who knows?

About the last thing that anybody asleep on their anchored-out boat wants to hear at midnight is muddled voices at the transom. But that’s what the Wanderer and Doña de Mallorca heard at the midnight hour while ‘ti Profligate was anchored off Corossol, St. Barth. Not too worried because St. Barth is safe as milk, we nonetheless dashed up on deck and back to the Admiral’s Walk to see what was going on. Looking down into the black waters, we saw two young men and two young women, still in their Carnaval outfits, obviously drunk, hanging on to their awash dinghy.

“We’re so sorry,” the one English speaker kept repeating, “but we’ve been in the water for 20 minutes and can’t bail our dinghy out.” As ‘ti was the last anchored-out boat before St. Martin, except for the mega yachts, we might have been their last chance. Anyway, we were happy to give them a ride to their boat, which was in the opposite direction of what they thought. Please folks, be careful out there.

“You should always carry a spare prop on your boat that is the opposite ‘hand’ of the one you normally use,” advises circumnavigator David Wegman of the 32-ft Cowbell schooner Afriggin’ Queen. “I was once delivering a boat across the Atlantic,” he explains, “and when we got to the Azores the forward gear in the transmission was out. We still had reverse gear, but continuing 700 miles to Portugal in reverse wasn’t going to work so well. So I went to shore and found a left-hand prop, had it modified to fit the shaft, and put it on. We put the boat in reverse, and it motored just fine — forward — the whole 700 miles to Portugal.

“I had a similar problem with the transmission in my own boat about three years ago,” continues Wegman, “so I put an opposite-turning prop on. I’ve been motoring forward in reverse gear for three years now. I’m not promising that it will work well in all situations, or even these Carnaval gals were smart enough to have a great time — and not follow up the parade with a midnight swim in their costumes.
work at all on some boats, but it’s worth remembering for emergencies."

"I want to say how much I appreciate my husband, Chris, who is so patient with me," writes Heather Tzortzis of the San Francisco-based Lagoon 470 Family Circus. "Everybody who knows me knows that I love to think that I’m able to tinker with all the mechanical things and fix them myself. Well, in trying to be ‘helpful’, I turned off a water intake to our generator, mistakenly thinking it was the toilet water intake. Then I proceeded to turn on the generator, burning up the genset’s impeller. This shut down the genset, which meant we couldn’t charge our batteries or make water, both of which are important on a boat with five kids aboard."

"I love this man," Heather continues, "who can look across the table at me while my head is down, thinking I’d just made a $10,000 tinker’s mistake, and say, ’It’s okay, honey. It is what it is. We’ll just fix it, so there is no need to worry about it now.’ He’s the most patient, loving man that I know. Now, on to my next brilliant move."

"We can’t imagine any male sailor reacting any differently, can you?"

Actually, Chris tells Latitude that it’s unlikely a $10,000 mistake, as there are probably just some impeller bits in the heat exchanger.

"When we arrived in the Sea of Cortez in November last year for our 15th year of cruising, we found that our beloved Mexico weather guru Geary Ritchie of Concepcion Bay had been off the air for at least a month because of equipment failure," report Eric and Merry Dawson of the Morgan Out Island 41 Rhiannon. "We decided that we had to do something, so we started collecting money and boat cards from as many of Geary’s fans as we could. Our final port of call before crossing the Sea was Puerto Escondido, so Connie ’Sunlover’ was nice enough to provide us with the transportation to Geary’s palapa at El Burr Cove, where we surprised him with $900 for new equipment. And the pile of boat cards from his fans. Geary was deeply touched, and profusely thanked everyone."

"Good times!” writes Brian Charette of the Jackson Hole, Wyoming-based 36-ft Cat2Fold folding catamaran. "After having dinner with Marc Wilson of the Catana 52 Bright Wing and Doña de Mallorca, I left the next morning for Cabo March, 2015 • Latitude 38 • Page 115

Geary Ritchie, the weather guru formerly of Sacramento, is flanked by fundraisers Eric and Merr’ét Dawson, longtime vets of the Sea.

