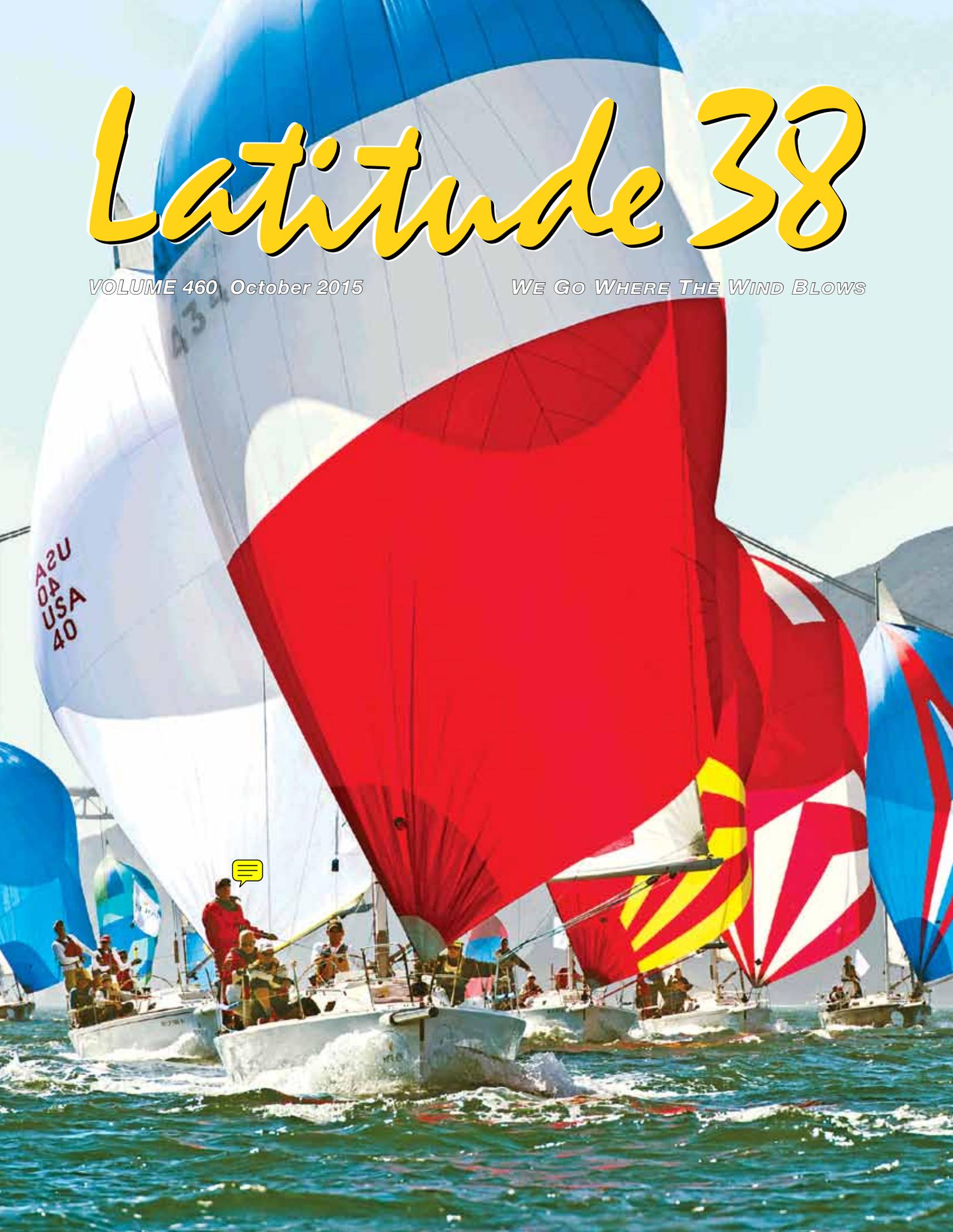


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VOLUME 460 October 2015

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Patrick Johnson did just that. He spent the next several years reworking every system on his Catalina 30, *MIA*, adding some shiny new Pineapple Sails - in 1997.

Then he and his wife, Ali, spent eight years cruising all the well-known spots from San Francisco Bay to the Panama Canal - and plenty of little-known ones in between.

Pat and his Catalina are back in San Francisco Bay, still sailing along on those Pineapple Sails built in 1997.

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Cover: With her competition in hot pursuit, the J/105 *Jam Session* runs east across the Bay during last month's Rolex Big Boat Series. The event served as the J/105 North American Championship for this 27-boat one-design division.

Photo by Kurt Arrigo / Rolex

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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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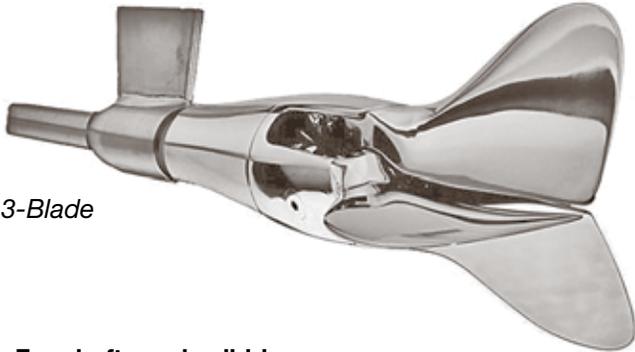
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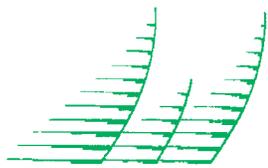
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Oct. 2-4 — Northern California Westsail Rendezvous for past, present and future Westsailors, Marina Bay, Richmond. Info, www.westsail.org/event-1844185.

Oct. 3 — Port Fest, Port of Redwood City, 9 a.m.-4 p.m. Sailboat rides for kids & teens, harbor tours, vendors, info booths, live music, food trucks & booths, beer garden, tiki bar. Free admission. Info, www.rwcportfest.com.

Oct. 3 — Skin in the Game, aboard *C.A. Thayer* at Hyde St. Pier, San Francisco, 3-3:45 p.m. Program about maritime trade in the 19th century. Info, www.nps.gov/sqfr.

Oct. 3, Nov. 7 — Chantey Sing aboard *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Oct. 3-31 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 4 — The Story of Cabrillo and His Venture into the Unknown of Alta California, aboard *Balclutha* at Hyde St. Pier, San Francisco, 3-3:45 p.m. Wheelchair accessible. Program about Cabrillo's voyage of discovery north along the West Coast in extreme conditions. Info, www.nps.gov/sqfr.

Oct. 4-25 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 5-12 — San Francisco Fleet Week. Blue Angels, air show, parade of ships, ship tours. Info, www.fleetweeksf.org.

Oct. 7 — US Sailing Team Sperry 49erFX sailor Helena Scutt, a Stanford grad, will talk about life on the Olympic circuit at Corinthian YC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

Oct. 7-28 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Oct. 7-28 — 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.

Oct. 9-13 — The tall ship *Lady Washington* visits Oakland, then Antioch on 10/14-26 and Half Moon Bay on 10/28-11/9. Info, (800) 200-5239 or www.historicalseaport.org.

Oct. 15, Nov. 12 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

Oct. 16 — Wooden Boat Oktoberfest fundraiser at Spaulding Wooden Boat Center, Sausalito, 6:30-10 p.m. \$25. Tickets, www.woodenboatoktoberfest.brownpapertickets.org.

Oct. 17 — Pacific Cup Academy #2 at Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

Oct. 17 — Tall Tales: Litquake on the Water, S.F. Maritime Museum, 1:30-3:30 p.m. Free. Info, www.litquake.org.

Oct. 17, 24, Nov. 7, 14 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Oct. 18 — Sailathon and Ugly Fish Search, Ventura Pier/Pierpont Bay. Benefits Ventura County Caregivers. Info, (805) 658-8530 or www.vccaregivers.org/events.php.

Oct. 18, Nov. 1 — Open House Introductory Sail, Cal Sailing Club at the Berkeley Marina, 1-4 p.m. Free. Info, www.cal-sailing.org.

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Oct. 25-Nov. 7 — Baja Ha-Ha XXII Cruising Rally from San Diego to Cabo San Lucas, with stops in Bahia Tortugas and Bahia Santa Maria. Info, www.baja-haha.com.

Oct. 27 — Sail under the full moon on a Tuesday night.

Oct. 31 — Halloween. Sail in costume!

Nov. 1 — 'Fall back' for Standard Time.

Nov. 11 — Veterans Day. Take a veteran sailing!

Nov. 17 — YRA Year-End Trophy Party at Berkeley YC. Info, (415) 771-9500 or www.yra.org.

Racing

Sept. 30-Oct. 3 — Melges 20 Worlds. SFYC, www.sfyfc.org.

Oct. 2-4 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Oct. 2-4 — Cornerstone Cup Team Race. StFYC, (415) 563-6363 or www.stfyfc.com.

Oct. 3 — OYRA Series Race #9. Info, www.jibeset.net.

Oct. 3 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 3 — Red Bra Regatta for all-women crews. SBYC, www.southbeachyachtclub.org.

Oct. 3 — Crew You Regatta for boats 25-ft and smaller. The crew drives, treasure hunt, post-race raft-up near RYC. \$5 registration fee. OPB-YC, www.opb-yc.com/crew-you.

Oct. 3 — Jerry O'Grady Singlehanded Race. CPYC, www.jibeset.net.

Oct. 3 — Shorthanded Races. TYC, www.tyc.org.

Oct. 3 — 14-Mile Bank offshore pursuit race, Newport Beach. NOSA, www.nosa.org.

Oct. 3-4 — Mercury PCCs at LAYC in San Pedro. Info, www.layc.org or www.mercury-sail.com.

Oct. 4 — Jack & Jill. MPYC, www.mpyc.org.

Oct. 4 — Pelican races at HMBYC. Kelly, (650) 445-8979.

Oct. 4, 11, 18, Nov. 1, 8 — Chowder Races. BYC, www.berkeleyyc.org.

Oct. 9-11 — Express 27 Nationals at CYC. Info www.express27.org.

Oct. 10 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

Oct. 10 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 10, Nov. 7 — Fall Series. SSC, www.stocktonsc.org.

Oct. 10-11 — Fall Classic. SFYC, www.sfyfc.org.

Oct. 10-11 — Sea Otter High School Regatta. MPYC, www.mpyc.org.

Oct. 10-12 — Sportboat Invitational/Open 5.70 Nationals & Ultimate 20 PCCs. Ultimate 20 designer Jim Antrim will speak at Saturday's dinner. RYC, www.richmondyc.org.

Oct. 11 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 11, 25 — Chowder Cup Races. Elkhorn YC, www.elkhornyc.org.

Oct. 17 — Jessica Cup. StFYC, (415) 563-6363 or www.stfyfc.com.

Oct. 17 — Inaugural Leukemia Cup Perkins Corporate Challenge for corporate teams of four sailing in J/22s for the Thomas Perkins Trophy. SFYC, www.sfyfc.org.

Oct. 17 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 17 — Twin Island Race #3, around Alcatraz and Angel Island in either direction. SYC, www.sausalitoyachtclub.org.

Oct. 17 — Joan Storer Race. At least 50% of the crew must be female. TYC, www.tyc.org.

Oct. 17 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 17 — Fall Shorteez Regatta. CPYC, www.cpyc.com.

Oct. 17 — Ross Wood club race. CYC, www.cyc.org.

Oct. 17 — DCR Race, with a long course kept secret until

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CALENDAR

the day of. Andreas Cove YC, www.andreascoveyc.org.

Oct. 17-18 — Vallejo 1-2. Singlehand up to VYC; double-handed back to RYC. SSS, www.sfbaysss.org.

Oct. 17-18 — Calvin Paige for Stars/Joe Logan for Mercurys. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 17-18 — Star45 Region 6 Championship, Spreckels Lake, San Francisco. SF Model YC, www.sfyyc.org.

Oct. 18 — Leukemia Cup. SFYC, www.sfyyc.org.

Oct. 18 — Lady Skippers Regatta. PresYC, www.presidentioryachtclub.org.

Oct. 18 — Los Gatos Invitational Challenge Race. LGYC/SeqYC, www.sequoiayc.org.

Oct. 18 — Fall 5 & 6 PHRF. MPYC, www.mpyc.org.

Oct. 21-23 — Kilroy Pro-Am. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 24 — South Bay Championship Regatta. SeqYC, www.sequoiayc.org.

Oct. 24 — Corkscrew Slough Regatta for El Toros at SeqYC. Larry, (650) 888-2324 or www.eltoroyra.org.

Oct. 24 — Round the Island. SFYC, www.sfyyc.org.

Oct. 24 — Commodore's Cup on Clear Lake. KBSC, www.kbsail.com.

Oct. 24-25 — Great Pumpkin Regatta, with drop-mark racing on Saturday and a pursuit race around Alcatraz and Angel Island on Sunday. RYC, www.richmondyc.com.

Oct. 24-25 — Fall Dinghy Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 24-25 — Goblin Regatta. Santa Barbara Sailing Center, www.sailsbsc.org.

Oct. 25 — Fall SCORE #3. SCYC, www.scyc.org.

Oct. 25 — Fall 5 & 6 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Oct. 31 — Red Rock Race. TYC, www.tyc.org.

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

Nov. 1 — Jack & Jill +1. IYC, www.iyc.org.

Nov. 7 — Midwinter #1. GGYC, www.ggyc.org.

Nov. 7 — Winter One Design Series #1. RegattaPRO, www.regattapro.com.

Nov. 7 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 7 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 7 — Summer's Last Gasp. HMBYC, www.hmbyc.org.

Nov. 7 — Pelican races in Benicia. Kelly, (650) 445-8979.

Nov. 7-8 — Monterey Invitational/Perry Cup #1 for Mercurys/Kelp Cup for Shields. MPYC, www.mpyc.org.

Nov. 7-8 — Opti Winter #1. SFYC, www.sfyyc.org.

Nov. 8 — Island Days #1. IYC, www.iyc.org.

Nov. 14 — Jack Frost #1. EYC, www.encinal.org.

Nov. 14-15 — Midwinters. BYC, www.berkeleyyc.org.

Nov. 15 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 17 — The Big Sail (Cal vs. Stanford). StFYC, (415) 563-6363 or www.stfyc.com.

Remaining Beer Can Series

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

COYOTE POINT YC — Every Wednesday night through 10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

KONOCTI BAY SAILING CLUB — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

MONTEREY PENINSULA YC — Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.



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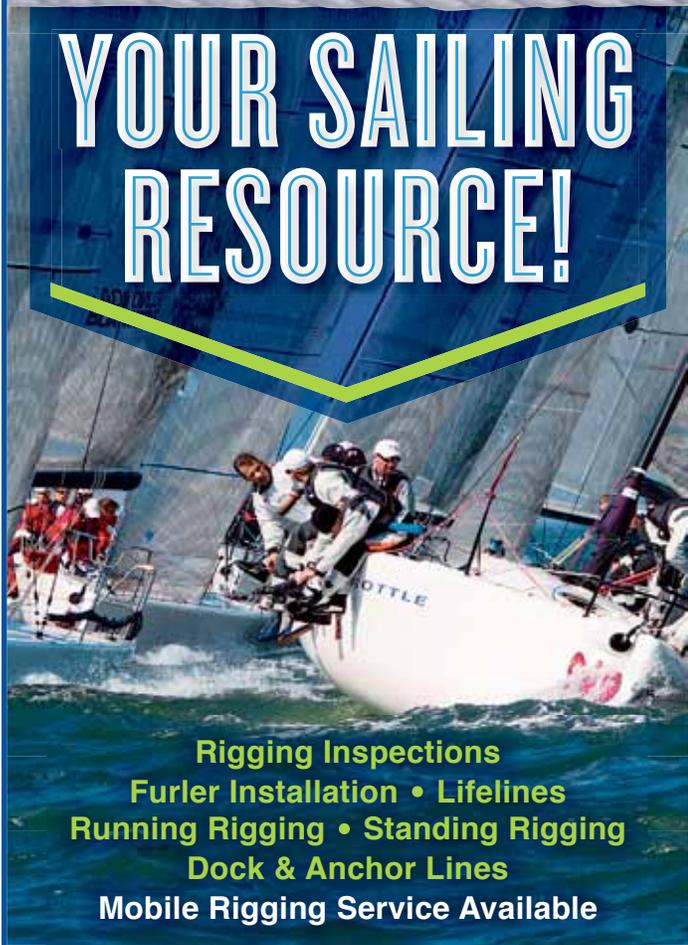
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CALENDAR

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmjyc.org.

SANTA CRUZ YC — Every Wednesday night through 10/28. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SEQUOIA YC — Pursuit racing every Wednesday night through 10/14. Rick, (650) 255-5766, sycbeercan@sequoiayc.org or www.sequoiayc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Team Racing every Tuesday night through 10/27. Info, www.vanguard15.org.

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

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/03Sat	0508/4.8	1008/2.5	1616/5.8	2304/0.2
10/04Sun	0624/4.8	1124/2.7	1720/5.5	
	LOW	HIGH	LOW	HIGH
10/10Sat	0425/1.0	1105/5.5	1655/1.1	2313/5.1
10/11Sun	0458/1.2	1131/5.6	1729/0.8	2354/5.1
10/12Mon	0530/1.4	1156/5.6	1801/0.6	
	HIGH	LOW	HIGH	LOW
10/17Sat	0332/4.4	0818/2.8	1433/5.4	2110/0.3
10/18Sun	0430/4.3	0909/3.0	1521/5.3	2204/0.3
	LOW	HIGH	LOW	HIGH
10/24Sat	0258/0.4	0947/5.8	1543/0.8	2205/5.4
10/25Sun	0346/0.6	1026/6.2	1631/0.1	2304/5.5
	HIGH	LOW	HIGH	LOW
10/31Sat	0350/5.1	0843/2.5	1444/5.9	2128/-0.4
11/01Sun	0354/5.0	0850/2.7	1439/5.5	2127/-0.1

October Weekend Currents

date/day	slack	max	slack	max
10/03Sat	0010	0254/2.4F	0558	0848 2.3E
	1154	1436/2.1F	1646	2027/3.4E
10/04Sun	0121	0355/2.2F	0707	0956/2.1E
	1308	1535/1.7F	1742	2135/3.0E
10/10Sat		0254/3.1E	0641	0912/2.6F
	1211	1528/3.2E	1915	2135/2.4F
10/11Sun	0023	0332/3.1E	0712	0944/2.6F
	1236	1600/3.3E	1955	2219/2.5F
10/12Mon	0107	0410/3.0E	0741	1017/2.6F
	1258	1626/3.4E	2034	2301/2.5F
10/17Sat		0156/2.1F	0451	0739/2.0E
	1037	1320/1.7F	1520	1859/3.4E
	2342			
10/18Sun		0246/2.0F	0542	0832/1.8E
	1127	1408/1.5F	1602	1946/3.2E
10/24Sat		0129/3.2E	0517	0803/2.9F
	1053	1402/3.5E	1755	2027/2.5F
	2309			
10/25Sun		0221/3.3E	0559	0845/3.1F
	1127	1441/4.0E	1843	2121/2.9F
10/31Sat		0141/2.9F	0451	0737/2.5E
	1044	1321/2.3F	1534	1911/3.8E
	2352			
11/1Sun		0136/2.6F	0448	0738/2.3E
	1047	1317/1.9F	1524	1908/3.3E
	2353			



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- 2006 42' Bruckmann Zurn\$375k
- 2000 42' J/42.....\$199k
- 2007 40' J/124.....\$239k
- 2001 40' J/120..... \$164.9k
- 1992 35' J/105.....\$70k
- 1999 35' 1D35 Relentless\$79k
- 2007 35' J/109.....\$167.9k

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- 2005 40' Raider Cabin RIB.....\$215k
- 2009 30' Raider RIB\$69k
- 2002 28' Protector RIB Pending
- 1990/14 Pursuit 2630\$48.5k



42' Bruckman Zurn 2001
\$375,000 Contact: Kenyon Martin



ALAMEDA

46' Nautor's Swan MkII 1994
\$225,000 Contact: Alan Weaver



PRICE REDUCED

41' Tartan 4100 2004 carbon rig
\$259,000 Contact: Alan Weaver

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40' J/124 2006 \$239,000
Contact: Charlie Underwood



PRICE REDUCED

40' Sabre 402 1999
\$120,000 Contact: Jack Lennox

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PRICE REDUCED

38' Aerodyne, 2003
\$165,000 Contact: Diego Gomez

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36' Freedom 36, 1988
\$55,000 Contact: Alan Weaver



PRICE REDUCED

35' J/109 2004
Contact: Charlie Underwood



32' Nordic Tug 32 1999
\$154,000 Contact: Kenyon Martin



30' Back Cove 30 2014
\$275,000 Contact: San Diego



NEW ARRIVAL

38' Palm Beach 38 Avalon 2002
\$275,000 Contact: Kenyon Martin



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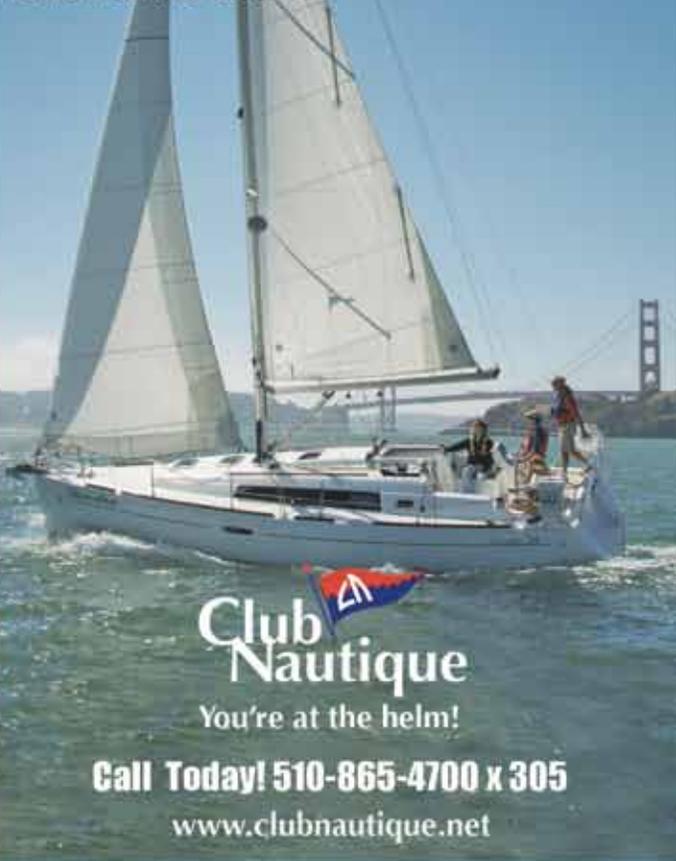


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LETTERS

↑↓ AN AMERICAN MASTERPIECE BUILT IN 1947

There have been some letters in recent *Latitudes* about diesel engines. I love the diesel I have in *Ruby*, the 60-ft steel sloop that I designed when I was out cruising in the 1970s. I have been chartering her on San Francisco Bay for 35 years now.



JOSH PRYOR

Although Josh's engine is 68 years old, she continues to serve him well.

I wanted a real engine room for my boat, and having one in *Ruby* has really paid off over the years. For when you have a charter boat, you have to keep to a schedule, so having a reliable engine is a must. I keep my engine room like a shrine.

My diesel is a General Motors 371 diesel that was built in 1947 — 68 years ago. I overhaul it every 10 years, which turns out to be about every 10,000 hours. (The engine hours really add up on trips down to Mexico.) The overhauls cost about \$6,000.

— Josh Pryor
Ruby, 60-ft custom sloop
San Francisco

Readers — If we're not mistaken, Ruby's first real sail was the Doublehanded Farallones Race in April 1982. Ruby actually did very well in that event, and was lucky to get back in the Gate as early as she did, for the weather got progressively worse. The weather turned so bad that before it was over six lives and seven boats were lost. It was one of the most tragic sailing events ever on the West Coast.

↑↓ CLARIFYING BOAT US TOWING POLICIES

I have been a BoatUS member for almost 15 years. During that time I have used the service just three times. The most recent occurred on Sunday, September 6 — well, actually not until Tuesday the 8th. I had a starter go out on my boat at Martinez, and needed to be towed back to South San Francisco. When I called BoatUS I was told that even with the Gold Unlimited package, they do not tow from dock to dock on weekends and holidays.

I do understand the logic of the refusal, as they can address more issues on the water during high-volume weekends and holidays if they do not have to tow a boat 40 miles. But if this is the policy, then people should be made aware of it when signing up for the service.

I have talked to eight different people at BoatUS. Some were shocked that I was not towed home for two extra days. Others attempted to justify the policy. At least one seemed to understand my issue.

I don't think they will change the policy, so I am spreading the word. If you are in need of a tow from one marina to another, that service is only available on non-holiday weekdays.

— Brian Rogers
Echo, Gold Coast 50
Oyster Cove Marina, South San Francisco

Brian — What would happen if you wanted to get AAA to tow your car from Martinez to South San Francisco on a very rainy Thanksgiving weekend — remember those? — when there were countless fender benders, cars with dead batteries, and other such problems? They'd tell you that you'd have to wait



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LETTERS

until they had the resources and manpower available — which is pretty much what BoatUS told you. We understand that. And if we read your letter correctly, we think you understand that. Your complaint seems to be that when you were signing up for the service BoatUS didn't make it clear that there could be delays in providing service. If they didn't, we think you have a legitimate complaint.

↑↓ THE LOOK. LADIES, YOU KNOW THE ONE

We haven't run out of fuel like the Gregorys on the Schumacher 50 *Morpheus* in the Corinth Canal as reported in the August 26 *'Lectronic Latitude*, but when I've mentioned that the engine sounded funny or the steering didn't seem quite right, I got 'The Look' that Deborah Gregory referred to. And we've subsequently discovered there was indeed something wrong. But it all balances out, as I've had my share of bloopers, too.

— Maryann Hinden
Surprise, Schumacher 46
Alameda

Readers — So everyone understands what is being discussed here and in the following letters, here is that 'Lectronic item: "Because it strikes so close to home, the Wanderer had a big laugh when he read the following Facebook post by Deborah Gregory, who has been cruising the Med the last several summers with her husband Jim aboard their Pt. Richmond-based Schumacher 50 *Morpheus*. It was titled 'Husbands'.

"This morning, as we were approaching the Corinth Canal in Greece, I lovingly went up to my husband and said, 'I'm not nagging, and I'm not scared, but can you please make sure we have enough diesel in the tank we are currently drawing from to make it all the way through the canal?' For it would be just like Murphy to have us run out of fuel in the middle of the Corinth Canal.

"I got 'The Look'. Ladies, you know the one.

"Three hours later, in the absolute middle of the 4-mile-long canal, the engine started to sputter. 'Debbie, quick, get back here,' shouted Jim. 'Steer down the middle of the canal!' Like there was anywhere else to steer with a 15-ft-wide boat in a 25-ft-wide canal.

"Jim ran forward as the engine sputtered, grabbed a diesel jug, and started pouring diesel into the tank, as the engine continued to sputter. Finally it started to run smoothly again. Jim looked at me with a shit-eating grin.



"What can I say? He's mine. I love him. I can't beat him. But, Jim, come on!"

The reason this strikes so close to home for the Wanderer is that one time Doña de Mallorca gave us a similar little chat/warning about the amount of fuel we had in the tank when we were a few miles outside Paradise Marina in Mexico. And then we, too, ran out of fuel. She swears that it's happened at least two other times, but the Wanderer doesn't remember those.

In the Wanderer's defense, we'd like to point out that most of the time he doesn't run out of fuel. And, because of de Mallorca's obsession with not running out of fuel, we usually finish the Baja Bash with a bunch of 15-gallon jerry jugs full of diesel

Needless to say, the narrow Corinth Canal is no place to run out of fuel. _____ Wanderer is that one time



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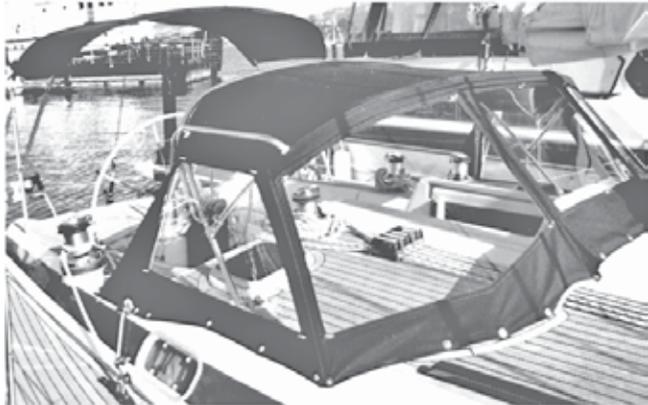


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LETTERS

in the cockpit.

As for Debbie's claim that the Corinth Canal is 25 feet wide, that is what Mark Twain would have called 'a stretch'. The canal is actually 70 feet wide. But having taken our Ocean 71 Big O through the Corinth back in the mid-1990s, we can confirm that thanks in part to the near-vertical crumbling limestone sides of the canal, it seems a lot narrower than it really is.

↑↓ "WHEN WAS THE LAST TIME WE GOT FUEL . . ."

I left to go cruising with Jim and Diana Jessie aboard their Lapworth 54 *Nalu IV* on October 16, 1995. We had a big send-off at the Oakland YC, then motored over to the St. Francis YC where there was more bon voyage partying and where we spent the night.

A crowd saw us off from the dock the next morning, some boats accompanied us to the Gate, and Mike Jackson even waved goodbye from a helicopter. But as we pulled away from the dock at the St. Francis, the engine quit. We were out of fuel to start the circumnavigation!

"*Nalu IV* is a sailboat; get up the sails!" ordered Jim. I was the foredeck crew and got the sails up quickly. And off we went, outside the marina and out the Gate.

After things calmed down, Diana, in her great wisdom, asked Jimmy, "When was the last time we got fuel? Was it up the Delta? When . . . ?"

To say the Jessies, who did more than a circumnavigation, were laid back cruisers is an understatement. They were so knowledgeable that they could be so relaxed. The year I spent crewing on *Nalu IV* was quite an education. I'm forever grateful for the time I got to spend with them.

— Linda Keigher
Hawkeye, Sirena 38
Bonbonon Bay, Negros Oriental, Philippines

↑↓ THE DREGS FROM AN IMPROVISED DAY TANK

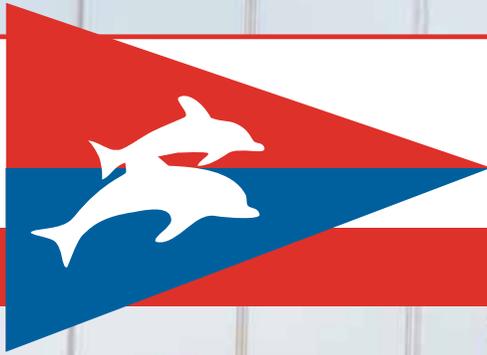
Running out of fuel has been sort of a running joke for me. You may recall that our boat *Saga*, a custom steel Wylie 65, was basically a floating set of tanks. Her steel construction allowed for a number of integral tanks, including 900 gallons of water that could gravity feed from one side to the other for stability, 900 gallons of fuel, 50 gallons of hydraulic oil, 50 gallons of outboard gas (never used), and the infamous 60-gallon deck-filled vodka tank (also, sadly, not used by us!). So there was no excuse for running out of anything, right?

During our shakedown cruise to the Pacific Northwest and back, and during the El Niño runup of 1997, we motored all the way up to the San Juans and all the way back. There wasn't a breath of wind. While off Pt. Reyes on the way back, the engine started to sputter on the mix of fuel and sludge that we were pulling out of the very bottom of the tanks. I spent the rest of the way into the Bay with the inspection plates unscrewed, hand-pumping, skimming from the dregs of the tanks into an improvised 'day tank'. The wind finally filled in as we came under the Golden Gate, and we had enough fuel left so that I was spared the ordeal of trying to sail the 65-ft *Saga* onto the dock.

MATT STONE / LATITUDE ARCHIVES



The Stone family strikes a pose with a line handler during their two-lap cruise aboard 'Saga'.



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LETTERS

Later, arriving in Guatemala's Rio Dulce after a somewhat bouncy and tiring passage from Roatan, we were particularly focused on the tricky and vaguely marked crossing of the bar at Livingston. As the depthsounder started to register zero clearance and we started to bump along the bar, the engine sputtered and died. *Saga* was then swept out of the 'channel' by the current. We grounded softly and slowly heeled over. It wasn't until we had traded beer and greenbacks with a crew in a local *panga* in return for their pulling the mast hard over and towing us back into the channel that I went down below and discovered that I had neglected to equalize the fuel tanks. I had thus emptied one while leaving several hundred gallons in the other.

I know I ran out of fuel at least one other time, but again, without dire consequences. It was a remarkable testament to the boatbuilding and design skill of Arlo Nish, *Saga's* original owner, who circumnavigated twice, and designer Tom Wylie, that running out of fuel seemed to be the worst recurring mechanical problem we had on our two-year cruise.

— Matt Stone
Ex-*Saga*, Wylie 65
Napa

↑↓ THE BENEFITS OF A LITTLE SHAME

I've never been warned by a spouse or significant other, but I did run out of fuel once on a particularly busy day in Ventura Harbor — and after just passing the fuel dock on the way back to my slip. We'd been out at the Channel Islands for a couple of days aboard my Islander 32 *Sun Shadow*, and the unanimous opinion of captain and crew was that we'd have plenty of fuel to make it back to the slip, where we could just dump five gallons in before our next departure. So let's go home already!

The funny thing is that I've never docked the boat more perfectly under sail. Sometimes a little shame can really help a guy get focused.

Colin Thompson
Sea Sloth, Ericson 27
Berkeley

↑↓ AS WE ENTERED THE MARINA THE ENGINE SPUTTERED & DIED

My incidents aren't about running out of fuel after being warned by my wife, but they are in the same vein:

1) After an overnight on our way down the West Coast in 2010, we left Crescent City in the foggy predawn to get an early start. By that time I had acquired a certain faith — unhealthy, as it would turn out — in radar and the chartplotter to guide us through tricky situations. 'Trust your instruments' is the mantra of pilots. I learned why it shouldn't necessarily be the same for mariners. The problem in this case is that the breakwater wall in Crescent City presents a solid curve — the entrance is a hidden dogleg — and my chartplotter insisted I was right where I wanted to be. My wife, on the other hand, was shouting "Stop! Stop! I can see the wall ahead!" Her voice got louder and the pitch higher with each warning. By the time I saw the breakwater wall, our bow was just 10 to 15 feet from it. Luckily I do use some sense in such circumstances, so I had little way on and was able to stop, turn, reassess the situation — and apologize profusely.

2) After a year on the hard, and another in the marina, we finally fired up our boat, a Horstman 45 trimaran, for a test run. We were just clearing the entrance to Marina Palmira in La Paz when the engine sputtered and died. After a moment of deer-in-the-headlights, I quickly raised sail so we could



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LETTERS

maintain some steerage in the narrow channel, and started checking the fuel path. It had been too long since we'd taken the boat out, and I'd left the freakin' fuel valve shut off.

Damon Cruz
Nomad, Horstman TriStar 45
La Paz, Mexico

Damon — Your second point brings up an important lesson. As good as instruments are, they provide passive intelligence, and thus the information they provide has to be verified by a human, preferably one who understands the limitations of the instrument.

↑↓ LOSING THE SIZZLE ON THE STEAK

We haven't run out of diesel for the engine, but we do seem to run out of propane in the middle of grilling a steak.

— Steve Bondelid
Flexible Flyer, DF1000
Whidbey Island, WA

↑↓ NO BAR EXUDED THE SAME GOOD FEEL AS PHILO'S

Fran and I don't hang out in bars too much, but we always said that the late Philo Hayward's Philo's Bar in La Cruz was the best bar in the world. While we were discussing Philo's passing this morning, we wondered why we enjoyed his place so much. It was hard to find the right words, but what came to mind is that Philo was always such a gracious, real and unpretentious host. And it was obvious that he enjoyed what he was doing. While he enjoyed running the bar and the restaurant, what he really enjoyed was entertaining people. The crowd was all ages, with a few dogs thrown in, but the majority of the patrons were old farts just like us, and we all had a great time, every time. No other bar we've ever been in exuded the

same good feel as Philo's, and it was all because of him.

One Christmas we helped Philo bag presents for about 480 local kids, presents that he had collected money for and purchased. He then hired a Mexican Santa to give each kid — one kid at a time — a bag with a present. And they were good presents, too. Philo was famous for putting on other charitable events for the various organizations and groups of people in La Cruz.

The leader of the band and the life of the party, Philo was also a great facilitator of community philanthropy. That's Peggy Keefe on bass.

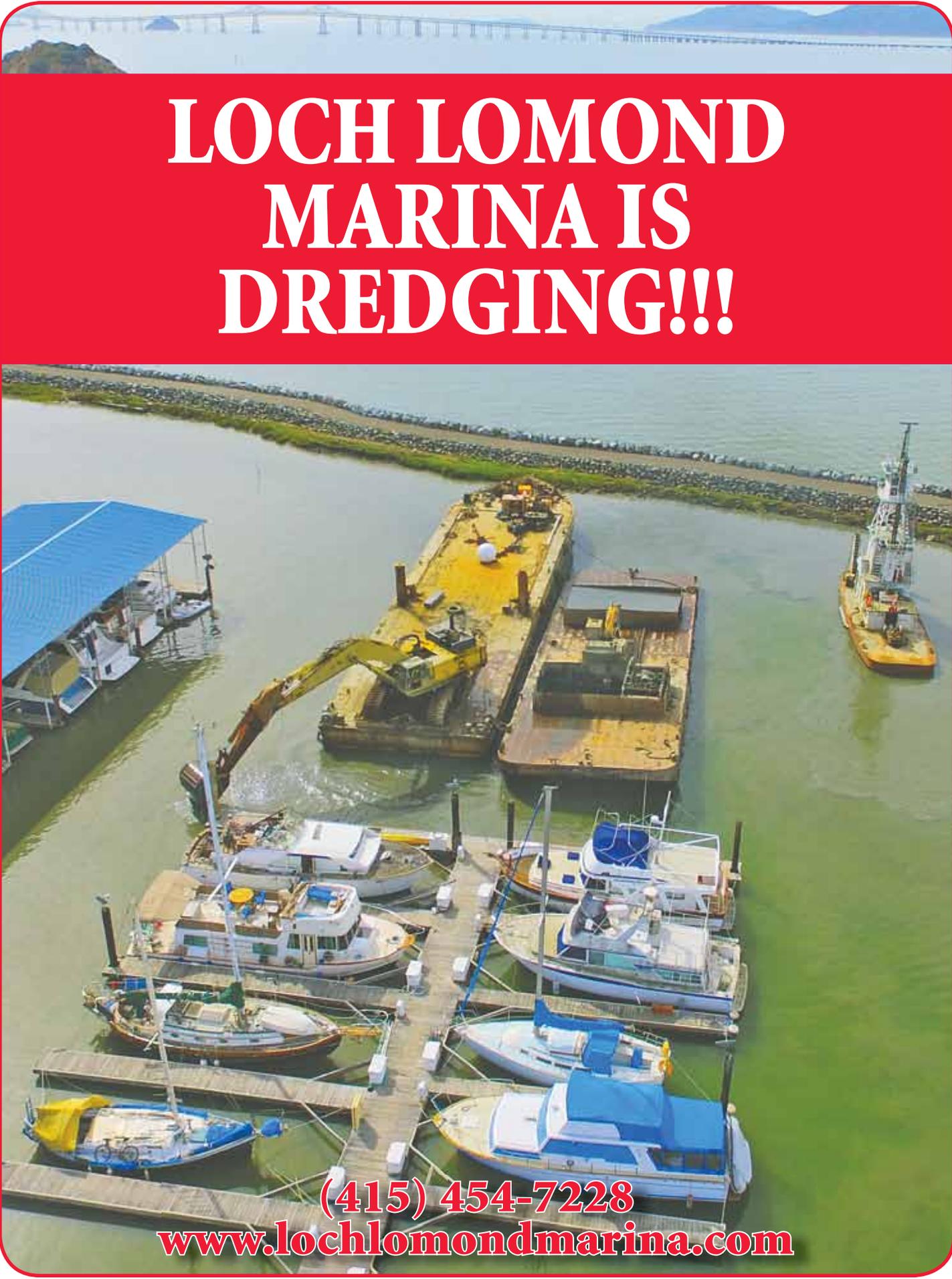


JULIE TURPIN

Philo regularly organized overnight bus trips to the mining town of San Sebastian, which is about two hours from Puerto Vallarta at an altitude of nearly 5,000 feet. He would reserve every hotel room in town, and take 100+ people up for dinner and a concert in the old fort. We did it twice, and had a great time both times.

Another time we stayed at one of the little casitas he rented out in back of the bar. He just gave us the keys to the bar in case we got home after the bar closed.

Philo was special. Very special. La Cruz will miss him. We're really going to miss him. But his love Maria and her boys Alejandro and Diego will miss him most.

An aerial photograph of Loch Lomond Marina. In the center, a large yellow dredger with a long boom is positioned on a barge, actively dredging the water. To the left, a blue-roofed boat shelter is visible. In the foreground, several boats are docked at a wooden pier, including a white motorboat, a blue and white sailboat, and a blue motorboat. In the background, a long bridge spans the water, and a rocky shoreline is visible. The sky is clear and blue.

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Andrew Linney, www.nokaoi2.info



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LETTERS

Rest in peace, my friend.

— Larry Brown
La Cruz de Huanacaxtle
Mexico

Larry — We always viewed Philo's as much a community center as a bar, as the latter term tends to have a seedy connotation that in no way reflects what Philo's was like. Late last month Maria wrote to Philo's friends to confirm that his longtime manager Alfredo Jimenez and his wife, Marichuy, have agreed to continue running Philo's Restaurant, Bar and Music Studio, and we know Maria very much wants to keep Philo's charitable tradition alive.

Latitude's memorial to Philo, who was a very close personal friend of both the Wanderer and Doña de Mallorca, appears in this month's Sightings.

↑↓ REMEMBERING PHILO

Thank you for your beautiful eulogy for Philo Hayward that appeared in *Lectronic*. I never met Philo and I have never been to La Cruz, but the eulogy moved me to tears. I thought it was a wonderful tribute to the man. His death sounds like a real loss. My condolences to those who knew and loved him.

— John Griffith
Splash, Catalina 42
Long Beach, CA.

John — Thank you for the kind words, but we find it more than a little awkward that our eulogy so moved you for somebody you didn't know. Trust us, Philo was even better than our eulogy.

↑↓ IF YOU THOUGHT THIS YEAR'S DIVISION 5 FINISH WAS CLOSE . . .

As a participant in the Transpac, I always, as I'm sure many fellow Transpac sailors do, go straightaway to the *Latitude* recap — as if the Transpac website and Yellowbrick weren't enough. I love comparing elapsed times with those of previous years, as boats and navigation aids continue to improve to supposedly make the course 'shorter'.

I got a real chuckle from Ronnie Simpson's synopsis of Division 5, which read, "*Allure* and *Horizon* hooked up, with *Allure* finishing first and correcting out over *Horizon* by an incredible 2 minutes and 52 seconds after more than 2,000 miles."

If he thought that was close, he should check out the 1983 Transpac, where Lou Fox's Richmond YC Olson 40 *Spellbound* and Bob Lund's Encinal YC sistership *Prime Time* finished, after more than 2,000 miles, just 46 seconds apart boat for boat, and 23 seconds apart on corrected time, with *Spellbound* taking first in both categories. Both finished about 12 hours faster than *Allure's* time this year. There must have been a big advantage in sailing with Loran, ha, ha, ha.



