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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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*Powered by Pineapples
It’s November, which means it’s time for sailors in the Northern Hemisphere to head to the tropics. Here’s to hoping this is your year to enjoy the lazy sailing life in the sun. Don’t forget the hat and the sunscreen.

Cover: Photo by Latitude/Richard

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

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Catalina owners, are you looking to trade up, or possibly down? Are you using your Catalina as much as you once were? If not, consider listing your boat with the largest authorized Catalina dealer on the West Coast, Farallone Yacht Sales!

Here’s what has happened at our docks this summer:

- 1994 C320 – sold in one day
- 2006 C34 – sold in one week
- 2007 C42 – sold in one week
- 2004 C400 – sold in one month

We are THE Catalina experts with close ties to the factory and decades of sales and service experience, plus an extensive database of clients looking for certain Catalina models. From all around the country, buyers looking for quality Catalinas, look to us first.

Give us a call or stop by our offices at Gate 10, Marina Village Harbor, Alameda. We will sell your Catalina for you! www.faralloneyachts.com

Happy Thanksgiving from Our Family to Yours!

New Catalina Yachts at Our Docks
45’ Catalina 445, 2016 ............... AT OUR DOCKS NOW
38’ Catalina 385, 2015 ............... AT OUR DOCKS NOW

Pre-Owned Catalina Yachts at Our Docks
47’ Catalina 470 Tall Rig, 2006 .... NEW LISTING 299,000
34’ Catalina 34, 1986 ................. SOLD
34’ Catalina 34, 1988 ................. SOLD
32’ Catalina 320, 1998 ............... SOLD
30’ Catalina 30, 1985 ................. SOLD
30’ Catalina 30, 1982 ................. NEW LISTING 19,500

Pre-Owned Sailing Yachts
30’ Grand Soleil 50, 1997 ............ REDUCED 260,000
44’ Mason 44, 1989 .................. REDUCED 217,500
43’ Dufour/GibSea 43, 2003 ........ REDUCED 139,900
43’ C&C CUSTOM, 1973 ............ 225,000
38’ C&C, 1978 ....................... 40,000
38’ CT, 1982 .......................... REDUCED 50,000
37’ Hunter 376, 1997 ............... REDUCED 69,000
36’ Beneteau 36.1, 1999 ............ REDUCED 76,500
35’ Hunter Legend 35.5, 1990 ...... SOLD
35’ Cal 35, 1981 ..................... NEW LISTING 38,700
31’ Cantiert Baglietto International 5.5, 1955 ...... 38,000

Additional sales within the past 4 months:
- 1998 C320
- 2000 C320
- 2004 C400
- 2007 C350
- 1994 C42
- 1988 C34
- 1986 C34
- 1985 C30

New Ranger Tugs (base price)
31’ New Ranger Flybridge, 2016 ........ COMING SOON
31’ Ranger Tug Sedan, 2015 ........... 269,937
29’ Ranger Tug, 2016 .................. COMING SOON
27’ Ranger Tug, 2016 .................. 159,937

Pre-Owned Ranger Tugs
21’ Ranger Tug Classic, 1997 .......... REDUCED 28,500
21’ Ranger Tug Classic, 1996 ....... NEW LISTING 21,500

New Powercats
27’ Glacier Bay 2780, 2014 .......... REDUCED 149,137

Pre-Owned Power Yachts
Stephens 70 Classic Motor Yacht, 1966 .......... 1,100,000
43’ Stephens, 1930 .................. NEW LISTING 125,900
43’ Bayliner 4387, 1990 ............. REDUCED 48,000
28’ Protector Targa, 2007 ............ 159,000
12’ Aquascan Dinghy, 25hp Yanmar/float dock .... 12,000

New Ranger Tugs
2015 Ranger 31 Sedan $269,937 (base price)
2016 Ranger 27 $159,937 (base price)
1997 Grand Soleil 50 $272,000
1930 Stephens Raised Deck Cruiser 43 $125,900
2006 Catalina 470 Tall Rig $299,000

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Oct. 30 — Global Maritime Distress and Safety System (GMDSS) seminar conducted by Cdr. Terry Sparks at Downwind Marine, San Diego, 6 p.m. $3. Info, (619) 225-9411 or www.downwindmarine.com.


Oct. 31 — Halloween. Sail in costume!

Oct. 31 — Cruiser Kick-Off BBQ at Downwind Marine, San Diego, noon-4 p.m. Bring a dish to share; Downwind Marine will supply burgers and sodas for all customers. Info, (619) 225-9411 or www.downwindmarine.com.


Nov. 1 — ‘Fall back’ for Standard Time.


Nov. 1-29 — 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.

Nov. 4 — ‘The Railroad that Started Tiburon’ will be discussed by Phil Cassou of the Tiburon Railroad & Ferry Museum. Corinthian YC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

Nov. 4-25 — 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.

Nov. 4-25 — San Diego’s South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner Bill of Rights on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Nov. 5 — San Francisco Maritime National Historic Park Open House, Visitor Center, Hyde & Jefferson Streets, 4-7 p.m. Info, (415) 561-7006 or www.nps.gov/safr.

Nov. 7, 14, 21 — 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/safr.

Nov. 7, Dec. 5 — Chantey Sing aboard Eureka at Hyde St. Pier, San Francisco, 8 p.m.-midnight. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.


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


Nov. 15 — First Aid at Sea seminar at San Francisco YC, 9 a.m.-6 p.m. $130. Info, www.sfyc.org.


Nov. 20 — La Paz Beach Party at La Costa Restaurant. Mexican folk dancing, live music, food & drinks, door prizes. Free for the first 50 Baja Ha-Ha XXII participants; everyone...
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**Nov. 21** — Sea Music Concert Series featuring Canciones del Mar aboard Balclutha at Hyde Street Pier, San Francisco, 8 p.m. $12-$14. Info, (415) 447-5000 or www.nps.gov/safr.

**Nov. 25** — Sail under the full moon on a Wednesday.

**Nov. 26** — Thanksgiving Day.

**December, 1985** — From Sightings in volume 102: Are you mixed up about the America's Cup? Do you read all the sporadic items in the papers and magazines about it but have no idea how each fits in the big picture? If so, don't worry, because that puts you in good company with 99.9999999999 percent of the sailing population.

The most basic thing to remember is that the Aussies have the Cup because they out-teched us Yanks with a wing keel back in 1983. Because they won, the Aussies got the privilege of selecting the next site. Because the Aussies have an outstanding feel for practical jokes, they chose Perth because it's farther away from everyplace than any other place on earth.

Originally there were more syndicates wanting to be the challenger than there are telephones in New York. The smart money says it will be between the United States and New Zealand to go up against the Aussies. Since winning the Cup has been the greatest event in the history of Australia, they're dead serious about retaining it.


**Dec. 5** — Lighted Boat Parade in Vallejo, 5-8 p.m. VYC, www.vyc.org.


**Dec. 6** — Hanukkah begins at sundown.

**Dec. 11** — Decorated Boat Parade on the Cityfront, 6 p.m. StFYC, www.stfyc.com.

**Dec. 12** — Lighted Boat Parade followed by fireworks in Sausalito, 6-9 p.m. SYC, www.sausalitoyachtclub.org.

**Dec. 13** — Parade of Lights in San Diego, with an Open House at West Coast Multihulls in Sunroad Marina, 4-7 p.m. Info, kurt@westcoastmultihulls.com or (619) 571-3513.


**Racing**


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

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

**Nov. 7** — Turkey Shoot Regatta in West Sacramento. LWSC, www.lwsailing.org.

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


**Nov. 7-Dec. 5** — Fall Series. SSC, www.stocktonsc.org.

**Nov. 7-8** — Monterey Invitational/Perry Cup #1 for Mercury/Kelp Cup for Shields. MPYC, www.mpyc.org.
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Dec. 5-6 — NorCal Opti Winter Series. StFYC, (415) 563-6363 or www.stfyc.com.

Midwinter Regattas

SAUSALITO YC — Sunday Midwinters: 11/1, 12/6, 1/3, 2/7, 3/6. Info, www.sausalitoymachtclub.org or race@sausalitoyachtclub.org.
SEQUOIA YC — Winter Series: 11/7, 12/2, 3/19 (St. Patrick’s Day Race). Redwood Cup pursuit race series:
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'14 Kernan ES 44 $475,000

'02 Custom 50 $449,000

'09 Santa Cruz 37 $249,000

'08 Isl. Packet 465 $540,000

'98 Sydney 41 $154,900

'03 Farr 36 $124,900

'01 J Boats J/105 $84,900

'94 J Boats J/120 $179,120

'84 C&C 37 $59,900

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31’ Mt. Gay Whitbread ’94 $45,900
30’ J Boats J/30 ’80 $24,900

‘93 Freedom 35 $79,235

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

### November Weekend Tides

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<th>date/day</th>
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<tbody>
<tr>
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<td>0843/2.5</td>
<td>1444/5.9</td>
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### November Weekend Currents

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GETTING CLARITY AT CLAREMONT COLLEGE

I was amused by the October 14 item in 'Lectronic about the Pitzer College Student Senate declining the charter of a student yacht club. It reminds me of the time in 1974 when a total engineering nerd — that would be me — was elected commodore of the California State University at Northridge Sailing Club. Our club was the place you went when no cool clubs would have you. It cost $5 a semester, now up to $25, to join. The club’s mission was for everybody to have fun and teach sailing, in that order.

We ran an annual fun regatta and invited all the Southern California college sailing clubs to compete in our club's Coronado 15s. The 1974 Regatta was won by none other than Harvey Mudd's Sailing Club. Harvey Mudd is, ahem, a Claremont College, just like Pitzer.

Like the FBI, the Pitzer College Student Senate has no detectable sense of humor. Or irony. Perhaps any remaining fun-loving Pitzer students should consider transferring to Harvey Mudd.

Bill Willcox
Shanghai, China

PEOPLE WHO DON'T EVEN KNOW THAT FIRE IS HOT

I loved the editor’s take on the Student Senate at Pitzer College, annual tuition $64,000, denying the instatement of a student yacht club on the grounds the title ‘yacht club’ is associated with an activity considered ‘exclusive’. He wrote as follows:

“One would only hope that the Pitzer senators will read some of the work by socialist/anarchist George Orwell before they graduate. The author of the brilliant Down and Out in London and Paris, which is much better than Animal Farm, was not only a terrific social critic, he wasn’t afraid to call out his own side for its stupidity, as in the haunting quote, ‘So much of left-wing thought is a kind of playing with fire by people who don’t even know that fire is hot.’ He was referring specifically to you, senators.”

Beautiful! I only fault the publisher for being too nice to the student senators.

David Wilson
Panama

CREW FROM TRANSATLANTIC CRUISE 40 YEARS AGO

In the October Latitude you had a letter from a Steve Little searching for Brian McGarry. The reason was that back in 1976, McGarry took Little, then a novice sailor, aboard his 17,000-lb yawl Fiona for a voyage from Cape Town to Salvador, Brazil. In his letter, Little said he was hoping to make contact with McGarry, and hoped that McGarry still “stood well in this planet.”

I am the Brian McGarry that Little refers to, and would appreciate it if you would pass along my email address. It’s 39 years later, I’m still around, and it would be good to talk...
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LETTERS

WAS MAX’S COLUMN SOME KIND OF JOKE?

I understand that rent is outrageously high in the Bay Area, and that many people would love to live aboard a boat and not pay rent. But I don’t think Max Ebb should, as he did in the October issue, be advising your readers on how to ‘sneak aboard’. The slips and facilities are leased to the boatowners for a specific purpose and for a specific period of time. A person who is a sneakaboard is breaching the terms of their contract. Is that the standard of ethics Max wants to teach our young sailors?

In addition to the ethics of sneaking aboard, these people are being subsidized by legal liveaboards. I pay an extra $200 per month to be a liveaboard. I am provided water, garbage collection, showers and restrooms, maintenance, pump-out stations, parking and 24-hour security for the extra fee. The cost of providing the services for the sneakaboards is paid by the legal liveaboards.

I made application for a liveaboard slip at Marina Bay in Richmond on January 30, 2015, and was put on the waiting list. I called once a week and got a slip in about three weeks. The length of the waiting list depends, in part, on what size slip is wanted, the location of the marina, and the condition of the docks and facilities. Some of the least expensive liveaboard slips have a long waiting list. But I do not think it takes years. Has Max asked every marina in the Bay about the availability of liveaboard slips for various lengths of boats?

I am sure Max has a response. Maybe his sneakaboard secrets were just a joke. But I read them three times and they do not read as if made in jest.

David Hammer
Richmond

IRRESPONSIBLE TO ADVOCATE SNEAKING ABOARD

I want to express my concern that it was irresponsible for the Max Ebb column to advocate ‘sneaking aboard’. It does
ADDITIONAL USED SAIL:

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2006 40' J/124...................... $239k
2001 40' C&C 121................... $239k
2001 40' J/120...................... $164.9k
1998 40' J/120...................... $159k
1999 35' D35 Relentless ........... $79.9k
2007 35' J/109...................... $167.9k
1996 30' Farr........................ $68k
2006 30' J/92s...................... $69k
2012 23' J/70........................ $44.7k

ADDITIONAL USED POWER:

02/12 85' Azimut................... $1.499M
2000 40' Sabreline 36 MkII ....... $155k
2005 40' Raider Cabin RIB...... $215k
2009 30' Raider RIB.............. $69k
1990/14 Pursuit 2630.............. $48.5k

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Liberty 458 1983
$168,000 Contact: Alan Weaver

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

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

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

36’ Freedom 36 1988
$55,000 Contact: Alan Weaver

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

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LETTERS

Stephen — We’ve come to absolutely agree that it was irresponsible for us to publish the Max Ebb column advocating sneaking aboard, a belief that we expressed in the October 19 ‘Lectronic and in this month’s Sightings. We were ignorant of the facts and not very smart.

We also understand your belief, as a harbormaster, that if someone lies about living aboard, they are more likely to lie about whether they use a pump-out station as opposed to pumping poop directly into the Bay.

Leaving the liveaboard question completely aside for a moment, and entirely beside the sneakaboard matter, the issue of “lying” reminds us of our philosophy classes at Berkeley. One of our favorite philosophers was Diogenes of Sinope, who lived in Greece about 350 BC. He was famous for walking around carrying a lamp in the middle of the day. Why? He was expressing the futility of “searching for an honest man.”

Diogenes is regarded as the archetype of the Cynic school of philosophy. The purpose of life for Cynics was to live in virtue, meaning in agreement with nature. As reasoning creatures, they believed that people could gain happiness by rigorous training and by living in a way that was natural for humans, rejecting all conventional desires for wealth, power, sex and fame. In other words, eschewing the Kardashian way.

We think there are a lot fewer Cynics around in modern times than there were in the heyday of Greece. Take President Johnson. He used the Gulf of Tonkin Resolution, which was based on a complete fabrication, to conduct the bloody Vietnam War without actually declaring a war. And after the recent Democratic presidential debate, an independent organization did some fact-checking. They reported that more than half of the claims made by the candidates were not true. We didn’t see the figures for the Republican presidential debate, but we imagine they had at least as many ‘stretches’.