In February, Jim turned 85 years old, and throughout his lifetime he has been addicted to painting! It’s time to clear out the closets and attics, and make room for more of his wonderful paintings.

He’s ‘opened his studio’ inviting friends to come in and take a look. In other words, he’s having a “factory outlet” sale.

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Corrientes and south. I rocketed to Chemela in less than 13 hours, with lots of looong surfs in the 10-15-knot range. My cheeks hurt from smiling so much when I pulled into Chemela.

"Chemela Bay is about 70 miles south of Banderas Bay, and the two couldn't be much more different," Charette continues. "Banderas Bay is 15 miles by about 12 miles, and is home to 250,000 inhabitants in Puerto Vallarta alone, a city that is served by dozens of international flights per day. There are zillions of hotels and restaurants, and it’s hopping. Chemela Bay, on the other hand, is about a mile by four miles, and is home to hardly any people at all. And unless you look really hard, you couldn’t even find the turnoff to it from the main highway.

"Yet I like Chemela Bay, which is used by most cruisers as a stopping off point for going north or south, just as much as I do Banderas Bay. Unlike most cruisers, I can stay at Chemela Bay for weeks on end. The things that attract me are a surf break that can be absolutely amazing, seven islands to explore, and a really great beach for running and walking. There is also a nearby hotel on the beach that hosts film crews from various countries as they each film their own versions of a reality television show called Paradise Hotel.

"In a cruising world full of — how do I put this gently — ‘older folks’ — it’s been a treat for a younger single-hander such as myself to befriend the group of 20 to 40-year olds at the hotel — and to give them the opportunity to come sailing with me. I’ve done three trips with Norwegian crews. The first one was nine girls, the second was six guys and four girls, the last one was six girls and two guys. They were all lots of fun because they all had fun."

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30-FT CATALINA. 1985. Richmond Yacht Club. $24,500. Wonderful Bay performance cruiser. 1 yr. old Santa Cruz main & furling jib. Sleeps 5. Many new lines & blocks. Contact: (510) 459-1129 or (510) 798-4448 or karenkittle@comcast.net.


30-FT SANTANA 30/30. 1986. Marina Del Rey $11,500. Custom tall mast and keel. Great starter, fast boat, races like a dinghy. Trophy winner. Re-powered 3 cylinder diesel, Re-hugged. Head, knot meter. Needs cushions. 30/30s have an almost one-design fleet in MDR. Fun competition. Text or e-mail. Not voicemail. (213) 369-9872 or (818) 500-8854 or cacinti@yahoo.com.

30-FT CAPE DORY. 1982. Marina San Carlos, MX. $30,000. Upgraded rigging, gel batteries, full batten main, Furlex, wheel, Lewmar ST30s, diesel, Autohelm, CQR, pontoon stove, solar panels, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Contact: (753) 758-8366 or jmc@fliapaza.org.


30-FT FISHER MORTORSAILOR. 1977. Benicia. $53,000. Strong, stable, comfortable ride in all conditions. Total rett last 4yrs including re-power with 60hp lizuau, bow thruster, new prop, shaft, electronic- tics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flipping 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 achieved 15.9 knots. Excellent condition. More info at: http://log-northamerica.com. Contact: (916) 719-9355 or mico@seafair.com.


30-FT CAPE DORY 330. 1987. Tiburon. $49,900. The Cape Dory 33 is a Carl Alberg-designed cutter rig with a full keel and attached rudder. Below deck, the boat stands apart from most other production sailboats. Cape Dory is made in the US and the teak interior is beautiful and comfortably finished. Accommodations are very comfortable and functional. Whether sailing offshore or daysailing, cruising in the Cape Dory 33 is comfortable and safe. The boat is well equipped for offshore sail- ing with a good inventory of tools. Ham/SSB, GPS, EPIRB, refrigeration, Monitor windvane. Contact: (415) 451-3213 or yosilov@comcast.net.