SHIMON VON COLLIE

'Bravura' plows down the Molokai Channel at the end of the 1983 Transpac.

In that same race, Irv Loubé's Frers 46 *Bravura* finished 28 minutes later, taking first in Class C and first overall. And I'll bet a buck that this was Skip Allan's favorite Transpac finish. But you'll have to ask him why.

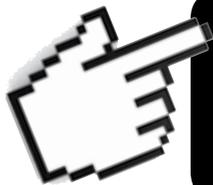
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LETTERS

P.S. Thanks for the very nice tribute to sailor/sailmaker/artist Jim DeWitt. It was all fine until you noted his age. Damn.
 — Rodney Morgan
 Spellbound, O-40
 San Francisco

Rodney — You got us to thinking which was the closest finish of any long-distance race. If we had to guess, it was one of the 1,000-mile races to Puerto Vallarta, where if we recall, several sleds crossed the finish line overlapped, and several others were just a boat length or two behind. Anybody remember that?

↑↓ I LOST THE ANCHORAGE AND NOW I CAN'T FIND IT

About 35 years ago I came across a cove on the north shore of Santa Cruz Island toward the west end. When I hiked about 100 yards up the cliffs, I could see an entrance about 80 feet wide that led into a fantastic grotto dripping with moss and ferns. I've tried to find the grotto again twice in the ensuing years, but with no success. I've asked others about it, but everyone thinks I'm nuts and sniffed too much glue. But it's not true. Do you or anyone else know the place?

— Martin Buxton
 Panache, Bill Lee 40
 Santa Cruz

Martin — Sorry, but we don't. Santa Cruz Island doesn't have Internet, so we haven't been able to spend that much time out there.

↑↓ THE TWO THINGS THAT WOMEN DON'T LIKE IN MEN

I want to tell you about a video that, among other things, improved my sex life. At least temporarily. And it wasn't a porn video.

For about the last year I'd had intermittent problems with the diesel engine starting system on my Islander 36. I'm in financial planning, so not only am I not much of a mechanic, I'm also frugal, which is why I didn't want to hire a professional mechanic unless I had to.

I got on the Internet and found a YouTube video that simply and clearly explained my diesel's electrical system, and how to identify and fix many of the more common electrical problems. I even learned how to start the engine without turning the key. In any event, it helped me discover that the cause of the intermittent starting was a loose ground wire.

So what's this got to do with sex? Well, fast forward to August, when I took a woman I'd been dating for a short time on a week trip up the Delta on my boat. We were having a great time, and then the engine decided not to start again. It was a little bit of a moment of truth, as all men know that women don't like men who: 1) lack confidence and 2) can't solve problems. So after about the third time of turning the starter key in vain, she gave me a 'Let's see what you've got' look.

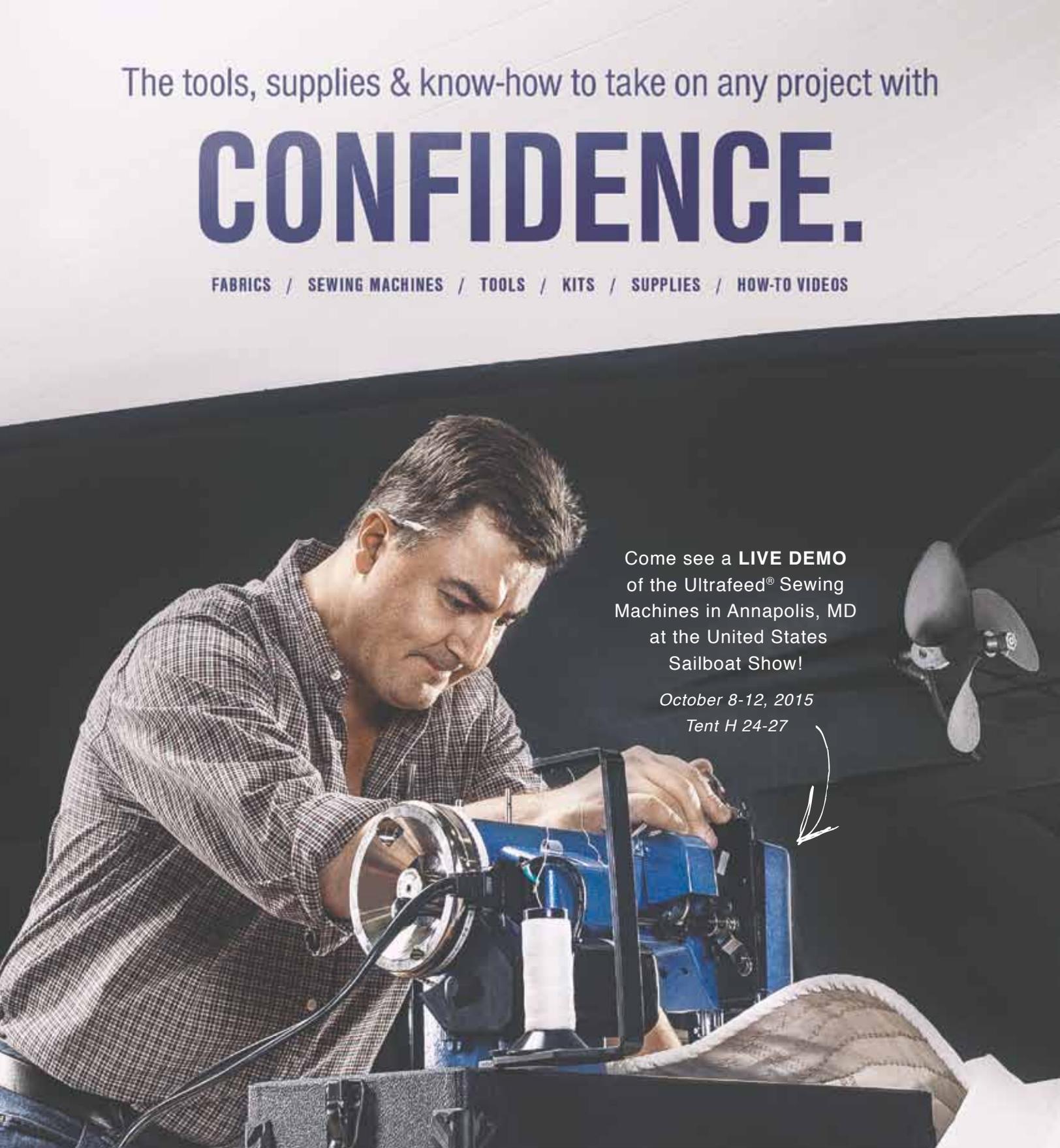
"Give me a moment to see what's wrong and fix it," I said, exuding a little bit more confidence than I actually felt. She gave me an approving look.

I opened the engine compartment and could see that the ground was securely attached, so that wasn't the problem. Thanks to what I'd learned from the video, I decided I would take a chance and see if jumping the solenoid would do the trick. So as per the video, I used a screwdriver between the hot lead from the battery and the wire to the starter switch. There were the expected sparks, but the engine came to life! And because my engine is a diesel, once it started, it wasn't going to stop until I turned it off.

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LETTERS

"It's just a bad solenoid," I told my date, as if I'd been working similar mechanical magic since I was a kid. "We'll just jump it as many times as we need to until we get back to Sausalito and I find the time to replace it."

I didn't just imagine that she was impressed by confidence and skill, she showed me.

I have to admit that I felt like more of a M-A-N than if we'd been left helpless until I could get a mechanic to come to the boat. When we hit the sack that night, I felt it. My date asked me if I had dosed up with Viagra. Nope, it was just male pride.

Alas, the relationship didn't work out. I think she was looking for more of a 'bad boy'. I can fake being a good mechanic, but I'm not very good at faking being a bad boy, even after watching videos that supposedly show you how to do that. At least I can remember the time I pulled a little mechanical magic in the Delta.

I hate to say it, but I can no longer find the darn YouTube video that was so helpful to me. There are others, but none as good as that first one I'd found. Another source of good information on diesel electrics is www.pangolin.co.nz.

Please Withhold My Name Because I Have A New Girlfriend
Islander 36
Alameda

NWBR — With the Mexico cruising season almost upon us, that's excellent basic knowledge that all cruisers should have when they are away from mechanics.

It's a good point that once started, diesel engines, unlike gas engines, don't need continual electricity to keep running. Although it's not always completely true. When we did the Baja Bash a year ago, we unknowingly had one engine battery die on us because a bad alternator wasn't charging it. The replacement battery died on us 36 hours later off Cedros, again because of the bad alternator. When the batteries wore out, our engines didn't stop, they just automatically went into neutral at idle speed. Nothing we did with the controls would change anything. The only solution was to disconnect the throttle and shift controls from the MicroCommander control system and operate them by hand. It wasn't elegant, but it got us to San Diego, where the alternator was identified as the problem.

Had we been checking the charge on the port engine battery that powered the MicroCommander system, we could have easily determined that the engine battery wasn't being charged. In which case we could have used extra-long jumper cables to temporarily connect our massive house battery bank to the engine battery, keeping the MicroCommanders powered up. Unfortunately, we weren't so smart back then.

↑↓ SUPS & RULES OF THE ROAD

I was interested in the recent letter regarding SUPs and the Rules of the Road because the answer has a much broader application for sailors.

The main reason that SUPs and other very small craft generally have to yield to larger craft comes from the concept of "in extremis." When a vessel normally burdened to give way does not do so, the situation is "in extremis," and the "stand on" vessel must take action to avoid collision. In the case of a large vessel and a much smaller one, the large vessel is unable to take effective action to give way long before the small one need maneuver at all, so the situation of a such a meeting is always "in extremis" and the small one must take action.

In the words of an old Supreme Court ruling sitting in Admiralty: "Here lies the grave of Michael O'Day, who died defending his right-of-way. He knew he was right as he sailed along, but he's just as dead as if he was wrong."

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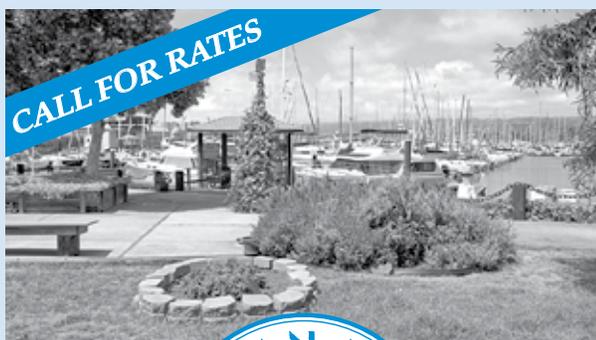
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BEST VALUE ON THE BAY

LETTERS

Readers interested in this and other of the myriad details of the COLREGs are referred to the main text on the subject for professional mariners and Admiralty attorneys, *Farwell's Rules of the Nautical Road*. It makes for interesting reading, and there may be some other surprises for recreational boaters.

As regards PWCs, which also came up in the same letter, they do have a significantly higher hazard of injury. This is in part due to their speed and the fact the riders are exposed, but there are two special accidents that PWCs are prone to.

Unlike most other waterjet-propelled boats, most PWCs don't have reversing buckets that can operate at speed. This means that they cannot slow down or brake by reversing their means of propulsion like prop-driven boats or other waterjet boats. (Waterjet boats with reversing buckets brake much better than most other boats). In addition, if the throttle is released, they can't steer. (Normal waterjet boats drop the bucket, which has features to allow steering while braking, and actually get increased steering response.) This can result in an 'off-throttle loss of steering' accident. PWCs made after about 2003 or 2004 have various devices to help maintain steering in such cases, mainly by applying the throttle automatically when the rider tries to steer, but previous models do not. To a sailor, this means that there is a significant possibility that a PWC coming at them fast may suddenly lose steering and be unable to avoid them.

The other accident type unique to PWCs is an 'orifice injury'. If a rider behind the driver falls off the back of the PWC, there is no kill lanyard to stop the jet. This means that if they are unlucky, the high-pressure water of the jet can forcibly enter an orifice in the lower body and cause considerable internal damage. A warning on all PWCs advises wearing personal protective gear such as a wet-suit bottom or another substantial lower garment. This warning should be taken seriously — bathing suit bottoms are not adequate.

Chris Barry
between boats
Santa Barbara

Chris — To review, the Coast Guard classifies SUPs as 'vessels', which means they must obey all the Rules of the Road in addition to carrying basic safety gear.

We think your statement, "The main reason that SUPs and other very small craft generally have to yield to larger craft..." is confusing. What do you mean by "generally?" What do you mean by "very small craft?" And what do you mean by "larger craft?"

We'll give you a good example of why such definitions are critical. On the Monday of Labor Day weekend we slowly motored Profligate into the channel to the Santa Barbara Yacht Harbor. It was a very warm day, and the entrance channel was teeming with people on small sailboats, in kayaks, on SUPs, and just about everything else that could float. As the 63-ft by 30-ft Profligate is very large compared to the many 10-ft SUPs in the channel, should we have taken your statement to mean that we had the right of way? It's not clear to us.

Although we were the much larger vessel, we assumed that the SUPs, kayaks and such continued to have the right of way despite their size. Correct us if we're wrong, but we're under the impression that right of way based on size doesn't take place until the larger vessel has to demand it because she otherwise couldn't navigate safely. At least that was our guiding principle.

That said, we think smart and courteous mariners always give plenty of room to less maneuverable vessels, and in plenty

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of time so the skipper of the much larger vessel clearly understands the intentions of the skipper of the smaller boat. The folks who rent out kayaks and SUPs almost universally support this concept, but it's frequently lost on their customers, who are often having too much fun to be aware of the surroundings beyond the tip of their paddles. But it's not lost on us, as we happily try to get Profligate the heck out of the way of oncoming ships as early as possible.

By the way, if you can find the Michael Day quote anywhere in a Supreme Court ruling, we'd like to see it. Normally that epitaph is attributed to 'Anonymous'. There are many similar funny epitaphs, a favorite being: Here lie the bones of Elizabeth Charlotte/Born a virgin, died a harlot/She was aye a virgin at seventeen/A remarkable thing in Aberdeen.

↑↓ THE 'REEF ISLAND' IS REALLY BIG!

I saw in a recent *Lectronic* that the Grand PooBob/Grand Poobah bought a Reef Island inflatable island for fleet use during the SoCal Ta-Ta and Baja Ha-Ha. For once, I was a tiny bit ahead of the PooBob/Poobah.

We bought our Reef Island last month, and it's been a terrific hit. As the photo shows, our serenity in Emerald Bay last week was interrupted by no fewer than 14 Boy Scouts who had a blast on the island — with permission, of course, and who left it no worse for the wear. (My boys Jonathan and Nicholas are rear and center.)

One caution, though. I initially tried to inflate it with my powered dinghy pump, but after half an hour was only about halfway there. Not interested in missing cocktail hour, I disconnected it and brought out my trusty Mini Shop-Vac.



JIM ANDERSON

It's quite a chore to inflate a Reef Island; having one often leads to big fun.

Making sure I had the exhaust up against the Island's valve, in less than five minutes I had it 95% inflated. I used a hand pump to top off the inflation.

It's important to tie down the Reef Island early if the wind starts to come up. For once inflated, a gust of wind took the Reef off my bow — and almost grabbed me too. It ended up being a lot of laughs with some sheer terror, as the Reef Island really is big.

My work schedule didn't work with this year's Ta-Ta, but I am prepping for the Baja Ha-Ha in 2017. I sure hope the Grand Poobah won't even think about giving up his reign anytime soon!

Jim Anderson
Thalassar, Beneteau 49
Redondo Beach

↑↓ BEE REMOVAL & SATPHONES

Bill and I have been cruising on his Lagoon 47 *Moontide* for quite a few years now, but from time to time we still need advice from other cruisers. This month we both have questions. Mine is about bees; his is about communication devices.

Just before we left *Moontide* at Marina Chiapas in southern Mexico at the end of May, some bees had started a hive at the tip of our mast. We tried to slap the main halyard back and forth to discourage them, but they persevered. Bill got stung twice in the face, and in no time his face reminded me of the Elephant Man. The bees seemed to get irritated with each other, too, as we would find 80-100 dead bees on the

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deck whenever we ventured out again. We are guessing they are Africanized bees.

Although the fire department had removed bees from the marina before, bees hadn't been a problem on boats. They suggested sending a worker up the mast with wasp spray. We felt that would be too dangerous for the person going up there — not us! — but also for anyone working the winch below. Since leaving the marina, nothing has been done to address the issue. I am trying to find a bee removal person, since they have not done so. Maybe *Latitude* readers have some suggestions.

Bill has been looking at *Moontide's* comms for when we return to the boat. He's looking at satphone, Iridium GO, and the InReach to add to our VHF, SSB and cellphones. We have a T-Mobile cellphone account that gives us unlimited free text and data — at 2G — in 120 countries, which includes most of Central America and parts of the Caribbean, which will be our cruising grounds for the next couple of seasons. Bill has talked to some cruisers with satphones and InReach, but not with anyone who has Iridium GO experience. Can anybody provide any guidance?

Judy Lang
Moontide, Lagoon 470
Puerto Chiapas, Mexico

Judy — When it comes to bees, particularly the much more aggressive Africanized ones, we think it's good to have a complete beekeeper's suit. They cost \$50 to \$79 for complete cover. If you don't have one and bees are around, experts recommend light-colored, smooth textured clothing. For some reason bees get agitated by dark colors and rough clothing. And don't wear any perfume, aftershave, cologne or scented deodorant, as bees may mistake you for an angry flower.

The second thing we'd do is try to find a beekeeper. They know what they're doing. If you can't find one, you may have to call the fire department. But we wouldn't be standing anywhere around when the removal attempt begins.

CO₂ fire extinguishers freeze bees in an emergency. The Wanderer had to use one once on Profligate as we had a crewmember allergic to stings, and bees were trying to take up residence in the boom — while we were sailing!

Another idea is tie a bag of moth balls to the mast head. Bees hate moth balls.

↑↓ TRAVELING IN SCHENGEN-AREA COUNTRIES

An Australian on a brief visit to San Francisco, I picked up the September issue of your excellent magazine somewhere around Fisherman's Wharf. May I add to the comments from Walt and Joy Kass of *Joy of Tahoe* on European long-stay visas for those cruising in Schengen Area countries?

The Kasses rather ruefully say that whilst they comply fully with the terms of the Schengen Treaty, many Australians simply don't bother. This may be true for a minority, but many Australians and New Zealanders have dual nationality from birth, parentage or grandparentage from European countries. I, for instance, obtained a British passport prior to buying my canal cruiser, and travel into and out of European entry points on it, whilst traveling into and out of Australia on my Aussie passport. But even if the owner of a boat only had an Australian passport, he or she could leave the boat somewhere, pop out of Europe for a few days, and re-enter.

Also, I was never questioned by French, Belgian or Dutch officials, even though I flew an Australian flag. Technically, this was a breach of protocol because my boat was registered on the British Small Ships Register, purchased in England,

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Friday, Oct. 23: Capt. Pat Rains, Veteran Cruiser,
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LETTERS

and sailed cross-Channel to the French canals. But it was useful for meeting canal cruisers and locals who, strangely, seemed to prefer Australians to the British. So I sympathise with Walt and Joy about flying Old Glory, but in the present political climate I would be inclined to fly the flag of the country where I bought the boat. But I always flew a courtesy flag of the country through which I was traveling, a nicety which sadly seemed to be ignored by many.

Incidentally, I only ever heard of one boat, British, that was boarded by French officials wanting to see papers, and that was after six summers. My encounters with the *gendarmes* were when they kindly came along to warn of an approaching thunderstorm or, for others, to ensure that red diesel wasn't being used.

The other aspect is value added tax. Most, if not all, of the boats I encountered had been bought in a European country and had a VAT-paid certificate. To import a boat from the United States seems to me excessive and subjects the owner to a draconian duty. Far better to buy a boat built and fitted out locally so that spares are more readily available and mechanics are more likely to be familiar with the equipment.

But whatever the difficulties, cruising the European waterways is a delightful experience even if, after a few months, one starts to suffer from Kruisheimers syndrome. That is, we had a wonderful evening barbecue on the bank — now where was that and who were we with?

I also have a cautionary tale for your yachting readership. I recently competed in a long, predominantly coastal ocean race on a Danish-built XP 44. The wind direction was constant, so we were on the port tack for three days. Having a considerable outfit of electronic gear, we had to run the engine regularly to keep the batteries charged. On X Yachts, the engine cooling water exhaust is on the starboard side just forward of the transom, and not that far above the level waterline. All very neat and tidy, but, in our situation, under water. This blocked the system, and we ended up with water displacing engine oil and even getting into the cylinders. The exact process remains a mystery to us and to Yanmar, but it meant turning off all nonessential kit, using mobile phones for skeds, and getting towed to our berth after finishing. It also meant an expensive strip down, but fortunately not a replacement engine. Be warned!

Michael Robinson
Royal Sydney Yacht Squadron
Camberay, New South Wales
Australia

Michael — With all due respect, you are flat-out wrong when you say, "But even if the boatowner only had an Australian passport, he or she could leave the boat somewhere, pop out of Europe for a few days, and re-enter." Indeed, that's the whole problem with the Schengen Treaty rules. We quote from the Australian government Department of Foreign Affairs and Trade: "Travellers who exceed the 90 days within 180 days period of legal stay in the Schengen Area risk being fined or even banned from entering the whole Schengen area for a period of time."

On the other hand, if you have your boat in the Schengen Area for more than 18 months, it can be subject to VAT. But all you have to do is take her out of the Schengen Area for one day — or even part of a day — and she can come back for another 18 months.

During our nearly three months on the canals of the Netherlands, Belgium and France, we never had a problem with officials. In fact, nobody asked to see our International Certifi-

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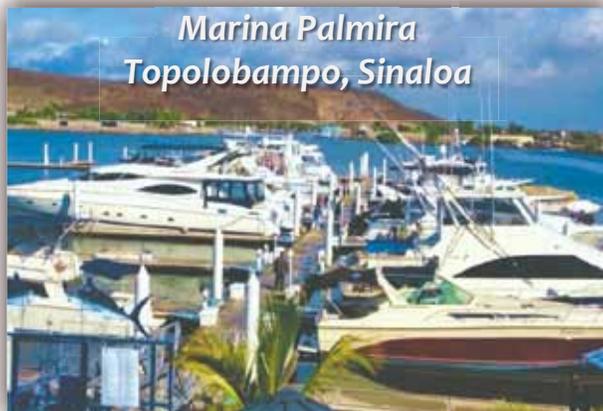
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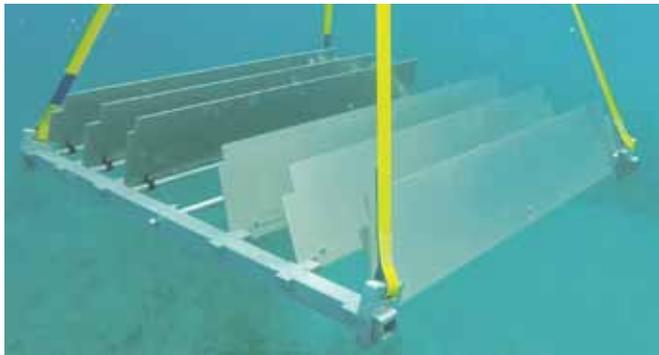
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cate of Competency or CENVI certificate that we had spent so much money getting in Ireland. Indeed, we subsequently got a letter from a reader in San Diego who has been cruising the canals of Europe for 20 years. He's even written a book about it. He said he's yet to be asked to show either certificate.

It would make life easier if governments would be so kind as to print an annual list of which laws they are going to enforce and which they are going to ignore, don't you think?

Water being back-siphoned into an engine? In last month's Changes, the owner of Hana Hou wrote about that very problem during a passage from Hawaii to California. We don't understand how boatbuilders can still get it wrong, but they do.

Please let your Aussie friends know that you can download every issue of Latitude 38 for free at www.latitude38.com.

↑↓ YOUR JUNK CAN BE THEIR DELIGHT

If any Ha-Ha participants want to bring donations to help those in need south of the border, I put together a list of the kind of stuff that is needed on the Club Cruceros website: clubcruceros.net/TheClub/DonatingItems.html. It also explains where people should bring the donations. If any boats can



LATITUDE / ANDY

Even in the remote fishing town of Turtle Bay, baseball is wildly popular among kids. They'd love to get your old gear.

bring stuff down to Cabo, but are not going up to La Paz, my Gulfstar 50 *Talion* will have plenty of room for the stuff on that leg. So load me up!

Last year I had my all-girl crew shop garage sales and thrift stores for baseball mitts, which are really popular in Mexico. The girls used them during the infamous Turtle Bay 'baseball game' between the Ha-Ha folks and the Mexican kids, then gave the mitts to the kids. It was much appreciated by the Mexican kids.

Patsy Verhoeven
Talion, Gulfstar 50
La Paz, BCS

Readers — Those of us who live in the land of wretched material excess often can't appreciate how much our no-longer-used stuff can mean to the poor of Mexico, where poverty means something entirely different than it does in the United States. Old dolls, no longer used sporting equipment, half-used notebooks, pens, pencils, clothes, shoes, books, videos — all of these things and more will be treasured by those who can't afford them. When it comes to adults, males will greatly appreciate any tools that you might no longer need four of, and women appreciate kitchen utensils and pots and pans.

↑↓ FIONA WAS A BEAUTIFUL TIMBER ANTIQUE

I'm writing to *Latitude* because when I did a Google search, the only place the name Brian McGarry came up was in your magazine. Who is Brian McGarry? He is the skipper who, in 1976, put up with my naïveté on a voyage from Cape Town to Salvador, Brazil. In view of this, I would like to pass along to him my eternal thanks and appreciation for that opportunity.

Built in 1905, *Fiona* is/was a Bristol cutter re-rigged as a ketch. She flew a deep red flax gaff-rigged main and mizzen, which were run up the masts on bamboo hoops. No plastic caravan, *Fiona* was a beautiful timber antique, with a very sexy transom. Sailing on her in the trades, with all the canvas

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LETTERS

we could set, was truly a 'before the mast' experience. I hope she still survives.

Fiona wasn't fast. Our best day was 160 miles in 24 hours, and most days we only did 120 miles. But she made up for her lack of speed with capital 'C' class. Where else could I possibly want to be?

May all sailors go with grace. As for Brian, I hope you still stand well on this planet.

Steve Little
Clarence River, New South Wales
Australia

↑↓ ABANDONED OFF L.A. & FOUND IN GUAM

We on *Ambler* tend to do things slowly, especially when it comes to writing on the computer. But we've been working on a boat that needs to be added to the 'lost and found' list that was published in the March *Latitude*.



COURTESY AMBLER

Jan and Tom's homebuilt schooner has served them well for decades.

The boat is *Destiny*, a 46-ft sloop. She, with a crew of three, was doing a shakedown sail when they got into a bit of weather about 300 miles off the coast of Los Angeles. Finally they decided they'd

had enough and called to be rescued. They were taken off by a ship, and *Destiny* was left to fend for herself.

Six months later a ship from either APL or Matson spotted her in the Rota Channel between Guam and Rota. The sails were tattered but the mast was still standing, and there was a foot of water in the bilge because the companionway had been left open. We were there when another vessel towed her in. We wish we had taken a photo.

Destiny was anchored up in Gerberville, where she eventually sank.

As for us on *Ambler*, we're currently in Pago Pago, American Samoa, where the Internet and everything else is reasonably priced.

Tom and Jan Olson
Ambler
Cruising the South Pacific

Tom and Jan — Talk about an abused boat. She was abandoned in weather that obviously wasn't that bad, and had to make her way halfway to Japan without any assistance. Then she's towed to an anchorage and allowed to sink. Disturbing.

↑↓ SWEATY, THIRSTY & EXHAUSTED

I've had many boat dreams. The one I remember most had me singlehanding, which I often did in real life, in very shallow water. It was dead calm and for some reason my boat didn't have an engine in my dream. Somehow I ended up in the water, pushing the 40-ft boat through a series of narrow channels in some vast Delta area where the water was the color of old bronze. I pushed and pushed, but the tide was running against me and I couldn't make any headway. Then I woke up — sweaty, thirsty and exhausted.

I later did the 2000 Ha-Ha with the boat, and kept her until just a few years ago.

Larry Watkins
Now boatless, formerly of *Moondance*, Beneteau 40
Los Alamitos, CA

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LETTERS

⇅ HOME BREW BROUHAHA

I'm a former Bay Area sailor, but I relocated to Portland several years ago and thus have been sailing the Lower Columbia River. The sailing is one of the few things I miss about the Bay Area, but freshwater sailing on the pretty and uncrowded Lower Columbia has its own rewards.

I presently sail my Pearson 28 out of Cathlamet, Washington, where some local home-brewing hobbyist friends decided to set up a little brew pub at the marina in Cathlamet. They opened a little over a year ago. They are only open Fridays and Saturdays from 4 to 8 p.m, but serve a variety of nice, home-brewed beers to visiting mariners and locals alike.

However, they made the innocent but apparently unfortunate mistake of naming their little pub the Drop Anchor Brewery. For several months after opening, they received a nasty cease-and-desist letter from San Francisco-based Anchor Steam Brewing Company. Anchor Steam alleged that the name 'Drop Anchor Brewery' was infringing on their name and trade dress, and threatened litigation unless the Cathlamet amateurs agreed to change their name and logos, and destroy their Drop Anchor T-shirts, growlers and other paraphernalia.

I am not a trademark lawyer, but I think the claims by Anchor Steam were groundless B.S. How even a drunken sailor could confuse a draft beer at the Drop Anchor Brew Pub in Cathlamet, Washington with a bottle of suds from San Francisco is beyond me. I think it's yet another sad example of how a big corporation can use the legal system to push around someone a lot smaller who doesn't even represent a threat to them.

Nonetheless, the costs of defending this sort of suit would have financially ruined the founders of the little pub, so they eventually buckled under and changed their name to River Mile 38 Brewery — because Cathlamet is approximately 38 statute miles upriver from the entrance of the Columbia River near Astoria, Oregon.

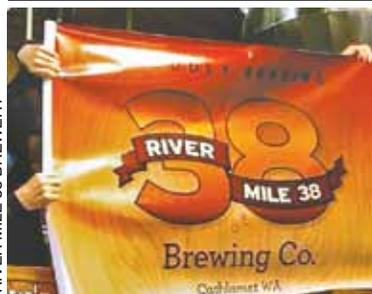
We are all hoping that you good-natured folks at *Latitude 38* will not get testy about the use of 'your' numerals at the 'new' River Mile 38 Brewery. And if any of you or your readers happen to be up this way, feel free to drop anchor at the marina in Cathlamet and have a better, locally crafted beer than certain bottled beers available in the Bay Area.

Randy Weisberg
Boatisattva, Pearson 28-2
Cathlamet, Washington.

Randy — At first glance we agree that it doesn't seem that anyone could confuse a Drop Anchor beer with an Anchor Steam beer; but it's a little more complicated than that. Anchor actually brews more than 20 beers, including ones with names such as Anchor Steam, Anchor Small, Anchor Porter, Anchor California and Anchor Bock. In that context we could imagine somebody seeing their first bottle of Drop Anchor and saying, "Look, Anchor Steam has a new beer with a fun name!"

The brand of a company is extremely valuable, particularly when a company sells close to 750,000 barrels a year as Anchor Steam does. So the job of their lawyers is to nip in the

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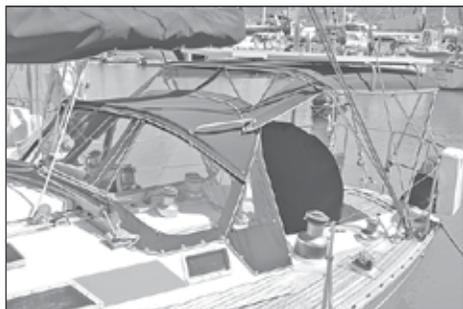
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LETTERS

but any possible branding conflicts. It might seem like a case of the big bad corporation trying to squish the little guy, but we don't think that's the real motivation.

We've had our share of brand battles over the decades. About a year after we started Latitude 38, some folks in the Pacific Northwest started a very similar sailing publication called Latitude 48. We didn't think that was the most original name in the world and asked them to modify it to eliminate confusion. They changed it to 48 North, which we still didn't think was very distinctive, but decided we had more important business to attend to. Then there was the short-lived San Francisco sailing publication called Longitude 122. We discussed possible brand conflicts with our then-lawyer Irving Loube, who had taken overall honors not only in a Transpac but also in the Kenwood Clipper Cup with different Bravuras. "Forget any legal action," Irving advised, "just crush them in the marketplace." So we did.

Then there was Latitude 38 Nautical News, but that didn't really count because it was published in Turkey. Next came Latitudes & Attitudes, which our ad guys said ultimately created a lot of confusion among advertisers, particularly because some similar typefaces were used. But we stuck with Loube's advice of concentrating on doing the best job we could with Latitude 38, and eventually that publication cratered in a pile of debt also.

The fact that somebody starts their business name with Latitude 38 doesn't mean there is necessarily a conflict. For example, there is a Latitude 38 Real Estate Group in San Francisco, Latitude 38 Vacation Rentals in Telluride, a Latitude 38 restaurant in Annapolis, and more. None of these bothered us because they clearly were in some other line of business. More recently a group of folks in Napa started Latitude 38 Enterprises to put on the BottleRock Music Festival. We thought this generic business name could be confusing, so we spoke with one of the principals and suggested that it was in their best interest to change their name or at least make it more distinguishable. The guy didn't seem to think it was a problem — at least until musicians started contacting us asking to be booked in the festival. For about two minutes we thought about having a lawyer send them a threatening letter, but decided their confusing name was more an annoyance than a business threat, so we've just ignored it. Since our name is at the very top when you Google just 'Latitude 38', and theirs is near the bottom, we think we made the correct decision.

River Mile 38 Brewery isn't going to have anybody thinking the pub is part of Latitude 38, so we don't have a problem with that. We love entrepreneurs, and want to wish the owners the best of luck with their enterprise.

↑↓ THE GOOD & BAD ABOUT BIKES IN MEXICO

We did the Ha-Ha in 2010 on the San Francisco-based Irwin 37 Lady Ann, and brought one foldable West Marine Port Runner with us. We still have it in a closet, but now I use my 40 YO Raleigh Record as my daily runner.

Cities in Mexico either work great for bikes or not at all. If the city roads have cobblestones, bikes don't work at all. As a result, I loved having the bike on the smooth roads in La Paz and Guaymas/San Carlos. But I don't remember taking the bike out anywhere else. People should also remember that the bus systems in Mexico are so good that they are real competition for getting around on a bike.

So I would recommend not carrying a bike aboard unless you have a lot of space. Save the money and rent a real bike or buy a used one where the streets are paved and the hills aren't too many or steep. My case hinges on the fact that foldable bikes still take up room. Maybe half the space of a



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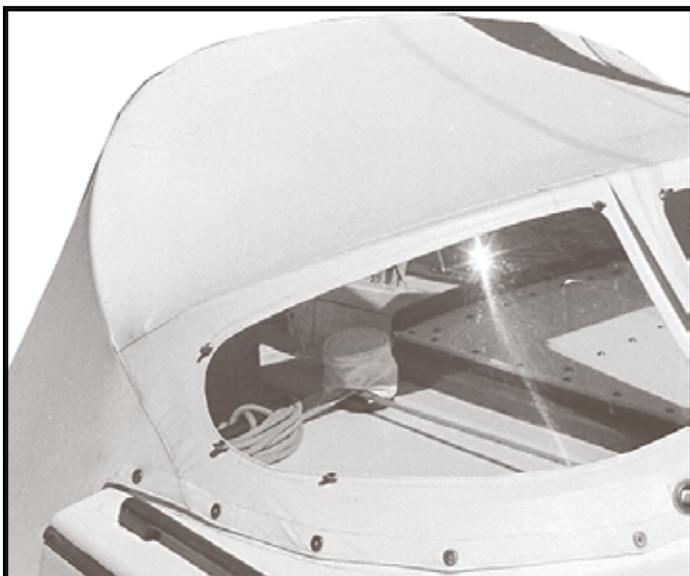
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"Unless you just don't care."

LETTERS

regular bike, but they still take up room.

By the way, congrats to the Wanderer and Doña de Mallorca for their power-assisted bikes. And for having a Kurt Hughes cat with plenty of room to store them.

Joel
Currently boatless
Oaxaca, Mexico

Joel — *We agree that cobblestone streets, especially rough cobblestone streets, aren't the best for bikes. Nonetheless they are popular with both Raffa Alcantara Luarte and Catrina Liana, both of whom work at the Marina Riviera Nayarit in La Cruz, a town with only a few half-decently paved streets. Come to think of it, we've seen Debbie Rogers of the Deerfoot 62 Moonshadow cruising about La Cruz on her power-assisted foldable bike.*

The one provision we'd include is that Mexico isn't the Netherlands, where the Dutch give bicyclists the right-of-way over even pedestrians, so nobody even wears helmets. In Mexico, many motorists treat cyclists as annoyances. Some brave souls insist on riding on some of the most dangerous main roads we've ever seen. Not us.

By the way, we don't know if you intentionally used the word 'hinges' when you wrote that your case on foldable bikes "hinges" on the fact that they take up a lot of room. But it got a big laugh out of us.

↑↓ I HAD TO GO TO ENSENADA TO CANCEL MY TIP

I went down to Mexico on August 24 and was able to cancel the Temporary Import Permit (TIP) for my boat. The short story is that based on my experience, you have to do it in Ensenada. I sort of expected this, but tried to get it done in Tijuana anyway.

Here's the long story. I walked across the border with my good friend Steve Pepper of *Brendan*, who tagged along thinking he might want to get his TIP canceled at some time in the future. The man at Immigration asked why we were coming to Mexico. When I showed him my TIP and said I needed to get it canceled, he walked me over to the Banjercito and explained to the young lady behind the counter what I needed to get done. She didn't speak any English, so he explained to her what we needed in Spanish. Then he left. After a few minutes, she gave us the address for the Banjercito in Otay Mesa. So we hopped in a cab and off we went.

When we got to that Banjercito, we talked with a young man who was fluent in English. He wanted to see my boat. When I explained that was not possible because my boat is 12 meters long and weighs 10,000 kilos, he asked if I had a document from US Customs certifying that I had imported the boat into America. I told him that I didn't, because my boat had been built in the States and thus had never been imported. After some discussion he had us go to talk to *aduanas* next door.

The lady from *aduanas* told him that he could just cancel the TIP and didn't need any paperwork. But he still refused. There was more discussion in rapid Spanish between Ms. Aduana and Mr. Banjercito. This resulted in a telephone call to the Banjercito in Ensenada. We were told that they would cancel the TIP if we came down there.

So we hopped back into our cab and took off for the Tijuana bus station to catch a bus to Ensenada. Once we got to Ensenada, we took a cab to the harbor. The woman at the Banjercito, who was fluent in English, canceled my TIP in five minutes at no cost. It was then time for street tacos and a bus ride back to the border. It was a long day, but I got the job done.



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My advice is to just go straight to Ensenada to get your TIP canceled.

Chuck Losness
Hale Moana, Gulfstar 37
Morro Bay

Chuck — Thanks for the report. Despite your experience, we might still try to get a TIP canceled at Tijuana or Otay Mesa rather than going all the way to Ensenada. There are three reasons we'd do this:

First, as you surely know based on your time in Mexico, if you can't get one Mexican civil servant to comply with a request, you can often get the same request approved five minutes later by another civil servant. It doesn't always work, but it often does.

Second, as you witnessed, there was a dispute at Otay Mesa between Ms. Aduana and Mr. Banjercito over whether your TIP could have been canceled right there. If the woman had been more forceful, perhaps the male official would have given in and it would have been done right there.

Third, whether the TIP can be canceled in Tijuana may depend on which Mexican government agency issued it. Up until 2005, TIPs were issued by aduana, and were nothing more than a plain sheet of white paper with type. Subsequent to 2005, TIPs have been issued by Banjercito, and they've included fancy stickers. If somebody had a 20-year TIP that had been issued by aduana, perhaps it could have been canceled there at aduana in Tijuana.

If, however, someone finds that they have to go to Ensenada, it's not a big deal. After all, it's not that far, the seafood is excellent, and all the marine paperwork agencies are located in one building.

If anyone is thinking Mexico could do a better job of informing boatowners how to cancel TIPs, and that their officials could be more consistent in the interpretation of the laws, you would be correct. But remember, that just puts Mexico in the same category as just about every other government in every country we've been to in the world, including the US of A.

↑↓ GETTING A PREVIOUS OWNER'S TIP CANCELED IN PUERTO VALLARTA

I sailed a Columbia 9.6 to Mexico in 2010, and later sold her in Puerto Vallarta. Two years ago I bought the CT-37 Renaissance. The boat had been sailed down in the 2008 Ha-Ha and had pretty much sat at Isla Iguana ever since.

It took some time to get all the paperwork together, so to protect myself in the interim I carried two pieces of paper, one in Spanish and one in English, saying that I was the captain of the boat and had permission to move her about.

After nearly two years, last month I finally got up the courage to go to Banjercito in Puerto Vallarta to try to get a new TIP for the boat in my name. I was helped by one of two young female clerks who spoke English a little bit better than I speak Spanish. When I said I needed a TIP, one woman went to her computer to see if Renaissance already had a TIP. She soon discovered that Renaissance did have a current, but unexpired, TIP. The clerk said it was not possible for me to get a new TIP until the old one was canceled. Fortunately, I had brought the old TIP sticker along with me. Once I gave her the sticker, she was happy to issue a new TIP for the boat. If I hadn't given her the old sticker, I don't think I would have gotten a new TIP.