Do we not live in a culture where everybody seems to lie about everything? Michael Connelly, who writes some of our favorite crime fiction, had a brilliant start to a book titled The Brass Verdict:

“Everybody lies.
“A trial is a contest of lies.”
“Isn’t that the truth! Anybody who has been to court will tell you.
Unions tell whopping lies to try to get higher wages. Management tells whopping lies to try to restrain wage increases. ‘All about me’ people lie about needing service pets. People looking for free parking in the The City lie about being disabled. Individuals, government, institutions, interest groups — they all lie. Diogenes could walk around with a searchlight these days and still have a hard time finding many honest people.

That’s why when applicants tell you they want a berth at Marina Bay but aren’t going to live aboard, you don’t necessarily believe them.

Stephen Orosz
Harbormaster, Marina Bay Yacht Harbor
Richmond
Sharpening Our Shears

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while some of the details have changed, the GPS coordinates and the location of the anchorages haven’t.

You guys mentioned that you were going to re-publish our guide in the November issue, which is fine with me. Colombia is a great place to visit. Those interested in another good source of information about Colombia should go to the free Yahoo group Cruisers Network Online. It’s at https://groups.yahoo.com/neo/groups/Cruisers_Network_Online/info. Our guide is in a file folder with this group.

I have spent several hours today reading and flipping through the pages of the October Latitude. It sure brings back many memories of Randy and me sailing around San Francisco and later cruising the Caribbean for 12 years.

We sold our Moorings 50 Pizazz 10 years ago and moved onto land, having designed and built a house on Bonaire. We love island living in the tropics. Bonaire has only one traffic signal, and it says: ‘Stop For Pizza!’ Six years ago we bought a Corsair 750 trimaran for daysailing and racing. We won four Bonaire Regattas with her! More recently we began traveling on cruise ships to various parts of the world.

Now for the bad news. Randy passed away in July last year after a short battle against Stage IV melanoma. I continue to live in Bonaire full-time, miss Randy very much, yet remember all of our years together. I will continue to travel.

I just subscribed to the digital version of Latitude, as snail mail takes almost a month to reach Bonaire. But I think it’s great that the publisher has been so successful with the magazine. It just proves that working hard and playing hard can be very rewarding.

Lourae Kenoffel  
ex-Pizazz, Moorings 50  
Bonaire

Lourae — We’re terribly sorry to hear about the passing of Randy.

As you’d already let us print your guide more than a decade ago, we were confident that you wouldn’t mind if we did it again. But we’re glad to get the confirmation. The first half of it appears in this month’s Changes.

WE MADE IT EASTWARD ACROSS THE CARIBBEAN

My wife Audrey and I did the Baja Ha-Ha in 2013, and since then have poked our way from Mexico to Costa Rica, Panama and Colombia, and are now in Aruba. We’ve been meaning to send updates, but you know how it is when you’re having fun cruising.

The reason we finally got around to updating you is that we’ve seen your references and requests for information on the passage from Panama to the Eastern Caribbean, frequently considered one of the more difficult in the world of cruising. Since we just completed that passage in July, we thought you might be interested in some current insights.

First, we’d like to assure anyone thinking about doing it that it can be done safely — if you are determined and patient. In our two years of cruising before this passage we didn’t meet a single cruiser who had done it. And virtually every cruiser we told that we were heading east across the top of South
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America told us that we were crazy, and that we should go clockwise to the Western Caribbean.

Second, if you take the route across the top of South America, you have to be very patient and willing to wait for a good weather window. We left the beautiful San Blas Islands much too soon in order to take advantage of an unexpected window to sail to Cartagena. We later waited in Santa Marta, Colombia, for six weeks (!) before being able to continue on to Aruba.

Third, watch the weather but, as always, keep in mind that GRIB files will underestimate the strength of the wind and waves. We left Santa Marta with wind forecasts ranging from 15-25 knots for the three nights we expected to be underway. In reality, we saw gusts up to 40 knots and very strong opposing currents — especially as we got close to Aruba.

Finally, regarding stopping or anchoring along the north coast of Colombia, there are a few isolated places to anchor, but we'd suggest that if the conditions are even tolerable, you keep going. As Latitude has already indicated, this can be one of the roughest passages in the region, and the weather can change, mainly for the worse, very quickly. With this in mind, if you've been patient enough to wait for a good window, take advantage of that window and get to your destination as quickly as you can.

Our passage from Santa Marta to Aruba on our Beneteau 473 was a little rough and uncomfortable, but the conditions were never unsafe. We're now in beautiful Aruba, patiently waiting out the storm season before heading east to Bonaire, then north to the Leeward Islands.

Richard and Audrey James
Celebration, Beneteau 473
Baja Ha-Ha 2013

Richard and Audrey — Great to hear from you. We like all your tips, particularly ‘if the going is good, don’t stop!’ The one thing we’d emphasize is that there are more windows during the transition times of year — May and June, and mid-October to mid-December — than the rest of the year when it can blow 25 knots on the nose for weeks on end. So when Doña and crew were taking Profligate from Mexico to Antigua after the 2004 Ha-Ha, we insisted that they had to go as swiftly as possible, because if they didn’t make Antigua by the middle of December, it might be months before they could get there. Indeed, the whole Eastern Caribbean season would be in jeopardy. Certainly there was some weather luck involved, but, as Doña recalls, she and her crew made it from Panama to Antigua, a distance of about 1,200 miles, in less than eight days. And that included a mandatory overnight in Cartagena.

↑⇓ THEY ARE GREAT . . . WHEN THEY WORK
A reader wrote in asking about good centerboard boats. Back in 1966 I crewed for my grandfather on Indigo, his new 47-ft Ted Hood yawl. She was an early Robin design — Hood would go on to design a lot of Robins for himself — and had a fancy centerboard that went up and down as well as fore and aft.

My grandpa sailed on the Great Lakes in the summer and around the Bahamas in the winter. He went between the locales via the Erie Barge Canal, so shoal draft and a centerboard had been a must.

I did the 1966 Bermuda Race with my grandpa, and we finished at the top of our division. The overall winner was a then-brand-new Cal 40. After Bermuda, we entered the Transatlantic Race to Denmark. Three days into that race the centerboard sheared off from metal fatigue, leaving us
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WEATHER GOING NORTH

It’s 10 days after the conclusion of the SoCal Ta-Ta and it’s been a pretty rough trip back up to San Francisco Bay for the Roberts 44 Gypsy Soul. I’m curious as what weather forecasting service — buoyweather.com or what? — the Grand Poobah uses.

At this point Gypsy Soul has made it as far north as Monterey. The skipper and crew headed north from there early yesterday, but met with such bad conditions that they turned back. The crew then jumped into a rental car for the trip back to the Bay.

Wendy Rybicki
Gypsy Soul, Bruce Roberts Offshore 44
Emeryville

Wendy — We use all kinds of weather services depending on where we are and what kind of weather we’re concerned about. For the big-picture view of the world and regions, we like earthnullschool.net. For an overview of more specific areas — such as the coast of California and the Pacific Coast of Mexico — and for very early indications of possible tropical storm threats in Mexico and the Caribbean, we like Passage Weather. We think EEB.mike is best for Mexican hurricanes as they are happening. We like like buoyweather.com, too. For the Ha-Ha, we use Commander’s Weather. Coming up the Central California coast, we’d probably use a combination of NOAA and Passage Weather.

The thing to remember about bashing up the coast of Central California, like bashing up the coast of Baja, is that you should think twice before taking off when the wind is on the nose, as it usually is, and much over 17 knots and seas over six feet. And if it’s over 22 knots, just forget it — unless you need to prove something to yourself. If you insist on sailing into those conditions, you’ll make slow progress while beating up the crew and boat. Nor will you do much better if you’re motoring, unless you’re on a very large boat. If you wait a few days — all right, it can be a week — you can usually make progress north in much more pleasant conditions.

The Wanderer and Doña de Mallorca faced a similar “do we stay or do we go?” decision when they got to Cabo a few months ago while doublehanded from Puerto Vallarta to San Diego. We ended up spending six days in steamy Cabo in August, which was not our idea of fun. But it was better than pounding our boat and ourselves every 10 to 20 seconds for five days. There are times when you don’t have the luxury of being able to sit...

no choice but to drop out. I remember grandpa getting on the ship-to-shore radio and talking to Ted Hood about it.

Two years later Indigo had a new bronze centerboard and did the Transatlantic Race to Germany. She finished first overall! My grandfather, S.K. ‘Scrubby’ Wellman, was 78 at the time.

Ted Hood would agree that centerboards and swing keels are great — when they work.

Josh Pryor
Ruby, 64-ft steel sloop
San Francisco

LETTERS

The Ted Hood-designed Indigo on her way to taking honors in the 1968 Transatlantic Race.

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“The boat’s performance after the Stratis ICE inventory was added far exceeded our expectations! Dealing with the Doyle team was great and the information on performance analysis and sail crossovers proved to be race winning.” - Captain Spike Abram

Tribe, the original Gunboat, underwent a performance optimization in 2014 that included a full Doyle Stratis ICE sail inventory.

Photo credit: R n R/Oceanimages
LETTERS

out bad weather on the nose. But when you do, we think it’s a good idea to take it.

↑↑ I LOVED THE SOCAL TA-TA

I was aboard the Beneteau First 40 Vanishing Girl in the recent reggae-themed SoCal Ta-Ta, my first time as a participant in this event. Talk about fun! There was plenty of sunshine and blue skies and light-to-moderate winds, and we saw a whale and numerous dolphins. We even saw a large mackerel frolicking off our port bow on our way to Catalina.

The first leg of the Ta-Ta took us from Santa Barbara to Santa Cruz Island. Paul ‘Pablo’ Marston had us anchor at Scorpion instead of Smuggler’s Cove where the majority of the fleet anchored. He knew the snorkeling would be better there and the anchorage wouldn’t be too rolly. It was a good call. The next day, after hiking on the island and snorkeling among the many small caves around Scorpion, we joined the fleet at Smuggler’s.

The second leg took us from Santa Cruz Island to Vintage Partners/Channel Islands Marina in Oxnard. We set off with white sails but later switched to a spinnaker. Once at the marina, it was a free day with no planned activities other than a Ta-Ta BBQ Party, so the Vanishing Girl crew went off in different directions. Short on crew, the skipper asked if we wanted to join them. Two of our crew jumped at the opportunity. Not only did they have a great time and win their division, the Ta-Ta BBQ, complete with a live band, was still going on when they returned from the race.

The next leg took the fleet from Channel Islands Marina to Paradise Cove off Malibu. Since the wind was light, co-skippers Paul and Jared thought it would be a good time to hone our skills with the asymmetrical and symmetrical spinnakers. With the five of us having never sailed together, and three out of the five of us having never been on the boat before the Ta-Ta, there were several amusing moments during sets, douses and jibes. But as Paul later said, “Practice makes performance.”

After early-morning swimming and snorkeling the next day, we set out for Two Harbors, Catalina Island. We motored until the wind picked up, and then had a glorious reach the rest of the way.

Once at Two Harbors, Kurt and Katie Braun of the Deerfoot 74 Intertude invited everyone in the Ta-Ta fleet to their boat for Buffalo Milks. For those not-in-the-know, Buffalo Milk is a blended drink of ice, vodka, Kahlua coffee liqueur, crème de bananas, crème de cacao, and milk — or a slight variation of the above. Katie topped the drinks off with whipped cream and a dusting of nutmeg. Delicious! Thanks Intertude. Dinner at the Harbor Reef rounded out the evening.
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The next day was a lay day with an evening potluck/awards and screening of the fleet’s photos to wrap up the event. Unfortunately, this Ta-Ta participant had to catch a ferry to the mainland and fly back to the Bay Area, thus missing the final Ta-Ta activity.

Many thanks to Latitude 38, the Grand PooBob, and everyone else involved for putting together a pleasurable, safe cruisers’ rally. The Coast Guard helicopter hovering overhead at Santa Cruz Island, the rain and ensuing rainbow, and the tsunami warning at Channel Islands Marina made it all the more interesting. We appreciated the morning and evening check-ins, the weather reports, and advice from the mothership. It can’t be easy guiding 40+ boats.

I want to give my special thanks to Jared and Paul, the owner-operators of Ventura-based Pierpont Performance Sailing (PPS), as well as crewmates Karen H. and John R. I had a blast with them aboard Vanishing Girl for the Ta-Ta.

Caryl Woulfe
Berkeley

Caryl — We’re not sure why we wrote the article on the event when you did such a better job. Thanks for the summary of the event — and the kind words. It was a great group and we enjoyed it as much as you did.

⇑⇓

FLEXIBILITY AND CASUAL STARTS

When friends asked us what we enjoyed the most about September’s SoCal Ta-Ta, we have to say it was gaining confidence in ourselves, exploring new anchorages, and spending time on the hook. We also appreciated the flexibility — we could sail or motor, and the starts were casual. The twice-a-day Ta-Ta nets added to our comfort, as did the crews of 40 boats supporting each other. No one would have expected having to deal with a tsunami warning, but being able to talk with Ta-Ta folks who had been through them before kept us relaxed about it.

So thanks to the SoCal Ta-Ta organizers for making us feel so welcome and so safe, and for helping our first Ta-Ta exceed our expectations.

Don and Christine Taugher
Ron and Carol Clanton
Running Free, Ericson 38
Alamitos Bay

⇑⇓

CHANNEL ISLANDS HARBOR WAS A SURPRISE

We’re writing to thank the Grand PooBob and the SoCal Ta-Ta team for once again organizing an excellent Ta-Ta. Although we had some interesting mechanical and later crew-scheduling issues, we thoroughly enjoyed ourselves.

We didn’t know how nice Channel Islands Harbor was until we went in and were so warmly and generously received. We actually got there a day earlier than the rest of the fleet, but Dan and Michelle of Vintage Marina Partners/Channel Islands Marina comped us for both nights anyway. It was kind of a deal, as we had to give out the keys for the ABC docks to the arriving Ta-Ta boats. A small task for a free berth.

The bottom line is that the Ta-Ta finally got us out on the water and somewhere new, using skills and abilities that otherwise would have been turning to rust.

Bob Schilling and Charlotte Maure
Tuckernuck, Cherubini 44
Long Beach

Bob and Charlotte — We’re glad that you made the Ta-Ta and enjoyed it, because verily ‘men and ships rot in port’.
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As for Dan and Michelle at Channel Islands, we have mixed feelings about their fabulous hospitality. With the kind of welcome they give, and the kind of place Channel Islands is, how long do you think they're going to have 45 free berths available for upcoming Ta-Ta fleets?

WORKING HARD TO BE DONE

Alex and I had a spectacular time with our Beneteau 47.3 Full Glass during the SoCal Ta-Ta. This was our first rally, and it exceeded all of our expectations. The Poobob, Doña de Mallorca and the Profi-gate crew were first-class, providing us with an outstanding experience. And the Ta-Ta gave us the opportunity to meet some great folks with whom we plan to stay in touch.