33-FT CAPE DORY 330. 1987. Tiburon. $15,000. Cape Dory 330. Excellent condition. More info at: (510) 205-1590 or (510) 290-0797 or a-harkness@sbglobal.net.


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33-FT HOBIE. 1983. Healdsburg, CA. $16,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lufflines 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, 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.

34-FT ISLANDER. 1969. Emeryville. $12,500. A rare find! One of 14 originally built by Wayfarer Yacht Co. Clean survey in Nov 2013 with minor points all repaired. This boat is fully loaded with a rebuilt engine, new rigging, new sails, roller furling, lazy jacks, custom dodger, radar & chart plotter (2010). Boat has autopilot, all standard electronics, new cushions & upholstery. Bottom done in 2010 and two through-hulls were replaced. Out of town owner...Let’s make this happen! Contact (719) 891-9047 or LynnCCedaroma.com.


32-FT DREADNAUGHTTAHITI KETCH. 1973. Marina Bay Yacht Harbor, Richmond, CA. $33,000/obo. The Tahiti ketch was the most circumnavigating boat in the world in her day. Starboard was custom-built to extra heavy standards by a boatyard familiar with world-capable bluewater cruisers. Well maintained, and upgraded, Starboard is equipped for offshore sailing. 38 feet overall with a 32-foot full keel. No offers will go unheard for this full-keeled beauty. Contact (520) 275-1641 or davidivbragg@msn.com.


34-FT CREALOCK 34. 1988. Woodley Island, Eureka CA. $74,900. This well built extremely seaworthy bluewater boat is a veteran North and South Pacific voyager. Since 2008 I have kept it in La Paz, BCS, sailing in the gulf and stored on the hard during the hurricane season. Well maintained. Returned to bureka in spring 2014 and berthed there now. Increasing age (mine) and physical issues force sale. Survey, equipment list, details and photos via email: snidley@centurylink.net or call (411) 488-0536.


36-39 FEET


37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. $79,000. Jeanneau sells more boats to charter companies than any other boatbuilder. Good looks, comfortable, good sailing. Autopilot, dinghy w/outboard. Call before March 31 for special pre-season price. (760) 980-0204 or marshalgkagan@yahoo.com.

36-FT CATALINA. 1984. Alameda. $47,500. 25hp Univ diesel, Micron 66 bottom paint, dodger, sunawning, new lines & halyard, Schaefer furler, newer main, Garhauer rigid vang, set sail winches, autopilot, Raymarine wind ST60, Lifesling, knot, depth, VHF, stereo, 3 batteries, auto battery charger, new interior cushions, teak & holly sole, teak interior, water heater, retnide, micro, new CNG stove, autobilge, BBQ, dinghy with semi-rigid bottom, well maintained. (510) 410-3767 or purpleslime@juno.com.

36-FT ISLANDER. 1975. Ballena Marina. $24,000/obo. Yanmar 1000 hours, new bottom paint, new mainsail, great condition sailed about 100 times a year. Available after 2-15. Contact (415) 994-5242 or mauldin.jim@gmail.com.


33-FT NOR’WEST. 1978. Alameda. $35,000. Well maintained, low hours, regular maintenance. 35hp Yanmar runs well. Recent survey by a boatyard familiar with world-capable bluewater cruisers. Interior and exterior in excellent condition. $35,000. (360) 808-1743.

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36-FT HUNTER VISION. 1994. Marina Bay, Richmond, CA. $70,000. Excellent, well maintained condition. Huge, bright interior. 800 hours on Yanmar diesel. Big dodger with all lines led aft makes sailing comfortable. Stayfast mast and little wood on topsides means low maintenance. For complete details and pictures go to: www.sailboatlistings.com/view/48188. Contact (530) 624-6738 or mike@alpinelandscapenet or (530) 493-2620.