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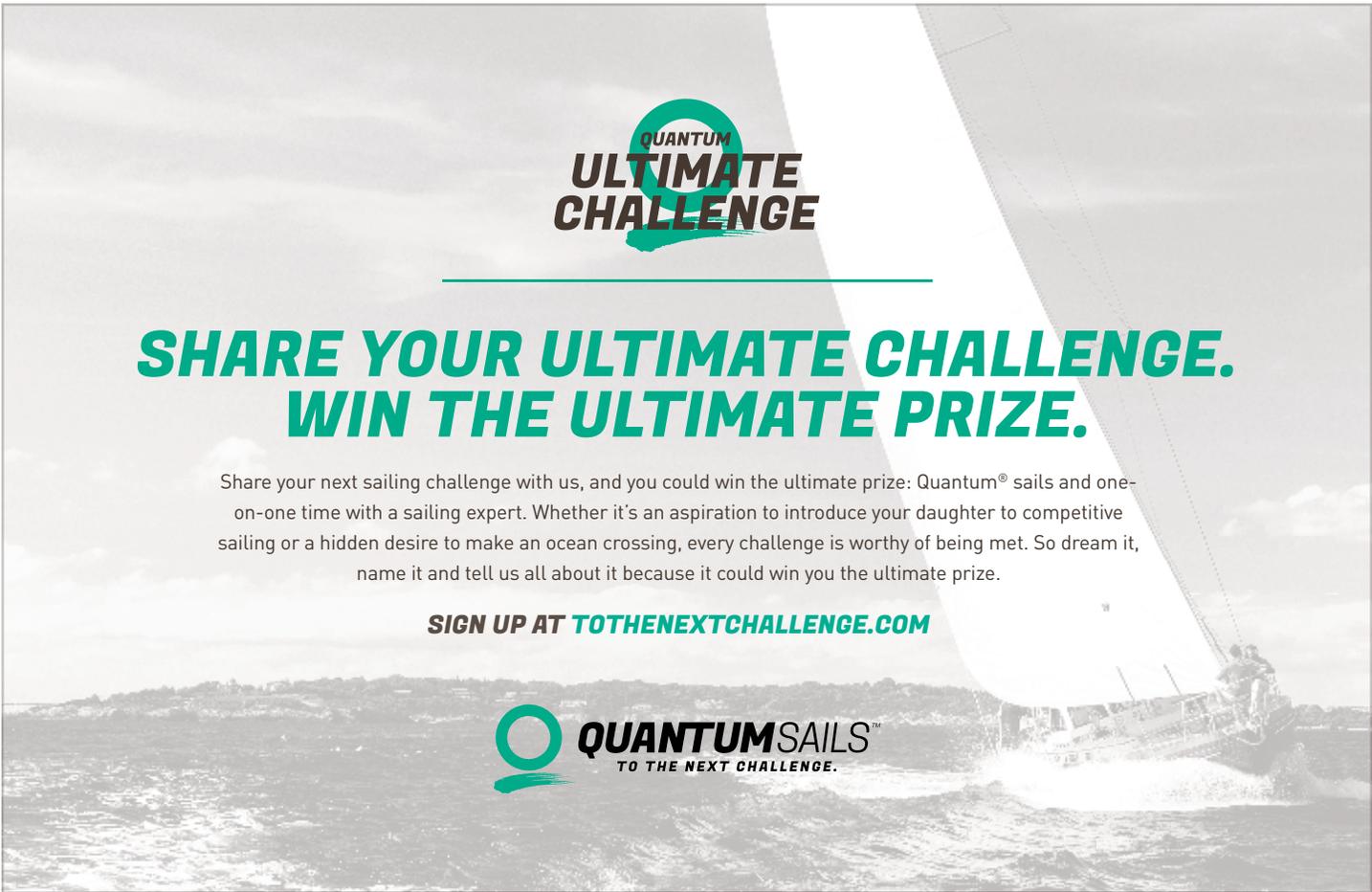
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Renaissance, CT-37
Puerto Vallarta

Readers — We received a letter from another boatowner who told us that he was able to get a new TIP, without the old TIP, based on a letter from the old owner. Unfortunately, we misplaced the letter and don't know where this happened. Nor do we recall if this was a pre-2005 TIP from aduana, for which stickers were not issued. In any event, we wouldn't count on being able to do that.

The letters from both Chuck and Larry suggest to us that it's not as difficult to cancel an old TIP and get a new one as we had been led to believe. That's assuming that you have the sticker from the old TIP, and assuming that the old TIP hasn't expired. If you don't have the old sticker, and if the TIP has expired, it may be more complicated.

When Paradise Village Harbormaster Dick Markie came to the Encinal YC in early September for his pre-Latitude 38 Crew List Party seminar on cruising in Mexico, he told us that whenever possible, people should always try to deal with younger Mexican civil servants. "They are more helpful and they know the law better," he told us. Based on our experience, Markie is correct. The young ones tend to be smart, educated and eager to help.

This letter and several that follow have to do with various situations regarding Temporary Import Permits for Mexico. This is important for people taking their boats to Mexico, who have boats in Mexico, or who might want to buy a boat in Mexico. If you're not in any of these categories, you may want to skip this material.

↑↓ THEY COULDN'T FIND MY BOAT'S TIP

I read in the last *Latitude* that boats that had once been in Mexico and gotten a TIP can't be taken back to Mexico by a new owner until the old TIP has been canceled. Here's my tale. I bought a trimaran in Eureka, am now in San Diego, and will soon be moving her to Cruise Port Marina in Ensenada. My boat was in Mexico years ago, and the last TIP paperwork I could find was from 1997, and that was two owners ago. The only paperwork I saw from the previous owner, who bought the boat in Mexico before bringing her to Eureka, was stuff from checking in and out with various port captains. The last paperwork on the boat is from 2004, so it's been 10 years since the boat was in Mexico. So how do I find out if the last TIP has been canceled? To complicate things, I renamed the boat and changed the hailing port, but the documentation number is still the same.

Christopher Glass
Nayeli, Searunner 37
San Diego/Ensenada

Chris — You can check at any Banjercito office in Mexico to see if your boat has a TIP that needs to be canceled. But things have changed so much over the years regarding the TIPs.

For example, they were giving out 20-year TIPs in 1997, and they were just pieces of white paper with no stickers. We know because that's the year we got one for Profligate. And they were issued by aduana, not Banjercito. So we doubt that they have a record of the old TIP for your boat.



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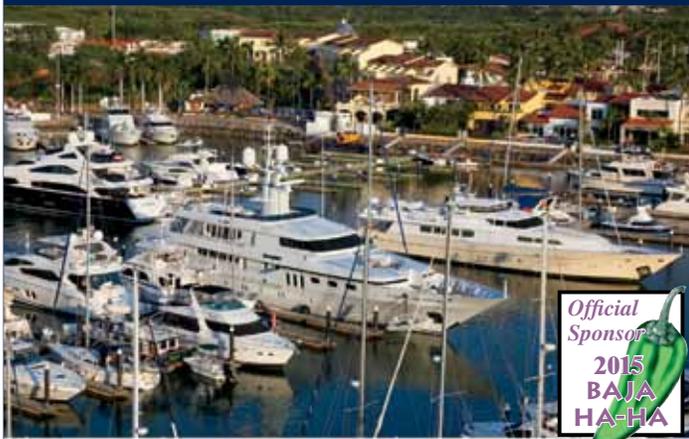


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LETTERS

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↑↓ **LATITUDE'S ADVICE WORKED OUT GREAT**

This is Chris again with the TIP issue from the letter before, and I want to let you know that I took *Latitude's* advice and it worked out great. Banjercito couldn't find any record of a TIP for my boat, so I was free to order new TIP online.

But I'm still a little confused. When I read an article about TIPs in a *Latitude* from last year, you guys said it was important to list the dinghy on the TIP along with the main boat, so both could be shown as being temporarily imported. But my contacts at both marinas in Mexico said I didn't have to list the dinghy, as it was assumed to be part of the boat. I did list it, just to be sure, in the place where they ask for 'other recreational vehicles'.

Banjercito sent me an email in reply, saying my paperwork was incomplete, and that I needed to send them the title for my towed vehicle. I sent them an email explaining that it wasn't a towed vehicle, just a West Marine dinghy. I included a picture of the dinghy and the serial number of it as well. They responded that they would make the changes to my application and send me the TIP the next day. True to their word, I received my TIP by DHL at my US address a day later. Inside was the TIP sticker and a paper listing the dinghy as well. I was asked to sign the Promise to Return on the back of the sticker and email them a copy.

Overall, I found the online service fast and easy to use. I just took photos of all the needed documentation and emailed them. They handled it fast, and in English.

The last time I saw the Wanderer was 15 years ago in Mexico. Wow, time flies. I'm taking my tri to Mexico for the next two years and hope to complete a lot of woodwork and general fixing up. I hope to return to Driscoll's Boat Yard in San Diego to re-rig my boat — and finish getting her ready for the 2017 Baja Ha-Ha!

Christopher Glass
Nayeli, Searunner 37
San Diego/Ensenada

Chris — The problem with TIPs is that Mexico keeps changing them and the rules pertaining to them. Furthermore, a year or so ago applicants got a different TIP online than the one they got if they showed up in person at a Banjercito, and the rules for listing equipment on them was different. We may be wrong, but we don't believe Mexican officials are going to hassle anyone who has a dinghy on their boat that isn't registered on their TIP.

↑↓ **NEED SOME TIPS ON CANCELING TIPS**

Do you know anything about canceling an already expired TIP? We did the 2003 Ha-Ha and got our TIP in La Paz. We are now in Panama and are hearing stories about boats being fined for returning to Mexico without having canceled their now-expired TIP. Any suggestions?

We spent five seasons on the west coast of Mexico, then shipped our boat by Dockwise to Florida. After that, we spent four seasons doing the 'Great Loop'. We are now in Panama. After exploring the area, we plan to head up the west coast of Central America and back to Mexico. But we are very concerned about not having canceled our now-expired TIP. Nobody told us that we needed to.

I want to thank the Wanderer and the *Latitude* staff for the great job you do of keeping the cruising dream alive and putting on the Ha-Ha. If it were not for *Latitude* reinforcing our



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LETTERS

cruising dream every month, and the Ha-Ha's fixed departure date, we would still be in Santa Cruz getting the boat ready.

Tom Walerius
Frances Ray, Princess 38 trawler
Hollister

Tom — While the TIP process has gotten much better, it's still maddening because it's been ever-changing over the years and the Mexican government thinks nothing of changing the rules on boatowners without telling them. And then fining them for violations.

We talked to Fito Espinosa at Coral Marina in Ensenada, and he came up with three options for you:

First, go to the Banjercito website and try to get a new TIP. If they give you a new TIP, it means they don't have a record of your old one and you're good. There is a decent possibility they don't have any record of your TIP because prior to 2005 TIPs were handled by aduana, not Banjercito. In most cases pre-2005 TIP information was not digitized, so there is no centralized record of them. Option 1 is your best case scenario.

Second, if you can't get a new TIP, Fito says you could go back to the agency that issued your TIP — aduana in La Paz — show them proof that you left Mexico before the TIP expired, and have them cancel it. He says the proof you need is your exit zarpe from your last port in Mexico or something like that. It wouldn't surprise us if you'd thrown that away years ago. We would have. We think Option Two is the worst option, as we can imagine you traveling all the way to La Paz, only to hear some clerk at aduana say something to the effect that they haven't handled TIPs in 10 years, have no idea what you're talking about, and can't help you.

The third option — and we think the best if you can't get a new TIP — is to send your expired TIP, along with evidence that you left Mexico prior to the expiration of your TIP, to:

C/O Administracion Central de Operacion Aduanera
Ave. Hidalgo No. 77, modulo IV, piso 1
Colonia Guerrero, Delegación Cuauhtemoc
Mexico, D.F. C.P 06300.

Make sure you send it by registered mail. If you don't have your exit zarpe from Mexico, send them all the evidence you can that your boat was out of Mexico before your TIP expired.

Some people might try Option 2, which is to show up at Chiapas, try to get a new TIP, and if that isn't possible because the old TIP wasn't canceled, apply some financial lubricant. We would not, as we think the financial downside risk of heavy fines would be too great.

Good luck, and thanks for the kind words.

↑↓ MORE TIP CONFUSION

My boat has a Temporary Import Permit (TIP) from when she was in Mexico four years ago, and thus is still good for another six years. But since then we have added some valuable equipment to our boat — outboard, generator, watermaker, computer equipment, and so forth — for our return to Mexico this year. Can I update our equipment list without getting a new TIP? Should I get a new TIP, or just not worry about it?

Shaun Mitchell
Sail La Vie, Morgan 45
Pt. Richmond

Shaun — We wish we could give you definitive answers, but nothing is ever definitive when it comes to the rules and interpretation of the rules in Mexico. Once you get a TIP, we don't believe you can modify it. But probably the smartest thing would be to stop at a Banjercito office in Mexico and ask

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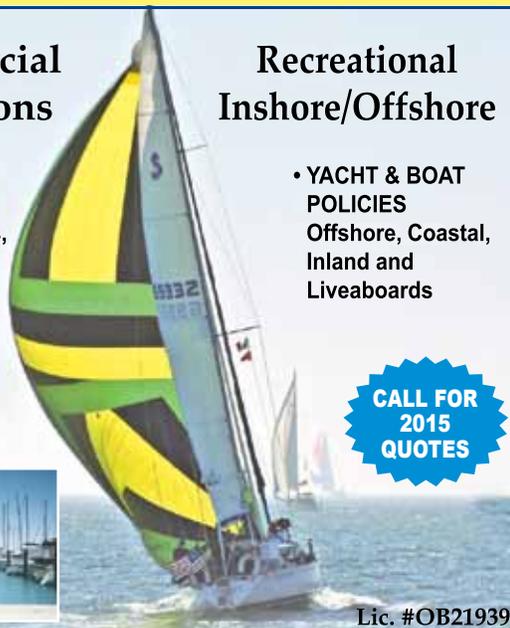
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LETTERS

them what you should do. That said, if we were you, we just wouldn't worry about it. We have all kinds of gear on Profligate that isn't listed on our TIP. It couldn't have been, because at the time we got our latest TIP there wasn't any place to put it.

↑↓ WHAT GOES WHERE?

I'll be sailing with Ed Bastian aboard *Uma Karuna* to Cabo in October, and am trying to correctly fill out the online spreadsheet provided by the INM. I successfully completed Step 1, and have a receipt for two passengers to enter Mexico.

When trying to do Step 2, I couldn't find any information in the instructions for the following: Cell A3: What is SETRAM basic record? Cell C3: Consignee or Shipping Agency (leave blank or say NA/Private?) Cell E3: Company (leave blank or say NA/private?) Cells F3 to L3: The next section deals with Departure or Arrival? Do they want our Departure from the US in blue and Arrival into Cabo in orange? Or do they want something else? We are planning to leave the boat in La Paz after the Ha-Ha for six months or so.

Can you help?

Velma Schnoll
Uma Karuna, Islander 38C
Santa Barbara

Velma — It's been a while since we filled out those forms, so we really can't help you. We suggest you contact the INM directly and not have Latitude as a middle man.

By the way, you don't want to get more than one nautical visa at a time, because you only get one receipt per transaction, and that would mean everyone on the receipt would have to leave Mexico at the same time. If they didn't, the one without the receipt would have to buy another tourist visa, and that could take enough time to miss a flight home.

↑↓ IT'S ME AGAIN, VELMA, FROM THE LAST LETTER

I went ahead and emailed in the spreadsheet and receipt to the Ensenada office. By the way, the email address for this office as well as the website for the INM in your First Timer's Guide are incorrect. On the spreadsheet I put N/A in boxes that I wasn't sure of. I received back a letter saying everything was good, and that all I needed to do was have copies of the receipt, our passports, and that email letter printed out and ready to show if anyone asks. I also received a phone call from a guy in Tijuana who gave me his cell number in case I have any problems. He was very nice.

As far as individualized receipts, in our case it won't be necessary as we are traveling together, but that is an important bit of info for other travelers to know.

Velma Schnoll
Uma Karuna, Islander 38C
Santa Barbara

Velma — It sounds as if the Ensenada INM office really has its act together and is providing good customer service.

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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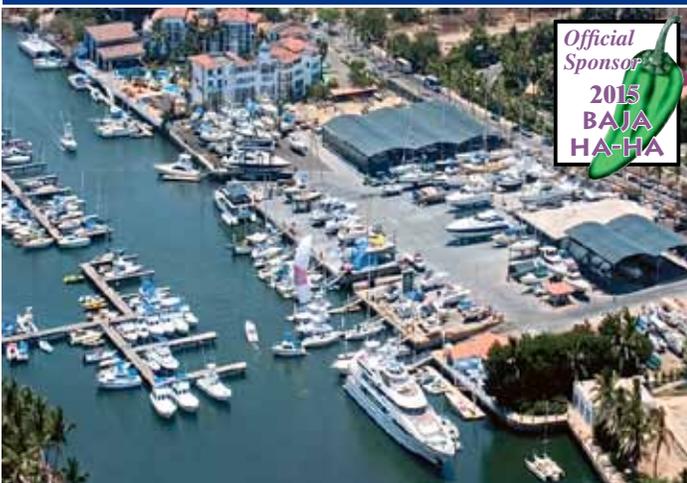
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circumnavigating in high gear

The first leg of the tenth Clipper Round the World race, from England to Rio de Janeiro, is underway as we write this, with numerous crew from the West Coast signed up for various legs. Among Bay Area sailors, Mike Moore of Hillsborough, 48, is going all the way around aboard *Mission Performance*. Like the other crewmembers, Moore is not a professional sailor. Rather, he is the CIO of Virtual Instruments in San Jose. "My company is allowing me to take an extended leave," said Moore in August. "My wife and daughter have been the most supportive — even the training and preparation has meant a big commitment and lots of time away, and the race will be so much more. My daughter's class is following along with the race, and her teacher has been great about her missing time at school to come to some of our layover ports."

Moore grew up in the Bay Area and took up sailing after college, first on a Soling, then on a J/44, and he raced in the '90 Pacific Cup. "My wife and I spent a season on our boat on the East Coast and Caribbean doing the Caribbean 1500 and wandering as far south as Antigua before heading back to Florida," he said. The Moores sailed in the 2004 Baja Ha-Ha aboard their Hallberg-Rassy 46 *Ayu* and spent the season in Mexico.

Clipper 15-16 isn't Moore's first planned attempt at a circumnavigation. "Global Challenge was going to run a race starting in San Francisco in 2000. I signed up for that one and did the first week of training, then the dot-com bubble burst, the economy tanked, and they weren't able to get the sponsors they needed to run the race, so it was canceled." The fact that the current fleet of a dozen 70-ft Clipper Yachts is a much more modern design than the prior fleet got Moore excited about racing on one.

All crew undergo four weeks of training regardless of experience. "There is quite a wide range of backgrounds — from lots of experience to virtually none," said Moore. "Most of those with little or no experience are from the UK. You can't ride the Tube anywhere in London without seeing the posters." Moore observes that most of the Aussies and Americans have quite a bit more experience — the only way they hear of the race is through sailing-related outlets.

Moore described the training program: "The first week focuses on all the maneuvers (hoisting, tacking, jibing, reefing), getting everyone to follow the exact same set of steps. You live on the boat for the week, some nights in port or at anchor. As you progress, more nights are spent underway using a watch schedule. Every week of training includes safety, with lots of man-overboard drills using a full-size dummy. By level four, you are doing MOB drills going downwind under full spinnaker and nighttime MOBs, and practicing various search patterns."

Moore was among a subset of crew that went through the RYA Clipper Coxswain course covering piloting, rules of the road, lights/signals and weather, followed by the RYA Yachtmaster Theory test, then five days of practical on-the-water skills. "The intent of this training is to have a couple of capable crew on each yacht who can

continued on outside column of next sightings page

early entries in the

Though the start on June 14, 2018 is still almost three years away, the Golden Globe solo around-the-world race is already full, and a waiting list is forming.

Not to be confused with the Vendée Globe, in which commercial sponsors and the latest gear on the fastest designs are the norm, the Golden Globe puts a premium on tradition. Two Westsail 32s, two Tradewinds 35s and a Baba 35 are among the confirmed entries. Most of the boats are still 'TBA'.

Some of the competitors are in their 60s. One woman, a Brit in her 20s named Susie Bundegaard Goodall, is among the sign-ups. Among the Westsail 32s is one



MIKE MOORE

Circumnavigator-to-be Mike Moore snaps a selfie during Clipper Race training.



MIKE MOORE



ONEDITION

2018 golden globe

hailing from the West Coast, belonging to Antonio Felipe García Martínez. He plans to sail from San Francisco to Sydney in 2016 and then from Sydney to Falmouth — a near-circumnavigation just to get to the starting line in England.

Founded by Australian adventurer Don McIntyre, the 2018 Golden Globe Race will require all entrants to use only the same type or similar equipment and technology as carried onboard Robin Knox-Johnston's 1968/69 nonstop Golden Globe Race-winning *Suhaili*.

Go to www.mcintyreadventure.com/goldengloberrace for more info.

— chris

clipper — continued

take over if the skipper becomes incapacitated or goes overboard," explained Moore.

He expects the race to be a challenge. "Living in close quarters for extended periods will take getting used to — we'll have 23 people on a few of the legs. And keeping the right mix of pushing the racing, but not pushing so hard that crew morale breaks down." We'll check in with Moore as the race progresses, and we'll profile another circumnavigator next month.

As we went to press, the 12-boat fleet was approaching Rio; they'll restart on October 7 bound for Cape Town, South Africa. Although Moore and the rest of the crewmembers pay for the privilege, this is no pleasure cruise, as evidenced by the event's first-ever fatality: On September 5, Andrew Ashman was helping to reef the main on *IchorCoal* when he was hit by the mainsheet. For our report on that tragedy see September 9's *Lectronic Latitude* at www.latitude38.com.

— chris



The Clipper 70 'Mission Performance' points her bow toward Rio, as Leg One of the 10th Clipper Round the World race leaves England. Inset: Practicing boat-to-boat transfer of a casualty during training.

SIGHTINGS

racers become citizen scientists

A fleet of roughly 30 vessels recently participated in The Ocean Cleanup project's Mega Expedition while crossing from Hawaii to the West Coast, with the goal of mapping the Great Pacific Garbage Patch. Organizers describe this complex effort as the largest ocean research expedition in history. All but a few of the participating vessels were Transpac racers returning home.

By towing "manta trawl" devices, and through conducting visual surveys using an intuitive smartphone app, the racers-turned-researchers — as well as bona fide oceanographers and scientists — chipped in to help collect more plastic measurements in about a month's time than have been collected over the past four decades combined. With most of those plastic samples now already back in the Netherlands for analysis, The Ocean Cleanup is well on its way to achieving its first goal: measuring the amount, spatial distribution and size of plastic in the Great Pacific Garbage Patch. This is just the first step in a multi-

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chicago slated for

While America's Cup fans turn their attention to Bermuda, the home of the 35th America's Cup and the location of the next Louis Vuitton America's Cup World Series event on October 16-18, no doubt many on this continent are already planning for the only event confirmed for US waters. Next year's ACWS regatta in Chicago, scheduled for June 10-12, will be headquartered at the Navy Pier, which will also be celebrating its centennial.

Chicago will make maritime history, as Lake Michigan will be the first-ever freshwater venue to host America's Cup racing in the event's 164-year history. Oracle's Larry Ellison grew up in Chicago

RONNIE SIMPSON



Aboard 'Varuna', 'Latitude' contributor Ronnie Simpson (left) became a citizen scientist along with boatmates Jenny Guzik, Walter Kotecki and Adrian Johnson.

RONNIE SIMPSON

acws next year

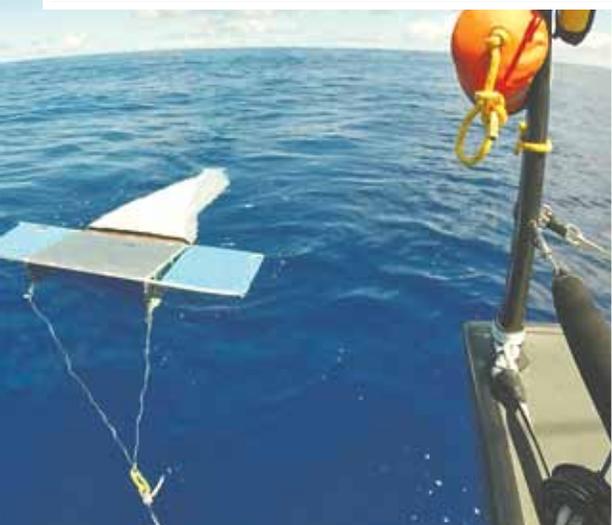
and studied at the University of Illinois and the University of Chicago.

Also on the 2016 calendar so far is another regatta in Portsmouth, UK, on July 22-24. Jack Griffin of *The Cup Experience Newsletter* writes that the Protocol requires that a February event be confirmed by September 30, the day before this issue came out.

After two regattas, Emirates Team New Zealand leads the 2015 series with 72 points, Land Rover BAR is in second with 65, and Cup defenders Oracle Team USA are just one point behind with 64.

See more at www.americascup.com.

— chris



ALL PHOTOS ADRIAN JOHNSON EXCEPT AS NOTED

citizen scientists — continued

pronged approach to removing at least half of the plastic in the more than two-million-square-mile gyre by about 2030.

Departing Honolulu in early August, the bulk of the fleet sailed north toward the High, escaping the islands just as Hurricane Guillermo made its approach. Though much of the fleet stayed in steady pressure for most of the trip and did not get the typical extended periods of glassy calms — which would have been perfect for researching and trawling — a lot of research was successfully completed.

Racer-turned-researcher James Clappier summed it up perfectly: "We had fun with it. We put on *The Life Aquatic* theme song and some red hats and did research. We were really surprised at the amount of trash that we saw. The first trawl really motivated us to do more. Our first sample came back with an eye-opening amount of microplastics. We were just shocked with the amount of garbage. As one of the younger crews in the project, we really feel the responsibility to try to help solve this issue." James' experience is in sync with what The Ocean Cleanup's researchers are discovering



The box in the foreground shows the plastic waste gathered in one hour's 'manta trawl'. At right is debris picked up by 'Ocean Starr' with a larger device.

as they analyze the samples. Belgian researcher Stella Diamant told us, "We're seeing about 1,000 particles (of plastic) per sample. It's crazy."

The Mega Expedition's 171-ft mothership *Ocean Starr* steamed west from San Francisco and zigzagged on a grid pattern through the most polluted area of the Patch, and her crew found far more trash than ever expected. Literally overflowing with rubbish that was collected mid-ocean, the purpose-built research vessel arrived in San Francisco in late August to a hero's welcome, and conducted a press conference in front of a large crowd of supporters and international media representatives. The next day the story was everywhere, having been picked up by mainstream news outlets from around the world. Ocean Cleanup founder and CEO Boyan Slat, 21, is now getting his message out to a large audience. Whether the project will actually manage to reduce the amount of plastic in the Pacific remains to be seen, but at the very least, the project is raising a significant amount of awareness about ocean pollution.

With the Pope's recent long-winded encyclical on climate change, as well as the world's largest-ever international summit on climate change taking place in just two months in Paris, Boyan's message may be coming at the right time in history. As climate change and environmental degradation are becoming key components of the national and international debate, The Mega Expedition was a unique opportunity for many West Coast sailors to turn the good fortune of being a sailor into a way to serve a higher purpose. That purpose still remains, as the serious problems present in our oceans are constantly getting worse. While The Ocean Cleanup is a great idea — at least in theory — and a seemingly worthy initiative, it doesn't hold all of the answers, but it is surely a step in the right direction.

As sailors who are inherently connected to the world's oceans and shorelines, we will continue to follow this project with a great deal of interest over the coming years. To learn more, visit the organization's website: www.theoceancleanup.com.

— ronnie simpson

SIGHTINGS

women on the water

Building confidence at the helm was the theme of Half Moon Bay YC's Take the Tiller event in late August, the first workshop produced by the club's Women Sailing program. "We wanted to create a program that was different from our adult sailing classes," said founder Peggy Ruse. "We aimed at women who already had some sailing skills so our emphasis could be on creating confidence and command at the tiller," said Marth Huddle, chair of Women Sailing.

A high-energy improv session set the tone for the day. Ann Swanberg of *LifePlays* led team exercises designed to create group flow.

In one, attendees took turns tossing imaginary balls back and forth. As more balls were introduced, the game became more challenging. Soon the imaginary balls flying back and forth came with sailing commands. "That really felt like sailing, especially by the time the second or third ball was in the air," said Christy Harte of Alameda, a member of Treasure Island YC who sails on the Oakland Estuary. "You have the water and the motion of the wind at the same time; your mind is tending to one thing, yet you must not ignore the others."

On-the-water action began with launching and docking practice in the club's seven-boat fleet of Cal 20s. It was a collaborative teaching experience. "We decided to have facilitators rather than skippers," Huddle explained, "the goal being to create teams that would teach themselves, rather than have one person in charge."

Lunch followed, a great opportunity to learn what motivated the women to attend. "I wanted to gain some independence," said Adrienne Nelson of Half Moon Bay. "When I was a child, my father had a sailboat, but I was more of a passenger than a sailor. I saw this class as a way to be an active participant and eventually skipper."

The women-only aspect drew Erica Evans of El Granada, who has returned to sailing after a 30-year absence. "I thought it would be nice to do a class with just women. I feel it's a more supportive learning environment," she said. Laura McGee, the wife of HMBYC's rear commodore, wanted to build confidence, internalize terminology, and practice crew-overboard skills.

The afternoon brought three on-the-water challenges. In Zen Sailing, the women took turns helming blindfolded to better utilize feedback from all their senses. "I loved the Zen Sailing," said Rea Inglesis of San Francisco, who sails with Modern Sailing in Sausalito. "You get a real feel for the wind and the sails. You have to trust the physical knowledge you have — and your crewmates." Kathleen Hartman agreed. "Your body takes the lead instead of over-thinking or over-intellectualizing. It's body, boat and wind."

Crew-overboard practice followed, then a 'Tie the Knot' exercise. Participants made a 360° circle around an anchored boat by only tacking or jibing. Three races finished the on-the-water experience, helping to reinforce knowledge of right-of-way rules and improve technique. Lori Rhodes of El Granada, one of the facilitators, said, "The two women on my boat really got into the racing and were surprised how fun it was. I love racing because you have to be 'pres-

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the coast guard's

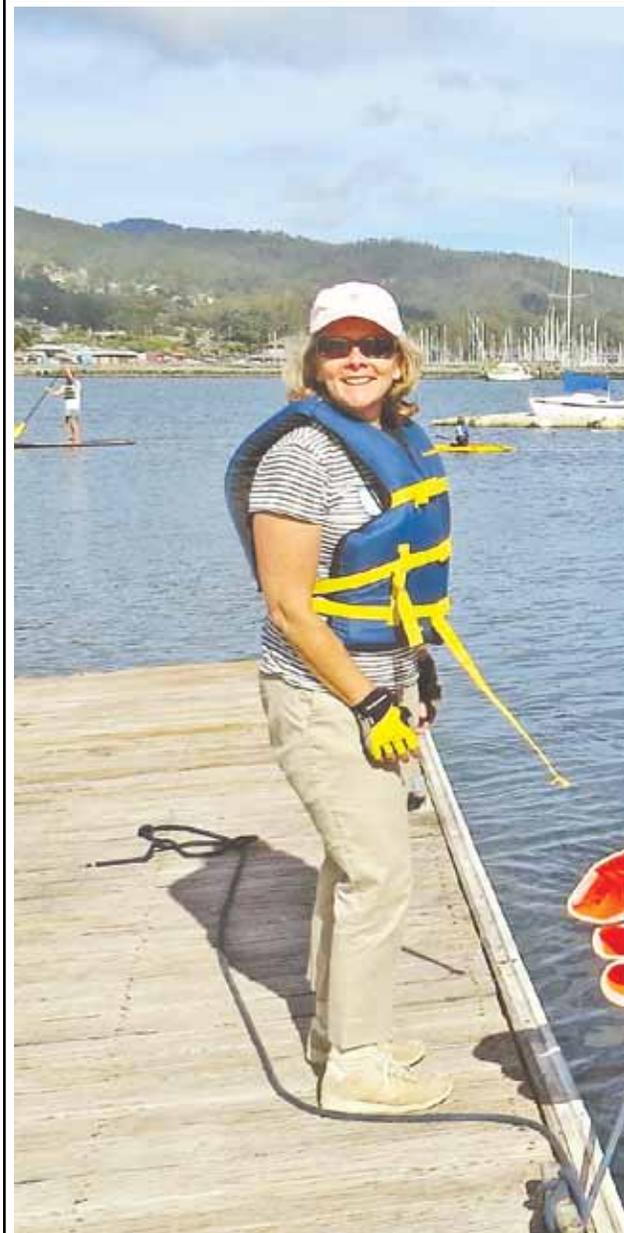
During a recent interview, we asked a Coast Guard rescue pilot how often mariners who've been rescued return to a Search and Rescue (SAR) base to personally thank their saviors. "Almost never," he said. Yet he wasn't the least bit bitter about it. Risking their lives to save others is all in a day's work for Coast Guardsmen, especially here in the Bay Area.

In fact, CG Station Golden Gate responds to more on-the-water emergencies than any other base in the nation — and, unfortunately their efforts go largely unnoticed by the public that they serve. That's why a newly formed group called Yacht Clubs Who Care has organized a

KARA HUGGLESTONE



We're havin' fun now! Left to right: *Jessie Formoe, facilitator Dawn Chesney, Carol Hoover and Nancy Economopoulos.*



BOTH PHOTOS KARA HUGGLESTONE

busiest station

special event called Picnic at the House of Heroes, that will take place Saturday, October 3 from noon to 3 p.m. at Station Golden Gate, adjacent to Horseshoe Cove.

This free event is open to the public, although space is limited, RSVP to yachtclubswhocare@gmail.com. There will be an open house and facilities tours where attendees can meet with Guardsmen, and learn about their work, plus boat tours, a helicopter rescue simulation, and a free lunch. Sounds like a great way to acknowledge the unsung heroes that stand by 24/7 to aid boaters in distress.

— andy

women on the water — continued

ent'. It's hard to dwell on life's problems when you are racing. Being present and focused was part of our theme, and my team was all in. We hope to see some of our attendees racing with us in the future!"

Off-the-water inspiration came from a video about Team SCA, the all-female entry in the 2014-15 Volvo Ocean Race; a talk by Bay Area sailor Dawn Chesney, who shared the story of her journey from fetching food and drinks for the guys to racing her own all-women J/24 team; and keynote speaker Carliane Johnson, who shared how she went from new sailor to owner of *Kynntana*, a Freedom 38 — in just four years.

As the day wound down, Huddle asked the attendees what favorite thing happened. "We won!" Erica Evans exclaimed (her team had won one of the races). Everyone laughed and cheered, as they all felt like winners. It was a wonderful day of sailing, learning and female empowerment.

— kara hugglestone



Spread, left to right: Erica Evans, Lori Rhodes and Kathleen Hartman at HMBYC's Take the Tiller. Inset: The workshop included racing aboard the club's colorful Cal 20s in Pillar Point Harbor.

SIGHTINGS

a singlehander on a mission

Last spring, when Kenny Banks, 56, made landfall in the Marquesas at Nuku Hiva's Taiohae Bay after sailing alone for 3,000 miles, the range of emotions he felt was complex. In addition to the pride of accomplishment typically felt by singlehanders at the end of a long voyage, his arrival meant the fulfillment of a promise he'd made to himself three and a half years ago, and perhaps the final chapter in a story that began way back in 1991.

In early April of that year Kenny's mother, Tommie, and stepfather Kelly Spear, jumped off from Manzanillo, Mexico, aboard the Santa Barbara-based O'Day 37 *Vagabondita* and made landfall at Taiohae 27 days later. They both had extensive boating experience, and Kelly (a Santa Barbara YC member) had long dreamed of circumnavigating.

"They had a wonderful passage," explains Kenny, "punctuated by experiences — both good and bad — similar to those recounted by today's Puddle Jumpers. One unfortunate incident involved the boat

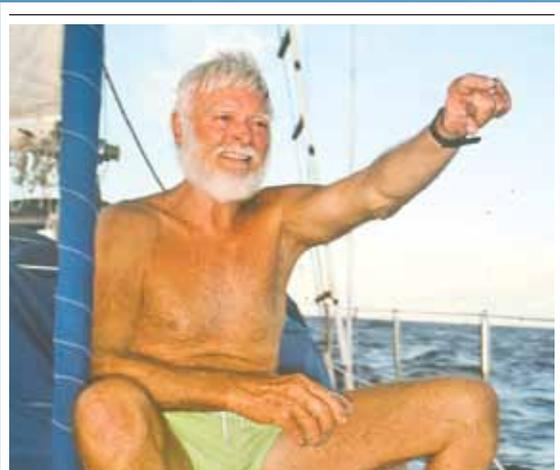
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chuan's arctic victory

Although there was no brass band to greet them when they arrived at the Bering Strait, renowned Chinese sailor Guo Chuan and his five-man international crew set a new sailing benchmark on September 15, having completed the first nonstop crossing of the Northeast Passage in a sailboat, the 97-ft trimaran *Qingdao China*. (We're talking about the opposite side of the Polar Ice Cap from the Northwest Passage.) The 3,240-mile trip from Murmansk, Russia, took them 13 days.

Having made the treacherous crossing in the name of world peace, Chuan, 50, is undoubtedly thrilled with his team's success and the attention the effort has

GUO CHUAN SAILING



Above: Would-be circumnavigator Kelly Spear was tired yet jubilant on the day he made landfall in the Marquesas in 1991. **Right insert:** Kelly's grave. **Spread:** This year Kenny soloed his 28-ft Bristol Channel Cutter, 'Solimar', to Nuku Hiva in 31 days. **Far right:** Kendal and Keri in Bora Bora.



is bittersweet



Guo Chuan

garnered from international media, but his taste of glory was probably bittersweet. Early on, Chuan was quoted as saying: "In view of sailing, I do not want to see any Arctic ice as it would be dangerous for the fragile hull. However, it is really sad to see such disappearance of icebergs caused by global warming. Though it makes the route navigable, I would like to see more ice, deep in my heart."

— andy



ALL PHOTOS COURTESY KENDAL BANKS

on a mission — continued

getting pooped and the forward cabin becoming drenched. That would normally be an uncomfortable and inconvenient matter, but in this instance it created a much larger problem because Kelly's heart medication got ruined. They were relieved to make contact via Ham radio to a doctor friend in Santa Barbara who could begin to facilitate replacement medication and the complex logistics of filling the prescription in Papeete, then having it shipped to Nuku Hiva.

"Immediately after anchoring and setting up the dinghy, Kelly and Tommie sought out the Keikahanui Inn in hopes of finding heart medication in the mailbag. Kelly had felt 'off' most of that day; overly tired, which he attributed to the excitement of making landfall and being awake most of the previous night. Feeling faint, he decided to rest in the shade. Tommie continued to the Inn, worried and desperate to get the heart medication.

"As can happen in sailing and in life, small, seemingly insignificant and disconnected occurrences combine and suddenly tip the scales toward tragedy," says Kenny. Back then, the Inn (which is now a Pearl Resort) was owned by Americans Frank and Rose Courser, who'd originally come to the islands to study Marquesan art. "Rose was napping when Tommie arrived. Frank was out running errands in the village and had the key to the mail locker on his key chain. He would not return for several hours."

When Tommie returned to Kelly's resting spot, he had not improved, and several sailors from the Europa 91-92 rally, who happened to be there, insisted that Kelly be taken immediately to the local clinic. "While being checked," Kenny explains, "Kelly's eyes suddenly rolled back and he collapsed, suffering a major heart attack. There was really nothing that could be done to save Kellogg Spear. The clinic was very basic with no surgical facilities. The heart medicine had arrived, but too late."

Local law required burial within 12 hours. The islanders, who immediately reached out to console Tommie, offered her a gravesite beside the sea, while the European ralliers offered additional support. "Within 24 hours of making landfall," says Kenny, "Tommie Spear was standing beside a freshly dug grave, interring the love of her life. She was devastated. As far from home and family as Tommie was, there probably was no better place to be given the support and solidarity of the cruising community and the true openness of the village."

Kenny flew out two weeks later, "on a mission" to console his mother and help her figure out the 'what now?' questions. She would not think of flying home until a proper gravesite could be built and decorated. So they gathered shells, which Tommie used to spell out the family name, and Kenny mixed and poured concrete for the construction of a headstone with the help of a local kid named Theo. "He spoke little English. I spoke little French, but it all worked." Meanwhile, Theo's father was seen combing the beaches every day in search of something. "Weeks later, literally the morning of our final day on the island, we were rushing to pour the last bit of concrete in which we were to sign our names, when Theo's father walked up, and without a word, handed me a perfect three-foot obelisk rock which he had extracted from beneath the rocky beach. We immediately set it in concrete and signed our names."

Between then and this year's trip, Kenny flew out five more times to visit and improve the gravesite, including a trip in 2008 to bring Tommie's ashes to Taiohae and reunite her with her lost love.

"I call it the island of heartache and darkness," says Kenny. "Years ago I felt so helpless to 'fix' my mother's grief. And that's why I compensated by throwing so much effort into building Kelly and Tommie's grave over the years." It now looks as if he'll make at least one more visit to the site, as he and cruising partner Keri Bouska (who flew out to join him in Tahiti) have decided to spend another season in French Polynesia, then return to California via the Marquesas and Hawaii. Every parent should have such a dedicated son.

— andy

SIGHTINGS

america's cup 34's foiling legacy

In the wake of America's Cup 34 — where deep-pocketed syndicates dumped unprecedented resources into the development and advancement of foiling technology — more and more boats have begun flying. With this technology sailing has arguably realized its single biggest speed gain since the first Mesopotamian trader hoisted up a piece of cloth to harness the power of the wind some 5,000 years ago.

In the two years since the battle on the Bay, seemingly every new ultra-high-performance boat on earth has been designed or modified to foil. From beach cats to the revolutionary GC32 race cats, all the way up to the AC45s and MOD70s, multihulls have been realizing huge speed gains almost across the board by implementing foils. These days, when designers scratch their heads in the age-old quest for speed, the answer is as simple as it is succinct: Make it fly. Foiling in dinghies and multihulls is now commonplace, yet foiling in a lead-ballasted monohull yacht remains one of sailing's most elusive challenges.

After the last Vendée Globe — the quadrennial solo, non-stop around-the-world classic that's contested in 60-ft monohulls — the IMOCA class voted to adopt one-design keels and rigs in an effort to achieve greater reliability for the event's many corporate sponsors. With a new generation of boat being designed in the run-up to the 2016 race, designers again searched for an advantage. Unsurprisingly, foils held the perceived answer and the class overwhelmingly voted to allow foils to remain completely open. As more than half a dozen teams decided to pull the trigger on a new boat for the next race, almost all of them chose to enlist the services of famed French design firm VPLP and Guillaume Verdier to get their boats to achieve liftoff.

With the Vendée Globe just over a year away, new IMOCA builds are popping out of sheds and hitting the water with increasing frequency, and almost all of them are sporting distinctive foils protruding from both sides of the hull. Not surprisingly, this new breed of semi-foiling monohull is advancing and developing at the same frenetic pace as the AC72s did during America's Cup 34. The first team to post pictures and video of their new steed beginning to achieve liftoff was Baron Benjamin de Rothschild's Gitana Team with Sébastien Josse and Charles Caudrelier aboard their all-new IMOCA 60 *Gitana 16*. She will make her racing debut in this month's Transat Jacques Vabre in the hands of Josse and Caudrelier. With a record-setting 20 IMOCA 60s signed up for the biennial Transatlantic race, the class — and the sport — has been rejuvenated by foiling technology, and there's nowhere to go but up, both literally and figuratively. We can't wait to see what happens next.

— ronnie simpson

r2ak's throwdown to larry ellison

A year ago, when we first heard about a newly conceived race from Port Townsend, WA, to Ketchikan, AK, we had to wonder if the announcement was for real, especially since the 750-mile course was open to any sort of unassisted, engineless, sail-powered or human-powered craft, and it boasted a \$10,000 prize for the first to finish. But the inaugural running of the so-called R2AK this summer proved

continued on outside column of next sightings page

jimmy buffett's

Back in the 1980s, big beautiful schooners were still among the most desirable offerings of Caribbean charter fleets, and a number of high-profile celebrities were often seen in popular anchorages of St. Barth, Bequia and elsewhere aboard their splendid old-timey boats: Bob Dylan's schooner *Waterpearl* and Neil Young's Baltic trader *Ragland* were among the most famous back then. But these days, the times they are a changin'.

While state-of-the-art megayachts — both power and sail — now dominate the Caribbean's luxury charter scene, many celebrities have swapped



THIERRY MARTINEZ / GITANA SA



THIERRY MARTINEZ / GITANA SA

sexy new ride

traditional yachts for high-tech vessels built for speed, comfort and easy access to that clear, turquoise water. A standout within this trend is crooner Jimmy Buffett's sexy new Surfari

44, designed by Ted Fountaine of Friendship Yacht Company, and currently being built by Pacific Seacraft in North Carolina with a November

continued in middle column of next sightings page



Jimmy jammin'.