I know you’ve heard this many times before, but we’re enamored with Latitude 38. We’ve read it cover to cover, month after month, and year after year. And we did it long before we ever dreamed of purchasing Full Glass. You folks have changed our lives, and for that we are eternally grateful.

As Alex mentioned, we’re now in our final preparation to head south and cruise Mexico for the season. We’re working hard to be done in time to join the Ha-Ha.

Alex and Kristen Mercurio
Full Glass, Beneteau 473
Channel Islands

Kristen and Alex — Your kind words make us blush. Doña and the Poobah/PooBob love to see people having fun with their boats, so while it’s a lot of work, it’s work that we believe in.

THE AGE OF WHAT?

In the September 28 ‘Lectronic, the Wanderer/Publisher of Latitude wrote about nearing the Santa Barbara Yacht Harbor and seeing the 41-ft Bounty II sloop that he’d started the magazine on 39 years ago. He wrote that he wondered how many readers have come across boats they formerly owned, and how they felt about them.

Between 1978 and 1986 I owned the Sausalito-based Ranger 23 Age of Asparagus. She was a ton of fun, and we sailed her all over the Bay and Delta. Fast forward to being the harbormaster in Oakland in 2011, and I looked out the window of my office and saw a green-hulled Ranger 23 named California Girl. The boat went out almost every day as part of Afterguard Sailing Academy. After about a year, I became curious enough to take a closer look at the boat. Under the green paint of the hull was dark blue paint — which I had applied so many years ago. Sure enough, she was my old Age of Asparagus. Capt. Mary Swift is nice enough to let me sail my old gal once in awhile. She’s still a great sailing boat.

Chris McKay
Oakland
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Chris — Given the times, we can understand the Age of Asparagus name. But are you telling us you painted the hull of a boat named Asparagus blue?

Ah, the Ranger 23s. Back when a lot of people sailed small boats on San Francisco Bay, the Ranger 23s were among the most highly-regarded boats of their size and had a strong one-design fleet.

 Loving Wood but Choosing Plastic

While not exactly an “old friend” to me as the Bounty II Flying Scud was to the Wanderer, I have similar feelings for Nautigal, a 38-ft Myron Spaulding design that was built for my father by Ben Blum at Anderson & Cristofani in San Francisco. Built in 1938, she had a successful career in Bay and coastal races until she was drafted by the US Navy for World War II.

I still occasionally see her on the Bay, as she still sails out of the Richmond YC. While I admire that grand old girl, I’m not ready to take on the responsibility of maintaining an almost 80-year-old wood boat. But the old girl’s name Nautigal lives on as Nautigal II, my Beneteau 311 on Lake Tahoe.

Mark Blum

Nautigal II, Beneteau 311
Lake Tahoe

 WHAT'S HAPPENED TO MY VARNISHED MASTS?

Awhile back we saw our old Mariner 31 Last Farewell on the Caribbean side of the Panama Canal. Before that, the last time we’d seen her was at Shoreline Marina in Long Beach when we traded her, plus cash, for the Young 43 Captain Musick. Our little ketch was then given to the son of the former owner of Captain Musick. The son painted her baby blue. Then he painted the wooden spars, the ones that I had so laboriously stripped down to bare wood and varnished. Overall, our old ketch was looking tired.

Anthony and Cara Dibnah
Fallon, NV

 Anthony and Cara — It’s off-topic, but we remember when the Kiwi owner first brought the 43-ft Captain Musick to San Francisco Bay. When we asked what instrument the owner played, he laughed and explained that Captain (Edwin) Musick, despite being a Southern California high school dropout, was the first pilot hired by Pan American Airlines. As the legendary airline’s chief pilot, he flew every new aircraft and new route pioneered by the airline from 1927 until 1938. Notoriously publicity-shy and safety-conscious, Musick won international fame — and the cover of ’Time’ magazine — for being the captain of the first China Clipper to cross the Pacific.

Known as ‘Meticulous Musick’ for the precision he demanded from himself and his crews in everything from the setting of aircraft instruments to the shine on their shoes, Musick was famous for his cautious and conservative approach to flight operations. Nonetheless, he died in 1938 when the the Samoan Clipper he was piloting from New Zealand to Samoa exploded in mid-air as he dumped fuel following the discovery of an oil leak. It’s ironic, because dumping fuel from that type of plane was known to be dangerous, and it could have been avoided had Musick simply flown around in circles for hours until he
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LETTERS

had burned off enough fuel to land.
Thus concludes this month’s aviation history lesson.

⇑⇓ WHAT ARE THE ODDS? BETTER THAN YOU THINK
I have two questions. The first is why am I still reading Latitude, now that we sold our last boat more than a year ago? Maybe it’s nostalgia, or maybe it’s because Latitude is as well-written and informative as anything else I read these days. Take your pick.

The reason I’m writing is because of two ‘Lectronics in September, with the tipping point being the September 28 ‘Lectronic with the item about encountering previously owned boats. My wife and I left the Bay Area in fall 1988 aboard our Nordic 40 Rosi on our way to the Some Like It Hot rally that preceded the founding of the Baja Ha-Ha. To make a long story short, we ended up at the Annapolis Boat Show, where we contracted to have a new Catana catamaran built for us in France. After taking delivery in the United States, we sailed that cat in the Bahamas during the winters and on the Chesapeake during the summers.

The first year we were in Marsh Harbor in the Bahamas, when we stumbled across our old Nordic 40, then named Chance. We spoke with the owner and found that he was nearing the end of a sabbatical that had taken him and our former boat from the West Coast to the Caribbean.

Two years after that, and 11 years after we had sailed the Nordic out the Golden Gate, we saw her again, this time in a slip at Annapolis. Nobody was aboard, but she still had the Avon dink and Nissan 5-hp outboard that we’d bought before leaving San Francisco Bay. We are not in the market for another boat, but she’d always been a lucky boat for us. Among other things, she’d safely seen us through the eye of a hurricane. I would recommend the Nordic 40 design to anyone.

But the really eerie thing was the ‘Lectronic post on September 18, the one that featured a photo of the Catana 411 cat Santana sailing in the SoCal Ta-Ta. A Catana 411 is the type of catamaran we’d ordered in Annapolis to be built in France in 1998. We sailed her from the Bahamas to Vero Beach, Florida, in April 2008 and sold her there in May to a Frenchman.

As we recall, the Frenchman had renamed her. But we had put her name and hailing port on both hulls, so we doubt that the Ta-Ta Catana 111 is our old boat. I suppose that someone could have bought her and brought her through the Panama Canal to the Pacific, and after buying her had done research to find that her original name had been Santana, and decided that he liked the name, too. But what are the odds? In any event, does Latitude have any idea about the history of the Catana 411 Santana that was in the Ta-Ta?

Tom Boynton
Folsom

Tom — As our good friend Scott Stephens, who is an occasional Proligate crew for the Ha-Ha, is the owner of Santana, we had no trouble forwarding your letter to him. We received the following response:

The Catana 411 ‘Santana’, sailing off County Line in the SoCal Ta-Ta.
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— Rob Andrews

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— Rob Andrews

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“My Santana is indeed the same boat that Boynton ordered back in 1998. He is listed as the original owner in the chain of title on the boat.

Renee Penchon, the Frenchman he sold the boat to, retained the name Santana but changed the hailing ports. Apparently Mr. Penchon lived in France, but kept the boat in Florida, and would take her to the Bahamas on kiteboarding expeditions. Sadly, he died in a kiteboarding accident while in the Bahamas. But it was Renee who purchased the black and red spinnaker Santana can be seen flying in the Ta-Ta photo.

After Renee passed, the boat sat in the Bahamas for quite a while. She was later taken to Florida, where she sat at a dock for a number of years before she was purchased by a Canadian gentleman. Unfortunately, the Canadian became ill and never set foot on the cat again. So she sat baking in the tropical sun for another two years before I purchased her. By all accounts the cat never left the dock between the time Mr. Penchon passed and I purchased her.

I had intended to change the name of the cat, going so far as to commission an artist in New Orleans to paint the name on for me. But in honor of Mr. Penchon, I felt compelled to retain the name Santana. In the right light and from just the right angle, you can make out the original hailing port of San Francisco on the hulls — ghosts of owners past. These hailing ports had always been a mystery to me, because nothing in the ship’s papers indicated the boat had ever been on the West Coast.

“So that is the history of Santana as I know it. If possible, I would like Latitude to forward my email to Mr. Boynton, as I would love to know more about the history of the boat.”

We have forwarded Scott’s email address as requested. We’re sure that Mr. Boynton will be delighted to know that Scott has done a very nice job of bringing Santana back to fine condition. The Catana 411 is one of the nicer smaller cat designs that we’ve seen.

AN OLD GUY WITH ISSUES . . . OF LATITUDE

I have a nearly 40-year collection of Latitude 38s that I’ve accumulated dating back to 1977 when the publisher used to personally deliver copies to West Marine store #1 on San Antonio Road in Palo Alto. My collection has a few gaps, but is probably 90% complete. Is there anyone out there who would be interested in a free collection? It takes up about six typical-size moving boxes, and I’d pay reasonable freight costs for anybody interested.

I sold my Tartan 37 Rouser in 2001 when I retired and moved to Nevada. During my many years of sailing I came to realize that I didn’t have the ‘cruising gene’, so I limited my sailing to the Bay Area. But it was incredible therapy for a Silicon Valley wonk such as myself.

I retired at age 70, and moved to Nevada because it was only four and a half hours from the Richmond Marina and the Rouser. But sagebrush ranching turned out to suit me, and I had great fun in the Silver State. As a result, Rouser began to look pretty sad from geezer neglect. So I sold her to a young couple who did have the cruising gene, and they eventually sailed her to New Zealand in 2004-5. By then the rigors of the cruising life had tempered their cruising ardor, and they sold her to a New Zealander in the Bay of Islands.

I now live now on the coast in southern Oregon, and after 85 years of wear and tear on this geezer, I’m downsizing. Thus I need to find a new home for the old Latitudes. I may be contacted at rouser2k@yahoo.com.

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LETTERS

**BOATS ARE LIKE OLD GIRLFRIENDS**

A few years ago I ran into the Islander 36 *Misfit* at the Stockton Sailing Club. My wife and I had cruised her to Mexico many years ago. I was allowed aboard the boat, but unfortunately she was a little worse for the wear. They had removed the stainless propane stove I had installed to get extra storage, and didn’t have any idea of how to use the on-demand hot water system I had installed.

Later that year there was a story in the Stockton Sailing Club newsletter reporting that she had hit the Antioch Bridge during the South Tower Race, and then had run agroundon Middle Ground and was stuck for three days!

Boats are like old girlfriends. They are fun when you first have them, but going back usually isn’t a good idea.

Tim Stapleton
ex-*Misfit*, Islander 36
San Rafael

Tim — You write about hitting the Antioch Bridge and running aground for three days as though they were bad things. Having t-boned the Carquinez Bridge with considerable damage, and having ground so badly on Middle Ground that we put the masthead in the water, we believe those are things to be proud of. Great lives are made of great experiences, even if not all of them are good.

Now that you’ve broached the subject, excuse the sailing pun, we’re certain to hear from women sailors on how ‘boats are like old boyfriends’.

**NO RAFFLE FOR IRIE**

After much thinking and consideration, my husband Mark and I decided not to bite the bullet by going ahead with the essay contest/raffle to win our beloved Fountaine-Pajot 35 catamaran *Irie*. Readers will remember that we’d unsuccessfully tried to sell her for months. The raffle idea seemed like an awesome alternative to selling her, and it would have given somebody the unexpected chance to win a lovely catamaran in the South Pacific. And at the very least, it would have encouraged some people to dream and maybe even take some nautical action.

The main reason we aborted the raffle idea is that an Australian couple came along and decided to buy *Irie*. So after eight years of full-time cruising, Mark and I are boatless—and even homeless—once again. But we are so many experiences richer for having cruised *Irie*. And as one chapter in our lives ends, another begins.

Just before we permanently left our former floating home in Tahiti, I noticed a familiar-looking sailboat in Papeete Harbor. She turned out to be our first boat, the Islander Freeport 36 *Four Choices*. Longtime *Latitude* readers may remember that we sold her 10 years ago because after one day of cruising—we barely made it to Santa Cruz—Darwin and Kali, our two dogs, made it clear they didn’t want to live in a tippy and moving house. (They did, however, love *Irie*, which we bought several years later.)

*Four Choices* — the new owner Bob Scholl retained the named we had given her — had reached the South Pacific from the Bay Area. In fact, she was part of last year’s Pacific Puddle Jump. It was a joy to meet her skipper and to visit her once again. Talk about a ‘full circle’!

Liesbet and Mark Collaert
Boatless in New England at the moment

Readers — We’ll have more letters next month from folks who came across their old boats years after they sold them.
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I'M A PERSONA NON GRATA IN BROOKINGS

Boy, did Latitude get it right when, in the September Latitude 'Lectronic item about the Catalina 27 going aground at San Francisco's Ocean Beach, you wrote the following: "If your vessel goes aground, it is your responsibility to remove it or pay professionals to do so — and the price tag can be substantial."

Nobody knows this better than I do. Remember the tsunami that hit the West Coast in March 2011? My LaFitte 44 Bretta II, and my Columbia 34 Bretta that I circumnavigated on, were docked next to each other at Brookings, Oregon. Like a lot of boats in the harbor, both my LaFitte and my Columbia were torn loose and got sucked out to sea.

The 'heroic' Coasties walked all over Bretta II while she was still drifting and undamaged. After they abandoned her — having not found any drugs or terrorists aboard — she drifted for more than three hours before she went onto the rocks and broke up. The Coasties had been the last ones 'in command and control' of her.

Then came the real nightmare — the beach cleanup, which was all on me. Ever try to get an 11,500-lb keel off a rocky shore? If your lead keel ends up on shore in the United States, it will be deemed a hazmat by the authorities. No matter if it's underwater most of the time, you have to remove it pronto under the threat of huge fines. No matter if it's all but inaccessible and slowly sinking to the bottom. No matter that it is inert and going nowhere. No matter if it is early March and the storms are battering the shore. No matter that the Coast Guard were the last in command and control of the vessel. And you will have threatening bosses on the beach who won't take excuses — although they only show up on fine weather days between storms.

It's interesting, but as long as the lead hangs from your boat, it is not hazmat. And if looters or gun hobbyists get to the lead, chop it up, and smelt it down to make it into ammo, then it's certainly not hazmat. In fact, it's not even hazardous, it's constitutionally protected.

I did find a way to 'get the lead out'. but that's a whole different story.

Anyway, the loss of my LaFitte 44 turned into a three-year saga involving so many bureaucrats you wouldn't believe it. I'd share a thumbnail version, but it's just not possible. Let's just say it's the longest, weirdest chain of events I've encountered in my life.

Every guest who comes aboard the old Bretta gets some version of the story of why she is on a trailer in my driveway instead of in the water, and what's with all the boat wreckage around my house. It's really a show-and-tell type of thing, so somebody from Latitude ought to come up.