36-FT ISLANDER FREEPORT 36. 1978. Loch Lomand, $45,495. Islander Freeport 36, queen-sized berth, drop down transom, rebuilt Perkins. New main, dodger and wheel cover. Open floor plan, lots of headroom and forward head. Sails great and a great liveaboard. Many extras including refrigeration and central heat. Contact tgrady/78989@msn.com or call (510) 410-5401 or (415) 858-2251.

44-FT SPENCER. 1970. Marina La Cruz, Mexico. $30,000. We have cruised and loved our Spencer 44 for 28 years, mostly “south of the border.” But we are old and tired. Giveaway price because she needs new, young, energetic owners. Fully equipped, fully functional, ready to sail, already in Mexico. Picture from March ’14 haulout in La Cruz. Call or email for details: (503) 812-3082 or bill@7milesys.com.

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45-FT FASTNET 45. 1974. Portland, OR. $49,000. 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 TAYANA VANCOUVER. Center Cockpit. 1988. La Paz, Mexico. $139,000. Joss has been continuously updated and cruised by the current owners since 2002. She is ready to cross the oceans or cruise the coasts. If you are looking for a bluewater cruiser that is ready to go, this is the boat for you. Equipment and inventory too extensive to list. Call or email for complete details and photos. (310) 489-4682 or cmikejones@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 plans has put her on the market. For more info contact (805) 754-8897 or fsmonds33@gmail.com.

40-FT CAL. 1965. Alameda. $39,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. For information and pictures: (510) 507-0200 or sailorkh@yahoo.com.

MULTIHULLS


40-FT KALICK BY GARY MULL. 1981. Kaneohe on Oahu. $65,000. Fire sale! Two-boat owner needs to sell fast. Great cruising boat. All systems for cruising. Good decks, in-tur, man, Harken2, Plath windlass, dual reefers, 6 solar panels, spare set of sails in new shape, hydro winglass, dual reefers, 6 solar panels, ► Spare set of sails in new shape, hydro

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48-FT SCHONNING 1480 WILDERNESS. 2007. Puerto Vallarta, Mexico. $495,000.obo. Sea Level has circumnavigated and wishes to continue the journey. A performance catamaran with 4 double state rooms, 3 heads, galley & salon up. Good bridgedeck clearance, elevated steering station. Email jimmliski@yahoo.com.

51 FEET & OVER

20-FT NACRA. 2001. Fremont. Carbon mast, spinnaker, trailer, cat box, cat wheels, storage bags for all parts. Super nice condition, always covered, barely used by experienced cat sailors less than 20 outings, very good history. This is a great opportunity, boat and trailer like new. Call with offer. (510) 219-4673.


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52-FT MODIFIED TENNANT. Blade Hunter. 1987. Ventura, CA. $175,000. Afterburner, fastest coastal sail catamaran on the West Coast, for sale to a good home. For more information: http://afterburner.gibbscam.com. Call (805) 377-1789 or afterburner@GIBBSCAM.com.


2001. Fremont. Carbon fiber, rigging. 3 staterooms, 2 heads, shop. Located in Mazatlan, Mexico. 50-foot slip (12 year prepaid) also available. Contact (651) 437-2656 or email Hutland_Scrimshaw@yahoo.com.

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57-FT CUSTOM CATAMARAN. 2014. $353,000/obo. 57’x20 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridgedeck and basic interior completed. Needs engines, sails, steering, basic interior. Owner can deliver. Contact (858) 773-6327 or orlovichr@yahoo.com.

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43-FT BAYSWATER. Pilothouse Cutter, 1986. Nacra, Ensenada. $65,000/obo. Fully rigged out. Recently surveyed. Owner moved out of state. Great condition. Contact svjustaminute@gmail.com or info@www.Baywater.com. (808) 372-9188. Contact carledinger@rocketmail.com or (808) 372-9188.

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