LATITUDE / RICHARD

r2ak throwdown — continued

to be an impressive success. Looking ahead to next year's race, event creator Jake Beattie has issued a personal challenge to Bay Area software mogul Larry Ellison to give the grueling race a try in an America's Cup boat.

If Ellison and his team can simply complete the course without assistance in the allotted time frame in a veteran AC boat, Beattie says, they'll win a set of official R2AK steak knives, normally reserved for the second-place finisher. "You can do what you want with the knives," says Beattie with a straight face, "split them up with the crew; if you want to give some to Spithill it's totally up to you. And to show you we're serious, we'll even waive the entry fee" (\$650+).

Talk about a novel publicity stunt. Madison Avenue spinmeisters couldn't have come up with a better promotional sound bite. See the video "throwdown" here: http://r2ak.com/will_larry_race.

— andy



Team Gitana's new speed machine slices through offshore swells, capitalizing on the foiling frenzy that began with AC 34.

SIGHTINGS

philo hayward's last encore

"I've just hit my stride at 70. Still got quite a ways to go." These were the thoughts of Philo Hayward of La Cruz as expressed in his blog on September 2.

Unfortunately, Philo, a great friend of *Latitude 38* and virtually every cruiser who ever called at Banderas Bay, and a very close personal friend of the Wanderer and Doña de Mallorca, unexpectedly passed away just three days later.

Having experienced chest pains, Philo had gone to a hospital. He was having stent surgery when he died. About six months before, during one of our many Sunday morning motorcycle rides to Sayulita, he'd mentioned that he had some minor heart issues. He didn't seem particularly concerned about them.

At age 55, Philo sold his house and recording studio in Mendocino to start cruising aboard his Cal 36 *Cherokee*. After doing the 2000 Baja Ha-Ha, he sailed over to the village of La Cruz on Banderas Bay. This was long before the marina transformed much of the town. Philo

continued on outside column of next sightings page

sexy new ride

launch target.

Among its slick innovations is its fold-down transom "tailgate" that doubles as a swim step; a sun-protected helm station in the deck-level salon with 360-degree visibility due to large forward and side windows, and a sliding glass cockpit door; and push-button controls for running rigging, all of which is led to the midship helm station.

As you might image, Jimmy's Surfari 44 (whose name has not yet been released), employs composite construction with a carbon mast and boom. She'll carry a roller-furling genoa and a furling asymmetrical spinnaker on a sprit, both of which are controllable from the salon.



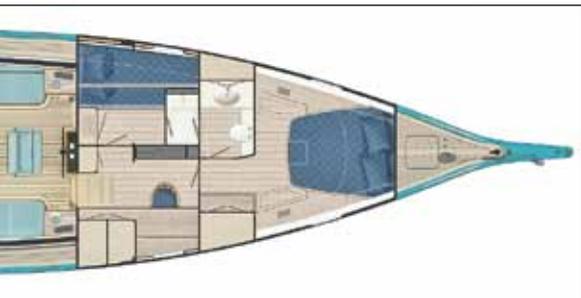
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When winds go light, her twin 75-hp auxiliaries will ensure that Jimmy doesn't miss the party.

The new cruiser only sleeps four, but the salon and full-width aft deck are ideal for open-air socializing. We can already imagine a dinghy raft-up with Jimmy entertaining from his new back porch.

A lifelong waterman, Jimmy Buffett has owned many power- and sailboats — including the beautiful Cheoy Lee Clipper *Euphoria II*, aboard which he reportedly penned *Cheeseburger in Paradise* and other Caribbean classics. It's anybody's guess what sort of tunes Jimmy's sleek new ride will inspire.

— andy



Sleek, sexy and set up for easy shorthanded sailing, Buffett's new ride would probably turn heads in any anchorage. A bulb keel will contribute to speed and stability, her twin rudders will offer enhanced control, and her twin 75-hp engines will be available when tropical depressions shut down the trade winds.

ALL ILLUSTRATIONS FRIENDSHIP YACHT COMPANY

philo — continued

came across a building he thought would make a great music venue and bought it. During the cruising season he continued sailing across the Pacific, and in the off season he'd work on Philo's Bar and Music Club. After a couple of seasons in the South Pacific, he decided to sell his boat and concentrate on his business.

It would be hard to overstate the influence of Philo and his Music Club on cruisers in Banderas Bay and La Cruz itself. Philo's was the default place all cruisers went to. Philo and his backup band, with various guest performers, would play four nights a week in high season. But Philo's was not just for music and dancing; the property also had a Cruisers Lounge, rooms to rent, high-speed Internet, pizza and other food, and much more. We wrote many a *Latitude* article at a table in his club. Philo's was also extremely popular with non-boating US and Canadian snowbirds, too. Packed houses were the rule during the high season.

Philo made sure that Philo's Bar and Club was not just a business but also a community asset. He promoted all kinds of great causes for the locals. There were English lessons for all who wanted to learn, help with school for kids, free Christmas gifts for all the local children, programs for seniors, and much more. In the days before Philo died, we were making arrangements with him for the Baja Ha-Ha boats to deliver hundreds of nearly indestructible soccer balls to Philo's for free distribution. Despite his passing that program will continue.

Philo was a gentle soul, and in the last several years he developed a very close and loving relationship with the beautiful Maria Joaquina Sierra. While Maria's young sons, Alejandro and Diego, love their biological father in Mexico City, they were very close to Philo, too, and loved him like a second father. Diego liked to join Philo onstage and 'play' his toy guitar. Philo told us that he considered himself responsible for the well-being of both boys.

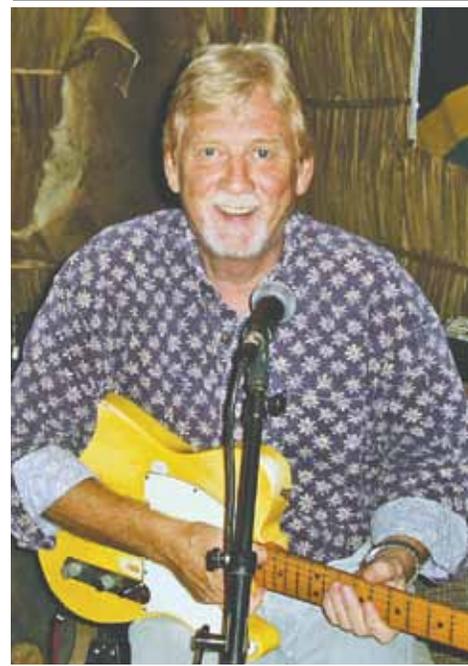
The only times we ever saw Philo get mad was when we were watching a 49er game on television in his *casita* and Colin Kaepernick would make a bonehead play. We don't think Philo hated anyone or anything, but he was less than fond of the Seattle Seahawks.

It's hard to overstate the impact Philo and Philo's Bar and Music Club had on cruisers and La Cruz. Although it's the middle of the low season in Mexico, countless mourners showed up to see Philo for the last time in the open coffin onstage at the Bar and Music Club. There were many tears.

Personally, we're in a state of denial about Philo's passing. It's not going to really hit us until we get to La Cruz in November, and for the first time in all these many years we'll walk into Philo's and not see him on the stage singing *Dreaming About Mexico*.

With Philo's passing the world lost one of the really good guys.

— richard



JULIE TURPIN

Seen here on stage at his club in 2004 holding his trusty Fender Stratocaster, Philo Hayward will be greatly missed. His smile was infectious, his music was moving, and his community service was inspirational.

ROLEX BIG BOAT SERIES —

When the temperature in San Francisco climbs to 93° and beach umbrellas instead of kites blossom on the sand along the shore at Crissy Field, you know it may be an epic beach day — but it's probably not such a great day for yacht racing. Sunday, September 20, the final day of St. Francis Yacht Club's 2015 Rolex Big Boat Series, was one such day.

At 1 p.m., the race committee fired three guns, pulling the plug on the regatta with five out of seven races completed. The heat wave had begun the previous day, Saturday the 19th, and a shoreside

Diablo course was again featured in the first race, and everyone made it back to the club in plenty of time for the 6 p.m. Mt. Gay Rum Party.

In between the postponements and the parties came some truly excellent racing. "Having Peter and Anderson Regio as our PROs on the two courses, with race director Lynn Lynch coordinating between them, made for consistent and professional race management," said regatta chair Susan Ruhne of StFYC. "The

consistency between courses was great for the racers."

Ship traffic seems to be particularly busy lately. "Our course marshals worked with the bar pilots and other shipping traffic to do our best to minimize disruptions for commercial traffic and for the racers," said Ruhne. "We really thank all the pilots

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

and captains who were so accommodating this year."

The 89 starters in this year's series were sorted into 11 divisions. We'll take a look at the accomplishments in each one.

J/105

Last year's 19-boat J/105 fleet swelled to 27 boats this year by virtue of this regatta doing double-duty as the class's North American Championship. J/105 teams came from as far away as Texas, New York and even Santiago, Chile. (Hey, that's not in North America!)

On Thursday the J/105s' first race started in the Treasure Island area, sailing a 10.9-mile course that Ryan Simmons' *Blackhawk* won in a photo finish with Shannon Ryan and Rolf Kaiser's *Donkey Jack*, which had led over much of the distance.

Blackhawk's original plan was to play the cone of Alcatraz, seeking shelter from the current. "We changed our mind mid-



CHRIS HOWELL

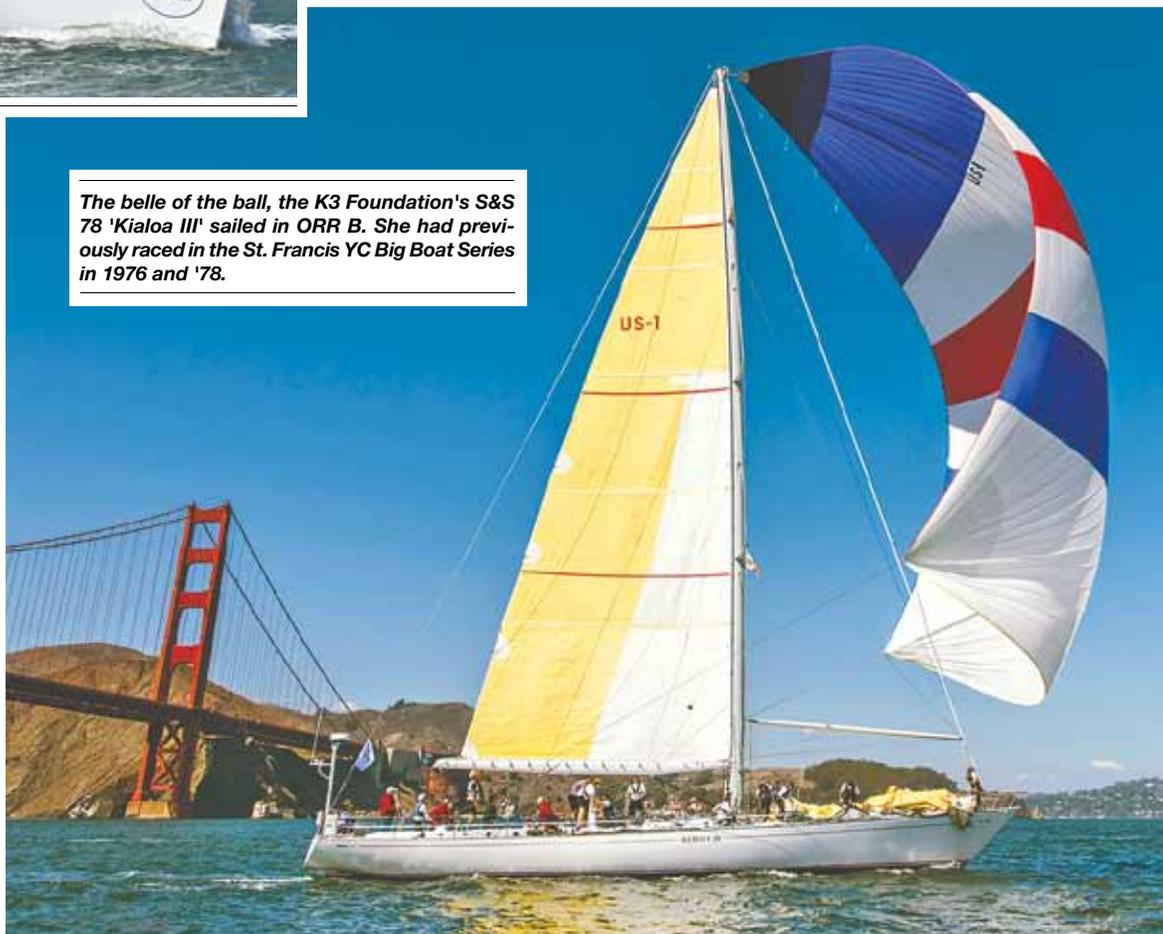
The series served as the J/105 North Americans. 'Jose Cuervo', pictured at Point Diablo, is the new champion.

postponement had been in effect until about 2 p.m., so only one of the two races scheduled that day had been held.

Fortunately, the postponements on Thursday and Friday were shorter, as a brisk westerly filled in. On Thursday the chilly breeze, which reached as high as 20 knots, settled in much later than usual, and the on-the-water postponement stretched to two and a quarter hours. Nonetheless, the race committee got in two rather long races, including, for some divisions, a jaunt under the Golden Gate Bridge to Point Diablo along the Marin Headlands. When the Rolex Party started back at the club at 5 p.m., no boats had yet finished the second race. The beautiful canapés and the dance band would have to wait for their intended audience.

Friday's postponement lasted for a more reasonable (and not unusual) 45 minutes. The Point

The belle of the ball, the K3 Foundation's S&S 78 'Kialoa III' sailed in ORR B. She had previously raced in the St. Francis YC Big Boat Series in 1976 and '78.



HAVING A HEAT WAVE



'Aeolus' pulled off a repeat in the J/111 class. Inset, from left: Chris Watts, main; Rob Theis, skipper; Ryan Kern, spinnaker trim.

leg and decided to go to the Cityfront," said Simmons. "It was a very long beat: all the way from Treasure Island to the Golden Gate Bridge in a flood."

Blackhawk finished fourth in the second race. Simmons said it involved a "super high-powered boats-wiping-out-everywhere reaching leg" with the wind at 18-20 knots. *Blackhawk* thus went into Friday tied on points with Shawn Bennett's *Jose Cuervo*.

Jose Cuervo went on to win the remaining three races, topping the biggest division at the regatta by a whopping nine points. "We put a really good team together of guys that have collectively far more experience than most people do on the Cityfront and sailing in San Francisco, and it showed," said *Jose's* skipper, Shawn Bennett. "They were able to get on the boat and get it going quickly and get us going in the right direction. We were fortunate to get them."

Eric Baumhoff, Nick Gibbens, Dave Gruver, Melissa Feagin, and her brother, Tom Purdy, comprised *Jose's* stellar crew. "Tom, Melissa and I do a lot of match racing and some team racing together as well as with Nick and

Dave," said Bennett. "It's actually the first time I've sailed with Eric, but he's sailed with the rest of them so many times that it felt like we'd sailed 100 times together."

"Winning means a lot to us, because we've tried a few times at the North Americans and have fallen short of winning a few times at the Rolex Big Boat Series," said Bennett. "It's two things in one: checking boxes

that we weren't successful at checking in the past." As for winning a Rolex watch, he added, "Hands down, it's the nicest trophy I've ever won."

Bruce Stone's *Arbitrage*, which won last year and finished second in 2013, came in fourth behind *Mojo* and *Risk*, and *Blackhawk* rounded out the top five.

J/120

The six-boat J/120 class was one of two J/Boat one-design divisions that saw a repeat of last year's win. As he did last year, Mike O'Callaghan took the 'jesses' of David Halliwill's *Peregrine*.

Manhattan resident Halliwill explains: "*Saetta* was down a crew position, so I flew out and jumped onboard so that *Saetta* could race and the J/120s would have a one-design division. The other half of that is that I believe in having consistent crew. They show up, they get to play. I live on the East Coast and haven't been consistent, so I have to hold myself to the same rule."

Crewing on *Peregrine* were Chris Davison, Alex Verdoia, Kristin McCulloch, Michael Thornton, Steve Fentress, John Verdoia, Tad Lacey, crew chief EJ Rowland, and tactician Randy Smith. "Most of these folks have been racing *Peregrine* consistently all summer in the one-design season and Corinthian Friday night races," said Halliwill, an ex-Bay Area Moore 24 sailor.

As he did last year, Barry Lewis' *Chance* gave *Peregrine* a good run for the money (er, watch). *Chance*, a multiple RBBS winner, scored 1,2,2,1,2 compared

to *Peregrine's* 2,1,1,2,1 — meaning that *Peregrine* won by just one point.

"The racing this year was a little challenging for us because we feel the boat is a little faster in the heavy breeze than light and most of the racing was in light to medium air, so that had us on our toes," said O'Callaghan. "*Chance* was a little faster in the light breeze. The passing lanes were minimal, and it was a struggle to stay in front of them all the way to the last day." *Saetta* came in a distant third, having scored all threes and fours.

J/111

Last year's winner, Rob Theis' *Aeolus*, started right off with a bang this year. Like last year, his closest (very, very close) competition was Dorian McKelvy's *MadMen*. Both boats scored two bullets during the regatta and finished a point apart.

"We had a strategy going in, we had a playbook, and we stuck to our playbook," said Theis. "The competition was very fierce, and they're all really good sailors. But fortunately we had a great team; we did some fine-tuning to improve our skills, and it paid off."

Seadon Wijsen again served as *Aeo-*



Mike O'Callaghan again skippered the J/120 'Peregrine' to first place. Inset: Mid-bow guy Alex Verdoia models 'Peregrine's' Rolex.

lus' tactician. Orlando Montalvan, Chris Smith, Ryan Kern, Chris Watts, Bryan Edwards and JB Cianciarulo rounded out the crew.

Having won Saturday's race, the new kid on the block, Peter Wagner's *Skeleton Key*, came in third — just one point behind *MadMen*.

KURT ARRIGO / ROLEX

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ROLEX BIG BOAT SERIES —



The Farr 36 'Racer X' at the finish line. Inset from left: Strategist Michael Rosenauer, and Lynn and Gary Redelberger.

Melges 24

"San Francisco, the first couple of days, didn't disappoint," said Doug Wilhelm, whose Melges 24 *Wilco* topped a nine-boat class. "The conditions for the first two days at least were perfect. The racing was really close."

On Saturday, the *Wilco* crew experienced their worst finish of the regatta. "We made some challenging tactical choices that put us back in fifth, but we still had enough to hang on to the win with a three-point margin."

Crewing on *Wilco* were tactician Tyler Baeder, bowman Frank Wooten, and trimmer Justin Fox.

Coming in second was Duane Yoslov's *Looper*, ex-*Viva*, which won last year's Rolex Big Boat Series in the expert hands of Don Jesberg.

Express 37

Talk about a tough class to crack. Kame Richards' *Golden Moon* has won six Rolex Big Boat Series in the last 10 years and seemed poised for a seventh after winning

the first race. But wait, not so fast — this year's series comeback story is yet to be told.

Mark Dowdy's *Eclipse* last won the Big Boat Series in 1999. "We kind of put the band back together," said tactician Bill Melbostad, who had sailed with Dowdy in four or five after that "when *Blade Runner* was coming up from Southern Cal-

ifornia and was pretty much invincible."

Eclipse and *Golden Moon* traded off first- and second-place finishes until the last race, which *Eclipse* won. "It was really close and really fun sailing against Kame," said Melbostad. "Kame

A downwind finish in front of StFYC in the 27-boat J/105 fleet. Inset: 'Jose Cuervo's Shawn Bennett and Eric Baumhoff.

doesn't make a lot of mistakes, and we knew going into yesterday's race that it was going to come down to whoever won the last race. We won Saturday and still needed to win Sunday if we sailed, so we were lucky enough to come out on top."

Crewing with Dowdy and Melbostad were the latter's wife, Frances, plus Jason Bright, Rhim Fleishman, John Kernot, Sonny Lopez, Jeff MacDougall, Andy Schwenk and Jeff Vernon.

PHRF Sportboat

"It was great that the St. Francis started a sportboat fleet so we didn't have to race against the TP52s. That was a nice addition to the racing here," said Gary Redelberger, winner of the new PHRF Sportboat division. His Farr 36 One Design *Racer X* had a sistership to compete against, Richard Courcier's *Wicked Sister* — and both came from Lake Tahoe.

"We have a huge rivalry, and luckily we came out on top this time," said Redelberger. Actually, *Racer X* dominated the division, finishing nine points ahead



HAVING A HEAT WAVE



Second-place Melges 24 'Looper' (ex-'Viva') and first place 'Wilco' (right). Inset: 'Wilco's skipper Doug Wilhelm and tactician Tyler Baeder.

of *Wicked Sister*, although the latter won the final race.

"They are great competitors," said tactician Michael Rosenauer. And great friends. "We've known all those guys for years," added Redelberger.

The two Farr 36s race against each other during the summer on Lake Tahoe and winter on the Bay. "We hauled the boat down to Point Richmond and put it together two weeks before the Big Boat Series," said Redelberger. The boats will stick around and do the Golden Gate Midwinters, Corinthian Midwinters and a few other regattas in the area. "It's great to be down here."

HPR

Last year in the High Performance Rule division, Greg Slyngstad's Seattle-based J/125 *Hamachi* traded seconds and thirds with the MC38 *Whiplash*, which wound up winning the regatta. This year, *Whiplash* was gone and *Hamachi's* stiffest competition was sistership *Double Trouble*, which won the HPR division in 2013.

"I'm lucky enough to be able to drive this boat with this crew," said *Double Trouble* skipper Peter Krueger. Jeff Madrigali is his tactician. Jim Coburn, Tim Codrey, Noah Weissich, Andy McCormick, Chris Hacket, Gregg 'Radar' Felton, John Pytlak, Eric Ochs and James Clappier complete the crew.

"It's been a good regatta," said boat captain Andy McCormick on Sunday. "We put the time in beforehand and the boys worked really hard. We've won the event and



now we're hanging out drinking beers."

"We practiced harder than we had to race this week," said mast guy John Pytlak. "We put in days that were 8-10 hours of real hard practice, and racing seemed kind of easy compared to the practice."

"Yesterday was slow to start," said Krueger of Saturday's race. "We didn't get on the water until about 2 p.m., and the breeze was moderate. I think we saw 15-17 knots. It was a short course, but challenging. The first two days they sent us out under the Golden Gate Bridge, which we had practiced for, so that worked out well for us." Indeed, *Double Trouble* won both of the races that went out to Point Diablo. "And then these long reaches from Harding Rock across the face of Alcatraz to Blossom Rock or one of the other buoys — tight reaches — were a lot of challenge, a lot of fun. We had a great time."

With a scoresheet of 1,2,1,1,2 compared to *Hamachi's* 4,1,3,2,4, *Double Trouble* didn't even need to sail on Sunday to win the series. No wonder they were so relaxed.

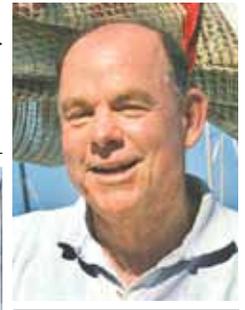
Bernard Girod's Santa Barbara-based Farr 400 *Rock & Roll* finished the regatta two points behind *Hamachi*.

Left: Peter Krueger and 'Madro'. Below: the J/125 'Double Trouble'.



Multihulls

Last year's Multihull winner, Tom Siebel's MOD70 trimaran *Orion*, prefers a lot of wind. Like last year, she won the breeze-on second races on Thursday and Friday. If the weekend had been windy, she might have pulled off a repeat. But, as we know, the heat wave pulled the plug on the



'Eclipse', pictured here leading 'Bullet' along the San Francisco shore, won the seven-boat Express 37 division. Inset: Skipper Mark Dowdy.

breeze. Randy Miller's lighter, sprightlier Marstrom 32 catamaran *Miller Racing* won that all-important final race in lighter air on Saturday afternoon. They tied for points with *Orion*, and the tie-breaker went to *Miller Racing*.

"We had conditions that were great for us, a little lighter than usual, and had a fantastic crew on the boat," said Miller. "I think we got faster and faster every day, and we had the boat going better than we've ever had it before. We sailed the hell out of the boat, but when the breeze is up the *Orion* crew can just point that boat in any direction they want and go 40 knots. We can't do that. But when it's

10-15 we're really well matched and can sail hard and we can get 'em."

Miller Racing's top speed for the regatta was 27 knots in 18-20 knots of breeze on a broad reach, four on the rack, going very hard.

The young crew included some familiar names and faces: David Liebenberg, Michael Radziejowski and Evan Sjostedt were members of the American Youth Sailing Force team that competed in the Youth America's Cup in 2013. Liebenberg is now an Olympic hopeful in the 49er. Daniel Roberts is a

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ROLEX BIG BOAT SERIES —



KURT ARRIGO / ROLEX

Sy Kleinman's Schumacher 54 'Swiftsure' topped ORR B with Big Boat Series habitué Steve Taft at the helm.

sailmaker for Quantum.

After the awards ceremony on Sunday, the team sailed the cat home to Alameda with gusto — of course the breeze came up — and even a victory leap into the Bay.

ORR A

This year, ORR (Offshore Racing Rule) was split into three divisions. Two TP52s, *Bud*, from San Diego, and *Patches*, from Mexico, had ORR A all to themselves. (The TP52 *Vesper*, which has raced and won RBBS in the past, was sailing in

The Marstrom 32 catamaran 'Miller Racing' was victorious in the Multihull division. Inset: Skipper Randy Miller.



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Cascais, Portugal, in the 52 Super Series, the same week.)

"It was a two-boat race and *Patches* owed us time, so we jumped on them every time and we just had a pretty darn well-oiled, smooth team," said strategist/local-knowledge guru Norman Davant. "We happened to get on them every race and we led every race. Except for me, all the crew were from SoCal — San Diego, Long Beach and Newport. They always sail on that boat, so it was a total home-built team which was pretty cool. They did a great job."

David and Johann Billar, Thomas Blackledge, Jason Douglas, Jenn Garvey, David George, Manuel Gomez, Ryan Gutsell, Clark Hardy, Eric Heim, Sammy Herrin, Max Moosmann, Harry Powell and David Servais were the *Buds*.



"We're having so much fun — this is like the best day in San Diego," said pit chick Jenn Garvey on Friday night. "This was our goal for the year." *Bud* won all five races.

"It got windy, and we were doing string drops, which are incredibly complicated on those boats, but it takes about 3 seconds to get a spinnaker down instead of

30 seconds," said Davant, who explained the string drop: "You have a string up into the middle of the sail. You let all three corners go at the same time. You have a grinder, you hook up four people to it, and you physically snatch the spinnaker out of the air after you blow off all three corners and get it into the boat. It's pretty cool."

This was *Bud's* first time up for the Rolex Big Boat Series. "It's on the schedule to come back next year with a new boat called *Fox*, which is being built right now," added Davant.

"Excellence is the rarest thing in the world," *Bud's* skipper Victor Wild told the crowd at the awards ceremony. "We came here for that, and we found it. I've never seen boats sailed better or better boats sailed. It's a wonderful thing for us to have the honor of sailing with you."

ORR B

The six boats in ORR B ranged in size from John Spadaro's Honolulu-based



KURT ARRIGO / ROLEX

DK46 *Boomerang* to the nostalgia-inducing 1970s classic ocean racer *Kialoa III*, an S&S 78 seen at Big Boat Series in 1976 and '78.

From the mid-1970s to mid-1980s, the yacht accumulated more sailing trophies and records than just about any other campaign, including an elapsed-time record in the Sydney Hobart Race that held for 21 years. *Kialoa III's* original owner, Jim Kilroy of Los Angeles, donated her to Orange Coast



HAVING A HEAT WAVE

College 10 years ago. She was recently bought by a syndicate of three families from Monaco who formed the K3 Foundation to restore her and revisit many of the races that made her so legendary.

"It's quite special to sail her here — our first regatta with the other big boats, especially the multihulls, which show the development of sailing over the years,"

"It takes about 3 seconds to get a spinnaker down instead of 30 seconds."

said tactician Roy Heiner, who has represented the Netherlands four times at the Olympics, spent three years on the World Match Racing Tour, and has three Volvo Ocean Races and an America's Cup campaign on his resumé.

Heiner explained that in taking *Kialoa III* back as much as possible to her

The San Diego-based 'Bud', pictured below at Point Diablo, reveled in San Francisco Bay conditions. Inset left: 'Bud's' owner Victor Wild and strategist Norman Davant.

former condition, there's not much room for upgrading. "We have a lot of speed, but not a lot of height in sailing to windward, so we're sixth out of six, but the thought is to inspire people to go sailing as she travels all over the world."

Roland Pieper, one of the owners, told us that

they're not planning to return to RBBS next year or do Pacific races; rather they're planning to head east for races like the RORC Caribbean 600 and the Rolex Middle Sea Race.

"Sailing against *Kialoa* was a two-edged sword," said Steve Taft, helmsman of Sy Kleinman's division-winning Schumacher 54 *Swiftsure*. "If she was in front of you it was almost impossible to get by her. If behind she was a great blocker. Get near her and she would suck

The winning crew of 'Encore', top row, left to right: Suzie Koide, Kelsey Tostenson, Cheri Schamun, Ben Burbridge, Rick Schuldt, Will Paxton, Paul DeMers, Randall Lesley; bottom: Wayne Koide; not shown: Julia Paxton.

all the oxygen out of the Bay.

"The pivotal moment for us was the first race, where we fell behind early but were able to claw our way back into the race and end up second.

"Usually we're not very good in light air, but we've been getting better and



ENCORE



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ROLEX BIG BOAT SERIES —

better, so I felt pretty good about winning today in 10-15 knots," said Taft of Saturday's two-hour race. "We've been trading races with *Boomerang* every day; they win the morning races (lighter air) and we win the afternoon races (heavier air)."

Crewing on *Swiftsure*, from the bow aft, were Tom Warren, Brooks Price, John Broadhead, Chris Chapman, Susan Ruhne, Dave Kresge, Rob Forsyth, Dave Maggart, Sean Cottle, Scott Kleinman (Sy's grandson and a Marine Corps major), Bob McIntire, Mike Bishop, Bobby Villareal, Peter Cameron and Craig Fletcher.

ORR C

The smallest boat in ORR C — Wayne and Suzie Koide's Sydney 36CR *Encore* — repeated last year's win.

"It was a bittersweet victory in the sense that it was a tie," said skipper Wayne. "It was just the technicality of the racing rules that allowed us to win. If we had to do it over again we would



Dan Thielman (second from left) of the R/P 44 'Tai Kuai' with crew and friends at Friday night's legendary Mt. Gay Rum Party.

have liked to have had at least one more race and let the better boat win.

"We have a great deal of respect for our competitors, particularly the guys on the Yolie 42 *Scorpio*, because they were giving us a run for the money and they had a lot of momentum going. It's a very well-sailed boat, very fast, but we hung in there thanks to Will's determination. He said to go in there the first day and win the first two races — that's what we set out to do, that's what we did, and that's what compelled us.

Tactician Will Paxton explained: "Be

prepared to start strong. That's what we really excelled at. We put in the time and the practice and did the Aldo Alessio regatta. We sail all year with Big Boat Series as our target. It's always our goal on day one to already be running

at 100 percent. We want to make sure we're ready to go from the start, because everybody gets faster throughout the regatta. It was a very well-sailed fleet, and many races were decided by less than 10 seconds.

"We lost one race by one second," said Suzie Koide. "That was the difference between being ahead by two points and only being ahead on the tie-breaker," said Paxton, who added that, "ORR really worked. It was a very fair rating system."

We'll give Steve Taft, the 68-year-old helmsman of perennial entry *Swiftsure*, the final word on the 2015 Rolex

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Big Boat Series. Taft has competed in this event 41 times and cherishes the opportunity to race each year. "It's a really classic regatta," he said. "Your friends come in from out of town, so it's a chance to get together with them and sail against each other. When we were younger, everyone was trying to go out and beat everybody else, and now, for me and some of the other guys that have been out there a long, long time, it's just fun to compete and have a good time."

So there was a bright side to the weekend heat wave that interfered with the racing: It allowed even more time for catching up with old pals.

— **latitude**/chris

StFYC ROLEX BIG BOAT SERIES, 9/17-20 (5r, 0t)

J/105 NORTH AMERICANS — 1) **Jose Cuervo**, Shawn Bennett, 8 points; 2) **Mojo**, Jeff Littfin, 17; 3) **Risk**, Jason Woodley/Scott Whitney, 25; 4) **Arbitrage**, Bruce Stone, 26; 5) **Blackhawk**, Ryan



KURT ARRIGO / ROLEX

Steve Boho, 17. (9 boats)
HPR — 1) **Double Trouble**, J/125, Peter Krueger, 7 points; 2) **Hamachi**, J/125, Greg Slyngstad, 14; 3) **Rock & Roll**, Farr 400, Bernard Girod, 16. (6 boats)

PHRF SPORTBOAT — 1) **Racer X**, Farr 36, Gary Redelberger, 9 points; 2) **Wicked Sister**, Farr 36, Richard Courcier, 18; 3) **Courageous**, J/88, Gary Panariello, 18. (10 boats)

ORR A — 1) **Bud**, TP52, Victor Wild, 5 points; 2) **Patches**, TP52, Eduardo Porter Ludwig, 10. (2 boats)

ORR B — 1) **Swiftsure**, Schumacher 54, Sy Kleinman, 7 points; 2) **Boomerang**, DK46, John Spadaro/Skip Ely, 8; 3) **Deception**, SC50, William Helvestine, 19. (6 boats)

ORR C — 1) **Encore**, Sydney 36CR, Wayne Koide, 11 points; 2) **Scorpio**, Wylie 42, James Mullarney, 11; 3) **Elusive**, Swan 42 Club, Thomas Furlong, 13. (5 boats)

MULTIHULL — 1) **Miller Racing**, Marstrom 32, Randy Miller, 8 points; 2) **Orion**, MOD70, Tom Siebel, 8; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 16. (4 boats)

Full results at www.rolexbigboatseries.com

At age 94, Sy Kleinman no longer races aboard his steed, 'Swiftsure', but his ongoing enjoyment of the event is clear to see.

Simmons, 27; 6) **Godot**, Phillip Laby, 33. (27 boats)

J/111 — 1) **Aeolus**, Rob Theis, 11 points; 2) **MadMen**, Dorian McKelvy, 12; 3) **Skeleton Key**, Peter Wagner, 13. (6 boats)

J/120 — 1) **Peregrine**, David Halliwill, 7 points; 2) **Chance**, Barry Lewis, 8; 3) **Saetta**, Ludovic Milin, 17. (6 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 7 points; 2) **Golden Moon**, Kame Richards, 8; 3) **Expeditious**, Bartz Schneider, 16. (7 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 10 points; 2) **Looper**, Duane Yoslov, 13; 3) **The 300**,

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SO CAL TA-TA III —

The concept of the SoCal Ta-Ta is as simple as Admiral Nelson's observation that "Men and ships rot in port." The Ta-Ta is a great excuse for everyone to use their boats — and their minds and bodies — while having fun on the ocean and making new sailing friends.

The maximum of 50 boats signed up for this, the third Ta-Ta, including nine that had already done at least one of the first two. Five of them came from as far north as San Francisco Bay, and several from as far south as San Diego. The largest boat was *Interlude*, the Deerfoot 74 doublehanded by Kurt and Katie Braun of Alameda. The smallest was *Boomerang*, Chuck and Elaine VanderBoom's Corsair 31 from Lake Havasu, which was one of the five multihulls.

As weeklong West Coast ocean routes go, the Ta-Ta course is about as good as it gets. It starts in beautiful Santa Barbara with a kickoff party on the beach at the Santa Barbara YC followed by a 24-mile reach to the east end of serene Santa Cruz Island. After two nights at the uninhabited island, there's a 16-mile reach back across the channel to Channel Islands Harbor and the welcoming arms of Dan Ward and Michele Lapointe, who again offered free berthing on behalf of Vintage Marina Partners-Channel Islands Marina.

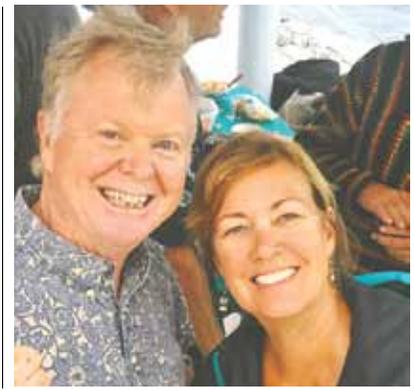
The next leg is the 24-miler down the coast past County Line and Zuma Beach to the anchorage at Paradise Cove. The sailing finale is the 33-mile reach from the cove to Two Harbors, Catalina, while the event finale is the on-the-beach potluck and awards ceremony.

Alas, this year's Ta-Ta sailing conditions weren't quite as good as last year's, which were so perfect they've been enshrined in the Sailing Hall of Fame. For example, the wind on this year's first leg to Santa Cruz Island, which is normally as reliable as a summer westerly on San Francisco Bay, simply didn't show. The reach back to Channel Islands was fine, but the normally breezy run to Paradise Cove saw nothing over 10 knots, albeit under brilliant blue skies. It's always important for an event to finish up strong, so the reaching conditions for the last 20 miles to Catalina — 13 knots, flat seas, and blue skies — were just what the PooBob was hoping for.

Other weather phenomena were different from last year, too. Instead of last year's famous Blue Moon, there was rain both nights at Santa Cruz Island. Rain, some of you may remember is when water falls out of the sky. Fortunately,



Chris Mendonca's Hunter 376 'Sea Wolf' on a spiny reach.



Pat McCormick and Terry Albrecht.



The Ta-Ta Kick-Off at the Santa Barbara.



'Volare' caught a rainbow at Santa Cruz Island.



Dreads in the winch on 'Vanishing Girl'. Ouch!



Hartley Gardner strikes a pose.



Two boats on the hook at scenic Santa Cruz.



Scott Stephens' Catana 411 'Santana'.

BEST WEEKLONG CRUISE ON THE COAST

PHOTOS COURTESY OF JESSICA HEINICKE, HARTLEY GARDNER & LATITUDE



Troy and Michele Stone's Island Packet 460 'Insula' powered by a \$450 spinnaker.



Sundowner time aboard 'Profligate' at Santa Cruz Island.



Tom Olsen and Debra Hurst's Mason 43 'Trouble' got a little breeze leaving Santa Barbara.



John and Michelle Zeratsky of 'Aegea'.



'Trouble' having no problems.

SO CAL TA-TA



Ta-Ta fun, left to right from top left: Ron Bohannon and Linda Wells of 'Ditto'. Rusty, Michelle and Dan, hosts for free berths at Vintage Marina Parnters-Channel Islands Marina. Hartley Gardner and Linda Johnstone of 'Atsa'. The Buffalo Milk Party aboard the 74-ft 'Interlude'. Reaching across the Santa Barbara Channel to Channel Islands Harbor. Doña and Jeannie of 'Profligate'. An aerial view of boats departing Channel Islands Harbor. Circumnavigators Kurt and Katie of 'Interlude' display their viper inclinations. Chuck and Elaine VanderBoom finished most legs first with their Corsair 31 trimaran.

there was only enough to rinse the salt off the boats.

Then, during the frivolity of the free BBQ on the floating docks at Channel Islands Harbor, the Grand PooBob had to announce that thanks to a major earthquake off the coast of Chile, the coast of California from San Clemente nearly to Monterey was under a tsunami advisory. According to the official advisory that was read to the fleet, everyone with a boat in a marina or harbor in the affected area was advised to take their vessel to sea. Members of the fleet weren't sure what to do, but in the end, everybody ignored the official advice. Fortunately, there was only a minor disturbance in the tides.

The fleet was also visited by a Coast Guard helicopter and later a small Coast

Guard boat; this the result of the skipper of the Santa Barbara-based Columbia 36 *Vesper* firing off a red distress flare while on the hook at Santa Cruz Island. The following morning, the skipper explained that it had been 'an accident'.

We're not sure what the final disposition of the incident was, but under 14 US Code 88C, causing the Coast Guard to believe they are responding to an emergency when they aren't can potentially have severe consequences: A fine up to \$250,000, six years in prison, a \$5,000 civil fine, and all Coast Guard costs.

One of the nice things about the short Ta-Ta legs is that they allowed *Profligate* to welcome skippers and first mates to sundowner parties, one-third to each of the three parties. When you get a crowd down to 30, people really get a chance to know one another.

The PooBob is always thrilled at the

variety of people who participate in the Ta-Ta, as they are young, retired, white collar, blue collar, etc. Our favorites were Adam and Jessica Heinicke of the Morgan/Catalina 440 *Volare*. He'd done two tours in Iraq as the pilot of a Blackhawk helicopter. Jessica said she was a nurse — and later admitted that she too had done two tours in Iraq as the pilot of a Blackhawk helicopter!

However, none of the *Profligate* parties could hold a candle to the Buffalo Milk Party Kurt and Katie threw aboard *Interlude* — a photo of which appears in the dictionary under 'perfection' — that was open to all 125 Ta-Ta participants.

There is a good chance there will be another Ta-Ta next year, and if there is, we're told Admiral Nelson is planning to make an appearance. You wouldn't want to miss that.

— **latitude/richard**

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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at www.baja-haha.com shows you that boat types in this year's fleet are as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

See 'Lectronic Latitude' for updates at www.latitude38.com. In the magazine, look for fleet profiles in this issue and a complete recap in December.



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MEET THE FLEET

We hope you were one of several hundred sailors who mixed and mingled at our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion, September 2.

But if you missed it, you might still be able to find a ride — or potential watch-standers — via our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

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IMPORTANT DATES

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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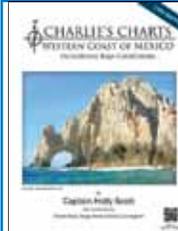
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PLEASE NOTE:

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



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DELTA DOO DAH 7

At the end of last year's Delta Doo Dah feature story, we promised big changes for 2015, and indeed Delta Doo Dah 7 was like none other. Heck, even the Delta itself, where change comes more slowly than it does in the faster-paced Bay Area, does not stand still.

Among the changes affecting sailors was a salinity dam that blocked the western entrance to False River (a popular shortcut and entrance to Franks Tract and Bethel Island), and produced strong currents in and around Fisherman's Cut.

Besides the new dam, various bridge closings, planned and unplanned, forced sailors to adapt their routes. Keeping a rigid schedule in the Delta is not always possible — or desirable.

One side effect of the drought was a positive one for Delta businesses: With so many California lakes closed to recreational boating due to low water levels, trailer boaters came to the Delta, where they could still launch.

A change enjoyed by many Delta Doo Dah sailors was the opening of Owl Harbor's beautiful and comfortable new marina building, celebrated at a festive Tahiti-themed party on June 13.

Change also came to the Delta Doo Dah. For starters, we combined our Kick-off Party with Delta devotee Craig Perez's Delta Cruising Seminar at Richmond Yacht Club on May 16.

More change followed in the ensuing months. Perez, the commodore of RYC, came up with a plan for three Doo Dah runs up the San Joaquin River. The first would be part of the Delta Ditch Run from RYC to Stockton Sailing Club. Five DDD entries cruised to Stockton with the Cruising Division in the newly coined 'Doo Dah Ditch Run', and four more entered racing divisions. SSC followed up the windy, exhilarating run with the usual great Saturday night party, Sunday morning omelettes and awards, and a Sunday afternoon BBQ.

The second run to SSC stopped at Owl Harbor in Isleton on July 18. The marina hosted a BBQ/potluck and movie on the green that evening, followed by a complimentary breakfast on Sunday morning. SSC welcomed Doo Dah participants that evening with a casual supper.