What about insurance? I bought the LaFitte in Mexico and had tried to get insurance at the time. But you know what insurance companies think of long-distance singlehanded sailors. In this particular case, my 'insurance' was the insurance the public port in Brookings has covering its docks. If their docks fail and cause my boat to end up on the beach, their insurance should cover it. And mind you, as I live in the port district, my property taxes help pay the premiums for the
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dock insurance.

Well, FEMA bailed out the insurer, but FEMA and the insurer denied my claim to be reimbursed for the beach cleanup costs. Anyhow, the insurance battle is just a small story in and of itself.

The Coast Guard, Oregon Parks and Rec, the port, the city, the police, the sheriff, the politicians, FEMA, the Oregon Justice Department, and a whole lot more got involved. It was too hot and too esoteric for the local paper to cover. Even today, more than four years later, the whole sequence of events boggles my mind. I'm persona non grata at the port, hence my persona non grata.

Columbia 34 Breta, which survived the tsunami unscathed, being in my driveway. She may be the only boat that circumnavigated that you can airbnb on land.

By the way, this is not just a tale of two boats touched by a tsunami. It is also a tale of how two ports — Brookings and Crescent City, California — reacted to a natural disaster. One got a FEMA bailout and was repaired fast. The other went through a long, slow rethinking and rebuilding. The difference is like night and day. One will survive the next tsunami while the other is fatally flawed — and in some ways is worse than before.

Roy Wessbecher
Breta, Columbia 34
Near Brookings, Oregon

Readers — It was many years ago, but Roy Wessbecher bought a Columbia 34 Mk II for $10,000 and took off for Australia. He didn't try to get crew because he didn't feel he knew how to sail well enough for others to put their lives in his hands. Once in Australia, he started advertising in youth hostels for crew. As we recall, just under 20 people would ultimately join him for one or more legs of the rest of the circumnavigation. All but one were women.

What made Wessbecher’s feat even more unusual is that he did it on an astonishingly low budget. Something like $10/day, all expenses included, as we recall. He became one of our cruising heroes.

If you search on YouTube, you can find video of the tsunami hitting Brookings on March 11, 2011. The place ended up a shambles, with many wrecked boats, ripped-out pilings, and other destruction. One video shows what appears to be about a 40-ft sailboat being sucked out at what we would guess to be six to eight knots.

At least one video shows the Coast Guard rescuing several boats. It’s not at all clear to us if they could have done more for Bretta II than they did, and if they didn’t, why not. We also find it a little curious that the port district apparently wasn’t liable for allowing boats in their facility to be destroyed. We wonder if the same would have been true if the marina had been privately owned.

A LYLE HESS HOAX AND SUBTERFUGE?

I’m sure that I’m not the only reader who noticed the Lyle Hess hoax on page 135, in the Classy Classified section, of the October issue of Latitude. And I don’t suppose that I’m the only reader to write Latitude about the subject either. I can, however, provide some additional information not likely discussed elsewhere.

Clearly, Lyle Hess never designed a 40-ft fiberglass boat. The closest thing he drew was the clumsy looking — to my eye — NorSea 37 with a detached rudder. To my knowledge that boat has never been sailed.

Hess did, however, draw and sell excruciatingly detailed plans for all sorts of wooden boats, including a 40-ft English
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Channel Cutter. If the “Stan” in the 714 area code who paid Latitude to aid him in his program of subterfuge indeed has a mold for the Lyle Hess 40-ft cutter, then he just built it to the lines for the wooden boat. This is not the same thing as a design for composite construction.

Hess designed both wooden and composite boats, and they are not the same shape. The one possible exception is the 28-ft Bristol Channel Cutter, which is just a modification of Lin and Larry Pardey’s 29-ft Taleisin. Hess drew Taleisin for the Pardeys, and the design was later modified to be built in fiberglass. The Bristol Channel Cutter has somewhat different dimensions than Taleisin, but still very much looks and sails like a wooden boat.

Other Lyle Hess fiberglass boats were designed entirely for composite construction. That is to say they have lines that would be difficult or impossible to reproduce with plank-on-frame construction. This is particularly true of the Nor’Sea 27, which looks very much like a lapstrake-planked wooden boat. Even without the faux lapstrakes, the Nor’Sea 27 has an overall look to it that is extremely reminiscent of wooden boats in general. The difference is that the lines of the Nor’Sea 27 are too extreme for plank-on-frame construction. This is also reflected in the sailing characteristics of the Nor’Sea 27, as she does not sail like a wooden boat. No matter how heavily the Nor’Sea 27 is loaded, she’s just never quite the same as a wooden boat.

Michael Traum
Red Bluff

Michael — You’re obviously very passionate about this subject, and know far more about Lyle Hess and his designs than we do. That said, we thought it was necessary to give Stan Susman, who placed the ad, an opportunity to respond to your charges that he’s perpetrating a hoax and is engaged in subterfuge. By the way, you were the only one who responded to the alleged hoax.

↑↑ WHILE NOT A NAVAL ARCHITECT, I PLAY ONE

I think Mr. Traum either has a little too much time on his hands or lives too close to wine country and likes to support the local economy as much as I do.

Ian Finley is the gent who spent over 130k, and several thousand hours, until his life’s end, producing the beautiful tooling I’m selling. I think there are photos around of Lyle Hess working with Ian during the construction.

I worked with Lyle on several tooling and production projects myself during my younger years as a boatbuilder, and learned much from him, as he was a sharing and patient man. I don’t know what naval architecture school Mr. Traum is a graduate of, but in my 40+ years of building boats, hanging out with builders and designers, and being in the boat business, I’ve known of plenty of wooden boat designs that have been converted to production in fiberglass. While not a naval architect, I play one when I modify Lyle’s boats for racing. He can ask around.

I’m rebuilding a Hess design I built 30 years ago. I know Lyle is squinting his eye and grinning as he watches me screw up his design work, because we used to talk about it while sailing together on one of his small boats.

I don’t want to waste my time in a pissing match with Mr. Traum, as it’s likely that we have common interests and could maybe drink beer and have a spirited chat about why he thinks wood boats are so cool or his latest design. Hell, I like anyone who enjoys small boats for cruising or racing, and I consider them friends. But speaking of “hoax” and “subter-
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On the way to the Eastern Caribbean from Cabo San Lucas in 1995, Doña de Mallorca and crew had to make a pit stop in Panama to replace both saildrives. One had gone bad and the other sounded as though it was about to fail. In a case of surprising speed, they got to the boatyard in Panama on a Wednesday, we had new saildrives to the yard on Saturday, and they were installed in time for the cat to transit to the Canal on the following Tuesday.

It's also true that there have been too many cone-clutch failures inside Yanmar saildrives. Although as we learned and wrote about earlier this year, the problem can usually be fixed in a couple of hours. And yes, we've had two different brands of props fail off.

And twice we've had the ignition relays fail, meaning we had to jump the solenoid with a screwdriver to start the engines. And twice we had to replace the alternator.

So yeah, there are reliability issues with diesels. On the other hand, we've also had various problems with our numerous outboards over the years. The hubs went bad on three of them, two props broke, and we've had assorted and sundry electrical and carburetor issues.

Despite the problems we've had with both our diesels and outboards, we'd consider the “reliability” of both to be very good. After all, we've put tens of thousands of hours on our diesels and a whole lot of hours on our outboards in the last 45+ years of messing around on boats. So it seems to us it comes down to horses for courses.

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November, 2015  •  Latitude • Page 49
LETTERS

All we can tell you is that de Mallorca and crew powered the 2,800 upwind miles from Panama to San Francisco on the way back from the Caribbean in 1995 on Profligate, and made it in just 19 days, stopping briefly only to take on fuel and for one overnight in Acapulco. That’s an average of 6.35 knots from the Yanmar diesels. De Mallorca wouldn’t have wanted to try that with a couple of outboards, and probably couldn’t have carried enough fuel if she wanted to.

De Mallorca has also made the 1,000-mile Bash from Puerto Vallarta to at least San Diego with Profligate 16 times in the last 16 years. She can recall just one engine failure during these deliveries, and it was one of your ‘not with the engine itself’ failures. The alternator that charges the battery that provides juice to the MicroCommander controls failed, defaulting the engines into neutral and at idle. This didn’t stop the engines from running, so the Wanderer disconnected the engine controls and ‘locked’ them in forward and at a certain rpm, and they were able to keep going to San Diego without delay.

If you want to try to match that endurance record with outboards, be our guest.

For what it’s worth, the two Yanmars on ‘ti Profligate in the Caribbean both have more than 10,000 hours, and both run great.

† † HOW MANY WHALE INCIDENTS ARE REPORTED?

Do ramming of boats by killer whales go under-reported? In the early 1970s, the Robertson family had to abandon their wooden boat one minute after an orca from a pod rammed and punctured the hull of their 40-ft sailboat near the Galapagos Islands.

And during a delivery of a 40-ft ketch a month ago, I was near the entrance to the Gulf of Panama when the boat I was delivering was rammed by an orca. The boat lunched sideways. Fortunately, the sturdy fiberglass ketch didn’t spring a leak. At the time I was bound from Buenaventura, Colombia, to Puerto Amistad, Ecuador, but due to the Peru Current, headwinds, and algae in the diesel, I ended up going the opposite way, to Panama City.

I’ve heard that orca pods that are traveling somewhere are not dangerous or territorial.

Jeff Stump
Balaton, 12-Meter Far East Ketch
Toronto

Jeff — We imagine attacks on boats by killer whales do go under-reported for the simple reason that we don’t think anybody — ourselves included — would know to whom to report such an attack. We know of no central agency that gathers such information.

Interestingly enough, you apparently aren’t aware of what happened to Marcie and Maralyn Bailey of the 31-ft British yacht Auralyn. In 1973, also while near the Galapagos Islands, their boat was struck by some kind of whale and sank. They famously spent 117 days in their liferaft before being rescued 1,500 miles to the west. In a warming postscript, a year later they took off cruising again, this time aboard Auralyn II.

Following those two attacks, author Don Holm devoted a chapter in his book on small boat voyages to encounters with whales. At the time — we’re talking 40 years ago when there were far fewer people cruising — he was able to cite 12 attacks.

Off the top of our head we can think of three boats in the last five or so years that were sunk by some kind of whale. One was off Hawaii, one was a singlehander coming up the coast of Baja to end a circumnavigation, and one was a participant in the Baja Ha-Ha. Although it was sometimes close.

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LETTERS

all crewmembers survived, thanks in large part to modern electronics.

While not common, whale attacks aren’t rare either.

† † THERE’S EXCELLENT, INEXPENSIVE HEALTH CARE

We quit our jobs in 2004 and went cruising full-time aboard our Gemini 3000 Cat’n About — despite not having any health insurance. Readers may be interested to learn how that’s turned out over the last 11 years.

Here’s our medical expense history during that time: I paid $25 for a visit with a dermatologist in Ecuador who took a couple of sun-damage bumps off my shoulder. Dental care outside the United States has always been very good and reasonably priced. When we started, a cleaning was about $40 and has since gone up to about $85. But it depends on what country you’re in. In Guatemala it was just $15.

We’ve found meds available and reasonably priced outside the US. I take a pill to ward off kidney stones, and that’s always been available and cheap. Since being diagnosed with a tendency to kidney stones in 2015, I had one. I visited a doctor in Puerto Vallarta who spent lots of time diagnosing the situation and treating the stone. His bill came to about $40.

Last year I came down with arthritis in my left hip, with the only fix being a total hip replacement. Blue Cross said the hip replacement would cost just under $60,000 in New York, although only $16,398 in Montgomery, Alabama. I just had my hip done at an expensive private hospital in Guadalajara, Mexico. My surgeon specializes in hips and knees, and is considered one of the best in Mexico. The care was first-class, the cost included everything from the surgeon, to the hospital, to the meds, and even the follow-up physical therapy. The bill for my new hip came to $12,250.

We have several cruising friends who have the same kinds of stories with major surgeries. My point is there is excellent health care available outside the US at a reasonable price.

Rob and Linda Jones
Cat’n About, Gemini 3000 cat
Whidbey Island, WA

† † GETTING THE BEST CHARGE TO YOUR DEVICES

I’m writing in response to Bass Sears’ September letter about charging smartphones and other devices on boats. Older PCs — including laptops and notebooks — typically require 19 volts DC to properly charge their four stacked lithium-ion battery cells. A fully-charged Li-ion cell sports a 4.2-volt charge, so 4 x 4.2 = 16.8 volts. The additional 2.2 volts powers the circuitry that ‘sits on top’ of the four cells configured in series.

Automotive laptop chargers that plug into cigarette lighter sockets are inexpensive — but notoriously inefficient. They convert about half the wattage drawn from the car’s electrical system into heat, which doesn’t help charge your devices at all. But who is counting when you are in a car and not on your boat?

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The Best of Both Worlds
a computer on a boat is to power up the inverter — which converts battery 12 volts to 120-volt AC — and then use the standard charger that came with the computer to convert the 120-volt AC back to the required DC voltage.

A more efficient — although more expensive — laptop-charging solution employs a DC-to-DC ‘boost’ converter to conjure up the required laptop charging voltage from the boat’s 12-volt battery bank. I use a PowerStream ED1075 with 12-volt input and 19-volt output to power my onboard Dell Inspiron notebook, which displays my AIS transceiver’s information.

Before buying a DC-to-DC boost converter, read your computer owner’s manual specifications to get the nominal charging voltage — and the size of the ‘barrel connector’ plug on your AC charger. Manufacturers typically do not specify the efficiency of their products, so you will have to call their technical support to get that information. Don’t settle for less than 90% efficiency — unless you have a monster solar/windmill output.

I’m a former power-products engineer for Linear Technology Corp.

Sam Burns
Southernaire, Catalina 309
Alameda Marina

Sam — We love it when we hear from somebody who obviously knows what he/she is talking about. We checked on the Internet and the ED1075 sells for about $79.

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WE RENAMED HER ITTY BITTY KITTY

I enjoyed the September-issue article on my old 55-ft cat Crystal Blue Persuasion. I wish Deyess Kanala Payne, her new owner, all the best with her.

Earlier this year my new wife and I went up to Anacortes and purchased the Lagoon 380 cat named Neverland. We renamed her Itty Bitty Kitty because she’s smaller than Crystal Blue. We delivered her from Anacortes to Santa Cruz at the end of April. Our crewmate Tim Holcomb, an amazing writer, wrote a story about the trip. I’ve suggested that he forward it to you.

I look forward to doing a Baja Ha-Ha on Itty Bitty Kitty in 2016.

Gary Burgin
Itty Bitty Kitty, Lagoon 380
Santa Cruz

Gary — Congrats on the new-to-you cat. We’d gladly have run Tim’s story about the delivery south, but it’s longer than War and Peace.
Checkmate, a 55' Doug Peterson design, has an incredible racing pedigree. She has won several races!

Freedom. She was built by the "Wizard of Bristol" and she remains a Bristol yacht as you will see.

Allure, an excellent Santa Cruz 50, has a low drag, low VCG keel, many other features. Just add food and water and she is ready for the 2016 Transpac!

Seafarer is a manageable boat that has the ability to go almost anywhere that is your whim's desire to be.

Shockwave, winning all sorts of trophies.