In August, for the first time, we made Pittsburg YC an official stop, where we enjoyed the club's usual Friday night dinner. From Pittsburg, sailors continued on for some nostalgia at SSC's Hot Summer Nights, a classic car show with oldies, burgers, fries and root beer floats.

The Delta Doo Dah also joined Tiki Lagun Marina to celebrate Summer Sailstice at a potluck on June 20.

Since this year's Delta Doo Dah retained a strong DIY element, we'll let the sailors pick up the tale:

Itzayana — Beneteau Oceanis 331 Liam Wald & Jane Wong, Santa Cruz

"We were part of the Doo Dah again this year and had a great time as usual," writes Liam Wald. "We've been going to the Delta every year (sometimes twice) for the last 10 years or so, and our fa-

vorite destination has been Three River Reach.

"This year when we got there I thought that it was odd that there were no other boats anchored, as it has been typical to see anywhere from 5 to 20 others. Luckily we were going in at high tide, as we found that the depth under the 6-ft keel was 1.5-2 feet. The tide was going to drop more than that, leaving us in the mud. In years past there was usually at least 3-4 feet under the keel



— A SEASON OF CHANGE

ALL PHOTOS LATITUDE / 'DOODETTE' CHRIS EXCEPT AS NOTED

at low tide.

"We buggered out and found a little spot on Potato Slough, where we met some other Doo Dah'ers and had a great time of it. Have you heard anything else about Three River Reach?"

We posted Liam's question on Facebook (www.facebook.com/deltadoodah). "The whole Delta is now like this due to the drought," responded Doo Dah vet Eli Myrick. "With no fresh water flowing out, the tides are more extreme."

Fantasy — Islander 36 Gene & Cheryl Novak, Alameda

We left Alameda on Friday, July 3, and met up with the Islander 36 group at Benicia Marina. We conveniently viewed the Benicia Fourth of July fireworks from our boats and could also see the Concord fireworks through the dodger windows. From there we headed to the Pittsburg Marina, which was way too windy and had a strange surge, so we went to the Delta Marina in Rio Vista,

which had much better protection. That week it seemed even windier than what we find in the Slot, so we stayed hunkered down. My daughter Melissa and granddaughter Madison joined us on Wednesday evening, and we ate at the reopened and fantastic Point Restaurant at the marina.

Thursday we headed through Three-mile Slough and had the bridge-tender open the bridge, much to the amazement of my granddaughter. She was beside herself with glee as the bridge-tender waved down at us from his lofty perch.



Clockwise from top left: Sailing up New York Slough; Rosalyn, Mike, Mecala and Zachary from 'Emily' at the Owl Harbor BBQ; after the Doo Dah Ditch Run, Larry Samson of 'Summerwind' got a Doo Dah shirt at SSC; at their family reunion the Hurdles and Najarrs model theirs; no wind but good reading on 'Mental Floss'; Annalee, Michelle, Luke and Dan of 'Miss Conduct' at Pittsburg YC's Friday night dinner; Doo Dah vet 'Odyssey' sailed in the Doo Dah Ditch Run; Craig "yes, this is your commodore" Perez demonstrates an alternative way to wear your PFD; Jennifer and Kerry of 'Alafair' brought a different ride to SSC's Hot Summer Nights.



DELTA DOO DAH 7

We had a nice motor past the new salinity dam at False River, continuing on to another stop in Pittsburg. We had to visit the New Mecca, but also found a great place for breakfast in the marina, the Country Skillet. It's only been about 30 years since our last visit, so to us the remodeled marina was a great improvement, and the staff was friendly and helpful.

On Friday we headed back to Benicia Marina, where we were to meet up the next day with Melissa's husband Aaron for the trip back to Alameda. It was a great trip back with no breakdowns and lots of wind in the Slot. Everyone enjoyed the trip. Our advice to potential Delta cruisers: "Just Doo It."

American Beauty — New York 36 Sam Neustadt, Tammy Forrest, David Suder, Casey the Wonder Dog Richmond

American Beauty left Richmond on July 24 and stopped in Benicia, False River, Three River Cut, Mandeville Cut, the Mokelumne River, Owl Harbor and Walnut Grove — and stayed up-Delta six weeks longer than planned!

We love Owl Harbor and the surrounding anchorages. The marina itself is awesome, well managed with plenty of perks — where else do fresh eggs, veggies, outdoor movies and popcorn come with the berth? The raft-up with friends on Three River Cut under the full moon was truly a night to remember.

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



"Bring your water toys!" say the Silvas of 'Lucy'. Stand-up paddleboards and kayaks are modern Delta toys popular with both adults, such as Patty Silva, and kids, such as young Ben.



I'm A PreCursor — MacGregor 25 Bryan & Cindy Blagg, Ceres Brady Bunch — MacGregor 26D Mike & Karel Brady, Gustine Buon Amici — S2 9.2A John French/Ed Dietz, Stockton

The plan was to pull three MacGregors to Stockton from Ceres (a town south of Modesto in Stanislaus County) on Friday morning, June 19, and launch at Buckley Cove by 10 a.m. *Buon Amici* is part of Stockton Sailing Club, so we would meet up with John and all leave together from Buckley Cove. Our first stop would be Sugar Barge on Friday night. The next day we would head to Antioch City Marina. Sunday morning

we would push across to the Sacramento River side and Delta Marina in Rio Vista. Monday we would call for an opening of the Threemile Slough Bridge and head to Owl Harbor. Then on Tuesday, we'd have a long sail back to Stockton to stay the night at SSC. Wednesday we would load up the MacGregors and head home.

Three roadblocks stood in the way of the plan:

1. Mike and Karel realized they had a wedding to go to on Saturday the 20th in Monterey. This was fixed by having someone come to Sugar Barge and drive them to the wedding and back, leaving their boat at Sugar Barge an extra day and rejoining the group in Rio Vista.

2. John found he had no crew for the trip. This was fixed by Ed Deitz leaving his own boat at home and joining John on *Buon Amici*. Ed, as always, brought a couple of his grandkids, Jonathan (16) and Katherine (12) to help out.

3. Due to the wedding, the tow vehicle for the 26D was not available. This was fixed by having Ed pull the 26D to Stockton.

Friday morning came. Five miles from the I-5 turnoff for SSC, Ed called Mike to tell him that a wheel was smoking on the trailer and he had pulled off the highway. We turned around and went back to where he was and decided it was a brake issue, so we cooled it down and went at a slower pace. We had to stop three times to get the brakes to release and cool on the way to Buckley Cove.

I have never had a group so determined to go that every little thing that came up just meant we had to find a solution and everyone would help.

Low water and the False River temporary dam did change our route plans and made us use Fisherman's Cut

Delta Doo Dah 7 Fleet

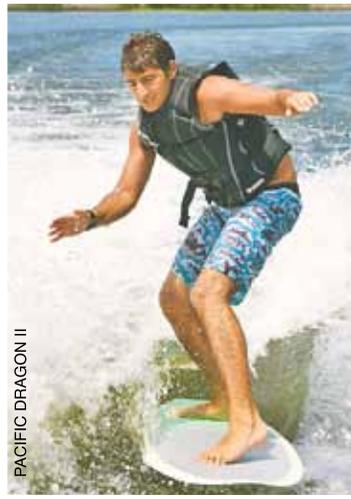
Adelina.....	Cherokee 32.....	Mark & Susan Ford.....	South S.F.
Alafair.....	Catalina 30.....	Kerry & Jennifer Scott.....	Richmond
American Beauty.....	New York 36.....	Sam Neustadt/Tammy Forrest.....	Richmond
Annie.....	Sprague/Pratt 33.....	Jeff & Annie Cook.....	Richmond
Appilonia.....	Beneteau 393.....	Volki Felahy.....	Richmond
Aquavite.....	Catalina 34.....	Stu Jackson.....	Alameda
Barefoot.....	Islander 28.....	Mary Kraybill.....	Vallejo
Beautiful T-K.....	Albin 48.....	Jim Haussener.....	San Leandro
Brady Bunch.....	MacGregor 26.....	Mike & Karel Brady.....	Gustine
Buon Amici.....	S2 9.2A.....	John French/Ed Dietz.....	Stockton
Cerridwen.....	Fantasia 35 MkII.....	Carey & Heather Shine.....	Benicia
Deliverance.....	Hunter 41AC.....	Dan Swett/Tom Trebelhorn.....	Half Moon Bay
Emily.....	Ericson 27.....	Mike Gill/Mecala Fitzpatrick.....	Alameda
Endless Summer.....	Catalina 42.....	David & Michelle Opheim.....	San Rafael
Ergo.....	Ericson 35 MkII.....	Scott Cyphers/Hana Bauguess.....	Richmond
Ergo.....	Express 27.....	Chris Gage/Erika Anderson.....	Richmond
Evenstar.....	Ranger 23.....	Gregory Towers/Jillian Cripps.....	Emeryville
Fantasy.....	Islander 36.....	Gene & Cheryl Novak.....	Alameda
Folalier.....	Beneteau 370.....	Mark & Sherri Rinkel.....	Richmond

Grand Finale.....	Grand Banks 32.....	Jim & Mimi Cornelius.....	Belvedere
Green Flash.....	Beneteau 323.....	Stephen Yingst/Christins Barasch.....	Sausalito
Hobo.....	Columbia 26 MkII.....	Lewis Keizer/Marie Lumazar.....	Alameda
I'm A PreCursor.....	MacGregor 25.....	Bryan & Cindy Blagg.....	Ceres
Idle Eyes.....	Islander 36.....	Brett Butterfield/Laura Burkhart.....	Sausalito
Irish Blessing.....	J/24.....	Chad Peddy.....	Alameda
Iron Genny.....	Grand Banks 42.....	Jared Brockway/Genevieve Peterson.....	San Francisco
Itzayana.....	Beneteau Oceanis 331.....	Liam Wald/Jane Wong.....	Santa Cruz
Jammin.....	Catalina 36.....	Jim Forrest/Mary Coleman.....	Alameda
Jazz.....	Celestial 48.....	Russell Best/Christine Iverson.....	Kona, HI
Juniper.....	Pacific Seacraft 40.....	Scott Askew/Viviane Valvezan.....	San Francisco
Just Saying.....	C&C 40.....	Kennett Wadsworth.....	Richmond
Knotty Lady.....	Carver 355.....	Paul & Abigail Williams.....	Palm Beach, FL
La Vida.....	Catalina 320.....	Mike & Joan Mellon.....	Marin County
Lucy.....	Beneteau 361.....	Daryl & Patty Silva.....	Alameda
Mai Pen Rai.....	Islander 36.....	Noble & Barbara Brown.....	Vallejo
Makai.....	Hunter 26.....	Rick & Marcia Adams.....	San Diego
Marrakesh.....	Express 34.....	Craig & Joan Perez.....	Richmond
Mas Tiempo.....	Islander 30 MkII.....	Dave Cowell.....	Owl Harbor
Mental Floss.....	Olson 30.....	Robert Sesar & Roberta Montero.....	Benicia
Mi Amor.....	Islander 36.....	Arnie & Louise Gallegos.....	Richmond

— A SEASON OF CHANGE



LUCY



PACIFIC DRAGON II

Yes, it gets hot in the Delta. But what the hey — the water's right there for cooling off. Clockwise from top left: Bruce and Henry float along behind the Beneteau 361 'Lucy'; Rami wakeboards behind a 21-ft jet boat, the water taxi for the Gemini 105M cat 'Pacific Dragon II'; Katherine and Jonathan on the way back to SSC behind the S2 'Buon Amici'; crew from 'Mental Floss', 'Alafair' and 'Sea Wolf' cool in Potato Slough; water cannons do the trick during a wind-challenged cruise from Pittsburg to Stockton.



BUON AMICI



MENTAL FLOSS

instead of the False River route. This would be a little hard for Mike since this would be his first use of the boat and Karel's first sailing trip. To help them with the route they would take on Sunday, the other two boats headed to Antioch on Saturday, taking pictures at each turn with a text message telling them which way to go. So, with his tablet app, Delta map, and step-by-step instructions, Mike only had to call once to verify a turn. All three boats got to the Threemile Slough Bridge within 10

minutes of each other and then made the quick run to Delta Marina.

The year before, our 10 hp motors would only make about 4 mph on the run to Sugar Barge, and the other days last year we had no wind. This year we did 6-8 mph to Sugar Barge and 8 mph under sail to Antioch. We even hit a 10 downwind, surfing the waves on the Sacramento River.

Each night was a different marina and dinner out. The grill on top of Sugar Barge hit the spot after Friday morning's

troubles, with everyone sitting at the table knowing we were actually doing this Delta trip. The night in Antioch at the Riverview Lodge restaurant we had surprise guests of Katherine's parents for her birthday. The staff was great and really made us feel at home. In Rio Vista it was Foster's Big Horn Café with more surprise guests of Ed's other son's family. I think the surprise guests were Ed's way of getting a ride back to the marina each night after dinner while the rest of us walked.

Midnight Madness ..	Bluewater 52	Greg Jones/Kathleen Dinnel-Jones ..	Oakland
Migration	Catalina 36	Chuck & Mary Ann Herman	Alameda
Miss Conduct	Columbia 36	Daniel Zempel/Michelle Petroelje ..	Oakland
Miss Fit	Catalina 22	David & Jenni SanGiovanni	Humboldt Bay
My Girl	Newport 30 MkIII ..	Rich & Carolyn Watson	Coronado
Noa Makani	Catalina 36	James Rutherford & Kimberly Trotter ..	Alameda
Now & Zen	Newport 30-II	Tony Bourque/Patch Garcia	Richmond
Odyssey	Bristol Channel Cutter ..	Wayne & Karen Edney	Richmond
Pacific Dragon II ..	Gemini 105M	David & Maha Hurdle	Benicia
Polé Polé	Ericson 29	Adam Katz	Oakland
Pyewacket	Catalina 34	Ralph & Penelope Hyde	Vallejo
Ranger	'37 Stephens 36	Bill & Sue Wells	Isleton
Resolute	Hunter 33	Jason & Eric Kopps	Richmond
Sea Wolf	Hunter 376	Christopher Mendonca	Vallejo
Shearwater	Ericson 36C	Dave & Kelly Kendall	Benicia
Shellback	Catalina 30	John & Doreen Abbott	Richmond
Sir Leansalot	Hunter 40	Tom & Lynn Lueck	Stockton
Stickeen	Bodega 30	Lee Richardson/Pam Reeves	Richmond
Stink Eye	Laser 28	Jonathan Gutoff/Christine Weaver	Richmond
Thetis	Ericson 32	Steve Andersen	Little Venice Isl.
Toucan	Tanton 43 cat ketch	Kevin Belcastro/Susan Liebert	Owl Harbor

Touché	Jeanneau 42DS	Pip & Jill Ziman	Alameda
Twilight	Catalina 30	Neil & Judi Larson	Hidden Harbor
Two Truths	PS Dana 24	Bob & Betsy Sharf	Berkeley
Varekai	Mainship 34T trawler	John & Delores Dovano	Alameda
Vector	C&C 38-2	Bill & Lida Rathbun	Berkeley
Vita Nova	Aries 32	Daniel & Katie Retz	San Francisco
Waterhorse	Newport 28	John Zolck/John Wood	Sausalito
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DELTA DOO DAH 7

At Owl Harbor we had a potluck on Mike's new boat with tri-tip steak and BBQ chicken sandwiches. For our last night we made our standard trip to the Old Spaghetti Factory in Stockton so Ed could have ice cream.

Usually after a long trip it feels good to be heading home, but we had such a good time it was sad to see it end.

Annie — Sprague/Pratt 33 Jeff & Annie Cook, Richmond

Annie departed Richmond on July 17 and stopped at Vallejo YC, Owl Harbor, Mildred Island and Benicia. We loved the hospitality at Vallejo YC; the welcome, facilities, friendliness, parties and gatherings at Owl Harbor; the serenity of Mildred Island; and the overall sense of having traveled somewhere while close to home. The sunsets and sunrises are unlike anything on the Bay. Due to a mechanical problem with the raw-water pump, we were unable to make it to the party in Stockton on July 19.

This third trip, we felt more adventurous and willing to stick our nose into small coves and back bays.

Our advice to future Delta cruisers: The sailing can be challenging, as you can encounter larger waves and stronger winds than you might imagine. Bring a good awning — the bigger the better — and a windscoop. Explore, explore, explore. Buddy boat.

Two Truths Pacific Seacraft Dana 24 Bob & Betsy Sharf, Berkeley

On July 30, Bob, Alex von Rospatt and Anna von Rospatt (age 11) departed Berkeley, catching the big flood, and spent the night at Owl Harbor after a wonderful downwind sail. (If you have a slow boat like ours, playing the currents can make a huge difference.) Betsy joined us there, and we said goodbye to Alex and Anna.

On July 31, we sailed a meandering route to Stockton Sailing Club and spent the night there. The next day we sailed into downtown Stockton under the fixed bridge, just to confirm that our mast would indeed fit. Our clearance was just a few feet, which looks sort of scary. We stayed that night at Tiki Lagun.

The drawbridge on the Turner Cut, just south of Tiki Lagun, was broken the morning we were to pass through, which meant a longer way around to Mildred Island. This was not a big deal, but it taught us to check ahead for bridge closures. We spent much of the follow-



'Annie's winning hand and 'Endless Summer's lowball hand (a four of clubs that went swimming) from the season-long poker run. Prizes were souvenir decks of cards.

ing day swinging on the hook at Mildred Island. We hadn't been there before, and it is now our favorite anchorage.

After another night at Owl Harbor, we motorsailed to Benicia. Our son Eli met us there and drove Betsy home after dinner. Bob singlehanded back to Berkeley on August 4.

Owl Harbor remains our favorite spot. We were worried that the new building would spoil the rustic simplicity of the place, but the architect did a wonderful job in creating a modern new facility with wonderful amenities that is still in keeping with the homey ambiance of the place. Owl Harbor must have the best showers of any marina in the Delta. Maybe in the whole Bay Area!

Deliverance — Hunter 41AC Dan Swett, Tom Trebelhorn, Joe Hill Half Moon Bay

We departed Half Moon Bay on June 13, stopping at Richmond YC, Owl Harbor, Walnut Grove and Rio Vista, then back home via RYC again. This is the same San Diego crew that has done the Baja Ha-Ha three times with this boat.

First I want to thank the commodore of RYC for doing the complete briefing. It answered many questions.

One surprise occurred at Walnut Grove when one of our crew sleepily stepped off the boat into mid-air without a PFD, took an unplanned dip under the dock, and fortunately was quickly and safely recovered. Our favorite restaurant was the famous Al the Wop's in Locke.

Next year we will make the run to Tiki Lagun.

Endless Summer — Catalina 42 Dave & Michelle Opheim San Rafael

As you can see by the one and only card that you dealt us at the bar at Stockton Sailing Club, we had a great

time in the Delta again this year. We spent a lot of time in the water, and it just so happens that the four of clubs didn't handle the water sports as well as we did. I found it in the pocket of my swim trunks once they dried out.

At the time of this writing (August 20), we're in Georgiana Slough, having gone the long way from the Bedrooms as both the Mokelumne River Bridge and Tyler Island Bridge were out of service on Tuesday when we wanted to transit them. With Tyler Island Bridge not having an ETA, we decided to go back out to the main ship channel to Threemile Slough, up the Sacramento River to Walnut Grove, and thus into the Georgiana. It was a nice ride, though a couple of hours longer than our intended route. But hey, it's Delta Time! And the two-for-one lobster at Giusti's in Walnut Grove was worth it.

Since this year's rally had a Vegas-style, 'What happens in the Delta stays in the Delta' theme, and because poker runs are popular with stinkpotters in the Delta, we decided to create a poker run of our own and handed out Delta Doo



Captain Madison, age 8, gets a turn at the helm of her grandparents' Islander 36 'Fantasy' on the way from Rio Vista to Pittsburg.

Dah-branded poker cards to participants at all of the official events.

As with other editions of the Delta Doo Dah, number eight will keep what worked this year but simplify as needed. Check in with www.deltadoodah.com after the New Year to follow developing plans for the 2016 rally. For more pictures from cruisers, see our photo gallery at <https://latitude38events.smugmug.com/Delta-Doo-Dah-2015>.

— *latitude/doodette' chris*



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DORADE'S RETURN TO BLUE WATER —

During our many years at *Latitude* we don't recall ever reporting on an effort as impressive as the 52-ft yawl *Dorada's* Return to Blue Water campaign. But then, there's never been a boat quite like *Dorada*.

A name that's familiar to generations of sailors the world over, *Dorada* — to refresh your memory — was one of the very first boats drawn by Olin Stephens of the then-fledgling design firm Sparkman & Stephens. Built of mahogany single planking over steam-bent oak frames, with Sitka spruce spars, she was launched in 1930. Her unconventionally narrow beam and slender bow entry starkly contrasted with the big schooners that dominated offshore racing at the time. But those who scoffed at *Dorada's* unconventional Marconi sailplan and skinny hull shape soon fell silent.

Not long after her launch she took second in class and third overall in the 1930 Bermuda Race. A year later Olin and his younger brother Rod — both in their early 20s — drove her to a stunning upset win in the 1931 Transatlantic Race, besting much larger schooners by a wide margin. Soon afterward, she won the 1931 Fastnet, which earned the young brothers and their crew a ticker-tape parade through the streets of New York. The next year she won the Bermuda Race, and a year later won the '33 Fastnet.

After her sale to San Franciscan James Flood in 1935, she did the 1936 Transpac, scoring a trifecta: She took line honors, class honors and was the overall winner. Not only did these and many other victories dramatically increase her fame, but her then-revolutionary design has long been regarded as a pivotal turning point in yacht design that upset conventional thinking more than any vessel in modern times.

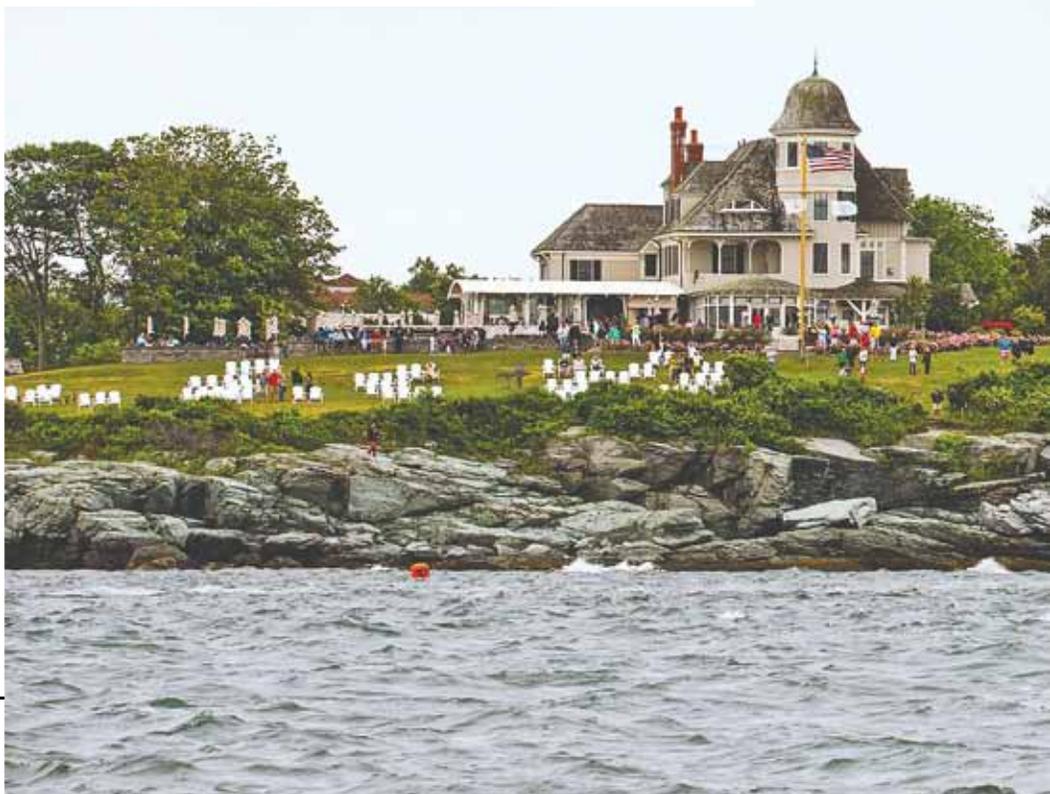
During the decades since, *Dorada* has had a variety of caretakers on the West Coast, in Europe and elsewhere, and has enjoyed other victories. But soon after Bay Area sailors Matt Brooks and Pam Rorke-Levy bought the 80-year-old woodie in 2010, her racing career kicked into overdrive yet again.

According to Matt, the first day they viewed her, he and Pam committed to buying her, and that same day they conceived the notion of repeating at least four of the prestigious offshore races that had elevated *Dorada* to stardom decades earlier: the Transpac, the Bermuda Race, the Transatlantic and the Fastnet. The wildly ambitious campaign was dubbed Return to Blue Water.

That effort drew to a close in August with the famous yawl's participation in the Fastnet. Looking back, the chronology of the RBW campaign has all the trappings of a Disney movie — that is, almost too magically successful to believe. But initially the plan drew plenty of skepticism: "As soon as I mentioned the idea, I had several extremely experienced offshore sailors tell me — right there on



PAUL WYETH / WWW.PWPICURES.COM



BILLY BLACK / ROLEX

MISSION ACCOMPLISHED

the dock within 30 seconds of uttering it — that it was an absolutely crazy idea," recalls Matt.

Pam adds, "The other thing you have to understand is that particularly back in Newport, where *Dorada* is a very important part of the local sailing history, people were indignant that we were going to be buying this irreplaceable part of yachting history and jeopardizing the

boat." But the naysayers didn't deter Matt and Pam. Their idea at the time wasn't necessarily to dominate these events, but to complete them with reasonable success, and perhaps better the boat's original elapsed times.

After completion of an exhaustive refit, they took her to the Caribbean in 2012 and put her through her paces at such events as Les Voiles de St. Barth

(first in class), the Antigua Classic (first in class), and the St. Maarten Heineken Regatta (first in class). Matt explains, "We learned through this whole process that she is a very sturdy boat if you treat her how she wishes to be treated. She is not a piece of fragile antique furniture. And what I find interesting is that every time we go out on a sail or a race, we learn something new about how to sail her just a little better. Rod and Olin built what would appear to be a very straightfor-



'Dorada' sailing off Newport, RI, in July prior to the start of the grueling 2015 Transatlantic Race. Inset: Was there cause for celebration upon arrival at Cowes? Absolutely.

DORADE'S RETURN TO BLUE WATER —

ward boat. But in fact, she is very complex if you want to get those last couple of percents of performance out of her."

Dorade, which is always raced under the St. Francis YC burgee these days, also did the first of 'the big four' that year: the Newport Bermuda race, taking sixth in class. But in 2013 she became truly reacquainted with her former glory, with her astonishing performance in the Transpac: first in class and first in fleet — 77 years after winning it the first time! With that feat she earned the distinction of being proclaimed the official flagship of the City and County of San Francisco — and of California. Not surprisingly S&S considers her to be its flagship also.

In 2013 she did more Caribbean racing, including the RORC Caribbean 600 (first in class) and the BVI Spring Regatta (third overall). Pam and an all-female crew took fourth place in the Antigua Classic. That summer, after crossing to the Med, *Dorade* saw more podium finishes, including top honors in both the Corsica Classic Cup and Les Voiles de St. Tropez. Pam raced in these and many other coastal races.

This year, Matt and his crew took on perhaps her toughest challenge of the campaign: the 2,225-mile Transatlantic Race from Newport, RI, to The Lizard off the southwestern tip of England. It

Matt (center), Pam, and their Transatlantic crew pose with their hard-earned booty. It was *Dorade's* most challenging race ever.



DANIEL FORSTER / ROLEX

'Dorade' pulls away from Fastnet Rock on her way to yet another podium finish. A film is due out soon featuring on-board footage.

was the most challenging offshore race Matt had ever experienced, as there were boisterous conditions the whole way across. "The boat has never in its history encountered conditions like this Transatlantic. We felt confident, but we had to figure out how to sail the boat in those conditions." One system lined up after another, but as Pam says, "*Dorade* kept at it through many days of 30- to 40-knot winds and seas unlike any our crew had encountered on previous races aboard her." During the 1931 race, she notes, the top speed logged was 11.4 knots. On this trip the vintage yawl clocked 19.4! Her best 24-hour run during the '31 race was 220 miles, but this year the team logged 313. We asked Matt to describe the scene when they hit that 19-knot benchmark: "Let's put it this way: At one point toward the end of the race the boat would stall out in the

troughs, because the waves on either side of her were taller than the mainmast. But we always knew that the boat could take it, and we had complete confidence in her." *Dorade* finished second both in class and in Classics.

Shortly after arriving at Cowes, Matt and Pam hauled the boat, assuming there would be damage that needed to be repaired before tackling the Fastnet. "But there wasn't even a seam showing," says Pam.

She normally doesn't do the offshore races, but when Rolex officials announced that they wanted to put a filmmaker aboard during the Fastnet to document the duel between *Dorade* and *Stormy Weather* — a

54-ft S&S classic launched in 1934 — Pam volunteered for the gig, as she is an accomplished filmmaker. *Dorade* took second in class and seventh overall within the 356-boat fleet, beating her S&S rival by several places. (The film,

"The boat would stall out in the troughs, because the waves on either side of her were taller than the mainmast."

which also focuses on the duel between *Comanche* and *Rambler*, should be out this month.)

Throughout the campaign, excellent crew work has obviously been a key contributor to the team's success. Matt gives especially high praise to boat captain Ben Galloway, who's the only crew other than himself to do all four of the premier ocean races. "I think when every crew member steps aboard to do one of these races they go through a learning period," observes Matt, "where they realize that it's all about pushing the boat as hard as you can, and not one inch further. There's a huge learning curve in finding that line... Basically it's about the crew



COURTESY DORADE

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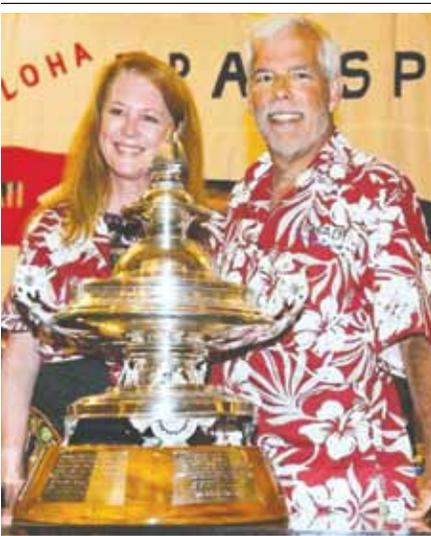
getting more confident about what they can do with the boat."

In addition to stellar crew work and a fabulous boat, Matt admits there has been a bit of luck involved in the team's

"We had good weather luck and good crew, as well as the privilege to follow in their footsteps."

success: "Rod and Olin were outstanding world-class sailors, boatbuilders and designers, and I would be very reluctant to put myself in the same league as those two gentlemen. In every sailboat race, there's a lot of luck. We had good weather luck and good crew, as well as the privilege to follow in their footsteps."

In four years *Dorada* has sailed 18,000 miles on her own bottom, and by all accounts she's still as strong as when new. That's part of the reason that Matt and Pam aren't anywhere near ready to



SHARON GREEN / ULTIMATE SAILING

Pam and Matt in Honolulu in 2013, celebrating their incredible Transpac victory. More triumphs would soon follow.

take their thoroughbred warhorse back to a comfortable stable. This month, she'll compete in the Middle Sea Race in Malta, but the big news is that they plan to do the Sydney Hobart in December 2016. Not long after that, you can expect to see her back in San Francisco Bay.

All in all, the Return to Blue Water campaign has been an incredible success. And Matt and Pam are deservedly proud of their accomplishments. They bettered *Dorada's* original times in all of the 'big four' ocean races.

"It's so gratifying to bring a boat like this back into the world where she was successful to begin with," says Pam. "Everywhere we go, people have such affection for the boat, and for Olin and Rod. It's a source of great pride for us to be able to make that happen."

"Not everyone needs to race on the ocean or inshore," adds Matt. "But I hope that in some small way people will look at this and say, 'We could take a classic boat and enjoy it for its original purpose too.'"

That's certainly a worthwhile sentiment, as you can find vintage wooden boats in need of tender loving care in every port on the West Coast and beyond. If the Return to Blue Water doesn't inspire you to resurrect one, we can't imagine what would.

— latitude/andy

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You meet all kinds of people in a marina parking lot, especially if your marina has a nice view and is in a tourist town: hikers and bikers at the end of the trail, photographers and painters, restaurant customers waiting for tables, and landlubbers of all kinds who feel a sudden attraction to the sea.

The attraction is not always emotional. There is a certain category of novice sailor who decides that living on a boat would be a great way to beat the high cost of housing, and an idyllic lifestyle besides.

I was accosted by one such hopeful mariner in the parking lot just the other day, a young woman with a big yellow Labrador.

"Excuse me," she hailed. "Is there a list of boats for rent in the office?"

She was gesturing toward the yacht club, not the marina office.

"That's the yacht club," I replied. "The marina office is over on the other side of the harbor.

"Thanks, I'm just looking for a small boat with a cabin that I could live on. Do you know of anything that's available?"

"Sorry, the marina doesn't allow live-aboard sublets," I explained patiently. "In fact, only 10 percent of the berths in the harbor are allowed to be live-aboard berths, and there's a long waiting list."

"That seems like a terrible waste of resources," she sighed, "with all those empty docks."

It was true. Our marina vacancy rate had risen to about 12 percent, most of them in the 30-foot or smaller size range.

"BCDC won't allow any more live-aboards," I tried to explain.

"What's BCDC?"

"The Bay Conservation and Development Commission," answered one of my dock neighbors, a liveaboard who works at the local boatyard and happened to be walking by. "BCDC is the regional regulatory agency that controls bay fill and all shoreside development within 100 feet of high-water mark."

"Nothing happens on the shoreline or on the Bay without a BCDC permit," I added.

"Way back in 1985 or thereabouts," the boatbuilder said as he rested his large tool bag on the parking lot asphalt next to my new friend's dog, "BCDC determined that any boat used as a principal residence was 'bay fill' as legally defined, and therefore under their jurisdiction. Living on a boat in a marina was found to be an abuse of tidelands public trust."

"Really? Abuse of public trust?"

"The argument was that it was private non-maritime use of a public maritime resource, or some such gobbledygook. They tried to ban all liveaboards throughout the Bay. Didn't get much traction but a lot of pushback from all boating quarters, and the compromise was to allow 10 percent of marina berths to be liveaboard on the grounds that it improved marina security. Actually, the liveaboards do much more than that, forming the nucleus of each local boating community and helping out in all kinds of ways."

"What was the basis for settling on 10 percent?" I asked.

"Dunno," he said. "Probably just arbitrary, but they say it was based on a couple of surveys, which if you read them and knew the marinas they looked at, it was obvious that they underreported the liveaboard population pretty badly."

"So everyone who lives on their boat here in this harbor has to have a BCDC permit?" asked the novice sailor.

"Ha!" reacted my friend from the boatyard. "There's probably as many people living here on their boats illegally, staying under the marina's radar, as there are legal liveaboards. The 'sneak-aboards,' we call them."

"Are any of those boats for rent?"

"Naw, the marina put a stop to that," said the boatyard worker as he reached down to take a doggie treat out of his toolbag and pass it to the Lab before the dog could sniff it out on his own. "But,

"BCDC determined that any boat used as a principal residence was 'bay fill.'"

heck, boats are cheap. You could buy a boat and get on the waiting list for legal liveaboard, if that's what you really want to do."

Just then I was startled by a screeching sound from behind me, and turned to find Lee Helm skidding to a quick stop on her bicycle.

"Yo, Max!" she hailed. "Am I late for the party?"

"This parking lot is always a party," replied the boatyard worker, and we introduced Lee to the potential new marina resident, who was apparently

getting serious about the project. She asked how much it would cost to buy a boat she could live on.

"Like, if your credit's good," said Lee, "and you have enough cash flow to handle the interest and the berth fees and some big new-boat expenses, you can probably buy the boat on plastic. But to get in the marina, first you have to convince the harbormaster that you're not going to live on it, even if that's your plan. I mean, like, don't let them see the dog. That's one of the things that can make it hard to get an apartment on land, and one reason people end up living on their boats."

"So is smoking," added the boatyard worker. "A smoker with a dog on a tight budget, and new to sailing, is the perfect profile of a sneakaboard."

"There are more secrets to being a successful sneakaboard," said Lee. "I know a few grad students and postdocs who live here, and the main thing is to keep a low profile and stay below the marina's radar."

"But the harbormaster will figure out who's living here sooner or later," added the boatbuilder.

"That's why, like, you really have to be a model citizen. That means keeping your boat looking good, keeping your car washed, picking up trash around the dock and the parking lot, helping to secure boats and sails that are trying to break loose in storms, that kind of stuff. And if your dog ever poops on the dock, you're done for."

"And no bicycles on the boat and no blue tarps," I added. "Those are dead giveaways that someone lives there. So is a pile of gear stored on deck in a way that would make it hard to sail the boat, or a car in the parking lot that looks like a rolling dock box."

"Max," said Lee, "your car looks like a rolling dock box. That time you gave me and my bike a ride up to the bus stop, we had to clear out enough junk for a nautical flea market."

"But I'm not a sneakaboard," I reminded her, "and not a liveaboard, so I don't have to worry about any of that."

"So if I want to do it right," asked the novice, "how long would it take to actually get legal liveaboard status?"

"Years, if they played by the book," said the boatyard guy.

"That's why you have to make sure





Liveboards are the nucleus of the local boating community. Here, two Tritons help re-mast a third Triton using the classic technique.

that everyone in the marina office likes you," Lee advised, "and check in often to see if you are moving up on the list. Put yourself in their shoes: When a live-aboard license becomes available, the marina staff can start making phone calls from the top of the waiting list; leave messages; wait for callbacks that, like, never call back until a week later; and find out that people aren't ready to take the berth just yet. It's probably more than a day of work for each new legal liveaboard they assign a license to, if they do it in the correct order. But then if Ms. Likeable Persistent over here is hanging around the office a couple of times a week, and brings them a carrot cake once in a while, then naturally the marina staff is going to save themselves a lot of work and hassle and give the liveaboard license to someone they know will take it right away."

"Makes sense," I agreed. "But before you get that legal status, and need to stay low, I think it's important to join the yacht club. It's good cover. Gives you a reason to be in the marina almost

every day, especially if you get involved in a club committee or other volunteer activity."

"There's like, lots of other ways to get involved in the marina community," added Lee. "I'm on my way to the weekly

potluck dinner over on A-Dock. Why don't you join me? I'll introduce you to the gang.

"Come on, Lee," I complained. "I'm making a recruitment pitch."

"She'll do better at the University Sailing Club than the yacht club. She needs to learn how to sail on a dinghy."

"Here's my card, if you need any new rigging," said the boatyard worker as he handed the novice a business card carved on a very thin rectangle of teak veneer.

"But the yacht club has the nicer showers, and a members' kitchen, and..."

"And those liveboards are taking over the place," complained another yacht club member who had just walked within earshot on the way to her car. "They don't pay any more dues than any other member, but they use the club every day, all day, and cook all their meals in the members' kitchen, and practically live in the members' lounge. And they leave the kitchen a mess. Have you been in there lately?"

"Hmm, this is sounding better all the time," said the would-be boat owner.

"Don't pay any attention to that old ex-commodore," Lee assured her. "The club needs the liveboards even more than the liveboards need the club, and, like, she knows it, even though she likes to call the liveboards 'trawler trash'. She just gets jealous when other people are clearly having more fun in her club than she is."

"I like 'trawler trash'," the new sailor said with a perverse smile. "I think this will work."

— max ebb

MAX EBB'S SNEAKABOARD SECRETS

1) Don't mention liveaboard when you first apply for a berth! Don't even think it. Don't even mention that you will be staying on your boat most weekends, even though that's usually allowed. The marina might want to see proof that you have a real shoreside address before giving you a berth, but on the other hand it might look a little suspicious if you have that documentation with you on your first visit to the office.

2) Bring in a boat that is clean and appears fully functional, even if the mechanical systems are a wreck and the sails are in tatters. Try to avoid boats with dead inboard engines and outboards on the transom. New docklines are a relatively inexpensive way to signal that you plan to maintain and upgrade an old boat.

3) Find out what size slips are vacant at the marina, and buy a boat in that size range. But remember, boat length in marina-speak is 'bowsprit to boom-kin', the extreme overall length including all appendages. Big boats are more liveaboard-friendly than small boats. Find out (from other berthers, not from marina staff) if there's a minimum size by local statute or by de facto policy for legal liveaboard status.

4) Don't buy a boat from an impound sale, especially not from the marina you want to live in. Marina management wants those semi-derelict boats they sell at auction to go away and stay away. Besides, "there's nothing more expensive than a cheap boat."

5) Don't let your boat look like a live-aboard boat. No bicycle, no blue tarp,

no piles of gear on deck or on the dock. If you have a bike, keep it locked in the bike rack in the parking lot, not on the dock near your boat.

6) Sail the boat often. That will explain why you're at the marina often.

7) If the dock gates use electronic key fobs, and their use is tracked, try to get a spare key from a legal liveaboard. Key tracking is the normal means by which sneakaboards are outed.

8) Join the nearest yacht club or sailing club. Yacht clubs are good cover and will not rat you out to marina management. Involvement with club activity also helps explain why you are in the marina every day. Club membership can also keep you out of the marina bathrooms and showers, which is especially important if key use is tracked. The facilities in the yacht club are usually a lot nicer, too.

9) Be a model marina citizen. Pick up trash, don't let your halyards slat, secure sails on other boats that come loose in storms, etc. Help marina staff any way you can. Staff will almost certainly

know that you are living aboard after a few months. But they can't take action unless they have the evidence. If they like you, they might not take the trouble to collect the evidence they need for an eviction.

10) If the marina offers you legal live-

"Key tracking is the normal means by which sneakaboards are outed."

aboard status, take it! It will cost extra, but if you refuse you will be at risk for an eviction.

11) Keep your car clean and empty. When you are legal you can use your car as a rolling dock box, but when you're living below the radar you have to make it look as if all your extra boat junk is at home in the garage. A full vehicle also attracts break-ins, which are a nuisance for management and result in crime stats that make the marina harder to market.

12) Don't smoke and don't have a dog. Those are two attributes that often make it very difficult to rent shoreside, and they tip off marina management that you want to live on your boat to avoid those restrictions. Yes, they are profiling you, and a dog-owning smoker on a tight budget who is new to sailing fits the sneakaboard profile perfectly.

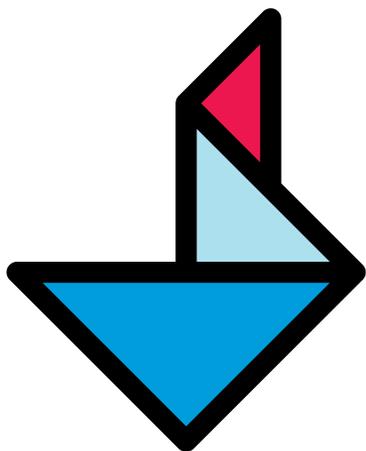
13) Flirt with the harbormaster and office staff. If you are old and frumpy, try to make at least some of your office visits with an attractive and personable friend in tow.

14) If you are on the waiting list for legal liveaboard, check in with the marina office frequently 'just to see where you are on the list', Make it easy for them to give the next available slot to you instead of dealing with the waiting list.

15) No loud parties at night, and minimize after-hours visits by guests. Keep a low profile except when you are being helpful.

16) Bring the harbormaster a carrot cake.

— max ebb



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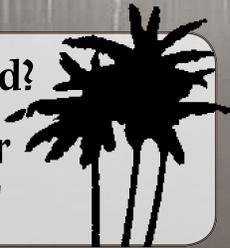
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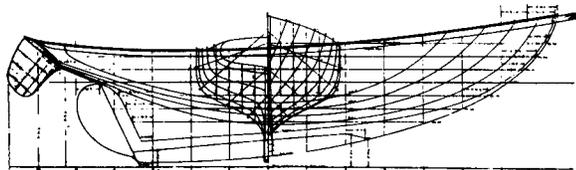


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THE RACING

Richmond YC hosted the Moore 24 Nationals; the Windjammers and Jazz Cup comprised an Ironman Biathlon for one boat; Folkboat sailors came from Europe for their International Regatta; we meet a Paralympic hopeful from San Diego; the Hannig Cup turns pink; plus looks at the Ronstan Bridge to Bridge and SeqYC Moonlight Marathon, Race Notes and Box Scores.

Moore 24 Nationals

Richmond YC hosted the Moore 24 Nationals on August 28-30. "Sailing started at noon on Friday with a crazy unpredictable quadruple restart fiasco of a race that had last place move into first repeatedly," reports Bart Hackworth, co-owner/skipper of *Gruntled*. "White Trash pulled the cat out of the hat by sailing back to Richmond and then reaching off back to the finish line to steal the bullet from *Moore Wave*ohs*, which had just done the same thing."

Race two was the long-distance race, and it started less than 10 minutes after the first race. "With everyone's heads still spinning from the crazy race,

the BOC (Bottom of the Circle) leeward mark," said Hackworth. "Social festivities ranged from an Ullman Sails Santa Cruz kegerator/tiki bar on-the-dock party on Friday after sailing to a delicious Mexican-style dinner at the club Saturday night."

Saturday was supposed to be lighter, but instead it was windier. "Back at the dock the sight of all the wet gear littered around drying was a clear sign of the typical Berkeley Circle chop the fleet had pounded through upwind and aggressively surfed back downwind," observed Hackworth.

The wind lightened up on Sunday. Although the first race saw the fleet

choose to go with their small #3 jibs with the expectation that the wind would build, Hackworth thinks it was probably #2 (medium) conditions. "*Gruntled* got the bullet and maintained the lead, but *Eclipse* was

still close behind. The last two races saw the breeze slowly start to lighten. Many boats used #2s and eventually #1s. *Trashy* started to make a comeback, posting a 5.4. But *Mooregasm* was the sleeper, shooting up the standings with a 2.2,2 for the day.

"The fleet was becalmed on the sail in, and many sailors dove into the usually unwelcoming Bay waters to enjoy themselves after three days of hard racing." Eventually everyone was rounded up and towed in by RYC's race committee trawler and crash boats.

Gruntled was able to hold off *Eclipse* for the win and their fourth National championship.

"*Gruntled* has been a very successful partnership since 1998," said co-owner Simon Winer. "It just works; we are trying to win, but we all have special-

ties and we use this to our advantage: Bart splices and tunes the rig, I can fix anything and built the trailer, and he gets the boat to the Roadmaster venues. We have a common bank account and autopay some money monthly into our 'next big project' fund. This makes the purchase of a new chute or a deck job a lot easier as the money is sitting there. *Grunted* is 35 years old and looks flawless. We treasure this little gray jewel."

Hackworth and Winer caught the Moore bug in 1988 when UCSC sailing coach Phil Vandenberg let them sail one of the school's Moores on the ocean. David Corbett has since joined the partnership.

"We are stoked to have Ron Tostenson as long-term crew," added Winer, "as he brings such a great attitude and is a very good sailor. Karen Loutzenheiser has been on Moores for a long time and is very strong. She just came back from representing the USA in match racing in Russia — they won! It is always a great pleasure to sail with these friends."

— latitude/chris

MOORE 24 NATIONALS, 8/28-30. (8r. 0t)

1) *Gruntled*, Bart Hackworth, RYC, 19 points; 2) *Eclipse*, Bill Erkelens, RYC, 29; 3) *Banditos*, John Kernot, RYC, 37; 4) *Mooregasm*, Stephen Burdow, SCYC, 41. (18 boats)

Full results at www.regattanetwork.com

Ironman Biathlon

Back in the day, *Latitude 38* recognized a Labor Day Weekend accomplishment called the Ironman Triathlon, comprised of the Windjammers, the Jazz Cup, and the NOOD Regatta, in which a sailor raced in all three, though not, for obvious reasons, on the same boat.

The NOOD Regatta departed San Francisco (it has occasionally returned, but not on Labor Day Weekend). Hence a Biathlon remains, which Mark Thomas's CM 1200 *Raven* completed in 1998.

This year's Windjammers, which left San Francisco for Santa Cruz on Friday, September 4, was a windy, wavy edition. "The race was breeze-on for the most part, with a rare northwesterly waiting for us at Seal Rocks," said Greg Nelsen, skipper of the *Azzura 310 Outsider*. "This made for fast 8-9-knot jib reaching toward Half Moon Bay."

Nelsen said *Outsider* was getting wa-

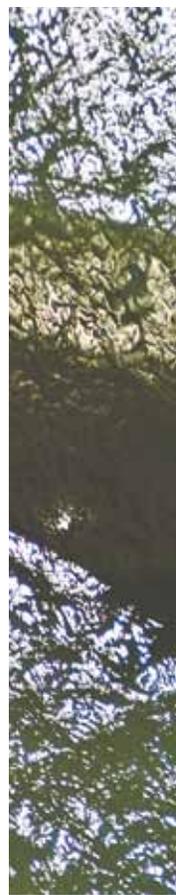


The new Moore 24 national champions: Bart Hackworth (skipper), Karen Loutzenheiser (bow babe), Ron Tostenson (mast man), and Simon Winer (trimmer) from the RYC-based *'Gruntled'*, #68.

jibs were being switched as sandwiches were being stuffed as the starting sequence commenced," said Hackworth.

The course was twice around Angel Island to starboard in a building breeze. *Gruntled* banged left off the line not because it was the way to go, but because they were outside *Eclipse* and didn't know the course. After tacking back to port and dodging a barge ("ohh it has a tow!") at the island, *Gruntled* led around Point Blunt.

"As the fleet accelerated out of Racon Strait and contemplated doing it again, the race committee showed mercy and shortened the course to finish at





BOTH PHOTOS WWW.NORCALSAILING.COM



terlined and out-ballasted by the larger boats, the J/111 *Symmetry* and the Farr 40 *Astra*. "They both stayed inshore, and by going outside we were able to pass the J/111 and get right on the hip of the Farr 40 before Half Moon Bay. Then, after we all jibed in toward Pigeon Point, we went in and stayed in. The other two went back out long before hitting the beach. Two jibes later we had a significant lead. The wind also flicked on for us onshore much sooner, and we were able to stretch. And we saw both of them without spinnakers at one point."

Outsider finished the 47-mile Windjammers Race at 5:42 p.m., ahead of the other seven racers (plus one alone in the Cruising Division), and retained the win on handicap.

Windjammers: check.

Next came the transition to Saturday's 26-mile Jazz Cup, with a start north of Treasure Island and a finish at Benicia YC. *Outsider's* trailer was waiting for her in Santa Cruz, having been dropped off on Thursday evening. "*Outsider* has a deck-stepped mast so it's fairly easy to break her down," said Nelsen. Just the boom and forestay come off. "We only had to add an extra hour of setup time before the Jazz Cup, so we didn't even

Spread: Greg Nelsen's Azzura 310 'Outsider' departs S.F. Bay destined for Santa Cruz in the Windjammers on September 4. Inset: 'Outsider', as seen at the Brothers, makes it to Benicia in the Jazz Cup the next day.

have to get up real early."

Karl Crawford, Stephen Buckingham, Kevin Flanigan and Chris Jordan crewed in the Windjammers; Buckingham and Flanigan stuck around for the Jazz Cup — making for a trio of Ironmen.

In contrast to the Windjammers, Jazz Cup was a slow crawl in warm weather. With so much north in the breeze, the fleet had to beat to windward through the North Bay, where spinnakers usually fly. Nelsen called it a "light-air affair, which made it easy on the three of us left." The *Outsiders* finished the Jazz Cup in 18th place overall out of 93 starters and second in their Sportboat division.

Jazz Cup: check.

Our congratulations and a piece of *Latitude* swag go out to Ironmen Nelsen, Buckingham and Flanigan!

— *latitude/chris*

SCYC/StFYC WINDJAMMERS RACE, 9/4

1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Symmetry**, J/111, Howard Turner; 3) **Galaxy Girl**, Donovan 30, Bill Erkelens. (8 boats)

Full results at www.scyc.org

SBYC/BenYC JAZZ CUP, 9/5

PHRF T — 1) **WildCard**, SC37, Mark Thomas; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **Scorpio**, Wylie 42, James Mullarney. (7 boats)

PHRF R — 1) **Special Edition**, Wilderness 30, Mike DeVries; 2) **Hoot**, Olson 30, Andy Macfie; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (10 boats)

PHRF K — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Libra**, Express 27, Sergey Lubarsky; 3) **E Ticket**, Moorings 38 SD, Noble Griswold. (9 boats)

PHRF H — 1) **Mas!** Moore 24, Mark English; 2) **Psycho Tiller**, Jeanneau Sun Fast 32i, James Goldberg; 3) **Clean Sweep**, Olson 25, Jorge Dalmau. (9 boats)

PHRF F — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Goose**, Catalina 30, Mike Kastrop; 3) **Adventure**, Catalina 30, Jack McDermott. (6 boats)

PHRF E — 1) **Magic Bullet**, Cal 20, Todd Craig; 2) **Byte Size**, Santana 22, Anna Alderkamp; 3) **Coyote**, Cal 20, Dave Gardner. (6 boats)

SF 30 — 1) **Bay Loon***, J/29, Grant Harless; 2) **Wind Speed**, J/30, Tony Castruccio; 3) **Heart of Gold**, Olson 911s, Joan Byrne. (9 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet; 2) **Flight**, Randall Rasicot; 3) **Downtown Uproar**, Darren Cumming. (6 boats)

SPORTBOAT Q — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (6 boats)

SPORTBOAT O — 1) **Salsa**, Ultimate 20, David Krausz/Craig Watson; 2) **Insolent Minx**, Melges 24, Zhenya Kiruëshkin-Stepanoff; 3) **Flight Risk**, Thompson T650, Ben London. (6 boats)

NON-SPINNAKER — 1) **Mental Floss**, Olson 30, Rob Sesar; 2) **Califia**, Islander 36, Tim Busiek; 3) **Blue Passion**, Tartan 3400, Allen Leon-

For more racing news, subscribe to *Latitude* online at www.latitude38.com.

In addition to the stories printed here, September's racing coverage included:

Rolex Big Boat Series • *Phaedo3 Wild Oats XI* • Mini Transat Clipper Race • Perini Navi Cup *Lending Club 2* becomes *Idec Sport*

Plus previews of the Race to Alaska, SSS/OYRA Half Moon Bay Race, San Francisco Yacht Racing Challenge, Conch Republic Cup Key West Cuba Race Week, YRA Season Closer, Rolex Big Boat Series, Farr 40 Worlds, and more!

THE RACING

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This page: the Jazz Cup from S.F. Bay to Benicia on September 5. Clockwise from bottom right: With so much north in the fragile breeze, the usual sight of spinnakers at the Richmond-San Rafael Bridge was missing; the Ultimate 20 'Salsa' won first place overall; having strayed too far into the shallow water past Point San Pablo, racers resorted to creative solutions to heel over enough to unstick their keels from the mud; the J/29 'Bay Loon' captured the Jazz Cup trophy for Benicia YC.

FOLKBOAT INTERNATIONAL REGATTA, CYC (8r, 1t)

1) **Windansea**, Dave Wilson, USA, 16 points; 2) **Honey**, Christoph Nielsen, GER, 17; 3) **Josephine**, Peter Brogger, DEN, 30; 4) **Freja**, Tom Reed, USA, 31; 5) **Polperro**, Peter Jeal, USA, 33. (19 boats)

Full results at www.cyc.org

Meet Ryan Porteous

If the USA brings home a medal for sailing from the Rio 2016 Games, it could very well be the doing of a college student from San Diego.

Ryan Porteous has always been a jock. He grew up surfing, swimming, playing football, basketball and soccer, mountain bike riding, snowboarding, skateboarding — and sailing.

"I was introduced to sailing at a young age," said Porteous. "My parents would take me out on boats, and when I was 7 I enrolled in the junior sailing program at Mission Bay YC, learning in Sabots and progressing to 420s, Lasers and bigger boats." He won numerous local regattas and scored well in national events too.

Porteous enrolled at UC Santa Barbara, where he planned to compete on the surf team, but a freak accident a couple of weeks into his freshman year

ard. (6 boats)

MULTIHULL U — 1) **Wingit**, F-27, Amy Wells; 2) **Wings**, F-24 MkI, William Cook; 3) **Lookin' Good**, Sprint 750, Rafi Yahalom. (9 boats)

MULTIHULL V — 1) **Adrenaline**, D-Class cat, Bill Erkelens; 2) **Shadow**, ProSail 40, Peter Stoneberg. (2 boats)

OVERALL — 1) **Salsa**; 2) **Evil Octopus**; 3) **WildCard**; 4) **Rufless**; 5) **Special Edition**; 6) **Bay Loon**; 7) **Arcadia**; 8) **Hoot**; 9) **Libra**; 10) **Magic Bullet**. (93 boats)

*JAZZ CUP — **Bay Loon**, BenYC.

Full results at www.southbeachyc.org

Folkboat International Regatta

On a week that started with Labor Day and a protracted heat wave, Corinthian YC hosted Nordic Folkboats from five countries.

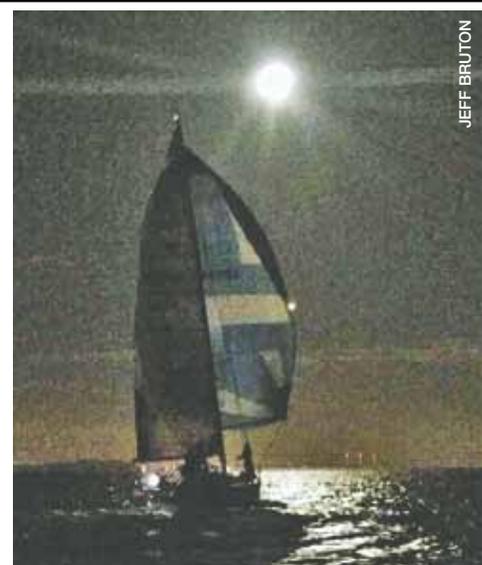
Local talent David Wilson won for an unprecedented fourth time. He also won the Degnan Trophy this year for the top finisher overall in the StFYC Wednesday Evening Series for Folkboats, IODs and Knarrs. "He is pretty much the Gold

Standard for the Folkboat fleet," said the class race chair, Brock De Lappe.

Christoph Nielsen from Germany finished second by only one point. "He has won all the major Folkboat regattas in Europe — Gold Cup, Kiel Week, Swedish National Championship — and this is the last win he needs to have a Grand Slam," said De Lappe. "He has been here five times in an attempt to win this regatta and always finishes high in the standings, but the win still eludes him. He has promised to return for 2017."

Peter Jeal broke his mast just prior to finishing second in the only race held on Thursday the 10th in very high winds and heavy ebb chop on the Central Bay course west of Alcatraz. "Peter was able to borrow a spare wooden mast and worked late into the night to get his boat re-rigged for the two final races on Friday on the Knox course," reports De Lappe. "He managed to keep a podium fifth-place finish."

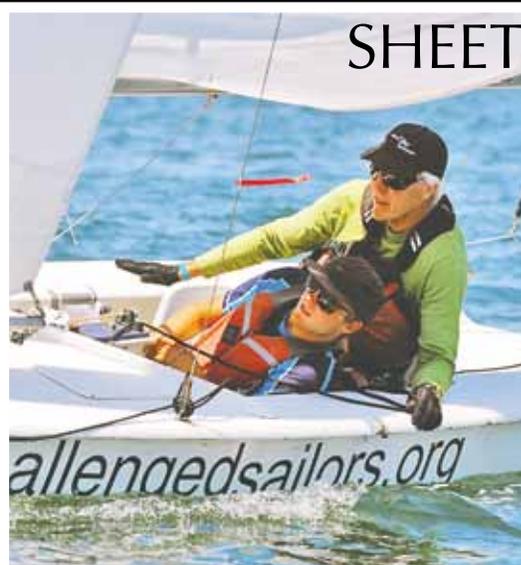
— *latitude/chris*



JEFF BRUTON



CHRIS RAY / WWW.CRAYERP.COM



SOUTHWESTERN YC



ROXANNE FAIRBAIRN



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changed the course of his college and sports careers. Just 18, he slipped on a boat dock and clipped his head on the end of the dock, suffering a spinal cord injury. He was partially paralyzed from the neck down. "The rehabilitation process has been a long one," he said, "but I have slowly recovered movement in my legs — I can now walk short distances with a walker — and have almost full upper body strength."

Porteous took time out to rehab, then returned to UCSB last year. "Being the athletic person I was before, I knew I had to get back out there and renew my passion for sports. Sailing was a perfect fit." He started sailing again through Challenged America in San Diego and won the 2013 Clagett Regatta, qualifying for US Sailing Team Sperry. "Making the team solidified my aspirations to compete at the 2016 Paralympic Games."

With his Skud 18 sailing partner, gold medalist Maureen McKinnon of Marblehead, MA, Porteous won the 2015 Clagett Regatta in Newport, RI, this summer. He followed that victory by winning the US Disabled Sailing National Championship, hosted by Southwestern YC in San Diego at the end of August, sailing with

Clockwise from top left: The C&C 115 'Warp Speed' in Sequoia YC's Moonlight Marathon, which was sailed under a 'supermoon' on August 29; the 65-ft 'Ragtime' raced kiteboarders, windsurfers and 18-ft skiffs in the Ronstan Bridge to Bridge; Ryan Porteous and Steven Muse racing in the US Disabled Championship; racing in the pink for a good cause aboard 'Knot Guilty' in Sequoia YC's Hannig Cup beer can race; conditions got rough for day three of the Folkboat International Regatta.

Steven Muse.

"We raced in Martin 16 two-person boats supplied by Challenged Sailors San Diego. The yacht club and volunteers were very helpful and welcoming. Three days of very close and competitive sailing on fairly short courses made for fun, tactical racing."

Porteous is currently in Marblehead training with McKinnon. Their next race is the IFDS Worlds in Melbourne, Australia, in November. For more on Porteous and McKinnon's Paralympic bid, see www.skud71.org.

— *latitude/chris*

US DISABLED CHAMPIONSHIP. SOUTHWESTERN YC, 8/27-29 (9r, 1t)

MARTIN 16 DOUBLEHANDED — 1) Ryan Porteous/Steven Muse, MBYC, 20 points; 2) Cristina Rubke/Kris Scheppe, BAADS, 21; 3) Michael Strahle/Donna DeMarest, Redding YC, 23. (8 boats)

CAPRI 22 TRIPLEHANDED — 1) Melissa Klotz/Josh Agripino/Matthew Pena, Warrior Sail-

ing Program, 15 points; 2) Scott Ford/Sammy Lugo/Anthony Radetic, Warrior Sailing, 17; 3) Judy Kowalesky/Tamara Airhart/Jeffrey Reinhold, Warrior Sailing, 21. (7 boats)

2.4mR SINGLEHANDED — 1) Edward LeRoy, BAADS, 13 points; 2) Charles Cunningham, BAADS, 14; 3) Brian Pease, BAADS, 25. (4 boats)

Full results at www.southwesternyc.org

Hannig Cup in the Pink

The waters of the South Bay ran pink with charity on September 9 when the 10th annual Hannig Cup Regatta took on breast cancer. Every year Redwood City philanthropist and Sequoia YC member Ted Hannig celebrates his birthday by giving back. This year Sequoia beer can sailors and friends, all wearing pink, showed up to help him raise money for the Emergency Breast Cancer Fund.

Each boat had to have a female at the helm to qualify for the perpetual trophy and earn a generous donation. Pink on the crew added to the pot. Among the 30+ boats were 18 women skippers battling

THE RACING



CHRIS RAY

it out in some tough competition. Ann McDonough won the Cup driving the Catalina 42 *Metridium*. Petra Gilmore fielded an all-woman crew on her Catalina 34 *Mirth*. The 82-ft Mull *Sorcery* showed up with 40 pink-clad bodies dancing to the music of live entertainer Sargon. It looked like a *Miami Vice* remake — pink flamingoes and all.

The beer can fleet earned more than \$10,000 in donations to fight breast cancer. Floating Doctors got a \$35,000 check, and thousands went out to numerous local charities.

— alex huang

Ronstan Bridge to Bridge

The 18-ft Skiff International Regatta, run on the Cityfront during the week of August 30-September 4, took a break on Thursday the 3rd, making way for the just-for-fun run in which windsurfers and kiteboarders compete with the Aussie 18s — plus assorted open class boats, such as Chris Welsh's 1965 ply-

On September 5-6, Shawn Bennett, Melissa Feagin, Tom Purdy and Kurt Wessels went 14-0 to win at the Last Chance US Match Racing Championship Qualifier hosted by StFYC.

wood Spencer 65 *Ragtime*.

"Normally, trying to set up for a good start at 5:30 p.m. for the sprint from the Golden Gate Bridge to the Oakland Bay Bridge is a challenge," says photographer Chris Ray, a volunteer with event host St. Francis YC. "The race on September 3 needed a 10-minute postponement as not only did an oil tanker come inbound, but a tug and barge were outbound, under the Golden Gate, at 5:30. The ebb

tide was starting to come in, and the breeze was on.

"The question isn't 'Will the foiling kites be the fastest?' — that has been settled. But will they be able to find enough breeze to reach the Bay Bridge?"

"At the turn it was the foiling kites, Johnny Heineken, Joey

Pasquali, Geoff Headington and Chip Wasson, in that order. Within 100 yards of the finish, the wind started to get patchy. Johnny and Joey wound up in the water. Johnny managed to recover and win, then Geoff found himself in the water as well. Fourth (Chip) turned into second, Geoff made it into third, and Joey came fourth.

"Howard Hamlin found a way to win the Aussie 18 class, in a tight three-way race with Graham Catley's *Maersk* second and David McDiarmid's *Yamaha* in third." Xavier Ferlet was the first windsurfer. *Ragtime* came in 18th out of 21

OYA DRAKE'S BAY RACE I, 8/22

PHRO 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **Hana Ho**, SC50, Mark Dowdy. (6 boats)

PHRO 2 — 1) **Mirthmaker**, A35, Kirk Denebeim; 2) **Escapade**, Express 37, Nick Schmidt; 3) **Elan**, Express 37, Jack Peurach. (12 boats)

PHRO 3 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Ahi**, Santana 35, Andy Newell; 3) **Green Buffalo**, Cal 40, Jim Quanci. (8 boats)

SHS SHORTHANDED — 1) **Wetsu**, Express 27, Phil Krasner; 2) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 3) **Southernaire**, Catalina 309, Sam Burns. (6 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

OYA DRAKE'S BAY RACE II, 8/23

PHRO 1 — 1) **Rufless**; 2) **California Condor**; 3) **Albion**, J/124, Graham Ellis. (4 boats)

PHRO 2 — 1) **Elan**; 2) **Racer X**, J/105, Rich Pipkin; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner. (12 boats)

PHRO 3 — 1) **Whirlwind**; 2) **Green Buffalo**; 3) **Ahi**. (8 boats)

SHS SHORTHANDED — 1) **Nancy**; 2) **Mesmerize**, C&C 35, MkIII, Rune Storesund; 3) **Wetsu**. (5 boats)

MULTIHULLS — 1) **Raven**. (1 boat)

Full results at www.yra.org

SSS DRAKE'S BAY RACE I, 8/22

SINGLEHANDED MONOHULL — 1) **Whirlwind**; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **RedSky**, Olson 34, Brian Boschma; 4) **Wetsu**. (10 boats)

DOUBLEHANDED MONOHULL — 1) **Arca-dia**, Mod. Santana 27, Gordie Nash/Jim Coggan; 2) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 3) **Mas!**, Moore 24, Mark English/Ian Rog-

THE BOX SCORES

ers. (14 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**; 2) **Tri N Fly**, F-27, David Morris. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis. (1 boat)

SSS DRAKE'S BAY RACE II, 8/23

SINGLEHANDED MONOHULL — 1) **Warpath**; 2) **Whirlwind**; 3) **Domino**, Wilderness 30, David Herrigel. (15 boats)

DOUBLEHANDED MONOHULL — 1) **Outsider**; 2) **Arcadia**; 3) **Nancy**. (12 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**; 2) **Raven**. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**. (1 boat)

Full results at www.sfbaysss.org

EYC GRACIE & GEORGE, 8/23

SPINNAKER — 1) **Wile E. Coyote**, Express 27, Allison Tinney/Dan Pruzan; 2) **Meliki**, Santana 22, Deb Fahr/Cam Campbell; 3) **Harp**, Catalina 38, Linda Farabee/Mike Mannix. (3 boats)

NON-SPINNAKER — 1) **Simplicity**, Sabre 34, Tammy Mercado/Michael Ruff; 2) **Boogie Woogie**, Ranger 33, Debby & John Ratto; 3) **Heatwave**, Santana 525, Aimee Iriso/Bill Gardner. (3 boats)

Full results at www.encinal.org

MERCURY LABOR DAY REGATTA, STILLWATER YC, 9/5-6 (5r 0t)

1) **Axon**, Doug Baird/Terrasa Davis, 8 points; 2) **Stars**, Jim & Kathy Bradley, 11; 3) **Pacer**, Pax Davis/David Morris, 18. (7 boats)

Full results at www.sycpb.org

SOUTH BAY INTERCLUB SERIES

SPINNAKER <135 — 1) **Crinan II**, Wyliecat 30, Don Martin, 6 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 11; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 19 points. (9 boats)

SPINNAKER >135 — 1) **Double Play**, Yankee 30, Robert Fairbank/David Crone, 5 points; 2) **Hard N Fast**, Merit 25, Tim Harden, 9; 3) **Double Agent**, Merit 25, Scott Ollivier, 14. (5 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair, 5 points; 2) **Zingara**, Steve & Jocelyn Swanson, 12; 3) **Zenith**, Bill Nork, 17. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 9 points; 2) **All Hail**, Page Van Loben Sels, 11; 3) **Queimada**, David Sanner, 12. (8 boats)

NON-SPINNAKER — 1) **Spindrift**, Cal 39 II, Deborah Stern, 7 points; 2) **Breakout**, Santana 35, Lloyd Ritchey, 11; 3) **Boogie Woogie**, Ranger 33, John Ratto, 14. (5 boats)

MULTIHULL — 1) **Mojo**, F-25c, Christopher Harvey, 8 points; 2) **Peregrine Falcon**, F-27, Bill Gardner, 9; 3) **Triple Play**, F-31, Richard Keller, 15. (10 boats)

Full results at www.jibeset.net

This month we bring you the first batch of summer beer can series final results, with more to come next month.

CYC SUMMER FRIDAY NIGHT RACES (9r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwell, 13 points; 2) **Tiburón**, SC37, Steve Stroub, 14; 3) **Argo**, Beneteau First 40.7, Gregory Deme-trulias, 26. (15 boats)

PHRF 2 — 1) **Shenanigans**, Express 27, Bill Moore, 10 points; 2) **Youngster**, IOD, Ron Young, 21; 3) **JR**, Moore 24, Rich Korman, 23; 4) **Wuda Shuda**, Soverel 26, Craig Page, 23; 5) **Moonlight**, Express 27, Jim Gibbs, 30. (20 boats)

J/105 — 1) **Masquerade**, Tom Coates, 9

finishers. *Yamaha* went on to win the 18-ft Skiff Regatta the following day.

— *latitude/chris*

SeqYC Moonlight Marathon

What a fun race! Fifteen boats participated, from Sequoia and Coyote Point, in the Moonlight Marathon on August 29. After a rather dodgy morning, with light showers, the clouds parted and the wind settled in to a steady 15+ knots for the entire race. The day was clear and warm, offering spectacular views of the City.

The fleet scattered across the Bay as boats tried different strategies in the current. As planned, the fleet rounded Treasure Island at similar times before racing back to the finish line. The long reaches after the San Mateo Bridge led to the cruising boats doing better than usual. The good wind coupled with those strong tidal currents made for a fast race, with all boats safely back before 10 p.m.

— *paul morgan-witts*



WILE E. COYOTE

Skipper Allison Tinney and crew Dan Pruzan won Encinal YC's coed doublehanded women-skipped *Gracie* and *George Race* on Pruzan's Express 27 'Wile E. Coyote'. That's quite an impressive trophy!

SEQYC MOONLIGHT MARATHON, 8/29

1) **Metridium**, Catalina 42, John Graves; 2) **L20**, J/29, Alex Huang; 3) **Sweet Grapes**, Ericson 36, Alan Orr. (15 boats)

Full results at www.sequoiayc.org

Race Notes

Nicole Breault of San Francisco, with crew Molly Carapiet, Karen Loutzenheiser and Emily Hill, won the **U.S. Women's Match Racing Championship** hosted by Newport Harbor YC on August 14-16 in Governor's Cup 21s. "A lot of the challenges had to do with getting used to the boats and light air," said Breault.

A memorial for **Tom Baffico**, who passed away on July 20 from a brain tumor, will be held on Sunday, November 15, 1-4 p.m. in the Chart Room at StFYC. All of his friends, acquaintances and fleet-mates are welcome to attend.

"Tom started racing as a teenager on Lake Merced in San Francisco, sailed in the StFYC junior program, crewed on big boats including for Tom Blackaller, and was on the UC Berkeley sailing team," writes Baffico's crew, Nick Burke. In the '90s, Baffico raced the Express 27 *Baffett*, then an Open 5.70, *The Maker*, in the 2000s.

RSVP to nburke@skysail.com.

— *chris/latitude*

points; 2) **Alchemy**, Walter Sanford, 16; 3) **Triple Play**, Simon Payne, 24. (10 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 18 points; 2) **Topgallant**, Tartan Ten, Carl Flemming, 22; 3) **QE3**, Tartan Ten, Tom Perot/George Janson, 22; 4) **Jarlen**, J/35, Bob Bloom, 24. (19 boats)

NON-SPINNAKER 2 — 1) **Maxine**, Yankee 30, Stephen Spoja, 13 points; 2) **Summer Sailstice**, Ranger 33, John Arndt, 18; 3) **Moxie**, Cal 28-2, Laurence Bekins/Michael Stephens, 19; 4) **Leda**, Lapworth 36, David James, 24. (17 boats)

NON-SPINNAKER 3 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 9 points; 2) **Just Em**, Cal 20, Ted Goldbeck, 11; 3) **Racoon**, Cal 20, Jim Snow, 18. (12 boats)

Full results at www.cyc.org

OYC SUMMER SWEET 16 (8r, 2t)

PHRF <100 — 1) **Run Wild**, Wylie 24, Andrew Hura, 7 points; 2) **Golden Moon**, Express 37, Kame & Sally Richards, 10; 3) **Zephyr**, Olson 29, Steve Seal, 18. (8 boats)

PHRF >100 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin, 8 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 9; 3) **Choices**, Schock 34, Doug Perry, 16. (5 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 6 points; 2) **Jaguar**, Keith Rarick, 12; 3) **Maverick**, Robert Nelson, 19. (4 boats)

MERIT 25 — 1) **Double Agent**, Merit 25, Scott Ollivier, 9 points; 2) **Dire Straits**, J/24, Steve Bayles, 10; 3) **Bandido**, Merit 25, George Gurrola, 11. (5 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 6 points; 2) **PJ 30**, PJ 30, Dave Lyman, 13; 3) **Lelo Too**, Tartan 30, Emile Carles, 18. (4 boats)

NON-SPINNAKER <190 — 1) **Zenith**, Islander 36, Bill Nork, 7 points; 2) **Jackal**, Ranger 33, Roger Wise, 14; 3) **Simplicity**, Sabre 34, Tammy

THE BOX SCORES

Mercado, 15. (7 boats)

NON-SPINNAKER >189 — 1) **Slice**, Wilder-ness 21, John Diegoli, 6 points; 2) **Dominatrix**, Santana 22, Ted Crum, 13; 3) **Fun**, Santana 22, Chris Nicholas, 13. (7 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 8 points. (1 boat)

Full results at www.oaklandyachtclub.net

EYC SUMMER TWILIGHT SERIES

PHRF <121 — 1) **Run Wild**, Wylie 24, Andrew Hura, 5 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 6; 3) **Snowy Owl**, Express 37, Jens Jensen, 13. (10 boats)

PHRF >121 — 1) **Osituki**, Cal 28, Rodney Pimentel, 6 points; 2) **Clean Sweep**, Olson 25, Sanstrom Dalmau, 11; 3) **Green Onions**, Wyliecat 30, John Tuma, 12. (13 boats)

168-RATERS — 1) **Dire Straits**, J/24, Steve Bayles, 7 points; 2) **Faster, Faster!**, Merit 25, David Ross, 8; 3) **Bandido**, Merit 25, George Gurrola, 9. (4 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan, 8 points; 2) **Taz!!**, George Lythcott, 11; 3) **Big Bang Theory**, Maryann Hinden, 19. (3 boats)

SANTANA 22 — 1) **Meliki**, Deb Fehr, 4 points; 2) **Dubious**, Ray Meister, 9; 3) **Fun**, Chris Nicholas, 12. (3 boats)

NON-SPINNAKER — 1) **Loco2**, Mercury, Paul Mueller, 9 points; 2) **Dulac**, C&C 25 Mkl, John Phillips, 9; 3) **Zarpa**, Newport 30 Mkl, Jim Douglass, 19. (5 boats)

Full results at www.encinal.org

StFYC WEDNESDAY NIGHT SERIES (13r, 2t)

FOLKBOAT — 1) **Windansea**, David Wilson, 22 points; 2) **Polperro**, Peter Jeal, 26; 3) **Jose-**

phine, Eric Kaiser, 32. (14 boats)

IOD — 1) **Undine**, Adam Wheeler, 17 points; 2) **Xarifa**, Spencer Fulweiler/Paul Manning, 20; 3) **One Hundred**, Paul Zupan, 29. (6 boats)

KNARR — 1) **Empty-Empty**, Chris & Jon Perkins, 20 points; 2) **Svenkist**, Sean Svendsen, 25; 3) **Adelante**, Don Nazzal, 39; 4) **Gjendin**, Graham Green, 51. (18 boats)

Full results at www.stfyc.com

SBYC FRIDAY NIGHT SERIES, 2ND HALF (7r, 1t)

SPINNAKER <101 — 1) **Kookaburra**, J/120, Tom Grennan, 7 points; 2) **Mr. Magoo**, J/120, Stephen Madeira, 17; 3) **Savoir Faire**, Beneteau First 42, Paul Osborn, 27. (10 boats)

SPINNAKER 101-135 — 1) **Rhapsody**, J/32, Chris Boome, 6 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 13; 3) **Jane Doe**, Olson 911s, Bob Izmirian, 18. (7 boats)

SPINNAKER >135 — 1) **Highlighter**, Islander 36, William Hackel, 7 points; 2) **Huge**, Catalina 30 MkIII, Bill Woodruff/Peter Birch, 14; 3) **Moondoggie**, Islander 36, Doug Gooding, 14. (6 boats)

J/105 — 1) **Lightwave**, Simon James, 11 points; 2) **Aquavit**, Donald Olgado, 13; 3) **Air Jaldi**, Steve Hratko, 18. (7 boats)

CATALINA 30 — 1) **Grinnin' Bear**, John & Roger Tennyson, 8 points; 2) **Ross's Dream**, Dan Courter, 10; 3) **Lochan Ora**, Marcia Bever, 19. (6 boats)

NON-SPINNAKER <141 — 1) **Carmelita**, Catalina 42 Mkl, Christian Lewis, 6 points; 2) **La Dolce Vita**, Ericson 28, Larry Weinhoff, 16; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 19. (10 boats)

NON-SPINNAKER >140 — 1) **Alpha**, Sonar, John Wallace, 6 points; 2) **Kynntana**, Freedom 38, Carliane Johnson, 17; 3) **Team Alpha 2**, Sonar, Rommel Barrientos, 20. (10 boats)

Full results at www.southbeachyachtclub.org

WORLD

We bring you a special firsthand report this month on a remarkable cruise through one of the most pristine sailing venues in the World of Chartering.

Blissfully Off the Grid in the Rangiroa Lagoon

In the tropical latitudes of the South Pacific, halfway between South America and Australia, lies a vast collection of lush volcanic islands and low-lying coral atolls whose natural beauty has been legendary among sailors and adventurers ever since European explorers first stumbled upon them in the 1700s.

That place, of course, is French Polynesia. Today, its 118 islands and atolls rank high on the must-see lists of world cruisers and vacationers in search of a truly exotic getaway.

In recent years, during several wonderful bareboat trips through Tahiti's Leeward islands, my wife Julie and I have come to love the rich Polynesian culture as much as the eye-popping vistas that greet us there, no matter which way we turn our heads.

But the more we've learned about French Polynesia and its five distinctly different archipelagos, the more eager we've become to explore them all. Unfortunately there is not a single bareboat for rent in the Marquesas, the Gambiers, the Australs or the Tuamotus; only in Tahiti's Leewards. But we discovered that there is one beautiful Eleuthera 60 crewed charter catamaran permanently stationed in the vast lagoon of Rangiroa, the largest coral atoll within the 500-mile expanse of the Tuamotus.

Operated by Dream Yacht Charters, its weeklong lagoon cruises are booked by the cabin, primarily by Europeans

Everywhere we snorkeled, the coral was healthy and the fish populations seemed to be thriving.

and North Americans. A typical itinerary includes sailing to a different anchorage every day, snorkeling in gin-clear water over pristine reefs, visiting a black pearl farm, barbecuing on the beach, exploring uninhabited *motus* (islets) and more. "Sign us up," we thought. "We're there!"

An overnight flight from L.A. to Tahiti on Air Tahiti Nui — an airline that offers the sort of pampering service on which American airlines used to pride themselves decades ago — brought us to Papeete, the capital, where we had just enough time for coffee and fresh croissants before boarding a small island-hopper aircraft for Rangiroa.

Lying only 180 nautical miles northeast of Tahiti, it might as well be a world away. Compared to the hustle and bustle of downtown Papeete, the pace of life in Rangiroa's two tiny villages, Tiputa and Avatoru, is downright sleepy, and the rest of the 50-by-15-mile atoll is almost completely uninhabited.

Before we'd even hopped aboard the minivan that took us to the Tiputa wharf, we met Irmela and Detlif, a gregarious German couple who were to be our boatmates. A French couple, Marco and Marie, were scheduled to arrive on the next flight.

As we looked out across the turquoise waters of the Ohutu Bay, we saw a fast dinghy approaching from a big white cat. Sure enough, it was our crew for the week: Captain Jeremy from France; Australian crewman Joel; and Charlotte the cook, from Guadeloupe, in the French West Indies. "Call me Charlie," she said. "Welcome aboard."

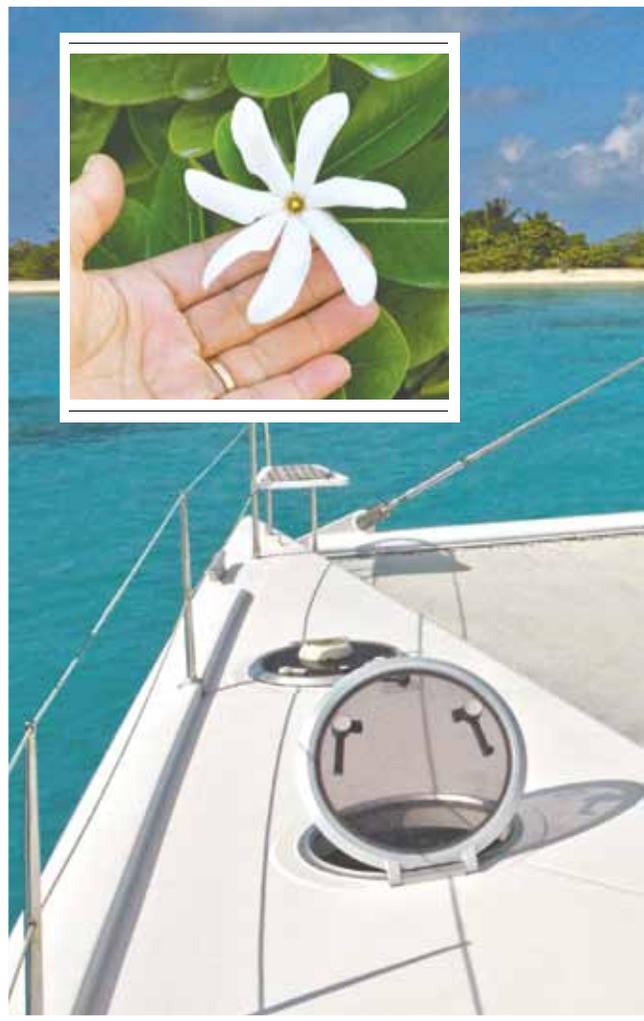
We do bareboat charter trips every year, but rarely crewed charters. So I'd forgotten how nice it is to arrive at a fully-provisioned boat, with everything neat and tidy. We were immediately offered a tall glass of cool fruit juice and were encouraged to simply relax.

After stowing our gear in our remarkably large cabin, there was only one thing on our minds:

jumping into that pristine blue water. It was heaven. Even in the 'busiest' anchorage in the lagoon the visibility was at least 40 feet, and we saw many colorful fish nearby. A midsized sailboat pulled into the anchorage, and to the amazement of all my shipmates I said, "Hey, that's *Sail la Vie*. I know those guys." Aboard were cruisers Lars and Laura from Utah, whom I'd met last winter. Having recently sailed 4,000 miles from Panama, they were living the lifestyle we hoped to live someday. But in the meantime, we were about to sample the South Pacific cruising life in style.

A stiff 18-knot breeze was up that afternoon, perfect for a booming sail to the opposite side of the lagoon. Once away from the anchorage we saw no boats on the water — none. But we soon realized that's the norm. Other than a relatively small number of divers who fly in to do shark dives in the lagoon's two main entry channels, the seasonal trickle of cruisers, and an occasional cruise ship that never ventures beyond the Tiputa anchorage, these waters are almost completely uncluttered by human influence.

With the southeasterly trades nor-



OF CHARTERING



Yes, the water is that blue. Our 60-ft cat was a marvelous platform for exploring, with great sailing between anchorages. Inset: Tiare flower.

mally blowing, sailing on the lagoon's flat water is glorious, but you do have to keep a sharp lookout for coral heads — which can come up on you quickly when you're blasting along in a 60-ft cat. Luckily for us, Captain Jeremy knew exactly where the safe routes were, but for cruisers, piloting such waters would be a bit more challenging, and you'd be crazy to sail at night.

We anchored that first night on soft sand, 30 yards from an uninhabited *motu*, thick with coco palms that shimmered in the warm afternoon light. Irmela and Ditlef tried out the mother-ship's kayaks, while Julie and I took a swim and soaked in the serenity of the dreamlike scene. We would anchor in similarly tranquil settings every afternoon of the trip. Each night after sunset, the sky was ablaze with a zillion stars, with the Southern Cross standing out among them.