Comanche screams, "Look at me!" anytime she's on the water!

Seafarer is a well-loved. Beautiful 1978 Brewer built at the CC Chen Boatyard.

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ac world series: battleground bermuda

The Louis Vuitton America’s Cup World Series for 2015 has come to an end. Having attended all three regattas, I find it difficult to pick a favorite. Some elements were the same at each event, and yet each venue was also very different. Unfortunately, two often-heard criticisms of the events have been the short length of the regattas and the relatively few races, especially since points are being earned toward the America’s Cup itself.

Each venue had its own personality. Portsmouth felt like a carnival with all the activities at the Southsea Common. Gothenburg’s venue at Frihamnen was intimate and the speed trials were a lot of fun. Bermuda was a festival for the entire island! I was overwhelmed by the number of people that showed up on Front Street in Hamilton, which had become a pedestrian zone for the weekend’s event. On an island of 65,000 people, it felt as though the entire population was there for the event. The street was packed during the day, as people shopped at the various vendors, such as Vineyard Vines, which is new not only to the America’s Cup but also to the island of Bermuda, and TABS, the official shorts of Bermuda. They are now emblazoned with an America’s Cup logo as are the knee-high socks worn by men for formal occasions. At night the crowds stayed for the AC Jam presented by Fidelity International.

On Sunday, the street was only slightly less crowded as most of the fans had moved in front of the big screen TVs to watch the racing action which didn’t disappoint. On an island that has more than 15,000 boats, watching the racing was important!

It was a bit hard to judge what the venue will be like in 2017 for the Louis Vuitton Cup and the America’s Cup Match, as those events will take place out by the Dockyard, which is still under development. Every hotel on the island was sold out for the Louis Vuitton ACWS. And every Bermudian I met was charming and welcoming, and encouraged me to come back.

Each of these events was fun for sailors and non-sailors alike, and for dedicated sailing fans as well as those new to the sport. The ACWS was a great warmup for the event that’s the pinnacle of sailing competition, the America’s Cup, in 2017.

As for the racing action at Bermuda, Artemis Racing grabbed the spotlight with an epic comeback story on Sunday. When racing was canceled on Saturday due to light wind, three races were scheduled for Sunday. The Swedish Artemis team came into the weekend in fifth place out of the six teams, but they placed second in the first race on Sunday (after Cup Defender Oracle Team USA). In the moments before the starting gun fired for the second race, the team ducked behind the Japanese boat, and as Australian skipper Nathan Outteridge turned up toward the line he was confronted with an umpire boat heading directly at him. The closing speed would have been more than 25 knots. The Swedish AC45f collided with the umpire boat, incurring serious damage.

“We couldn’t go anywhere,” Outteridge explained. “He went straight between our bows, but thankfully nobody was hurt. There

pacific puddle jump

Almost every day lately we’ve been getting emails and phone calls from cruisers who are eager to sign up for the Pacific Puddle Jump — the name we give to the annual migration of international sailors from the West Coast of the Americas to the storied isles of French Polynesia.

As we often say, we think of that passage as ‘varsity-level’ cruising because it involves crossing at least 3,000 miles of open water with no possible pit stops along the way. But as you’ve read in cruisers’ blogs, magazine articles and travel books, exploring the sun-kissed islands of the South Pacific is one of the greatest
sign-ups begin

rewards a sailor could ask for.

Dates for Latitude's PPJ sendoff parties in Mexico and Panama have not yet been finalized, but the official PPJ website will be accepting sign-ups by mid-November (www.pacifipuddlejump.com). As in the past it will be free to join.

As regular readers know, the PPJ is a rally in only the loosest terms, as entrants set sail individually from a variety of West Coast ports anytime between late February and late May. There is no committee boat, and there are no mandatory check-ins, but volunteers always organize daily

bermuda — continued

was a serious amount of damage to our boat though.”

During a postponement of 12 minutes, the Artemis team stripped off the broken bowsprit and the now-useless Code Zero sail in record time. With less than two minutes to spare, the crew lined up for the next start, then blasted off the line with more speed than their competition and won not only the start but the second race. “We owned that start,” said Outteridge. “It was huge payback for all the hard work from the guys who stripped the gear off, checked the boat, and got us ready just in time.”

A fourth-place finish in the third race secured the regatta for the Swedish team — a well-deserved event win for Artemis Racing. The top scores for ACWS Bermuda were: Artemis Racing, 52; Emirates Team New Zealand, 50; Oracle Team USA, 48. The results for the 2015 series are: ETNZ, 122; OTUSA, 112; Land Rover BAR, 109.

— ellen hoke & latitude/chris
Nick Abramczyk, 41, of Wasilla, AK, is two legs into a 40,000-mile circumnavigation aboard ClipperTelemed+ in Clipper Round the World. Although novices are welcome on the amateur-crewed race, Abramczyk had more than 40,000 miles on the water and 335 days at sea before embarking in London on August 30. He started sailing on Chesapeake Bay after moving to Washington, DC.

"I was at home the day after Christmas watching the Sydney Hobart Race on TV, and I saw one of the Clipper boats," Abramczyk told his hometown newspaper, the Mat-Su Valley Frontiersman. "A sign on it said, 'No experience necessary. We're looking for you'. The idea kind of hooked me right there."

Abramczyk applied, had a phone interview with the race organiz-
— continued

The second reason for signing up is to become eligible for a special package offered by a Tahitian yacht agency. For a reasonable fee, they'll clear you in and out, get you duty-free fuel, and give you 'repatriation bond' exemptions, without which you would have to deposit in a Tahitian bank the cash value of an air ticket home for each member of your crew.

Actually, there's also a third reason for signing up: You just might get your 15 minutes of fame in the pages of Latitude. — andy

clipper crew — continued

ers, and went through the rigorous — and mandatory — training program, in which the participants learn everything from basic sailing to advanced racing tactics. Abramczyk told the Frontiersman that there is almost no comparison between the type of sailing he has done and the Clipper Race. "If you sail one knot slower than the fleet throughout the course of the whole year, you'll be at sea almost six days longer," he said.

Only around 15 percent of the racers actually sail all the way around the world. Others opt for one or more legs. "Some people won't step foot on the boat until it's halfway through the race," Abramczyk said. "The cohesion of how you work together will be the key to racing."

Not all of the challenges for the 12 teams involve competition. After winning Race 1 from London to Rio, LMAX Exchange ran aground on September 30 while being delivered between marinas to be hauled out for branding repairs. Qingdao took supplies to the scene and stood by to support operations. But while she did, a line got caught in her prop. She drifted, unable to use her engine, and was washed onto the sand, but was successfully re-floated. The ensuing repairs required a late start of Race 2 for both boats, three days after the other nine.

As we were preparing this issue for press, the fleet of Clipper 70s had arrived in Cape Town, South Africa, at the conclusion of Race 2, a South Atlantic crossing from Rio de Janeiro, which began on October 7.

"Back to back to back cold fronts," Abramczyk wrote of the sailing conditions in the Roaring Forties on October 17, "walloping all sorts of wind. We consistently saw 50-knot gusts — no big deal. Sunny skies for a few minutes, then another front; clouds, then darkness. Someone turn the lights on — those huge waves are hard to see in pitch darkness." It was on October 17 that ClipperTelemed+ had an unplanned emergency drill. Crewmember Alex Laline fell overboard after losing his grip on the mast while attempting to fix a broken halyard strop. He was tethered to the rig and was reportedly uninjured apart from some scratches and minor impacts. The crew temporarily suspended racing and turned on the engine while recovering Laline. The event's remote telemedicine service — ClipperTelemed+ in Halifax, Nova Scotia — was consulted to verify that the onboard medical assessment had been thorough in ruling out major injury.

As ClipperTelemed+ (the boat) approached the St. Helena High on October 19, Abramczyk explained in his crew diary: "It's why Cape Town is warm and you can't wait to visit. We've all been dancing with this emotional hot-mess basket case. It's been awesome for us on ClipperTelemed+, as our keen skipper [Canadian Diane Reid] has threaded the needle ever so delicately and routed us nicely at the edge of the high. It's a fairly massive system — like the size of England."

Learn more about the Clipper Round the World Race at the website www.clipperroundtheworld.com.

— chris

"Here's the view from a 100-ft mast!" writes Nick. Unlike some of the crew who are neophytes, he's an experienced sailor.

Spread: Why is Nick Abramczyk smiling? Because conditions finally calm after a two-day "pukefest" where their boat heeled 40 degrees "for what seemed forever," he says. "I have a big problem: I despise upwind sailing, but I love kite runs!" Inset: "ClipperTelemed+ at the start of Race 2 (the 'Stormhoek Race to Cape of Storms') in Rio de Janeiro on October 20."

Spread: Courtesty Nick Abramczyk. Inset: Onedition
**SIGHTINGS**

**java head returns to her roots**

Old salts who were racing on San Francisco Bay during the 1950s and '60s will probably remember the name *Java Head* due to her elegant lines and successful racing history. Designed by renowned naval architect Charles Mower, the 44-ft (LOD) beauty was built of double-planked mahogany over cedar at Hodgdon Brothers Boat Yard in East Boothbay, Maine, and launched in 1933.

After World War II, she came out to San Francisco, where she remained — most recently under the 'stewardship' of Capt. Richard Gillette — until last month, when Jay Doumaux bought her and trucked her back 'home' to Boothbay. While that news may seem sad to some local wooden boat aficionados, the move is actually win-win-win. "I could not dream of a better way to pass on the stewardship of this magnificent wooden sailing vessel," says Gillette, who's been feeling more than a bit guilty in recent years that he hasn’t had the time or resources to refurbish her into the classy lady that she once was.

Gillette thinks of Doumaux as the perfect buyer because he and his two sisters grew up sailing her in Maine. Not long after Gillette purchased her in 1999, the Doumaux siblings came out from Maine to visit their former family yacht that had given them so many wonderful childhood memories. "They brought pictures, a 16-mm movie, her logs, and told lots of wonderful stories," recalls Gillette.

After taking a captaining job in the Caribbean last year, Gillette realized the time had come to call Doumaux and discuss passing the baton of ownership. Although he and his sisters are now in their 70s, they were thrilled at the prospect of bringing *Java Head* home to her roots. She’s now at Hodgdon Yachts, where she will be restored to her former glory, and will eventually be donated to the US Coast Guard museum in Connecticut, to be sailed during special events. Like many yachts of her era she was recruited during World War II to search for enemy subs.

So long *Java Head*. We’ll miss ya.

— andy

**in praise of**

You’d have to be crazy to sail during wintertime on San Francisco Bay, right? Wrong. Dead wrong. Even though we’re all hoping for lots of El Niño-driven rain this winter, on dry days Bay waters typically see mild conditions with gentle breezes and very little boat traffic.

Believe it or not, winter is an ideal time for beginning racers to break into the sport because everything happens in slow motion compared to the blustery days of summer. With lighter winds and flatter seas, loads on running rigging are in praise of

**kidnapped sailors plea for help**

Three weeks after being kidnapped from the Ocean View Resort Marina on Samal Island in the southern Philippines, three foreign nationals and a Filipina woman appeared in a video released by an unidentified terrorist group believed to be affiliated in some way with ISIS.

The male hostages are Robert Hall, John Ridsdel and Kjartan Sekkingstad. In the video they are seen pleading for help from the Canadian and Philippine governments, while surrounded by masked, heavily armed militants and jihadist flags. The Filipina woman, believed to be Hall’s partner Tess, last name unknown, does not speak.

Anti-government activity has long been a fact of life in the southern Philippines, which is popular with cruisers because there isn’t as great a threat from typhoons.

Hall, about 50, is from Canada, and was living aboard his boat *Renova*. Ridsdel, 68, is the former chief operating officer of mining company TVI Resource Development Philippines, Inc., and was living...
winter sailing

lessened, crews tend to be less tense, and there's plenty of time to react to developing traffic situations.

As you'll see if you check out this month's Calendar on pages 10-14, a diverse variety of races will be held throughout the winter season, particularly Midwinter Series, which are akin to summer Beer Can races — competitive, but not fanatically so, and always welcoming of newcomers. We'll see you out on the water.

— andy

kidnapped sailors — continued

on his catamaran Aziza. He had spent 25 years working in "hostile environment" areas of the world, from Pakistan to Burma to Algeria. Sekkingstad, who is Norwegian and the marina manager, lived on Wiskun. A resident of Vancouver before taking off across the Pacific in 2002, his partner, and later wife, was Ellen Lee Kwen, a member of the powerful family that developed the Ocean View Resort and Marina. She died in 2013.

The kidnappers had initially tried to seize American cruisers Steven Tripp and his Japanese wife Kazuko Shibata-Tripp of the boat Outstripp on the night of September 21. But the couple struggled so valiantly that the heavily armed militants decided to take the other four, who had come to see what the ruckus was about and were ap-
SIGHTINGS

kidnapped sailors — continued

parently more compliant. A marina video shows the hostages being led to a boat that would take them away.

The video starts with Hall identifying himself and asking that relatives and friends contact the Canadian and Philippine governments to try to get them to stop military operations that affect the southern Filipino province of Mindanao. The camera then pans to Kjartan Sekkingstad, manager of the marina. He repeats Hall’s pleas and says if the group’s demands are not met the hostages might be killed. John Ridsdel, with a machete being held to his head, then appears to confirm they’d been taken from Ocean View Marina.

A terrorist whose face is covered in a green and black scarf then appears, demanding, in English, that the Philippine and Canadian governments cease military actions as a prerequisite to opening negotiations for the hostages’ release. The militants then start chanting in Arabic and raising their guns.

A spokesperson for the Philippine government responded by saying there would be no changes in the deployment of police and government troops. He also noted that they hadn’t received any monetary demands yet. Kidnapping for cash is not uncommon in the southern Philippines.

— richard

kids ‘set,

Remember your first sail? Or your most recent sail? Either one was probably part of a lifetime of enjoyable sailing memories and exciting, enriching adventures. On October 15 Treasure Island Sailing Center’s ‘Set, Sail, Learn’ program showcased the first-sail experience of a group of San Francisco School District fourth graders. The event was created to announce a grant from the St. Francis Sailing Foundation that will enable thousands of children from 28 participating San Francisco elementary schools to learn Science, Technology, Engineering and Math (STEM) through sailing.

Strangely enough, millions of Bay Area residents go through life without ever connecting with one of the region’s finest features — the actual Bay itself. Changing educational requirements and lifestyles have made it very difficult for many of
sail, learn'
today’s kids to have access to any meaningful outdoor experiences. The October event demonstrated the value of getting students out of the classroom and onto a Bay many had never touched before. The enthusiastic youngsters were smiling and shouting from their boats, "I love sailing," and, "Best field trip ever!"

"Many of the children are being exposed to the Bay for the first time, learning in a stimulating, natural and fun environment," said Carolyn Patrick, president of the St. Francis Sailing Foundation.

Since 1999, TISC programs have served thousands of San Franciscans, and, with new funding from the St. Francis Sailing Foundation, the sailing center will continue to offer sailing to community members who would otherwise never have a chance to get out on the water. — chris

misguided advice about sneakaboards

The road to hell, as many have noted, is paved with good intentions.