I'll spare you the blow-by-blow account of every day's activities, but I will share some highlights of the trip that will

undoubtedly be etched into our memories for years to come.

On our first shallow-water snorkeling trip through the "coral gardens" at Motu Aiai, I was astonished by the clarity of the water and the unspoiled perfection of the coral, which is home to dozens of varieties of brightly painted fish and giant clams. I hadn't seen coral so pristine in 30 years. Other snorkeling sites visited throughout the week proved equally amazing, all with 80- to 100-foot visibility.

Another thing that took some getting used to was the abundance of black-tip sharks, which seemed to patrol the lagoons like sentinels. Intellectually, I understood that they were absolutely no threat to us, but it wasn't until I found myself actually swimming beside them, only

10 feet away, that I said to myself, "Yeah, okay, they obviously have no interest in me." Their abundant underwater world offers much more delectable menu items.

At each new anchorage we snorkeled for hours in the shallows, often transfixed by the delicate beauty of nature's creations. Meanwhile, Jeremy would spearfish to augment the dinner menu, always holding his catch as high as he could out of the water as he swam back to the boat, so the blacktips wouldn't be tempted.

It took less than a day for us to completely forget about the worries of our workaday world, and let the stresses of urban life melt away. It helped that we were completely off the grid: no phone calls, no emails, no Internet, no news, no politics, no traffic jams, no alarm clocks — just living in the moment for a change, eyes wide open to the magical world around us.

Because we normally pick our boatmates carefully, we were a little apprehensive about jumping aboard with a boatload of complete strangers. But this group could not have been more fun and entertaining. Berliners Irmela and Ditlef are well-traveled early retirees who are the principal supporters of an orphanage in Bali; Marco, who travels extensively installing special crêpe-making machines, and Marie, who is a nurse, live in Brittany, and were on a rare escape from their small children. The crew were also well-traveled and worldly, so mealtime

Jeremy points out the lagoon's main entrances next to the villages of Tiputa and Avatoru, where almost all residents live.



WORLD

conversations at the covered aft deck set-tee were always lively and educational. We wouldn't hesitate for a moment to book by the cabin again.

One must-see destination in Rangiroa is the Blue Lagoon, so named, needless to say, because of its shallow basin of stunningly brilliant turquoise water, ringed by palm-fringed *motus*. It lies in

the northwest corner of the lagoon, far from the two main villages.

Twice we went ashore for lunchtime barbecues. The first was at Motu Paati, where Jeremy cut palm fronds, split them down the middle and taught us all how to weave 100%-biodegradable platters. By the time we'd finished them, the *motu's* owner, Leon, arrived with a feast

of mahi-mahi, chicken, freshly baked coconut bread and a favorite Polynesian preparation of marinated fish called *poisson cru*. Delicious!

When it came time to do the dishes, Leon swirled them in the water at the edge of the lagoon and 17 small blacktips came around to investigate. Clearly, this was normal, as Leon didn't seem the



JULIE TURPIN



OF CHARTERING

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

least bit concerned.

Later in the week, at Motu Teu, we barbecued some of Jeremy's fresh-caught *mero* (grouper) alongside patties of coconut bread wrapped in sea grape

leaves. By this time we had the art of platter-weaving down pat. After lunch the *motu's* owners invited us to check out their copra operation, by which they earn a modest living. It's a simple but reliable

industry: The *motus* provide an endless supply of coconuts, which are husked, shelled and halved, then the white 'meat' is dried in the tropical sun. Periodically, a boat comes by to collect the dried copra and take it to market. These islanders live a very Spartan lifestyle with no luxuries, yet they seemed quite content, perhaps because they are intimately con-

Top row, left to right: Charlie attracts a crowd of fish in the Tiputa anchorage; The simple life at the shark nursery; Chillin' on the foredeck; "Where to next, captain?" Middle: Shopping for pearls; Breakfast on the aft deck; Fresh fish and coconut on the barbie; Drying copra. Bottom: The idyllic Blue Lagoon; Julie with our hand-woven platters; Blacktips help with kitchen cleanup.



WORLD OF CHARTERING

nected to nature and an age-old tradition of Polynesian culture.

On another day Jeremy took us to a quiet corner of the lagoon to visit a nursery for blacktip

and lemon sharks, where the female caretaker proudly showed us necklaces displayed for sale that she'd made from hundreds of tiny shells collected from nearby beaches. Her simple lifestyle was a bit too Robinson Crusoe-esque for us, but we had to admire its simplicity, and her connectedness to the natural world around her. The lagoon provides fresh fish, the forest provides endless coconuts, and her tiny home is constructed from planks, hand-cut from fallen coco palms.

Marco and Marie had to fly home midweek, so while we were back in 'civilization' at the Tiputa anchorage we took a free bus to the Gauguin Pearl Farm, where we got a complete overview of the



Vast, yet only sparsely populated, Rangiroa is the second largest coral atoll in the world. Only Kwajalein in the Marshall Islands is bigger.

black pearl cultivation process — a fascinating technique developed in the Orient. Who knew that a tiny, perfectly round sphere of shell material that originates in the Mississippi River is inserted into the mantle of each Polynesian oyster, around which the iridescent black outer layer eventually forms and is harvested?

Between each new anchorage the big cat glided across the lagoon, harnessing the power of the trade winds. We never saw less than 10 knots all week. We pulled a few lines, and ground a few winches, but the boat was so well set up — with mainsail rigging run back to

a central cockpit winch — that Jeremy could easily run the whole boat himself.

By the end of that wonderful week, we'd been thoroughly spoiled by the

natural beauty of our surroundings and by Charlie and Joel's cooking — especially the tuna *carpaccio*. And by Jeremy's efficient upkeep of the boat's systems, and care of his passengers.

It's a tough gig running back-to-back charters in such a remote place, where supply boats bring goods to restock tiny markets only once every week or two, and yacht services are nonexistent. But Captain Jeremy and his crew pull it off with smiles and an upbeat attitude.

We hope to revisit Rangiroa's vast lagoon in our own boat someday, but in the meantime, we've enjoyed a delicious taste of the Tuamotus that we'll not soon forget.

— andy

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CHANGES

With reports this month from **Escapade** in Corsica; **Tamarisk** on risking a passage through Somalian waters; from **Angel Louise** on seven years of cruising in the Caribbean, Atlantic and Europe; from **Carpentia** on seven years of cruising in the Pacific and hungering for more; from **Pizzaz** on how to get between Panama and the Eastern Caribbean; from **Convergence** on 11 years of cruising; and **Cruise Notes**.

Escapade — Catana 52 Cat Greg Dorland and Debbie Macrorie Dropping the Hook in the Med (Lake Tahoe)

We're taking a 'day off' here in the La Maddalena Islands at the Bouches de Bonifacio Nature Reserve at the southern tip of Corsica. Yesterday, in a quest to prove that we can 'still do it all', we took a long bike ride, sailed an amazing 10 miles upwind in 20 knots and flat water, took a swim, and had a nice SUP outing.

Today we're licking our wounds, as we're no longer 30. Or 40. Or even 50.

One thing Debbie and I did before heading to the Med was read all the past *Changes in Latitudes* from boats in the Med to get some insight on cruising over here. And I remember mentioning to the Wanderer/Publisher of *Latitude* that I was concerned about a possible lack of anchorages and marina space for a good-sized catamaran such as ours. I was informed that when the Wanderer's Ocean 71 *Big O* went across the Med in the mid-1990s under Capt Jim Drake,

Debbie Macrorie at Portovenere, Italy with the 13th-century St. Peter's Church in back. 'Escapade' was left to herself at Portovenere.

there was no problem finding places to anchor from Spain's Balearic Islands, to St. Tropez, to Villefranche, to Elba, to Italy, to Greece and to Turkey. And that other than at Monte Carlo, *Big O* almost never stayed in a marina.

What the Wanderer told us about the 1990s still holds true in the Med, so we need not have worried. Since leaving Valencia, we haven't spent a single night in a marina — except when Catana hauled our cat near Toulon to fix the daggerboards. We've enjoyed many great anchorages. We even felt so good about the one at Portovenere, Italy, that we left *Escapade* unattended on the hook for four days while we traveled to Paris to get our Long Stay Visas finished up.

By the way, the visa officials in Paris were very helpful, and clearly stated that with French Long Stay Visas affixed to our passports, we can travel throughout the Schengen Area countries for the duration of our visa. This, of course, contradicts what the officials told us in Portugal. In addition, the French officials told us about the best time to apply for a visa extension of another year.

But the best news of all is that we've had great sailing conditions for the last week, which isn't that common in this part of the world.

— greg 09/03/2015

Tamarisk — Sundeer 56 Jason and Piers Windebank Running the Somali Pirate Gauntlet (San Diego)

What a shame that the theme of the final ocean passage of our three-year circumnavigation would be fears about the threat of piracy. Somali piracy is an issue that few people really understand, so here is our short version:

Once the Somali government collapsed in the mid-1980s, anarchy reigned and the Somali coastline was left undefended. Foreign fishing trawlers seized the opportunity to fish illegally along the Somali coast, while some Western corporations saved on the cost of toxic waste disposal by dumping their nasty stuff along the Somali shores. This devastated the fish stock in Somalian waters. Since fishing was one of Somalia's biggest



industries, it left many Somalis in a desperate situation.

Somali fishermen soon began taking hostile action toward foreign vessels operating illegally in Somali waters. This eventually morphed into the piracy industry that continues to disrupt ship traffic for about 1,000 miles around the Somali coast. Despite the coalition efforts of 21 countries to patrol the Horn of Africa region with warships and a variety of military assets onshore, piracy has continued.

The piracy situation made preparing for our Indian Ocean voyage a major challenge, as the bulk of our passage would be through a literal war zone. In addition, *Tamarisk* would be one of the first private sailing boats to attempt this passage since four West Coast cruisers — Scott and Jean Adam of the Marina del Rey-based *Quest*, and their crew Robert Riggle and Phyllis Macay of Seattle — were murdered following the hijacking of their boat 250 miles off the coast of Oman in February 2011. So it would

FRITZ CRUMB



The Fortress at Bonifacio.

ESCAPADE



IN LATITUDES

ALL PHOTOS COURTESY TAMARISK

a problem with the Sri Lankan authorities still isn't clear. But once we realized that we weren't getting the weapons, the reasons didn't much matter. We were in a clusterf--k situation, sitting as we were in the Maldives with a Special Forces soldier aboard, *Shapirit* having departed Sri Lanka unarmed, the wind direction leaving us little option other than sailing into the HRA, and not a single weapon among us.

With the help of a resourceful agent in the Maldives, frantic calls went out to all the security contractors with weapons in the Maldives armory. Within 24 hours we'd found one that agreed to rent us some weapons. We signed the contract, made the payment, and made a mad dash for the armory in Male two days to the south.

While we were en route, questions about our maritime security credentials started flying at us. We had no credentials. They inquired about what security firm Lee was registered with. He wasn't registered with any. And on and on. Apparently the company's usual clients are security firms, and they'd mistakenly assumed that we were such a firm.

The closer we got to the weapons, the faster the questions came at us, and the less certain our weapons deal became. Eventually the dreaded email arrived from the security contractor:

"I do apologize as there is a misunderstanding, but we need to have a custodian for the weapons for this transit. We need to cancel the weapons rental and we will transfer the funds to you right away. I truly apologize for this matter. Please do not load the weapons."

But by that time we'd already gotten our hands on the weapons. Upon later learning from our agent that we'd not only gotten the weapons, but had loaded them and sailed away, the security company contacted us again:

"Please turn back and return the

The 'Tamarisk' crew believed that the best defense was showing a strong offense. Their approach seemed to work.



Clockwise from above: Pirates usually attack at dawn or dusk, so the 'Tamarisk' crew put on a show of force during those hours. There was fine sailing in the first half of the Gulf of Aden. The approach of any vessel was cause for suspicion. "Hands up!" Sailing in company with 'Shapirit'.

have been stupid for us to underestimate the threat to our personal safety.

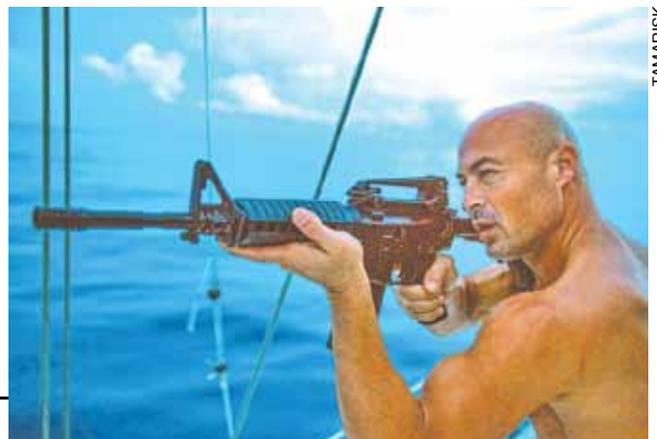
Increased security provided by the coalition of nations has resulted in a major decline in the number of piracy incidents since 2012, but whether 'soft targets' such as ourselves were now safe in Somali waters was unclear. So we chose to go with a security plan that prepared us for the worst — 'the worst' we understood to be a gun battle with assault weapons.

So while in Thailand we had a bulletproof metal shield installed around *Tamarisk's* cockpit, and planned to buy high-caliber assault rifles prior to our entry into the High Risk Area (HRA). But as was the case with pretty much every other plan we'd made in the past three years, this one went pear-shaped soon after we set it into motion.

Our plan was to link up with *Shapirit*, a boat we'd met in Thailand. Her skipper

and ex-army crew had intentions similar to ours, so we agreed to join forces for the dangerous transit. Essentially, we'd provide mutual support in a two-boat convoy. We also called our friend Lee, who used to be a sniper in the Israeli Special Forces, and asked him to join us as our Security Officer. The only thing missing in our plan was minor — the sourcing of assault weapons.

We and *Shapirit's* skipper made a deal with a supposedly reputable security contractor to rent the weapons from an armory in Sri Lanka. *Shapirit* was to pick the guns up and meet us at sea following our week or two of cruising around the Maldives. But upon their arrival in Sri Lanka, the contractor couldn't deliver the weapons that had been agreed on. Whether it was a money-making scheme or



TAMARISK

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weapons to Malé. This is serious, as you might be arrested. You are not allowed to use the weapons without a custodian. Kindly sail back."

Rather than turn back, we put Malé behind us and motored away into a gorgeous sunset. We were armed, a major victory in itself.

We had 12 mostly smooth days of travel after leaving Malé, during which time we crossed the Arabian Sea

and first half of the Gulf of Aden. We saw few ships of any type for the first 10 days, and our only hiccup was some broken rigging that took our mainsail out of commission for a morning. Asier, one of our two crew, was able to fabricate a replacement part in the engine room.

Things got more interesting in the Gulf of Aden, as the land masses push all transiting vessels into an increasingly narrow bottleneck. That's why this has historically been the area with the most piracy. The wind direction also forced us to travel farther south than we had hoped, at one point pushing us to within 50 miles of the Somali coast.

We saw the occasional fishing boat, but worked hard to avoid detection. Most of the time we ran without our nav lights, and only occasionally switched on our AIS. We tried to stay within a mile of *Shapirit* in case we needed to converge quickly, which was our plan in the case of any approaching skiffs. We saw warships on the horizon and heard their chatter on the VHF. Their purpose is to protect the merchant ships, not yachts, inside the transit corridor, but their presence gave us additional comfort.

Transiting the Gulf of Aden was much more stressful than swimming off the Maldives, which the crew had been doing only weeks before.

We had no worrisome incidents, other than a few close passes by fishing skiffs, and felt mostly safe in a slightly nervous and unsure way. So we sailed on at full speed toward the entrance to the Red Sea, where the risk of trouble would go up by several orders of magnitude. At least we enjoyed flawless sailing conditions, and thus couldn't ask for a better start to our 2015.

Our next stop would be a quick one in Aden, where we hoped to buy diesel and bread before continuing westward into the most risky section of the voyage, the Straits of Bab Al Mandeb. Little did we know that our excitement was about to begin.

[Part Two will appear in next month's Changes.]

—jason 01/02/2015 Gulf of Aden

Angel Louise — Catalac 38 Ed and Sue Kelly Seven Years of Cruising (Des Moines, Iowa)

One of the reasons Ed, along with his wife Sue, has been enjoying cruising for the last seven years — including two trips across the Atlantic and a 6,200-mile 'circumnavigation' of Western Europe — is that the "small town country boy" had so much sailing experience when he was younger. Directly out of school, he paid \$88 and two coupons from cartons of Kool cigarettes to buy a Sea Snark, an 11-ft styrofoam 'boat' with a lateen sail and a rudder.

"I probably sailed that \$88 boat 500 times on the quarter-mile by quarter-mile lake near my home," says Ed. "My dog and I would sail her four hours almost every summer night."

Before deciding to go ocean cruising seven years ago, Ed and Sue — she was new to sailing — moved up to sailing slightly bigger boats on Sailorville Lake, a one-mile by eight-mile lake near Des Moines. Based on that experience, and fueled by dreams of cruising adventures such as chronicled in the pages of *Latitude 38*, they headed to the East Coast and fell in love with hull #26 of the 27 Catalac 38 catamarans. They primarily liked the space of the already 20-year-old boat.

Ed and Sue will be the first to tell you that the Catalac is not a performance catamaran. "She almost always powers faster than she can sail," says Ed, "and since I'm still a Type A personality, we motor more than we sail. It doesn't help that our cat



is overloaded, so the fastest she's gone under sail is 8.5 knots. During our trips across the Atlantic, we'd be happy with 115 to 125 miles a day."

The design's small sail plan and unusually large amount of wetted surface keep her from being faster. While in the Florida Keys, Ed conducted a test to see how much wind the cat would need to sail as fast as she motored. He determined it was 26 knots.

Despite the design's limited sailing speed, in the last seven years the Kellys have done more cruising, and more ambitious cruising, than probably 99% of all sailors. They've done four trips up and down the Intracoastal Waterway; they completed the 'Thornless Path' to the Eastern Caribbean and down to Grenada; they cruised Venezuela's Los Roques Islands; they did the ABC Islands and sailed back to Puerto Rico; and they returned to the United States. And this was before they took off to Europe.

TAMARISK



'Tamarisk' off Aden.

TAMARISK



IN LATITUDES



ANGEL LOUISE

Sue and Ed by Tower Bridge, London. They would spend two winters at St. Katharine Docks, just a short distance away.

"During those times we were getting our courage up to cross the Atlantic," says Ed. They started from Brunswick, Georgia, in 2011, having never spent more than two consecutive nights at sea before. Once they got to Bermuda, officials asked how long they thought it would take them to get to the Azores.

"I don't know, maybe 30 days," replied Ed, shocking the officials. As it was, it took them only 19 days.

They hit their worst weather to date on their way from the Azores to Europe. "It was blowing 40 knots, the seas were 20 feet, and we were being blown toward distant Bay of Biscay at 7.6 knots under bare poles. We decided that we'd better deploy the Jordan series drogue we'd spent a week building with a Sailrite kit. We managed to get it set despite having never tried it before, and it slowed the

boat to less than half a knot."

The storm lasted for 25 hours, after which they made it to Cherbourg, France. They would spend the winter at St. Katharine Docks in London, and the following year began a 6,200-mile 'circumnavigation' of Western Europe by way of canals, various rivers including the Danube, the Black Sea, the Med and the Atlantic. They would spend a total of 3.5 years in Europe before sailing back to the States last winter.

Although Ed would like to head back to Europe, he and Sue are currently making their way south toward Cuba. But they have several major speaking engagements on the way, including one at the United States Sailboat Show.

In what comes as no surprise to the Wanderer, the Kellys found Europe to be a lot less expensive than the United States. "The exception is when

it comes to berths in regular marinas," says Ed. "Although the marina prices in New England in the summer are right up there with the Med."

The couple cruise on about \$45,000 a year. They dine out now and then, but never at really expensive restaurants. "My budget buster is grocery stores," confesses Ed.

The least expensive places the couple have cruised have been the Channel Islands, Brittany, Portugal and Spain. But their favorite cruising spot to date is an unusual one — Madeira. "It's a rough place to keep a boat," acknowledges Ed, "but we just loved it. The people, the mountains, the diving, it was all great."

Based on seven years of cruising, Ed has three bits of advice. "First, the lack of patience will, more than anything, get you into trouble. Such as not waiting for good weather and ending up hating a passage. Second, don't try to beat bad weather. Wait until it passes. Third, you can't believe how many wonderful people there are out there, and how great it is to share the joy in their lives and yours."

We coaxed three bits of advice from Sue, too. "First, we've done this trip as a partnership, and always supported each other. That's been very important. Second, don't wait too long to take a cruise such as ours. Third, it's important that both people know how to do things, no matter if it's going up the mast or making repairs to the engine. A funny example of how this works out well is that Ed's hands were too big to set the friction plate for the raw-water impeller on one of the two Yanmar diesels. But it was easy for me because my hands are smaller — and because I was a nurse practitioner, and it was just like fitting a diaphragm at the women's health clinic."

The other thing they both agreed on is that you learn to cruise as you go, not from books or sailing in protected waters.

With her short rig and low bridgedeck clearance, 'Angel Louise' is no Gunboat. On the other hand, she's taken the Kellys 'everywhere'.



ANGEL LOUISE

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What's been the effect of seven years of cruising on their health?

"We're seven years older than when we started, but we're in as good shape as we could be," says Ed. "All the action on the boat, and all the action ashore, keeps us fit."

"We've extended our lives by cruising," agreed Sue.

— *latitude/rs* 09/15/2015

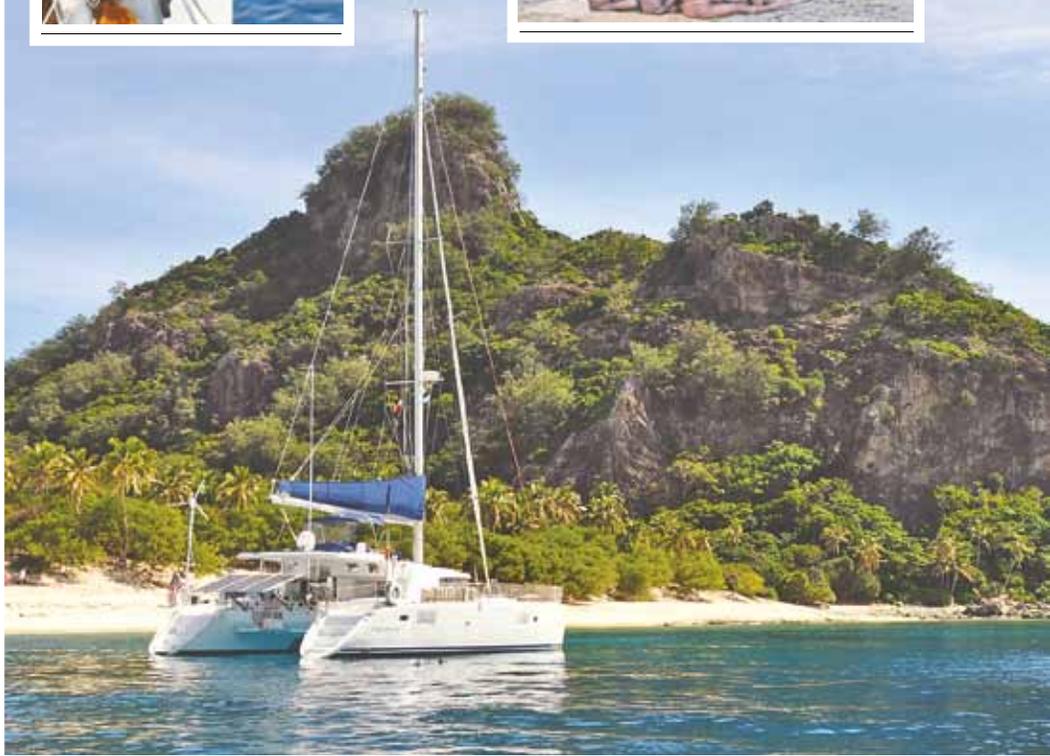
Carpentia — Lagoon 440 Cat Dietmar Petutschnig & Suzanne Dubose After Seven Years, Hungry for More (San Francisco)

In 2008 Dietmar and Suzanne joined the Baja Ha-Ha. Other than Dietmar's having taken some sailing courses at J/World in San Diego, they were sailing novices. But they still had a terrific time on the Ha-Ha.

"Once we met the other cruisers and felt the camaraderie, we quickly became addicted to cruising," says Dietmar. "The next spring we sailed across to French Polynesia with veteran San Diego sailor Kurt Roll as crew. He later rejoined us in Tonga for the rest of the way to New Zealand."

"By the time we got to New Zealand in 2009," says Dietmar, "I didn't feel that I needed any more babysitting. I pretty much knew the boat systems, how to read the weather, how to interact with other cruisers, all that stuff. Sailing lessons are good for your base knowledge and they help reduce the fear factor, but you really learn to cruise by being challenged on the ocean. Learning by doing, after 18 months the parts of the puzzle had pretty much come together so I could get the big picture. Listening to veteran cruisers was also a big help."

Dietmar, Vienna and Suzanne, seen crossing the equator the first time in 2009. They were still sailing novices at the time.



Spread; Monoriki Island, Fiji was one of the favorite anchorages in 'Carpentia's' first 35,000 miles. Insets from left: The sausage-shaped Vienna at the bow hunting for fish. Suzanne oversees an outdoor class at a village in Fiji. 'Carpentia' on a nice reach. Dietmar with a friend in Vanuatu.

The couple's most terrifying experiences had nothing to do with the weather or the boat. "It was having to put Vienna, our longhaired standard dachshund in quarantine in New Zealand for 30 days," says Dietmar. "We knew it was coming, but it was nonetheless terrifying. Taking a dog across the South Pacific on a boat was hard. We would not do it again, as it was very costly, time-consuming and nerve-wracking. It was also unfair to Vienna."

While not a perfect design, the Lagoon 440 catamaran *Carpentia* gets Dietmar's seal of approval.

"Having put 35,000 miles beneath her keels, we can say she's been a great boat for us. Like most other cats she doesn't sail to weather as well as we'd hoped, but I've learned to sail with her, I've done many long passages with her, and she's been good

to us. Would I buy a 440 again knowing what I've learned after seven years of cruising her the South Pacific? Yes, I would."

The worst weather of Dietmar's trip back from New Zealand — indeed, the worst weather of their entire cruise — was from Christmas Island to Hawaii. "It was 11 days of nothing but 20- to 35-knot winds on the nose, with big seas. It wasn't pleasant, of course, but I nonetheless enjoyed it as a personal challenge. It was as if I earned my wings."

Arriving back in San Francisco rekindled fond memories for Dietmar. "It reminded me of visiting The City as a 10-year-old boy from Austria. I remember playing pinball machines at Pier 39."

Dietmar is a business guy, so he and Suzanne had a variety of ways of staying in touch with the real world.

"We have Inmarsat, so I can make phone calls from anywhere if I have to, and I do have access to the Internet, but the latter is very expensive. For the most





ALL PHOTOS COURTESY CARPENTHIA



part we used Internet cafes. When we've had to make passages, we've planned ahead to make sure it was all right for us to be out of contact for a few days.

"And if we needed to see people in person for business or other reasons," he continues, "it wasn't that much farther flying from the South Pacific to New York than it was when I used to fly from Las Vegas to New York. As it was, I'd fly back to the States every three months or so. It wasn't that bad, and it meant I got to bring back boat parts and special foods we wanted or needed. Having a boat in the South Pacific is just like having another house."

One of the most magical anchorages Dietmar and Suzanne visited was one in Vanuatu. When they went to the village, they saw a satphone with an antenna. But the chief told them it didn't work. Dietmar didn't have a problem figuring out why, as the cable between the phone and the antenna had been cut.

"Why did you do that?" Dietmar asked the chief.

"The cable makes good fishhooks," the chief replied.

Dietmar and Suzanne sailed between New Zealand and the South Pacific four times, and even worked in the Land of the Long White Cloud for awhile. "I started a little fund in New Zealand, and we took over a small manufacturing company. It didn't work out financially, but it was worthwhile just for the wonderful Kiwi friends that we made."

More recently Dietmar started a web app called Good Anchorage, which lists crowd-sourced anchorages all over the world and information about them. "It's free, it's online, and we have 4,000 members who have contributed information on 57,000 anchorages. We haven't made any money with it yet, but we're hoping to sell advertising on it before too long."

Dietmar estimates that the couple spend between \$2,000 and \$3,000 a month cruising. "We haven't tried to live frugally because I have faith that I can always make money if I need to. Nonetheless, since we've started cruising we've become more conscious of what we spend. Having learned how to do most of the work on our boat has saved us a lot of money compared to our early days of cruising when I had to hire people."

After the long, long trip home from New Zealand and seven years of cruising in all, what do the couple plan to do next?

"We have a lot of things we have to do, but if everything works out right, we're going to do this fall's Ha-Ha. It was so much fun last time. Suzanne is up for it, and apparently so is our dog. Suzanne reports that Vienna is bored and seems as if he wants to be on the water again. We want to go to Mexico, Costa Rica, Panama, the San Blas Islands, the Caribbean — all that stuff. I have this wanderlust, so let's go!"

— *latitude/rs* 09/01/2015

**Pizzaz — Moorings 500
Lourae and Randy Kenoffel
Between Aruba and Panama
(San Francisco)**

Getting from Panama to the Eastern Caribbean is one of the nastiest sailing passages in the world. It's sort of like doing a Baja Bash in that the wind and seas are always on the nose. But it's different from the Bash in that it's at least twice as long, the conditions are usually rougher, and there aren't as many places to duck into for some rest.

Basically there are three options for getting from Panama to the Eastern Caribbean — i.e., the Virgins, St. Martin, Antigua, etc.

Option One is to sail up the western Caribbean to Guatemala's Rio Dulce, which usually isn't too bad a trip. But when you get to the Rio Dulce, you're even farther from the Eastern Caribbean than you were in Panama. You can get some relief at Jamaica and Hispaniola when going east, but it's a long way against the relentless trade winds.

Option Two is to sail 200 miles to Cartagena, which usually isn't too hard, then sail 450 miles north across the Caribbean to Jamaica. This can be very rough. Once you get to Jamaica, you're still 750 miles from the Eastern Caribbean. You can do some island-hopping to get there more easily, but it can still be a nasty trip, particularly from the middle of December to the middle of February.

Option Three is sailing from Panama to Cartagena, then along the coast of Colombia to Cabo Vela, and ultimately Aruba and the Lesser Antilles. This is the most direct route, but it's also via the north coast of Colombia, which often features some of the nastiest upwind sailing/motoring conditions in the world. Just for kicks, go to the Passage Weather site as you're reading this and see if the wind on the north coast of Colombia isn't the nastiest in all of the Caribbean.

What makes going across the top of Colombia so problematic is that most people assume that you have to do the 400-mile coast of Colombia in one gulp, which almost assures that you'll get clobbered by at least one gale.

In 2001, former San Franciscans Randy and Lourae Kenoffel, on the Moorings 50 *Pizzaz*, came up with a rudimentary cruising guide to the Colombian coast, a guide that showed cruisers how to do most of the coast of Colombia in day

When going east across the Caribbean, historic Cartagena is a great place to stop. You might even want to spend months waiting for weather.



LATITUDE / RICHARD

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hops. As they and others who followed the guide were to discover, it meant that if you had time and patience, you could do the north coast of Colombia — and for all intents and purposes the nastiest part of getting to the Eastern Caribbean — without necessarily getting clobbered.

The Kenoffels' guide was published in *Latitude* in the early 2000s, so some of the details may be dated. But the locations of the anchorages shouldn't have changed. Because of the length of the guide, we can't publish it until next month's *Latitude*, but we'll start with some excerpts from their preface:

"The key to cruising the Colombia coast safely and comfortably is weather. This is especially important if you plan on doing it offshore, but also applies to running along the coast. The Caribbean has two seasons; the Wet Season, from June through November, and the Dry Season, from December through May. If you travel in the transition months, late March through mid-June, or mid-October through mid-December, you are more likely to find calmer conditions. And generally speaking, the farther south you go, the lighter the winds.

"The weather gurus almost always recommend staying at least 200 miles offshore, but that's based on fears for cruisers' personal safety more than weather. In our experience, the weather conditions offshore have been worse than inshore, inshore meaning within five to 10 miles of land.

"Currents are an issue. Normally there is a one-knot westerly current along the Colombian coast. At times there is a half-knot easterly current near Cartagena."

Be sure to check out next month's *Changes* for the Kenoffels' guide.

— *latitude/rs* 09/15/2015

Readers — In the early 2000s personal
Rarely visited anchorages such as this one in the Eastern Caribbean can make the bash across the Caribbean Sea worth the effort.

safety was a big concern for cruisers transiting the Caribbean coast of Colombia. That no longer seems to be the case, but always check with Club Nautico in Cartagena for the latest news.

Convergence — Wylie 66 Sally-Christine Rodgers & Randy Repass Eight Years of Cruising (Santa Cruz)

Randy Repass and Sally-Christine Rodgers haven't been in a hurry to complete a circumnavigation. They started on their westabout go-around 11 years ago, and still haven't made it out of the Med. Their cat ketch with unstayed masts is currently on the hard in Malta.

In 2004 the couple and their then-9-year-old son Kent-Harris, along with Santa Cruz cruising vets Jim Foley and Linda Moore and their 5-year-olds Trevor and Dana, took off for the Marquesas. Sailing pretty much a rhumbline course, they made the nearly 3,000-mile passage in 15 days. That's flying.

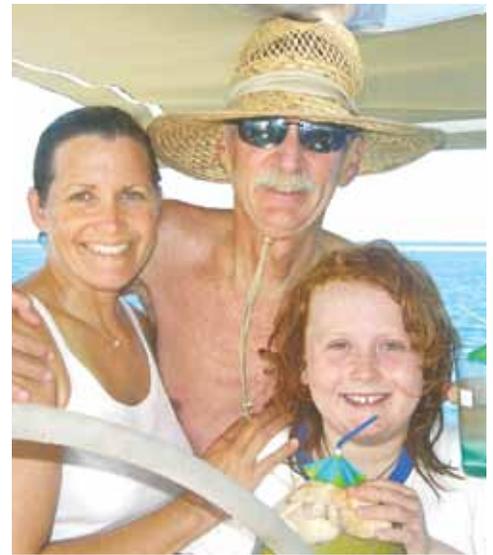
"*Convergence* is faster than the typical cruising boat," Sally-Christine explains. "She commonly sails at 8 to 10 knots, often hits 15 to 18 knots, and has hit a top speed of 23 knots. She once did 240 miles in 24 hours."

Jim, Linda and their kids left after *Convergence* got to Tahiti, and for the most part Randy, Sally-Christine and Kent-Harris have been cruising around the world by themselves during a series of 'extended summers'. Kent-Harris obviously needed to be homeschooled during their cruising. While Sally-Christine will be the first to admit that "homeschooling is a job," she also feels that it's been very beneficial for their son.

"Randy and I believe that classrooms are highly overrated and don't have enough fresh air. We feel that students learn more by being outside, where they can learn through experiences, and seeing, smelling, touching and tasting things. This is particularly true with our son, as he's dyslexic."

The couple soon found that Kent-Harris added a lot to their cruising experience. "The great thing about cruising with kids is that they open so many doors. Our son, like almost all cruising kids, was our ambassador."

Once their first extended summer was over, the family left *Convergence* in Raiatea so they could



return to work. As most *Latitude* readers know, in 1975 Randy founded what would become the 300+ store West Marine chain, and is still the chairman of the board.

When the three returned to *Convergence* the next season, they sailed to some of the more remote islands of French Polynesia, the Cooks, and some other islands on the way to New Zealand. They left *Convergence* in New Zealand, where they say she received the best boat care of their cruise.

With two cruising seasons under their belts, they were able to get an idea of how Kent-Harris was doing with homeschooling. "We used the books and curriculum at his regular school to make his reentries as seamless as possible," says Sally-Christine, "and we were thrilled to see that he was well ahead of most of his classmates."

During his times aboard the ketch, Kent-Harris was learning more than



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ALL PHOTOS COURTESY CONVERGENCE



Faces and places, clockwise from above right: An Iman's wife toys with Kent-Harris' red hair in Turkey. 'Convergence' on the run. An Arab man in the Sudan. The Repass-Rodgers family at the start of the cruise. An orangutan in Borneo. Doll-like Indonesian girls performing in Bali.

academics. "He couldn't help but realize that cruising on your own boat is hard work and not like being on a cruise ship," says Sally-Christine. "He had his jobs on the boat, he took his turn cleaning heads, he helped resupplying the boat, and so forth. Despite the work, he appreciated how lucky he was to have the opportunity."

Two adults and a boy aren't a lot of crew on a 66-foot boat, and there are differing opinions on how difficult it was to sail *Convergence*.

"For Randy it was a piece of cake," says Sally-Christine. "I'm a great crew but not a great sailor, so it wasn't as easy for me. *Convergence* was the biggest boat that I'd ever sailed on, and we faced some rough weather that I found to be mind-altering. You have to remember that I was a mother and no longer a 20-year-

old girl happy to be getting blasted by spray. So it's fortunate that Randy had designed a boat and a rig that is so easy to sail. Actually, it was Randy blending his ideas along with those of a lot of other very experienced sailors, which is why she's named *Convergence*."

The family next sailed back to Tonga and Fiji, and spent quite a bit of time in the latter. "While we always enjoy meeting fellow cruisers, Randy and I were particularly interested in spending time in the more remote and less-visited villages. We found some of our favorites when we circumnavigated Vanua Levu, Fiji, where we were the first white people some of the locals had ever seen. It was magical for us, the essence of adventure cruising. And I'm still in contact with some of those people."

In 2007 they sailed up to Vanuatu, the Banks Islands to the north, and across to Australia, arriving just south of Bris-

bane. This would be the site of their most serious accident. *Convergence* struck a sandbar, which caused Sally-Christine to hit her head on a coaming, fracturing part of an eye socket. She then fell down the companionway into the galley, landing on the back of her head.

"I don't remember much of the next year, and to a certain extent the head injury affected my speech and balance. I'm much better now, but I still get headaches and have other issues related to the head injury."

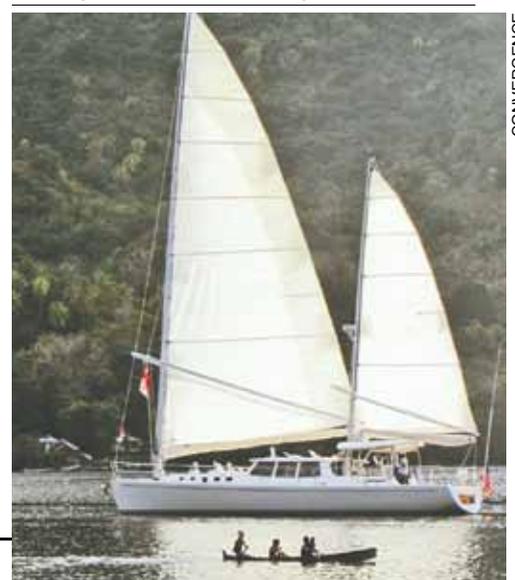
Randy decided Sally-Christine needed to be eased 'back into the saddle', so they spent the following cruising season in the more mellow waters of Australia's Whitsunday Islands.

The next season's major destination was Tasmania. "I can't begin to describe the quantity and quality of the bird and sea life down there other than to say it's otherworldly," says Sally-Christine. "Tasmania is a very interesting and exciting place for those who revel in nature. However, it's often very windy and it's not a place for white sand beaches and palm trees. Hobart is an incredible city, and they are enjoying a wooden boat renaissance. Randy and I liked the people of Tasmania because they were more self-reliant than most. They have to be."

Sally-Christine and Kent-Harris didn't do the passage back across the often-rough Bass Strait to mainland Australia, so Randy and crew took *Convergence* all the way up the east coast of Oz and then around the top to Darwin. Mom and son joined Randy for Indonesia, home to 17,500 islands.

"It's impossible to visit all the islands, of course, but Indonesia is a fabulous country, and many of the islands have

The locals at Banda hadn't seen many boats like 'Convergence'. Nobody anywhere has seen many boats like the Westerly-built cat ketch.



CONVERGENCE

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their own rich and diverse cultures. Among the places we enjoyed visiting were Banda, which had been the center of the Dutch East Indies Company, and Borneo, a primitive highlight. There is so much more to Indonesia than Bali, although it's great, too.

After Indonesia, the three traveled through Malaysia and made their way to Thailand, where *Convergence* was left for another off season. The next passage was overshadowed by the very real threat of pirates and by the loss of the lives of four fellow cruisers.

"Randy, my brother, and a good friend took *Convergence* from Thailand to the Maldives, then past Somalia to the Red Sea," remembers Sally-Christine. "This was right at the time that the Southern California sailing vessel *Quest* was hijacked by Somali pirates and her four crew murdered a few days later. It was a very emotional time, as I first had to call Randy to let him know that *Quest* had been hijacked, and a few days later I had to let him know that the four Americans had been killed.

"Randy said he would never do that passage again," Sally-Christine continues, "and he's a guy who will do almost anything. One of the things that made it more scary is that he and the crew had decided not to be part of a convoy of cruising boats, as the convoy would be going too slowly and Randy felt there would be 'too many captains'."

Sally-Christine and Kent-Harris joined Randy and *Convergence* once the cat ketch had made it safely to Turkey. For the next two years they really got to know Turkey and Greece, but mostly Turkey.

"Cruising in Turkey was very different than crashing in the South Pacific, as there were a lot of charter boats and a lot less sailor camaraderie in Turkey.

Randy and son Kent-Harris. The latter was a boy when the cruise started, but can now drink legally. At least in certain countries like Croatia.

If a boat shows up at an island in the South Pacific, you naturally go over to meet the people because they are fellow adventurers and because there aren't so many of them. In Turkey, where many of the boats are charter boats, you just don't do that. As for the Turks, they were some of the nicest people we met anywhere."

The 2013 season started with Kent-Harris, then 19, delivering *Convergence* down to Corfu, where Randy and Sally-Christine met him. "It was the first time that he was in charge — although he had Aussie Tim Sales along as crew," says Sally-Christine. "Tim had built a 46-ft wood ketch by himself, right down to and including making the turnbuckles. He did the first Whitbread and just knows everything about sailing. They say it takes a village to raise a child. Well, Tim was one of the most important residents of Kent-Harris' village.

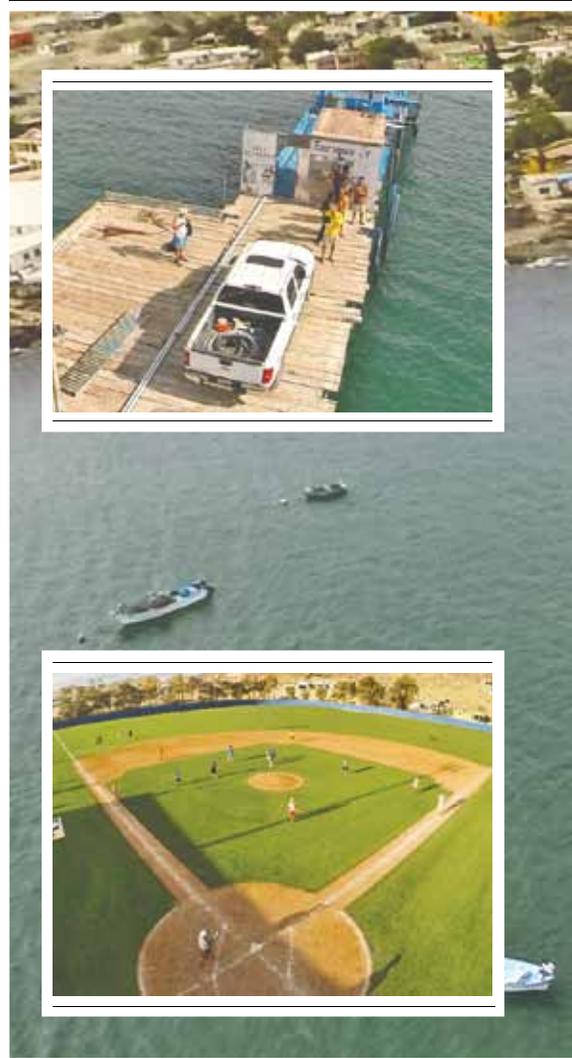
"During that season we cruised the Greek Islands, Venice, Croatia and Montenegro. Kent-Harris, now a sophomore at Georgetown University, got a terrific education, for he was reading books such as the *Iliad* while sailing in the wake of the characters he was reading about. You get such a great education while cruising. It added up to Kent-Harris' — as well as Randy's and my — having a much better understanding of why the world is the way it is today.

"Another great thing about cruising is all the people you meet. For example, we took a guy — a baron, actually — sailing out of Syracuse because we found out he was a sailor. He later invited us back to the palace his family has owned for 300 years. We got to stand on the balcony where Lord Nelson and Lady Hamilton had visited with the man's grandparents.

"When you sail somewhere, you get a different reaction from locals than do regular tourists. Nowhere was this more

true than in French Polynesia. The locals appreciated the fact that we'd gotten there the same way their ancestors had."

Some cruisers are anal about counting the number of miles they've sailed and other such statistics. Randy and Sally-Christine are not. "We have no idea how many miles we've sailed, nor do we care. We have always



calculated our lives by the experiences we've had, and we're incredibly grateful to have been able to explore so much of the world together — while in love and with our son along with us."

As with all cruisers, the couple's cruising plans are unclear, but "Randy is hot to trot west across the Atlantic, so we'll probably do that early next year."

Sally-Christine had to have a hip replaced in 2012, and when the recovery took a little longer than expected, she decided to write a book titled *Convergence — A Voyage Through French Polynesia*.

"I wrote the book, perhaps more for women than men, because I believe that everybody has a journey in them. In my case, I'd grown up hearing what the South Pacific was like in the 1930s from my father, who had been a purser on a Matson Lines ship. It took me almost 50 years, but I finally followed in his footsteps. So I shared my journey and what it was like to cruise as a family today. The book has a lot of large photos and



IN LATITUDES



PHOTOS BY LATITUDE / RICHARD

Convergence, he says that "everybody who lives in the United States is lucky."

Randy does, however, have one complaint: "There aren't enough hours in the day."

— *latitude/rs* 09/25/2015

Cruise Notes:

Some straight talk about cruising catamaran pointing ability. A couple of months ago Greg Slyngstad of Sammamish, WA took delivery of **Fujin**, the radical-looking 53-ft all-carbon 'fast cruising cat' designed by Greg Bieker of Seattle and built by Gold Coast Yachts of St. Croix. The cat has a very unusual salon and even more unusual bows. Slyngstad recently reported that he and a crew had done a 35-mile passage, presumably a reach, from St. Croix to St. Thomas in less than two hours. While averaging more than 17 knots, they noted that one of the things *Fujin* is missing is spray shields at the helmsperson positions.

Since Slyngstad has had tremendous success racing monohulls — he again won his class with his J/125 **Hamachi** in this year's Transpac — and because he plans on racing *Fujin* in next year's Voiles de St. Barth, we knew he'd be very interested in seeing how high he could get his new cat to point.

"We were tacking through about 100 degrees in cruising mode," he told *Latitude*. "I think we'll get close to 90 degrees when pushing hard."

The takeaway for people interested in buying a cruising cat is that they should take claims of a typical cruising cat tacking through less than 100 degrees to be complete rubbish. Cats have so many good qualities that we've never understood why some salespeople or owners insist on 'stretching' the truth when it

The point is, don't expect your cruising cat to be able to point as high as the all-carbon, Paul Bieker-designer 'Fujin'.

Spread; When Ha-Ha and other boats head south in Mexico this winter, they can fuel up at Turtle Bay. One way to get fuel is at the pier. You anchor then tie stern-to. Another option is to take fuel from a fuel barge. Insets; A view of the 'office' on the pier. The baseball field, where fuel is not available.

vignettes, and I hope it will encourage women to find their own journey, perhaps on the water, as there is so much to be learned from being on the water. And it can be true if you're on the water with a sailboat, a kayak, a SUP or whatever you like.

"Randy and I care deeply about marine conservation, and feel all mariners have a huge responsibility to protect the ocean. As a result, all the proceeds from the boat will go to marine conservation."

The book is available at some of the West Marine stores in Northern California, and at westmarine.com. It is not available at Amazon.

Sally-Christine says that it's very important for men to support the women with whom they cruise, as some women are not as experienced or fearless. "Randy gave me a little reward — a pearl — for every significant passage that

I completed. I now have a spectacular long strand of Tahitian black pearls. The pearls are my badges of courage."

That said, after all her years of cruising, Sally-Christine has distilled from her experiences the secret to being a happy crew. "Fast passages and slow sex." It seems to us that could be the quote on a hot-selling T-shirt at West Marine.

We only spoke to Randy briefly, and he primarily wanted to report how "totally blessed" he feels. Having seen much of the world during the four to five months of each of the last 11 years he's been on



GOLD COAST YACHTS

CHANGES

comes to windward ability. In ideal conditions, **Profligate** tacks in about 105 degrees. In less than ideal conditions, she tacks in considerably more than that. The truth can hurt, but can set you free.

The Wanderer and Doña de Mallorca are big believers in the 'slow-cruising' concept, although we're psychologically incapable of adhering to it. But we know someone who can — Christian Lauducci of Sausalito. As reported in last month's *Sightings*, Christian, starting at age eight, accompanied his dad on two trips to the South Pacific aboard a ferrocement boat that his dad had found in a field. Not only did they make the two round trips to the South Pacific without an engine, which made things slow at times, they also did it without electricity.

The Wanderer and de Mallorca first learned about Christian's patience about a dozen years ago when our respective boats were anchored near each other at Punta Mita. Christian reported that he and his then-girlfriend took 18 days to sail his 26-ft sloop **Little Dragon** from San Francisco to Morro Bay. Christian says it later took them five days to make



SHAWNIGAN

Slow is swell. Having covered just 80 miles in the first two weeks, the 'Shawnigan' kids have had plenty of time for land-based fun.

the 80-mile passage from Santa Barbara to Catalina. That works out to an average speed of .66 knots. Sure, the six surfboards he carried on the little boat didn't help the speed, but they didn't

hurt that much either.

As readers of last month's *Latitude* know, two months ago Christian took off on an open-ended cruise with his wife Josie, daughter Nina, 12, stepdaughter Ellamae, 7, and son Taj, 2. Their S&S 40 **Shawnigan** has an engine, so they won't be going as slowly as Christian used to cruise, but they are still cruising slowly enough.

"If there's no wind," Christian told *Latitude*, "we hang out until there is enough for us to sail. My loose rule is to keep passages to about 25 miles — or three to four hours of sailing a day. It took us two weeks to get from Sausalito to Carmel, but we're getting into the swing of slowing down in life."

"We've arrived at Rodrigues Island from Cocos, having covered the 1,999 miles in under 13 days," report Jim and Linda Fair of the Berkeley-based Outbound 48 **Chesapeake**. "The trip was uneventful but a little bumpy, which seems to be the norm for the Indian Ocean. We're finding Rodrigues to be a very pleasant low-key place, so we'll



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probably stay here for a month before moving on to three-day-distant Mauritius."

As circumnavigations via South Africa go, the Indian Ocean tends to put up the most challenging conditions. Once Jim and Linda get to Cape Town, they face a couple of hundred miles of potentially boisterous weather, after which they can expect a very long but very sweet off-the-wind passage across the South Atlantic and up to the Caribbean.

"The other night in Fiji we were hanging out with Bruce Harbour and Jennifer Martingdale of the Montana-based St. Francis 44 catamaran **Skagbenga**," report Lewis Allen and Alyssa Alexopoulos of the Redwood City-based Tartan 37 **Eleutheria**. "Bruce bit into an olive just as Jen warned him that the olives had pits. Biting the pit took out one of Bruce's front teeth! He'd looked a bit like a pirate before, but the big gap up front sealed the deal.

"The next day Bruce cleaned both surfaces with acetone, then glued the tooth back in," continues Lewis. "Despite

this being in accordance with American Dental Association best practices, the tooth fell out after a few days. He next tried J-B Weld, more commonly used to seal pinholes in engines. That didn't hold either. When Bruce gets some time, he's going to try again with quick-setting epoxy. When you're far from civilization — it's a long way back to a dentist in Savu Savu — you have to improvise.

"Speaking of having to improvise," Lewis goes on, 'Toothless' Bruce had run out of Coopers Beer kits, so we gifted him with one of ours. We'd never seen a bigger toothless smile than when we gave him the kit. I helped him sanitize all the equipment, then pour the ingredients in for a six-gallon batch of draft. We then came over to *Ellie* and did a full boil batch of pale ale. We steeped a pound of crystal malt, then added three pounds



Fijian brewmasters Bruce 'the pirate' Harbour of the Montana-based 'Skagbenga' and Lewis Allen of the Redwood City-based 'Eleutheria'.

of liquid malt extract, two pounds of dry malt extract, one pound of dextrose, 1.5 ounces of Centennial hops for bittering, and one ounce of Cascade hops for flavor and aroma. Before long the whole anchorage smelled like sweet, hoppy beer. Between our two boats, we now have 11 gallons of beer fermenting. All we have to do is wait a couple weeks, and then look out, Vanua Balavu, as there's a beer fest coming to town!"

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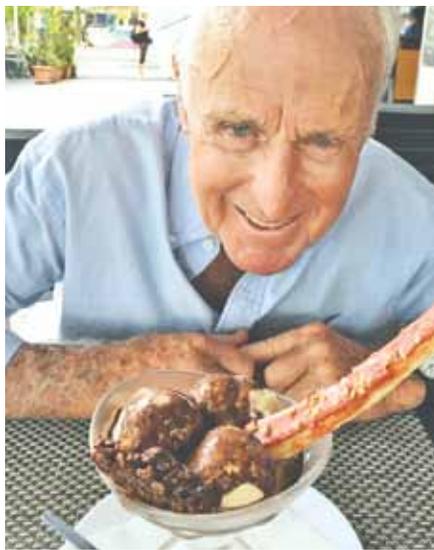
STEERING THE DREAM

CHANGES

When cruising or passagemaking, it's easy to forget how limited your fresh food options become with time. So we were not surprised when Heather Tzortzis of the San Francisco-based Lagoon 470 **Family Circus** reported that her and husband Chris' kids went a little crazy when they got to a big market in Fiji. "They ran down the aisles shouting, "Mom, look at the carrots! The tomatoes! The apples! The cucumbers!"

"It seems like forever ago that I told myself I would finally be able to call myself a bit of a sailor when I got to Fiji," Heather continues. "Well, after a lot of baby steps I find myself in Fiji on our own boat. I can't believe we're here! My first errand is to run to the market to buy some *kava* as gifts to the chiefs of the outer islands for the Sevu Sevu ceremony. After that, we'll make a field trip to the Fiji National Museum — where the kids will get to learn all about cannibalism."

We should all be so lucky. Nancy Tompkins reports that she and her 83-year old husband Warwick 'Commodore' Tompkins are still out cruising on their Wylie 38+ **Flashgirl**. It was unclear to us



NANCY TOMPKINS

A hot fudge sundae puts a smile on 'Commodore' Tompkins' face. A smile on his face puts a smile on our face. At 83, he's still cruising.

if they were in Moorea or New Zealand, but what difference does it make?

The first fully sanctioned sailboat race in 50 years between the United States and Cuba was held in May, when five

Hobie Cats made the 90-mile crossing starting from Key West. And the Pensacola YC plans to host a 500-mile race from **Pensacola to Havana** next month. But if anyone thinks that racing or cruising to Cuba and spending a lot of money there will help workers in the famed 'Worker's Paradise', think again. The day before President Obama announced sweeping changes that would allow American investment in Cuba, the Cuban government released new measures that would allow Cubans working for foreign companies to keep just 8% of their salaries. So even if a foreign company would be happy to pay a Cuban worker a fine wage, the worker would receive the same salary as if he were working for a Cuban company that could barely give him two sugar canes to rub together. We don't suppose anyone will be surprised to learn that the other 92% of the worker's salary will go to — the Cuban government headed by the billionaire Castro brothers. In addition to pocketing 92% of the worker's salary, the Cuban government employment offices would also charge the worker 20%

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of his/her salary for getting him/her the job, and just under 10% of that salary for vacation time. In typical double-speak, Zamira Marín Triana, vice-minister of Labor and Social Security for Cuba, described the new laws as offering a "significant increase" for workers.

"Yucalandia.com has published a couple of articles on recent changes regarding controlled medications in Mexico," report Dennis and Susan Ross of the Endeavour 43 **Two Can Play** in La Paz. "Apparently the government is establishing a national database to track prescriptions using an individual's CURP number, the equivalent of a Social Security number in the United States. Expats with temporary or permanent residency visas are required to have a CURP number, but it is not required to obtain a visitor's visa. This could present problems for visitors needing new prescriptions or refills, as it would require a new prescription from a physician licensed in Mexico. Cruisers headed to Mexico using tourist visas should be sure to carry sufficient medications — and their original prescription."

That said, less than one month ago a 'friend' visited three pharmacies in Cabo San Lucas attempting to buy Valium and Xanax. The clerks at the first two pharmacies said they couldn't sell those drugs without a prescription. The clerk at the third pharmacy said, "How many do you want?" The clerk later said the most requested prescription drugs are Vicodan, Valium, and Xanax. While you may eventually be able to (illegally) buy just about any drug you want in Mexico, the Rosses are correct, it would be more convenient and less expensive for you to bring sufficient quantities of whatever medications you'll be needing.

Since the subject of the **Corinth Canal** came up in this month's *Letters*, we'd like to share a few details about it. The Corinth Canal is a great nautical shortcut, as it's only four miles long but saves



If you transit the Corinth Canal, you'll notice the steep walls are marked with large paint scratches. This photo suggests the reason why.

vessels from having to travel 430 miles around the Peloponnese Peninsula to get between the Gulf of Corinth and the Saronic Gulf. Work on the canal didn't start until 1893, and took 12 years to complete. As it's only 70 feet wide and 24 feet deep, it's too small for modern commercial vessels. As a result, it's mostly used by tourist vessels, 11,000 of which passed through last year. The Corinth Canal is a sea-level canal without locks.

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CHANGES



There are 1,139 boat slips in Santa Barbara. Boats headed south in the fall shouldn't have any trouble getting one of them.

If you get a chance to transit the canal, we suggest that you don't pass it up.

With lots of cruising boats about to head south for the start of the Baja Ha-Ha and Mexico, we'd like to put in some good words for stops at both **Santa Barbara** and **Channel Islands** harbors. There is much to see and do in Santa Barbara, one of California's most beautiful and historic cities. And it only costs \$6 for four people to Uber from the marina to lower State Street, home to countless restaurants. While it's possible to anchor free to the east of Stearns Wharf, it can be extremely rolly, so paying \$1/ft/night for a berth can be

a bargain.

The only downside of Santa Barbara is that it can be inundated by tourists on weekends. If they become too much, you can find lots of peace and quiet after a 24-mile reach across the Channel at **Santa Cruz Island**. What a gem that place is, particularly since the water has been so warm this year. And when you need a little taste of civilization again, it's less than a 20-mile reach to Channel Islands Harbor, which is as quiet as Santa Barbara can be hectic.

Is there anywhere along the coast where the people are as welcoming to visiting cruisers as Channel Islands Harbor? Not that we know of. If you need a slip, we suggest you contact Dan Ward or Michelle Lapoint at **Vintage Marina Partners - Channel Islands Marina**. They'll take great care of you. If that's not enough reason to stop there, we topped off *Profligate's* diesel tanks with \$2.70/gallon diesel. That's less than we can remember paying anywhere along

the coast, and less than half of what we paid in Puerto Vallarta two months ago.

Looking for a bargain on diesel? Try **Hill's Boat Services** in Newport Beach, which quoted us a price of \$2.17/gallon plus 8% sales tax. That's close to a third of what we paid for diesel in Banderas Bay two months ago.

Need **oil for your engine**? Costco will deliver three gallons of Delo 400 15-40 for \$47. West Marine sells it for \$17.99 a gallon. It's a lot more expensive in Mexico, even with the peso at a near-favorable record of almost 17 pesos to the dollar.

In August the Wanderer flew **Southwest Airlines** from Orange County to Puerto Vallarta — just two hours and 38 minutes — to deliver **Profligate** to Santa Barbara for the start of the SoCal Ta-Ta. We were taken aside at Vallarta Airport by a young customs officer who wanted to charge us duty on our much-used Iridium satphone. We argued the point. Her supervisor finally agreed that no duty was due — as long as we were willing to pay \$30 duty on the old two-blade aluminum prop we'd brought along. You win some, you lose some. Over the years we've won way more than we've lost.

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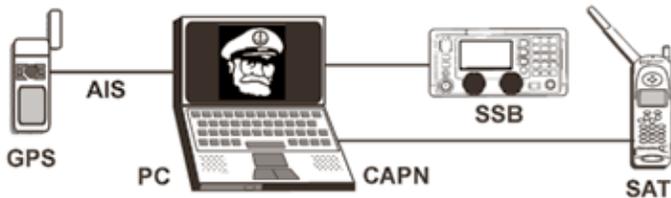
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24-FT J/24, 1978. South Lake Tahoe. \$7,500. Hull #848. Triad trailer single axle. Complete vermiculite 2003 by Charles Fab. 4-stroke 5hp Merc 2012. New standing rigging 2012. Hull and hull paint 2014. Contact (530) 307-8120 or rotaryrocks@gmail.com.



24-FT MOORE 24, 1983. Richmond. \$17,500. Ron Moore open transom Moore 24. #98. Cookie Jar. New paint, solid deck, minimal deck fittings. 2.5hp Honda 4-stroke. Extra spar (one-design and off-shore). Lots of sails, lots of gear, set up for singlehanded ocean racing. Double axle trailer. More info at (831) 359-3643 or mtmadonna@mac.com.

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16-FT INTERNATIONAL 505, 1996. Santa Cruz. \$12,500. Race ready. Three sets of Glaser sails. Carbon boom w/ double poles. M2 mast. New rigging. Road trailer and beach dolly. Covers. Carbon reinforced boat. Stiff. Info at (831) 295-3330 or mtnpablo@gmail.com.



19-FT CAPE DORY TYPHOON, 1974. Sonoma. \$6,500. New main, never used. Overall good condition. Blue canvas sail and cockpit covers. Blue hull/full keel. Daysailer. Tandem trailer. Call (707) 775-9268 or (707) 996-6614 or contact anniebaccala@aol.com.

25 TO 28 FEET

26-FT INTERNATIONAL FOLKBOAT. (Modified), 1972. Alameda. \$25,900/obo. Fiberglass. Cruise bluewater or daysail. Double-spreader mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Good sail inventory. More. Price reduced. Beautiful, serious boat. Family events require sale. Email for information: jdarh@lycos.com



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



25-FT OLSON 25, 1984. Fresno area. \$14,950. Hull No 18, Pearl: winner of numerous Bay, Delta, lake, and National championships. In Bristol condition with smoke'n fast bottom and sails. Easy-somized running rigging. Lots of premium gear. Evinrude 4hp. Sleeps four. Sitting on her trailer, ready to roll. Contact Tom or Bill at (559) 822-2790 or (415) 332-1447.



26-FT MACGREGOR, 1987. Alameda. \$5,500/obo. MacGregor 26 w/nice trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, LED lighting and all lines. Private toilet area, pop-top canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Also consider \$300 a month full use "partnership" - you can use it on all weekends and even schedule whole weeks no problem. More info at <http://tinyurl.com/njw8sxw> or contact mac26forsale@gmail.com or (510) 253-5883.



25-FT MERIT, 1984. Wilton, CA. \$8,900. Won nationals, corrects top 3 in most club races. Stored indoors in off season. Has two spinnakers, two mains, two 100%, one 135, one 155. All sails 80% or better. Spinnaker and whisker poles. Padded lower berths. Porta-Potti, good electronics. Trailer is good, needs paint. New, uninstalled, halyards and sheets. Plus a 4hp 4-stroke Mercury. New bottom paint. Call (916) 471-8091 or (916) 687-6254 or vp417@cal broadband.net.

26-FT MACGREGOR, 2003. \$16,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.



27-FT SANTA CRUZ, 1979. Santa Cruz. \$8,000. Excellent condition, full set of good sails, 3 spinnakers, VHF, Tacktick electronics, 4hp outboard. New bottom paint and standing rigging 2014. Berthed in harbor, good trailer. Contact (831) 636-1596 or btcarota@gmail.com.



27-FT NORSEA CENTER COCKPIT. 1988. San Luis Obispo. \$70,000. At Last is in Bristol condition throughout. Kept indoors. Galvanized, 3-axle trailer by Pacific Trailers. Trailer never been in salt water. Newer Raymarine electronics - radar, chartplotter, GPS, VHF radio. Autopilot. Mainsail and furling jib excellent condition. Asymmetrical like new. 400 hrs on Yanmar 2GM20. Force 10 stove/oven and cabin heater. Lavac head. 2 20-gal fresh water tanks. 20 gallon fuel. 20-gal water tank for head. New cushion covers. Factory finished with teak interior, Bariatron bronze winches and ports. Muir manual windlass. Dodger and sail covers. Cockpit cushions. Dinghy and outboard. New bottom paint. More equipment and spares unlisted herein. Pictures and inventory upon request. Contact (805) 431-7679 or (805) 543-1794 ext. 202 or montgomeryarch@msn.com.



27-FT FOLKBOAT, MARIN. \$8,500. Rare offering - true classic. New sails. Diesel powered. Slip comes with boat at Horseshoe Cove, world-class harbor. \$300 monthly rent. Truly lovable. Ready to sail. Call (415) 509-8304.

27-FT CATALINA, 1985. Oakland Marina, Oakland. \$12,500. Good condition. Inboard engine. Autopilot with many new lines. Bottom 1yr new. Ready to sail. Info at guang_8412@yahoo.com.

26-FT MACGREGOR, 2001. Sacramento area. \$18,500 reduced to \$17,900. Light pull trailerable motor-sailboat w/50hp 4-stroke Yamaha. Upgrades, jib, genoa, marine radio, Garmin, bimini, dual batteries, trailer, new carpet, tires, brakes. Very good condition. Contact (530) 674-1432 or wp_green@yahoo.com.



29 TO 31 FEET

30-FT OLSON, 1982. Alameda. \$10,700. Beautiful, low usage. Dual axle trailer. Fresh bottom job: Bottom, keel, rudder, long boarded, barrier coat, Proline 1088 with racing additive. For details see http://SF_Bay_Craigslist_Boats_Olson30. Contact (408) 712-1020 or mtown@att.net.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. MaxSea sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced in December 2013. Lifelines and running rigging replaced in 1997. Harken self-furling jib installed in 1997. New sails in 1997. Marina Green slip included! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



31-FT SENORITA HELMSMAN, 1977. Alameda, CA. \$27,500. Rare Swedish fiberglass sloop in remarkable condition! Repowered in 2010. Quality sail inventory. She is ready to sail away! More information and complete specs and photos at <http://sailingr901.wix.com/svsiduri>. Call (510) 501-2225.

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29-FT COLUMBIA 8.7 1978. Wide body Cruiser. Vallejo. \$9,850. This much sought-after Alan Payne-designed wide body cruiser is the perfect boat for Bay and near coastal cruising. Sleeps 5 comfortably. Has 150 hours on a fully rebuilt Yanmar 2QM15 diesel. All lines to cockpit for easy singlehanding. Tracks well and points high. Full teak interior. Fully maintained and serviced. Bottom cleaned every 12 weeks. Only selling to upgrade to an ocean passagemaker. More info at www.columbia-yachts.com/c-8-7.html. Contact trevor-steel@hotmail.com or (707) 637-3140.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hours. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



ARIES 32, 1981. Maui, Hawaii. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wetsnail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar powered electric auxiliary motor! More information at www.sailingkealoha.com. Contact (808) 264-5891 or petert@petert.com.



33-FT CANADIAN SAILCRAFT, 1981. Tiburon. \$13,000. End of summer sale. We have upgraded and must sell our loving boat of 8 years. Sailed by a group of friends who have been sailing together for over 30 years. 2 year old mainsail, good jib, GPS, autopilot, galley, head, sleeps 5. Great Bay boat. Solid and secure. Clean and ready to sail. Looking for loving home. Will offer sailing lessons, 4 days max. (925) 200-8411 or pburkeb@hotmail.com.



34-FT PETERSON 34, 1980. Emeryville. \$18,000. Yanmar diesel, 10 sails, Furler furler, 3 spinnakers, all lines led aft, tiller autopilot, Force10 propane stove, refrigeration, 10-ft. dinghy and 10hp outboard. Fast, fun dry racer/cruiser. PHRF 120. (925) 376-1081 or (925) 212-6080 or zedaker5@hotmail.com.



30-FT CATALINA, 1979. Honolulu, Hawaii. \$29,500. Completely refurbished 2015, windvane, Yanmar diesel, hard bimini, new PV offgrid 12-volt system. New: Interior, upholstery, head, sink, plumbing, batteries, LED running lights and below. Sailcovers, sunshades. Good sails (4), haulout 8/2015, lots more new. \$25 transfer, no tax, \$55 a month mooring or \$350 slip. Any ID. Please call (808) 673-9192 or contact islandia3610@yahoo.com.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hours, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at www.danger-zone.net. Contact Steve at (617) 838-4648 or info@americanglobal.org.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$49,000. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St. Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been well maintained. Contact (510) 654-7704 or (510) 604-7704 or dickwr8@gmail.com.

36 TO 39 FEET



36-FT CATALINA, 1983. Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure and hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or wurzner@yahoo.com.



29-FT TRINTELLA IIA, 1969. \$25,000/obo. Van de Stadt sloop. Fiberglass hull. Tyler Boats England, finished: Wever Yard, Holland. African mahogany interior and teak deck. Westerbeke diesel (2013), 100 hours. A jewel. Contact (831) 475-4468 or jrodgers@rodgersandassociates.com.

35-FT CUSTOM KETCH, 1947. Sausalito. \$25,000/obo. Custom kauri ketch *Walrus*. New Zealand-built, triple-planked kauri pine, copper riveted. South Pacific and Panama vet. 30hp Sabb diesel. Structurally good as new. Call Mike. (415) 426-0172.



34-FT ISLANDER, 1974. Point Richmond. \$15,000/obo. McGlasson design, 32-ft LOD sloop. Wood interior, Yanmar diesel, Aries windvane, wheel pilot, dodger, bimini, radar, GPS/chartplotter, VHF w/AIS, EPIRB, three anchors, inflatable. Bottom painted July, 2015. Contact (707) 245-7835 or ksomers@juno.com.

36-FT ISLANDER, 1972. Pillar Point Harbor. \$30,000. New: standing rigging, jib, airhead toilet, Garmin GPS, radar, depth, bottom paint, mainsail cover. Bow roller, Bruce anchor, inflatable dinghy, wheel steering, fresh zincs, oil change, strong Universal with 1,000 hrs. (808) 895-6570 or Brookstruckee@gmail.com.

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 2-cyl Sabb diesel. Solid teak interior and deck. Tanbark sails. Fully found. Needs topside hull paint. Liveaboard berth. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.net.

36-FT ISLANDER, 1972. Sausalito. \$25,000/obo. New diesel, updated mast, rod rigging. New StackPack. Sails in good shape. Good bottom and topside, needs deck paint. More info at (415) 850-4323 or cjpppr@gmail.com.



32 TO 35 FEET

35-FT HUNTER 356, 2002. Marina Bay, Richmond. \$65,000. 2002 *Cruising World's Boat of the Year* in class. Too many extras to list. Contact Ken for more info. (325) 347-2349 or cordero@wcc.net.



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36-FT NONSUCH, 1989. Sausalito. \$82,500. Turnkey condition, recently refit, continuously upgraded and well maintained. Bluewater capable. Interior size of a 40'+. Electric powered sheet and halyard winches. Low hour diesel. New Pineapple sail. More info on website: www.sailboatlistings.com/view/50642. Contact markl@archplastics.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: granahan@cox.net or (949) 280-6220.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveaboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



39-FT AMAZON, 2000. Port Townsend, WA. \$195,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. Contact (360) 808-1615 or waswain@gmail.com.



36-FT ISLANDER FREEPORT, 1982. Morro Bay. \$62,500. In excellent condition and ready to go. Preferred "B" Plan interior, fresh exterior brightwork. Pathfinder power, Raymarine color radar/chartplotter/sounder. VHF and SSB. New batteries and charger. Upgraded tempered glass cabin windows, full dodger and cockpit wind cloths. Boat is very well maintained and has no issues, health forces sale. Buy before boat is listed and we'll both save the commission fees. Please contact jjpetroni@earthlink.net.



36-FT BETTS CARROLL FARR OD. 2005. Point Richmond. \$105,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. More info at (530) 308-5674 or (530) 583-5150 or john@jonescorda.com.



38-FT MORGAN 382, 1978. Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanding. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. Please contact (650) 722-4546 or darlene@jscpm.com.



42-FT TATOOSH, 1981. Alameda. \$99,900. Price reduced! From Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafront refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, 10-ft. Zodiac inflatable dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmins, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. Ha-Ha ready! Call (415) 497-9079 or jonesail@aol.com.



37-FT DOG STAR 30, 1984. Port Angeles, WA. \$42,000/obo. Cutter-rigged, medium displacement (15,000 pounds), 30' LOD, 37'6" LOA. Old-growth fir over oak, teak decks, Honduran mahogany cabin, chart table, silicon bronze fasteners, all bronze fittings, exquisite workmanship throughout, Westerbeke 21hp diesel. Light use since built. New 2011: Garmin HD radar, Horizon VHF w/AIS, 8" Garmin chartplotter, GPS, SS standing rigging and lifelines. Hi Seas diesel heater. Designed 1930, built 1984. Maintained to a high standard. Contact (360) 452-3717 or (714) 313-9750 or danacordrey@gmail.com.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$100,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/ccolver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



36-FT ISLANDER, 1978. Alameda. \$36,000. Great Bay/coastal cruiser. Major refit 2005/2012. Full batten main, roller furling, Force 10 propane stove, instruments, radar, hydraulic steering, Link 2000, new batteries 2014. Must see. Serious inquiries only. (630) 637-4383 or lindamc819@cebridge.net.



46-FT HYLAS, 2000. Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



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45-FT FASTNET, 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.



40-FT C&C, 1981. Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact garyfox@att.net.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxvusa/4REqVVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



41-FT CT, 1976. Vallejo, \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.



47-FT GULFSTAR SAILMASTER, 1979. San Diego. \$175,000. Beautiful, safe and comfortable passagemaker. Perfect for Mexico w/6'4" headroom. 8 knot passages with ease. With her feathering Max-Prop, she hits 9-12 knots sail/surfing in complete control. Virtually everything on *Ohana* has been replaced or upgraded recently, with over \$350k invested: Cummins 155hp (686 hrs), genset, electronics, full LP paint, hatches and ports, custom stainless, electrical, plumbing, rigging, furling, sails, canvas, upholstery, mattresses, tender, more! Contact (281) 850-4477 or svohana@gmail.com.



44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripped new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



47-FT VAGABOND, 1984. San Diego \$155,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. Over \$255,000 invested in purchase and upgrades over 12 years. If interested contact Len at: lwolsdorf@hotmail.com or (310) 357-9673.



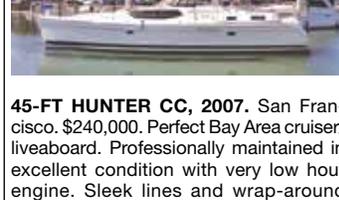
45-FT KANTER ATLANTIC, 1983. Trinidad. \$69,900. This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. See website: <http://thissideupyacht.com>. Please contact (408) 431-4333 or (360) 431-3723 or laukkanen.liisa@gmail.com.



40-FT HUNTER, 1986. San Francisco. \$49,950. Comfortable, Fast and Fun! 2 staterooms with heads. Yanmar diesel. 5 sails. New: instruments, charger-inverter, batteries, haulout/bottom paint, canvas covers, running rigging. Teak refinished, more. Price reduced-best offer. More info and pics at <http://h40.techuity.com>. (650) 733-6090 or tcsmith00@gmail.com.



43-FT BENEteau 423, 1987. South Beach, SF. \$119,950/obo. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.



45-FT HUNTER CC, 2007. San Francisco. \$240,000. Perfect Bay Area cruiser/liveaboard. Professionally maintained in excellent condition with very low hour engine. Sleek lines and wrap-around windshield looks great, and provides ample natural light below. Center cockpit, full bimini and dodger in great shape, electric winches/windlass, and full battened furling main makes for comfortable sailing. Last model year with beautiful real teak below. Roomy saloon, two heads with showers makes her very comfortable for 4+ people. See website for more information. www.gomaddex.com. Then contact (415) 416-0380 or (801) 673-4071 or billmaddex@gmail.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See website at www.sanctuarycharters.com/sabbatical.php. Info: office@sanctuarycharters.com

41-FT MORGAN OI KETCH, 1972. Alameda, CA. \$29,000/obo. Sound vessel. Strong Perkins 4-108 large engine room. Needs cosmetics. Comfortable cruiser/liveaboard. LG aft cabin, vacaflush heads, shoal draft keel. Transferable liveaboard slip at Svendsen's Marine. More info at (510) 253-7780 or aireus01@hotmail.com.

41-FT NEWPORT, 1984. Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



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



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46-FT KELLY PETERSON, 1985. Vuda Point, Fiji. \$198,000. Start sailing your dreams now! *The Rose* (hull #18) for sale in Fiji! 333 beautiful islands full of rainbows, waterfalls, magical diving, Fijian smiles and centrally located in the heart of South Pacific cruising and beyond. The boat is proven, well-fitted, in good shape and ready to continue hosting adventures. Currently in a cyclone safe pit at Vuda Point Marina. Easy access from the International Airport in Nadi. Major refit in 2010. Contact for details. (707) 291-4920 or pigans@comcast.net.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$269,950. Mint-condition. A beautiful one-owner deck salon where you can sit at anchor or sailing. Forward and aft cabins with queen berths in each with head and shower. 75hp Yanmar just serviced. Rigging inspector available. Newer batteries and solar. Cruising spinaker with Leisure Furl boom. Power winches. Hydronic heat. Raymarine 120 radar, chartplotter, autopilot, bow thruster. New canvas dodger with glass. Contact (408) 666-3261 or jerryfsaia@aol.com.



48-FT COLIN ARCHER, 1935. Astoria, Oregon. \$55,000/obo. Norway 48x17.5x8x65 overall. Heavily built and known for sea-keeping in heavy weather. Also good in light winds. Extensive rebuild. Well balanced with forged rigging. Very low-cost slip. Extraordinary. More information on website: www.colinarchergaffketch.com. Contact rtknier@gmail.com or (503) 741-5495



40-FT PYXIS, 1985. John Wayne Marina, Sequim, WA. \$135,000. Nauticat 40' cutter-rigged, motorsailer is ready to cruise. Most mechanical, electrical and electronic systems have been upgraded. Great cruising vessel, sleeps 6, 2 private cabins, 2 heads, ample storage, top loading refrigerator plus pilot house freezer support extended cruises. Fore and aft holding tanks for NDZ anchoring. Excellent sailing characteristics plus efficient 90hp motor for extended motor/sailing at 7.5 knots. One purchase option is "ready to cruise" to include all galley needs, numerous spares, many extras. (360) 457-5228 or cekramer@me.com.

42-FT PASSPORT, 1988. Portland, Oregon. \$146,500/ask. Proven passage maker. Very seaworthy, dry, comfortable. Moderate displacement, canoe stern, cutter rig. Magnificent teak interior with extraordinary storage. Lightly used, meticulously maintained, moored in freshwater last 10 years. More information at <http://gfdm.net/passport42forsale>.



44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'1": go to weather board down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$250,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.



43-FT ROBERTS KETCH, 1989. Center cockpit. Morro Bay. \$60,000. Strong and seaworthy aft cabin ketch. In-mast furling w/new sails. Perkins 4-236, radar, A/P, GPS, 10kw genset and much more. Reasonable offers considered. Please contact (805) 674-0678 or CAPTJJ@charter.net.



41-FT BOUNTY II, 1958. Alameda. \$29,000. *Island Girl*. A 41-ft. Rhodes design all fiberglass, sloop-rigged sailboat, built by Coleman Plastics of Sausalito in 1958. Equipped for cruising. Perkins diesel. Aries vane. Lewmar 52 self-tailing winches. Contact rogercory@yahoo.com or (408) 926-8636.



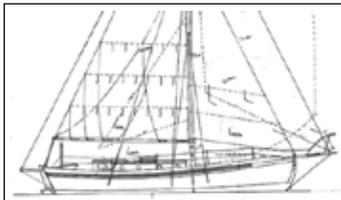
43-FT NAUTICAT, 1983. Redwood City. \$149,000. This Sparkman & Stephens ketch has under 50 hours on the Lehman Super 90 after an \$11,000 overhaul. Almost new Doyle mainsail in tri-radial cut laminate with Dutchman flaking system. All new upholstery including all berths. Teak decking changed to nonskid. New bronze thru-hulls and a full epoxy bottom job when I purchased her in 2006. Full upgrade to the AC electrical system at that time with new panels from Blue Seas, Victron inverter and charger and 1400 AH of AGM batteries. The usual beautiful all teak interior from the Finnish homeland. Two low maintenance Lavac manual heads fore and aft with separate holding tanks. Call (510) 846-7766 or (360) 798-9216 or contact kentylernz@yahoo.com.



49-FT CLASSIC KETCH, 1972. Victoria, BC. \$125,000 USD. *Kailda* by John Guzzwell. Carvel planked. Fir on oak. Sitka spruce spars. Teak decks. Proven ocean passagemaker. Comfortable liveaboard accommodations. New Simrad 4G radar, autopilot, chartplotter, sonar. Professional maintenance. Low engine hrs. New paint: cabin tops to keel. 7 sails. More. Please call (250) 516-7251 or (250) 580-5565.



48-FT BENEteau FIRST 47.7, 2003. San Francisco, CA. \$225,000. One of the nicest examples of this fast cruiser/racer available. Well maintained; "Euro" galley model; owner's stateroom forward, two guest cabins aft, many options. More info at www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or sloopveronese@hotmail.com.



40-FT LYLE HESS CUTTER TOOLING. \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the Bristol Channel Cutter 28. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.



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42-FT TAYANA CENTER COCKPIT. 1987. La Paz, Mexico. \$119,000. *Joss* has been continuously updated, cruised and maintained; she is ready to cross the oceans or cruise the coasts. Center cockpit design provides a large master stateroom with queen bed and separate shower and head. Forward V-berth with en suite head. Loads of storage! Many upgrades and spares. Wind generator, solar panels, watermaker, electric toilets. 750 amp hours AGM batteries. Call for complete inventory and pictures. (310) 489-4682 or cmikejones@hotmail.com.

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MULTIHULLS



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$65,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. Call (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



34-FT KANTOLA TRIMARAN, 1979. Newport Beach, CA. \$44,000. A rare Jay Kantola design - perfect for daysailing with up to 12 passengers (or more), family weekend cruising, liveboard, or long distance cruising. Very handsome and beautifully built in the WEST system, this boat has been impeccably maintained throughout her lifetime. In like new condition - with not a drop of water in the bilges. In far better condition than the great majority of sailboats on the market, today. She has to be seen, to be believed. This is a top-of-the-line vessel. Beautifully conceived, designed, built, equipped, and maintained. Just bring your clothes, your music and provisions - and you are ready to sail - anywhere! Contact (949) 500-3440 or nb92663@hotmail.com.



24-FT CORSAIR F-24-2, 1997. Benicia. \$33,000. Fun, fast, folding well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screecher and 2 spinnakers. Harken windward sheeting traveler and 4 Harken winches. Nexus 3000 speed/depth instruments with aluminum display pod, LED lights, 2 anchors. Tohatsu 5hp. Contact (707) 590-0842 or bsn160@gmail.com.



33-FT SEAWIND 1000, 1998. Alameda. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at Cabosportsfrank@yahoo.com or (512) 750-5735.



31-FT CORSAIR 31 CENTER COCKPIT. 2001. Alameda Marina. \$89,000. Our beloved boat, *Joint Venture*, is seriously for sale. Work and age mean we have not used her much. She deserves a different owner. Rarely raced. Mostly cruised. Always dry-sailed. Very clean interior. More information on the website: http://randyd.users.sonic.net/Joint_Venture_for_Sale. Please call (408) 483-3627 or contact randyd@sonic.net.

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30-FT BIRD BOAT, 1924. San Francisco. \$9,500/obo. Classic SF Bird Boat, *Mavis* #4. Restored. 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. Please contact rob.ingalls@comcast.net or (415) 260-2224.

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TARTAN 31 SAILBOAT PARTNERSHIP. Sausalito Yacht Harbor. Experienced sailors seek 1/3 non-equity LLC partnership. \$300 per month plus 1/3 maintenance expenses. Contact (510) 517-0753 or gharbison@gmail.com.

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40 FOOT SLIP IN SANTA CRUZ. \$-Negotiable. After 17 years on the list, I've just been offered a 40' slip in Santa Cruz Lower Harbor. Looking for a partner who has a well maintained sailboat between 30' and 42' and wants a slip here. I'm local, 51 years old with decent experience and willing to invest some time on maintenance. This is a rare opportunity. Email Mike if interested and for more info at coastline914@sbcglobal.net.

INTERNET FRAUD. Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you money via pay pal for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to return a certain amount to them for shipping costs. Then, much later, the bank informs you that the account was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: www.craigslist.com/about/scams.html Brave New World.



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36-FT CATALINA, 1986 SAUSALITO. \$12,000, 1/3 equity partner. Catalina partnership: seeking 1/3 full equity partner in successful Sausalito based 1986 Catalina 36. Weekly rotation and common trading has provided ample sailing for three of us. One third ownership for \$12,000. Normal monthly fees are currently \$250; upgrades are mutually agreed upon. Contact Jim. (510) 418-6807 or jpar7301@aol.com.



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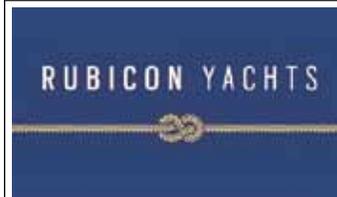
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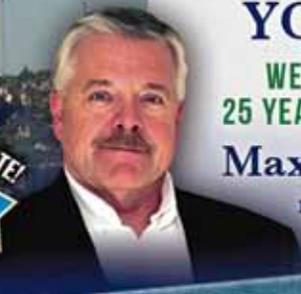
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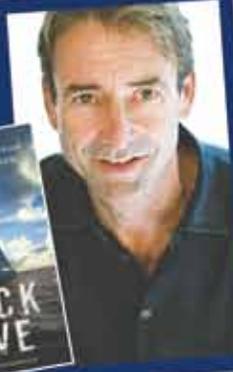
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