A well-intentioned Max Ebb wrote his October-issue column, called Sneaky Secrets, about how to be a sneakaboard, aka an illegal liveaboard. While not normally an advocate of being less than honest, Max reasoned that more sneakaboards could be a win-win-win situation. A win for the marinas because there is an average of about 20% vacancy in the 47 marinas on San Francisco Bay and the Delta — although the percentage of vacancies increases the farther you get from the Central Bay. A win for people trying to find a personal solution, any solution, to the critical lack of affordable housing in the Bay Area. A win for the marine industry, because the people who bought inexpensive boats to live aboard would surely soon fall in love with sailing and begin spending money at chandleries, in boatyards, with riggers, and so forth.

We at Latitude have always had a bit of a soft spot for sneakaboards. After all, we started Latitude in 1976 as sneakaboards at Clipper Yacht Harbor in Sausalito. We were desperate, because if we weren’t sneakaboards we wouldn’t have the money to fund Latitude. Plus, we’ve always believed — and still do — that people who live on boats have a smaller eco-footprint than those who live on dirt.

Shortly after the October issue appeared, we received overwhelming — although not universal — condemnation of the article from harbormasters, insisting that encouraging people to sneak aboard would actually result in a net loss rather than a win for everyone involved. After long conversations with a number of harbormasters, who were passionate yet rational, we became convinced that they were right, and that Max and we had completely misread and misjudged the situation.

Encouraging more sneakaboards is a loss for marinas because they already have to spend an inordinate amount of time dealing with sneakaboard issues. For example: answering multiple long calls each day during which living aboard policies would have to be explained painstakingly; answering multiple long calls each day about the availability of regular slips, even though it was clear the person was intending to become a sneakaboard; dealing with suspected sneakaboards; handling evictions of proven sneakaboards; conducting lien sales of boats abandoned by sneakaboards who got caught and who had nowhere to go with their boats; plus an inordinate amount of time having to deal with sneakaboard social problems.

One harbormaster told us he spent 90% of his time dealing with 10% of his tenants — and most of the 10% were sneakaboards. This estimate was confirmed by just about every harbormaster we spoke with.

Encouraging more sneakaboards would be a loss for regular marina tenants and particularly legal liveaboards, because sneakaboards use an inordinate share of the marina facilities and resources. Legal liveaboards, who typically pay about $200 a month extra, grouse about having to wait in line in the morning for freeloaders sneakaboards to finish using the showers. Or having to wait to use the laundry facilities for the same reason.

There is also the matter of legal liveaboard ‘privacy’. Harbormaster after harbormaster told us that they really love their liveaboards, who tend to be real credits to their marinas, and they go out of their way to make sure liveaboards are spaced through the marina so they will have some privacy. One harbormaster told us his marina was beneath the Bay Conservation & Development Commission’s (BCDC) maximum of 10% liveaboards because he wouldn’t allow anybody to live on a boat less than 40 feet in length, and there wasn’t enough space between 40-plus-ft boats for more liveaboards.

It would be a loss for those taking Max’s advice about buying a cheap boat on Craigslist and then trying to become a sneakaboard, as
misguided advice — continued

they would soon discover: 1) They aren’t going to be able to get a berth in a marina unless they have a nice-looking, functioning boat that would be a credit to the marina — and they could pass background and financial checks. Federal Housing Authority rules may apply to houseboat marinas with permanent sewage and electricity hookups, but they do not apply to recreational boat marinas. Since nobody has a right to a marina slip, most harbormasters will turn potential slip renters away if they think they would diminish the quality of the existing community. 2) Even if a sneakaboard got a slip, he or she would get caught. How? Electronic gate and bathroom keys mean marina tenants leave a permanent trail of all their marina use. There are also security cameras that record who comes and goes and at what time. The same car parked in a parking lot every night is further evidence. Most sneakaboards are caught, however, because they are turned in by other marina tenants — probably the legal liveaboards who got tired of having to wait to take a shower or use the laundry facility.

One marina owner told us he believed that living on boats is a way the housing crisis has been eased in certain places around the world, and that he was philosophically in favor of it. The problem is that marina owners and harbormasters couldn’t increase the number of liveaboards even if they wanted to, because the BCDC controls them and can make their lives difficult if not impossible. If anyone wants to promote living on boats as a way to reduce the housing problem, address your dream to the BCDC and the State Lands Commission — and good luck with that. It’s not only the BCDC that wields a heavy hand. Because our state is faced with a severe water shortage, EBMUD has informed marinas in their service area that they will be fined heavily if they don’t lower water consumption 20% below 2013 levels.

(By the way, we believe that the vast majority of marina owners and harbormasters would not be in favor of a significant increase in the number of legal liveaboards in their marinas because the marinas were not designed and built for significant numbers of liveaboards, and thus don’t have adequate facilities.)

It would be nice if the Bay Area’s housing crisis could be diminished by non-mariners moving onto inexpensive boats, becoming enamored with sailing, and becoming active parts of the sailing community. Alas, that is fantasy.

We at Latitude sincerely apologize for the article promoting such a fantasy, as we believe we let a lot of people down. We’ll try to do better in the future.

— richard

new books for holiday shopping list

If you’re reading Latitude, you undoubtedly have some sailors on your holiday shopping list. Being the wordsmiths that we are, we often suggest giving nautical books as gifts — thus saving you hours of elbow-bashing in crowded department stores. The following are reviews of several worthwhile reads that crossed our radar recently:

High Latitude Sailing, Jon Amtrup and Bob Shepton, $10. Bring a gun. A big gun. And a chainsaw. And don’t forget the latest ice charts. Those are a few of the messages conveyed in one of the most delightful books we’ve read in years. At only 130-some pages, High Latitude Sailing doesn’t mince words… well, actually, it does. But some of the syntax and verb-tense errors made by the Norwegian authors only add to the charm. As you might have already guessed, it does not concern itself with all the crap so prevalent in our PC southern latitudes. Then again, who’s going to be thinking of proper etiquette when the drift ice “paints you into a corner?” Or a polar bear shreds the inflatable dinghy you left on the beach? (By the way, the gun is
'williwaw'

He launched the boat, named Williwaw, in the Petaluma River in 1966.”

The foils look nothing like the slim, elegant blades sported by America’s Cup cats and IMOCA monohulls; rather they resemble sections of roof trusses or bits off a cantilever bridge. “I had no desire to create a ‘freak’ boat that would be useful only in special conditions,” wrote Keiper.

After a couple of aborted attempts to reach Hawaii, followed by further modifications to the boat and the foils, Keiper and Marvin Free departed Sausalito on September 4, 1970, and successfully sailed to Maui, arriving on September 20, foiling whenever conditions were

nautical books — continued

in case he turns his attention to you. The chainsaw is for extricating yourself from ice.) We have a feeling this book might turn as many people off as on to the idea of cruising the Northwest (or Northeast) Passages — or anywhere inside the Arctic/Antarctic Circles. Either way, it is a fascinating glimpse into a hardy breed of cruisers who redefine ‘self-sufficient,’ and who literally sail to the ends of the earth.

Food At Sea, Simon Spaulding, $36. If you happened to attend the lecture by Simon Spaulding at Fort Mason on September 10, you’ll know that his book Food At Sea is about a lot more than what cheese to serve with Triscuits on your next daysail. In fact, this is one of most fascinating books we’ve read in a long time — and we’re not even ‘foodies’. Among the things we learned in just the first half: 1) The great war galleys of the Mediterranean may have gone out of style simply because it was so difficult to feed all those rowers. 2) Food — or in this case the lack of it — may have played a major role in the defeat of the Spanish Armada. 3) The British favorite "spotted
nautical books — continued

dog" contains no actual canine ingredients, thank heavens. If you are a foodie, you’ll get a kick out of some recipes for various fare enjoyed aboard such diverse vessels as Viking longships, 18th-century men-of-war, and the third-class tables on Titanic.

Sailing the South Pacific. Lois Joy Hoffman, $35. These days, it seems as if everyone is writing stories about sailing to the South Seas, which is a good thing for those sailors planning the almost-universal dream of voyaging there. With a new book or three coming out every year, it’s an embarrassment of riches in terms of source material. So if someone held a coconut crab to our head and demanded a short list of the best books, Hoffman’s would certainly be on it. Unique aspects of her particular voyage — as part of Latitude’s Puddle Jump ‘Class of 2002’ — were that Lois and husband Gunter were both in their 60s, and their magic carpet was a Catana 43 catamaran, Pacific Bliss. Lois provides an excellent account of their adventures during that voyage, but what really sets this work apart from other books are the many sidebars that detail facts about the individual islands.

hydrofoiler

favorable. "As we climb over the top of a huge wave and surf down, the water goes by beneath us in a blur, and we are lifted high off the water, perhaps doing 25 knots," wrote Keiper.

"I had the pleasure of actually seeing Williwaw when he kept it in Hanalei Bay in the early ‘70s and watched it ‘fly’ across the bay a few times," said Humphrey. "It hauled ass!"

Williwaw sailed back to Sausalito, then as far as Samoa, Tonga, New Zealand and the Cook Islands. She was lost in a big north swell while anchored in Hanalei Bay in October, 1977.

Keiper wrote a book called Hydrofoil Voyager. "It’s a fascinating tale of designing, building and voyaging," said Hum-
— continued

phrey. "His accomplishments building and sailing this unique boat are amazing. Truly the pioneer of what is now commonplace, this guy reminds me of Bill Lee, whom I had the pleasure of working with and for, enjoying the early days of the Santa Cruz ULDB phenomenon. Both started with a shoestring and made it happen."

Keiper died in 1998, but the excellent 2012 edition of Hydrofoil Voyager is available through Amazon. Watch www.youtube.com/watch?v=1cYXXzI4AB8 to see Williwaw foil. Also check out Keiper’s website at www.wingo.com/dakh and the International Hydrofoil Society at www.foils.org.

— chris

— continued

nautical books — continued

and all the (sometimes hard) lessons all cruisers learn about their boats and the cruising lifestyle along the way.

Back When Sailing Was Fun, Keith Lorence, $10. If you like reading all the funny sailor stories in Latitude as much as we enjoy writing (or editing) them, you will love this little book. Over the years, the author, a longtime Seattle sailmaker, sailed on many great boats with many of the legends of the sport, and in most of the world’s oceans — including the first Whitbread Round the World Race and the infamous ’79 Fastnet. Most of his stories come from the ’60s, ’70s and ’80s, and will resonate with anyone who was knocking around the docks back then. Of course, fun and funny sailing stories are still happening, but you don’t get many anymore like trying to light Blackfin’s spinnaker on fire during a club race, or the night it rained iguanas.

The Exceptional History of The Little Cup, François Chevalier and Hydrospor Foundation, $60. The design parameters for the competition formerly known as the Little America’s Cup (now just The Little Cup) have always been simple: 25 feet LOA, 14 feet of beam, 300 square feet of sail, and two crew. Within those confines — which not coincidentally also denote the international C-Class catamaran class — anything goes. And boy, have they gone. Think hard wings are new? The Aussies won the Little America’s Cup with one in 1974. Wing masts, lifting foils, carbon fiber hulls, you name it, the Little Cup guys were doing a lot of it back in the days when the ‘real’ America’s Cup was still being contested in 12-Meters. The Little Cup is not steeped in tradition like the AC — its origins go back only to 1961 — but it’s worth noting that it has stayed true to its roots. Boats are designed, built and sailed by citizens of the country they represent . . . imagine that! (The Little Cup, aka the International C-Class Catamaran Championships, is currently held by France’s Groupama team, which successfully defended their 2013 win just this last September.) Popular throughout much of the sailing world, the Little Cup has largely flown under the radar here in the US. We hope author François Chevalier’s exceptional job of putting together its colorful history will change that.

Bluewater Sailing on a Budget, Captain Jim Elfers, $20. The subtitle says it all: “How to Find and Buy a Cruising Sailboat for Under $50,000.” Elfers’ opinions and knowledge are based on a lifetime in the marine industry as a licensed CG captain, delivery skipper, boatbuilder, boatyard operator, marina manager — and, currently, a Bay-based marine surveyor. He’s a dang good writer, too. His ‘20 Seaworthy Boats’ are all ‘golden oldies’ in the 35- to 41-ft range, originally designed in the late ’70s or early ’80s by guys like Bruce King, Gary Mull, Bob Perry, Bill Lapworth, Alan Gurney and other legends of the day. Among the chosen: the Ericson 38, Newport 41, Tayana 37, Tartan 37, Beneteau First 38, Hans Christian 38, and one multitull, the Prout Snowgoose 37 catamaran.

We hope these suggestions have helped to lighten your holiday shopping chores, so you can sit back and enjoy the magic of the season — or perhaps get out on the water and do some lovely winter sailing.

— jr
message in a bottle —

Two familiar faces we encountered during our trip to Tahiti last June were those of cruisers Bob Johnson and Ann Adams of the Berkeley-based Tayana 37 Charisma. "Hey, long time no see," we said. "What have you been up to?"

"Turned out, they'd done a heckuva lot of ambitious cruising since we'd last seen them at the 2012 Tahiti-Moorea Sailing Rendezvous: After island-hopping to Tonga during that first (southern hemisphere) winter season, they'd summere d in New Zealand, then sailed back up to the tropics and down again in both 2013 and '14. When we caught up to them in Tahiti last summer they'd just completed a rough and rowdy 22-day eastbound passage from New Zealand back to French Polynesia — a punishing 'wrong-way' trip that few sailors attempt.

One such time was back in the spring of 2012 when they first crossed into the Southern Hemisphere during their Pacific Puddle-Jump passage from Mexico to the Marquesas. After sharing the contents of a lovely bottle of Veuve Clicquot Ponsardin with King Neptune, they came up with the seemingly frivolous idea of sealing a note and a boat card in the bottle and tossing it overboard with the faint hope that someone might find it on some distant shore.

But after the buzz wore off and they got back into their normal routine — still well over 1,000 miles from making landfall in French Polynesia — they didn't think much about that heavy green bottle.

After a wonderful summer in Whangarei, in the Bay of Islands region of New Zealand's North Island, they sailed up to the tropics again (May 2013), with their sights set on Fiji. When they got into Savusavu, on the island of Vanua Levu, they spent some time catching up with their e-mail. The standout among many messages was from a Fijian woman named Vani, who now lives in San Rafael, CA. "I called home to my family in Fiji, and they told me that a few days ago they found your letter that you sent in a bottle when you crossed the equator last year on April 12th." Vani's brother Boto had asked her to relay the message because there is no Internet access on the tiny island of Nairai, where Boto and his family live. It's located in Lomaiviti Group, just east of the large island of Viti Levu. When the seasoned cruisers looked it up, they realized they had sailed past Nairai within a few days of the bottle's discovery!

"Amazing and a little bit fantastic," wrote Bob in his blog. "You dream about launching a bottle and having it show up in some faraway exotic spot, but to have it actually happen is amazing." And to have it make landfall so close to Charisma's track was downright freaky — or should we say 'cosmic'. That French-made Champagne 'vessel' had traveled more than 5,000 miles during its year on the high seas.

As they read that email, Bob and Ann were only about 150 miles from Nairai, so naturally, they vowed to pay a visit to Boto and his family to complete the loop.

"Destiny or dumb luck?" pondered Bob a couple of months later in a blog post. "Who knows, but Ann and I experienced a magical day today. We met the folks who found the bottle we dropped over the side at the equator back toward Mexico... To be exact, it..."
ended up on an almost deserted beach on the windward side of Nairai Island. Almost deserted except for Boto and his family whom we met today." Boto told them, "I saw it half-buried in the sand and just kicked it. Just then I saw something inside." It was the note, boat card and contact info that Bob and Ann had carefully sealed in plastic during their Champagne-fueled equator-crossing party a year earlier.

Nairai is rarely if ever visited by cruising sailors, so the couple found "almost no info" on how to pass through its fringing reef. "We had to get here in the early afternoon when we had the best visibility in order to avoid the reef and underwater rocks waiting to slash a hole in an unsuspecting boat," Bob explained. "Our plan was looking good as we approached the island in blue skies and fair winds." But a powerful squall came up suddenly and put the brakes on their game plan, dumping heavy rain for almost an hour. They were beginning to think they might have to abort the mission, when the rain clouds suddenly dispersed, as quickly as they had appeared. Skies were sunny again as they closed the last few miles toward Nairai's reefs.

"We could see the white churning water, which was good. That meant we could avoid it!" recalled Bob. He'd set up an intricate GPS course to get them safely inside, but they soon discovered that their charts weren't to be trusted. The GPS track was "several hundred yards off." But experienced eyes on the water eventually got Charisma safely into the lagoon. They headed cautiously toward the village of Lawaki, where they hoped to meet Boto, according to a vague plan made through sister Vani.

"Initially we saw no one and were a bit worried that this trip might become a bust. Then we saw a panga headed toward us with a bunch of waving people in it. Among them were Boto and his sister Esther. What a joy to hear their shouts: 'Charisma, Charisma!' I'm not sure who was more excited!"

After making joyful introductions, the family directed Charisma to a somewhat dicey anchorage. Bob and Ann then piled into the launch and rode to the southern tip of the island where the family lives. "We were completely made to feel part of their family. We met Boto's 80-some-year-old father Elisha, his wife Vika, sister Esther, her husband Able and a half dozen other wonderful young guys whose names I can't remember.

"As we came in off the beach, having to wade ashore the last 50 yards — during which Abel picked a coral sea snake out of the water and threw it to one side — we walked up to Boto's house just past the palm trees, and met his wife Vika, who was cooking a small feast just for Ann and me. It was a little unnerving sitting and eating from among a half-dozen plates of food that included fried eggs, rice, tinned beef mixed with noodles, fried breadfruit, and fish caught while we were on the way in the panga. But we got used to it. It's the Fijian way of showing hospitality: They will not touch the food while you are eating."

Bob and Ann were also treated to some special Nairai kava, which, Boto warned, was unusually powerful.

"You can contact us at either our email... or find us on our blog..." Next time, they'll probably include a phone number too.

We've got to believe that finding this heavy green bottle was a pretty cool event in Boto's simple island life.

X marks the spot where Boto discovered the bottle on the tiny island of Nairai — 5,000 miles from where it was set adrift.
Bob later recalled, "Ann and I kept exchanging knowing glances that said: 'Are we in a dream?' I think we were very clearly living a dream. And today’s dream was finished by an almost surreal panga ride back through the surf and reef-strewn waters around the tip of the island. We arrived at Charisma just as twilight was turning to darkness." As a parting gift, their adopted Fijian family gave them a half dozen coconuts, some mangos and a huge stalk of bananas.

"Tomorrow," Bob added, "Boto is going to pick us up after he goes fishing with the village chief, and together we’ll all go to the village for sevusevu [the age-old kava ceremony]."

F or most ocean voyagers, forging bonds of friendship with people of different cultures is one of the great joys of the cruising lifestyle. But we’ve rarely heard of a more unique introduction than this one.

Where are Bob and Ann now? Back on the West Coast, believe it or not. Since we saw them a few months ago, they sailed Charisma more than 2,000 miles north to Hawaii, then another 2,000-plus back to the Northwest — a 22-day passage, making landfall September 1 at Neah Bay, WA, just inside the Strait of Juan de Fuca. As Ann noted, that completed "the third long passage in the last 105 days."

We wouldn’t be surprised if the Charisma crew headed out again before too long, as they’ve clearly got cruising in their blood. But in the meantime, they can always retreat into some very special memories — like meeting the folks who chanced upon their message in a bottle.

— latitude/andy
At Latitude 38, we are often asked: Do your classifieds really work?
We’ll let the following speak for itself…

“Dear Latitude 38 folks,

“We were greatly entertained by the ad in the 9/15/2008 edition of ‘Lectronic Latitude, picturing the Hunter Vision 36 for sale in the Classys – and right across from it, on the same page from the May 2008 issue, is an ad for an S&S 1983 Catalina 38 sloop, which we bought almost as soon as it was listed!

“We saw the ad, contacted the seller, took a look, made an offer, had the boat surveyed, and closed on the deal by the 18th of May, and we’re convinced we got a great deal on a beautifully cared for older boat. We can testify to Latitude’s Classy Classifieds as a terrific resource for boat buyers as well as boat sellers!

“We thoroughly enjoy the magazine and the e-mag, and we know we’ll enjoy the Baja Ha-Ha when we do it – maybe 2009 will see us on your list!”

– Peggy Droesch
and Rory Hansen
Reaching Across the Slot
Windlassie, Catalina 38
Point Richmond

See this month’s Classys & www.latitude38.com
SEASON CHAMPIONS, PART I —

Whoever said that one-design racing was dying off in the San Francisco Bay Area was way off the mark. Sure, we don’t have the seemingly endless list of fleets and entries that could fill a book in the 1970s. But the ones you see here on these pages are just a few of the many thriving older one-design classes that endure — and the newer ones that are still growing — in popularity on the Bay and beyond.

We’ll let a trio of J/Boat classes start us off.

J/120 — Peregrine
David Halliwill/Mike O’Callaghan, StFYC

In the small but persistent J/120 class, Peregrine and Chance switched places from last year, while Mr. Magoo maintained third place. A sixth boat, Ludovic Milin’s Saetta, joined the other five for Rolex Big Boat Series. Peregrine’s mostly-absentee owner (he lives in Manhattan), David Halliwill, described an unusual glitch in their season: “Our best suit of Quantum race sails, with only six races on them, was lost when a crew van was hijacked between races. The culprits dumped the sails somewhere. We have just discovered one of the sails in use in a homeless tent city at Vermont and 17th Streets in San Francisco.’

Regarding the season highlights, Halliwill said: “Wow! These just keep coming. The second win at Rolex BBS is certainly a big one. I am sailing with the guys who taught me all that I know about racing sailboats. We have stacked up some hard-fought victories, and the competition in the fleet remains tough and fair. This class is full of great sportsmen and women.”

When asked about the key ingredient in Peregrine’s recipe for success, Halliwill replied: “It has to be our team. That team extends from the generous support of my family in New York — who let me play on the West Coast even though we have extensive sailing schedules and obligations back east at Oakland Sail in Oyster Bay — to our boat rigger Brendan Busch; our divers Ron and Lisa of Apache Diving; our shore team at KKMI Sausalito; Mike O’Callaghan, who has tirelessly handled boat logistics for me and has the thankless challenge of helming since it’s my name that appears in the results; crew members from CYC, StFYC and SFFYC; and the deep, deep roster that our crew chief extraordinaire EJ Rowland has continued to build. That deep roster allowed us to coerce Saetta’s owner, Ludovic Milin, normally a single-hander, into racing the Rolex Big Boat Series and win a third-place finish with some of Peregrine’s irregualars, myself included, filling out his roster.”

Rowland listed this season’s crew: Chris Davison, bow; Vic Piltch, mid-bow and fill-in bow; Michael Thornton, mast man (Rowland calls the mast position one of the most demanding on the boat. “The 120s have a huge spinnaker and it’s always a challenge to get it to the top of the mast within seconds of rounding the weather mark.”); Kristen McCulloch, sewer (squirrel); John Verdoia, spinnaker trim and ‘fireman’; EJ Rowland, pit; Steve Fentress, jib trim; Ted Lacey, main trim; Mike O’Callaghan, primary helmsman; and Randy Smith, tactician.

Some fill-in crew who have contributed to the team’s success include Don Jesberg, Bill Melbostad, Bryan Moore, Denis Mulligan and Alex Verdoia, a recent UCSC grad. “One of the highlights for all of us old guys is we get to sail with John Verdoia’s son on the boat,” said Mike O’Callaghan. “John and Alex are next to each other on the rail, completing each other’s sentences. I had the pleasure of racing with Alex on my Moore 24 for so many years that I often worried if it was not child endangerment when he was younger. Later he was in the San Francisco Sea Scout program I helped to run.” (O’Callaghan’s Wet Spot placed third in the 2015 Moore 24 Roadmaster Series.)

“Many crew members could be doing a higher-profile job on another boat that would bring them more visibility, but have chosen to sail on Peregrine because the boat is well maintained and always ready to race, and, most importantly, because they like the people they sail with,” added Rowland.

“Everyone on Peregrine including myself has at one time or another stepped out of preferred positions without complaint to allow for other personnel to step into a position that would make the boat go faster,” said Halliwill. “I’m very proud to say that those who’ve volunteered to make these switches did so before any afterguard has requested it. Peregrine seems to be a learning organization, and I’m happy to be just keeping up enough that the crew lets me onboard from time to time.”

The Peregrine crew use the CYC Friday Night Race Series for practice. “These allow us to rotate new people through key positions, train up young talent, try out new things, and whittle down our old sail inventory. Besides they’re a lot of fun!” Peregrine scored 29 points in 25 races with four throwouts.

2) Chance, Barry Lewis, SFFYC, 33 points; 3) Mr. Magoo, Steve Madeira, StFYC, 64. (5 boats)

J/111 — MadMen
Dorian McKelvy, StFYC

This was MadMen’s second championship season in a row, so of course we wondered how this year differed from the last.

“We broke a lot of gear last year,” said skipper Dorian McKelvy. “We took a hard look as to what needed to be dialed in and had Easom bomb-proof the boat.”

New in the fleet this year was Peter Wagner’s Skeleton Key. That crew is apparently not wasting any time on the learning curve. “Skeleton Key was the boat to beat,” said McKelvy. “These guys are the newest 111 but excellent sailors and fast!”

According to McKelvy, the J/111 fleet is getting better and faster. “Now and
Blackhawk in the J/105 fleet for nine years now. In 2013 Scooter Simmons, the J/105 champion in 2009, 2010, and 2012, turned the program over to son Ryan, who won the season in 2014 and 2015.

“it is a large and super-competitive fleet, so ending up on the top of the standings when the dust settles sure is a rewarding feeling,” said Ryan.

“The biggest difference this year was our familiarity and confidence going in. Last year we had a rookie driver and were unsure how we would stack up in the fleet; this year we knew we had the talent and speed to get it done. We set our goals and never changed our focus.

“By far the most memorable moment this year was Johnny Heineken wrapping his kite around the top of our mast, and having to drop sails and hoist him up to free the mess.” Blackhawk was competing in SFYC’s Invitational Regatta on June 6. "We were just about to go into the starting sequence. We ended up missing the race, but, most importantly, no one got hurt."

Blackhawk had a big crew this year.

“Our base crew going into the season was exactly the same as last year: myself, Kristin Simmons, Brent Draney, John Claude, Jon Rosen, Matt Clark and Lindsay Browne. But of course, as life seems to keep getting in the way of sailing, we got to bring some of our other friends out to join us (save us) throughout the year: Scooter Simmons, Nick Dugdale, Tone Chin, Crystal Bronte, Andrew Kobylinski and Andrea Cabito.

“We won much fewer races this year, but had very few races outside of a top-five finish. The depth of our team allowed Blackhawk to race competitively in every regatta, which makes a big difference with throwouts in the final standings.”

Those standings included 33 races and 8 throwouts. Blackhawk scored 69.5 points.

"We had a great season and love getting out there in the J/105 fleet! It’s a close group on and off the water, which really makes the experience rewarding and enjoyable."

2) Mojo, Jeff Littfin, NoYC, 80 points; 3) Arbi-trage, Bruce Stone, SFYC, 85. (28 boats)

**Express 37 — Golden Moon**

Mike Mannix, SSS


“There were some people in the Express 37 class who felt that it was unfair that I was helming our boat,” said Rich-
SEASON CHAMPIONS, PART I —

Kame Richards & Mike Mannix

ards. “They were sure the only reason Golden Moon was winning was because I was steering. Mike Mannix helmed the boat for all of the YRA races this season. I crewed for the return race from Vallejo. As far as season counters, I think that was about it. The credit for this year’s results rests clearly with Mike Mannix and the crew. He finished with six firsts and four seconds in a 12-race series.”

“I don’t think it was me so much as the crew,” said Mannix. “I just follow along. We’ve had the same crew for years. As Victor Borge said, ‘The job of the conductor is to keep time with the music and not irritate the musicians.’”

“The crew anchors were my boat partner Bill Bridge, Eliza and Tom Paulling, Rebecca Hinden, Jeff Angerman and John Rook,” said Richards. “The supporting crew was quite large, including Annie Ellicott, Brent Draney (when we could get him), Sally Richards and 14-year-old Aiden Tamayo. Over the season 11 other people sailed a race or two. When the crew is as dynamic as GM’s, there is a big premium on real-time coaching, which is pretty much ingrained in the Golden Moon system. It means spinnaker up well before the start, tons of jibes, and a practice floater drop or two.

“In general, I don’t think there is ever any one thing that triggers a season championship. A season is made up of many races, and each race is made up of many small parts. At every opportunity, minimize the mistakes and don’t take big risks (unless you are in the back). Don’t talk about the screw-ups until the race is over. Always be positive. Always do the best you can. Don’t forget to have fun.”

Complete scores were unavailable at press time for the 12-boat fleet.

Moore 24 — Banditos

John Kernot, RYC

Like many other one-design champions, John Kernot attributes his suc-

cess to his crew. “I’m incredibly fortunate to have a bunch of good friends who are also bloody great sailors,” he said. Aboard Banditos this year were Chris Chapman, Maria Flores, Alexis Ford Kernot (John’s wife), David Hodges, Steve Carroll and Scott Parker.

This year’s Roadmaster Series win differed from Kernot’s victories in 2010 and 2012 in that Banditos didn’t have a consistent crew this season due to injuries, availability and “maybe because we are just getting older!”

A highlight of the Moore season was a weekend in August hosted by Hood River YC on the Columbia River. “The Gorge in Oregon served up its usual raucous good time!” A downer was not being able to finish January’s final race of the PCCs and fighting back to finish fourth. “Really tough in this very fast and well-matched fleet!”

SFYC will host the Etchells North Americans in 2016 and the Worlds in 2017. “There will be some world-class Etchells sailors on the Bay the next two years joining our already-deep fleet,” said Pedlow, who is also the fleet captain, “and we’re thrilled to welcome them to our home waters!”

1) Lifted, Jim Cunningham/Jeff Madrigali, SFYC, 32 points; 2) Lifted, Jim Cunningham/Jeff Madrigali, SFYC, 38 points; 3) JR, Bill Melbostad/Steve Fentress, SFYC, 47. (11 boats)

Etchells Fleet #12 — Moneyball

Blaine Pedlow, SFYC

The Etchells season consisted of 16 races with four throwouts, including the SFYC-hosted PCCs and Elite Keel, TYC’s Moseley Regatta, and one fleet-hosted event.

“Our consistency was critical,” said fleet champ Blaine Pedlow, “as was a deep pool of crew/friends to sail with who are all fun. We have predictably good speed in a variety of conditions, and we are improving sailing the boat in big breeze and chop on the Circle.”

A combination highlight/lowlight for Moneyball was being over early in the 2017 Lifted Regatta and falling back to fourth.

Santana 22, Byte Size

Anne-Carlijn Alderkamp, TISC

Anna Alderkamp, a native of the Netherlands, crewed for Tom Montoya on Melkit for two years and has been racing her own Tuna, Byte Size, for four.

“We did a lot of really nice sailing this year,” she said, “with a good and fun crew.” The crew includes Anna’s husband Thijs Kaper, Claire Arbour, Eric Schorger and Kay Edwards. “We have been rotating crew this year,” said Alderkamp. “Claire has a lot of Moore 24 experience and is great on trim, spinnaker, and tactics. This was the first season

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ONE DESIGN RACING LIVES ON

Sails Series, including BYC’s Wheeler Regatta, the YRA Spring and Summer Series, and the Nationals. Deb Fehr, the current owner of Meliki, won the lightly-attended and shorter Spinnaker Series, which included the SSS Three Bridge Fiasco and Corinthian, the Great Vallejo Race, and the Jazz Cup.

“The Tuna fleet is doing great!” said Anna, who is also the fleet co-captain. “We have a lot of old-timers that keep the fleet active, and four new boats this year. Nineteen participated in the Nationals, where we celebrated the 50-year anniversary of the Tuna design.

2) Meliki, Deb Fehr, SSS, 24; 3) Tackful, Frank Lawler, NoYC, 35. (13 boats)

Vanguard 15 — #7401
Al Sargent/
Maddy Eustis, StFYC

Editor’s note: Al Sargent has won the Vanguard 15 fleet #53 season at Treasure Island Sailing Center for the past four years. This year, the TI fleet hosted the Nationals. Sargent filed the following report.

Thirty-three boats stuffed into Clipper Cove — what could go wrong?

“Fifteen seconds of runway. How we looking?” I asked as we approached the cliffs of Yerba Buena Island, and a dead wind zone, on starboard tack.

“Can’t tack. Ton of boats on your hip,” my crew Maddy Eustis replied.

So began our first beat of the first race of V15 Nationals on Labor Day Weekend. It was not a great beginning: We were mid-fleet, on the outside of a persistent righty, with no immediate opportunities to come back.

If our tone sounds routine, it’s because we were used to this. After finishing almost last in my previous Nationals, I’d spent the past five years, three of them with Maddy, sailing nearly every Thursday night from April to September in an effort to improve. I’d logged more than 100 days and 500 races with the competitive yet friendly Treasure Island V15 fleet.

That time in the boat paid off in the first race, a twice-around course with lots of wind shifts, giving us plenty of opportunities to claw back, and we finished second.

We had some lucky breaks. In one race we were coming out of the left corner in a beautiful lefty. We could cross every starboard tacker in the fleet except one. Luckily it was skippered by Maddy’s boyfriend, who chivalrously tacked below us rather than forcing us over. “Guess Kevin’s not sleeping on the couch tonight,” I commented.

We made our share of mistakes. One was when we were leading a race toward the end of the first day and were probably getting tired. In that race, the leeward mark was also one end of the finish line. After two laps, we crossed what we thought was the finish and waved back to congratulate the second-place boat. Our jaws dropped when we saw them round the mark to go upwind for a third lap, which they led to take the win. From then on Maddy used a pencil to track how many laps we’d done, with me annoyingly asking her which lap we were on numerous times.

Competitors came from as far away as New York and Tennessee, but our toughest competition came from our regular Thursday night rivals, Matthew Sessions and Avery Whitmarsh, who sailed a great regatta. We were neck and neck nearly every race, and in the end we were only able to nip them by two points.

2) #1629, Matthew Sessions/Avery Whitmarsh, SFYC, 26 points; 3) #1317, William Hutchings/Amelia Quinn, Jumbo Nation, 48. (33 boats)

Next month we plan to check in with the champions in the various YRA series, the SSS season and more. Then, in the January issue, we’ll wrap up with even more one-design classes.

— latitude/chris
Sailing from San Diego to Cabo San Lucas is almost always a pleasurable cruise, what with wind, swell and current all nudging you south into the sunny latitudes of Mexico. But the 22nd Baja Ha-Ha rally might be particularly sweet.

As a special gift sent from the heavens, a full moon will greet watch-standers during the first few nights of the 750-mile trip, thus easing the anxieties of the first-timers. But the final night will be almost moonless, revealing a spell-binding sky twinkling with a gazillion stars. Add to that the fact that water along the way will be warmer than ever, thanks to El Niño, so fishing and swimming will be better much farther north than usual.

Although nearly 140 boats — of all types and sizes — registered this year, for whatever reason the 2015 fleet is roughly 15% smaller than the norm. But that’s not necessarily a bad thing. Smaller fleets tend to be a bit more intimate; that is, crews will get to know each other a bit more easily, and daily roll calls will be shorter. Plus, there will be less competition for slips in Cabo Marina.

One thing that remains from year to year, though, is that each Ha-Ha fleet is composed of a fascinating mix of sailors from wildly diverse backgrounds. You’ll see what we mean in these pages as you’re introduced to many members of the Baja Ha-Ha Class of 2015, presented in the order in which they signed up for the rally.

(An asterisk before the boat name means there are kids aboard. Due to space considerations we can’t include them all here. You’ll find the complete set of mini-profiles at the event’s website: www.baja-haha.com.)

**Moonshadow — Deerfoot 2-62**
John & Deb Rogers, San Diego

started our cruise from Florida. We did last year’s Ha-Ha, and by the second stop at Bahia Santa María decided we had to do another one. After a winter in Mexico, we’ll Puddle Jump next spring.”

Fun fact: Doña de Mallorca, Chief of Security for the Ha-Ha, sailed aboard *Moonshadow* on the first leg of the boat’s circumnavigation.

*Mykonos* — Swan 44
Myron & Marina Eisenzimmer
San Francisco

Myron, 63, a retired finance manager, and his wife Marina, a retired sales manager, will be joined by Richard Wideman, 66, a retired sales manager, and Shawn Wideman, a legal secretary.

As with many other Ha-Ha folks, *Mykonos* is the Eisenzimmers’ fourth boat. They’ve owned her for 16 years, during which time they’ve done about five Ha-Ha’s.

“We love the comfort of our boat and the fun of the Ha-Ha, so let’s go! We’ll Bash home in May.”

**Tamara Lee Ann — Celestial 48**
Doug & Tamara Thorne, Emery Cove

Ron, a 59-year-old retired pastor, and his wife Gail, a teacher, will have their daughter Marge, an ICU nurse, as crew.

“I’ve been planning this trip, or something like it, for about 50 years, ever since a friend and I thought we could tie two Sunfish together and sail to Hawaii. We were stupid 10-year-olds. Fortunately we came up with that plan on a lake in Colorado.
"We like our Catalina 320 because she has everything our Catalina 30 didn't have. While we'll eventually come home, we're planning to be gone for a couple of years. We might even ship the boat from Manzanillo to the East Coast, which would be our base for doing the ICW and the Bahamas."

**Matador — Beneteau Sense 50**
Stephen Meyer, San Diego
Stephen, 65, a business owner, and his son Andrew, 31, who is in software sales, will be joined by 34-year-old stepson Geoff Clough, a producer, and Stephen's 66-year-old friend, Jack Anderson, a pilot.

"I waited 20 years to do my first Ha-Ha in 2013, and it was the trip of a lifetime, so I only waited two years to sign up for my second one. I'm as excited as ever. "The Sense 50 has the largest cockpit I've seen of any boat her size, and it's where we live. After the Ha-Ha we're headed to La Paz and the Sea of Cortez."

**Elixir II — Islander 40**
G. Frank Nin & Leslie Honey
Brookings, OR
The 63-year-old retired systems operator will be sailing south with his wife Leslie, who is a pharmacist, plus Hugh Talman, a 66-year-old environmental engineer, Don Wight, a 66-year-old retired executive, and Don's wife Katie.

"Elixir II is a Doug Peterson-designed Islander 40, not to be confused with the Islander Freeport 41 ketch.
G. Frank, who started sailing at age 18, plans to "stay in Mexico for awhile."

**Millie J — Brewer Custom 34.8**
James Atkins & Amy Arroyo
Vancouver, WA
Jim, a 50-year-old real estate developer, and Amy, his architect wife, will be double-handing.

"Millie J is the only boat we've ever owned, and we've owned her for four years. She's a custom design by Ted Brewer, built of aluminum, and built for two people to take anywhere in the world.
"Our goals in the Ha-Ha are to be safe, make friends, and learn more about cruising."

**Tandem — Pearson 365**
Steve & Joni Stein, Emeryville
Steve, 59, is a software architect, while Joni, his wife, is a retired middle-school science teacher.

"We both learned to sail in 1980, but ours is a familiar story, one of wanting to go cruising for a long time, but being unable to do it. As with so many others, there have been family commitments, work and finances that have delayed our start. We finally decided that 'someday' might never arrive, so this is our year.
"Our boat Tandem is like a family member. We have sailed her and worked on her almost continuously since we bought her, and love and trust her.
"After the Ha-Ha, we'll cruise the Sea of Cortez until Christmas, then have the family join us for the holidays. After that I'll pick up a short work project in the States for a few months, then rinse and repeat every few months in order to continue our voyage. Our big plan is to start extended commuter cruising."

"Our goals in the Ha-Ha are to be safe, make friends, and learn more about cruising."

**Kiki — Hunter 466**
Roger & Karen Lamb, Alameda
The 63-year-old Roger, retired from sales, and his wife Karen, a bookkeeper, will have their friend Ed Neiman, a 66-year-old retired from real estate, as crew.

They've owned their Hunter 466, their fourth boat, for about 18 months. "She's really comfortable," they say.
"We entered the Ha-Ha because we love cruising and we love Mexico, and the Ha-Ha sounds like a fun way to get down there. After the Ha-Ha we plan on cruising the Sea of Cortez."

**Ahelani — Outbound 46**
Steve Stanley & Patricia Stanley
Santa Barbara
Steve is a 56-year-old musician/sailing instructor while Patricia is a project manager. They have been sailing since the 1970s. "We bought Ahelani before selling the boats we each owned when we were single. Then we got married in 2011. After the Ha-Ha we'll sail up to La Paz, then slowly work our way down to the Puerto Vallarta area. We'll then keep the boat there for a season or two."

**Tahitian Dream — Amel Maramu 46**
William & Janet Fletcher
Richardson
The 67-year-old retired director of facilities and Jan, his wife, the supervi-
Elinore, a product manager, hadn’t decided on their two crew, but they assume that one of them will be a licensed captain. “We’ve owned our boat for just one year, and have entered the Ha-Ha to both have some fun and get our feet wet in the cruising life. If we’re not mistaken, our boat has done the Ha-Ha before — when owned by a guy who climbed Everest twice in one season.

“We plan on spending a couple of years in Mexico, then continuing on to the Caribbean.”

Pablo — Westsail 32
Steve & Sherri Brenner, Santa Cruz

The 68-year-old engineering consultant and his wife Sherri, an entrepreneur, will be joined by Ralph Ghioni, a 60-year-old emergency room nurse.

“We are very excited to join other fun-loving friends for this first leg of what we hope will be our grand adventure. Our friends are excited to see us go, too, as it means they will no longer have to listen to us go on and on about our trip.

“We think the Ha-Ha is a great way to get us away from the dock and started on our cruising life. We plan to go south and then west.”

Vitesse — Beneteau 473
Tom Price, San Francisco

Tom, a 42-year-old sales executive, will be sailing with friend Jimmy Forni, a 46-year-old dentist, and Dan Benveniste, a 46-year-old entrepreneur. They expect that two other crew will join them.

“I started sailing at age 10,” says Thomas, “and have owned this boat for 10 years. I’m doing the Ha-Ha because it is truly the only adventure that allows me to disconnect from reality. I thought mountain climbing would do it, too — until my cellphone rang 14,505 feet up Mt. Whitney.

“I enter the Ha-Ha because it’s a ridiculously fun event. I’ll keep the boat at Marina de La Paz through the spring, then have her delivered to San Diego, at which point I’ll bring her the rest of the way north to the Bay — just like I did in 2008.”

Carmanah — C&C 43
John & Donna DeMeyer
Bainbridge Island, WA

The 59-year-old retired recreational director and Donna, his retired school counselor wife, will have friends Mike Currie, a still-working project manager, and Robert Hubert, a retired school counselor, as crew. Wait, there are two more — Peggy Conolly a business owner, and Bob Morton. It’s going to be a crowded boat.

“Carmanah was built by C&C in 1971 and was originally raced competitively. At the time she was considered to be a big boat. We bought her 10 years ago and took her home for an extensive rebuild in a really big tent. Upgrades include a scoop transom, new engine, hard dodger, hard bimini, and reworking just about everything else.

“We love sailing in the Pacific Northwest, but sailing down the coast and joining the Ha-Ha with good friends should be a wonderful beginning to our new life of full-time cruising. We’ll spend at least one full season in Mexico.”

Gettin Knotty — Ericson 38-200
Andrew Davis, Marina Del Rey

The 35-year-old Andrew and his 27-year-old girlfriend Emily Trusty report that they are “avid nudists and plan to do the entire Ha-Ha naked — weather permitting.

“I’ve been wanting to do the Ha-Ha for a couple of years now,” he says, “and now that I have a capable boat, I decided to walk the walk as well as talk the talk. But he doesn’t know what he’ll do after the Ha-Ha — ‘Bash back, sail to Panama, or do the Puddle Jump.’ There are so many options when you own a boat.

“Bad news: When I said we were avid nudists, I was just kidding, so please, no transom-huggers.”

Callisto — Waterline 50
Roland & Rebecca Thiel
Vancouver, BC

Roland, a 60-year-old retired electrical contractor, his wife Rebecca, and their 33-year-old ER nurse daughter are back for another Ha-Ha. “We did the 2012 Ha-Ha with our Sceptre 43, but we loved it and Mexico so much that we decided to sell our boat to buy a 50-footer and cruise in more comfort. The difference between last time and this time is that this is my 60th-year adventure, and we’re not coming home!”

Del Viento — Colvin Tamarack
34-ft Schooner, Mark & Susan Hall
Stockton

Mark, a 68-year-old retired Episcopal priest, and Susan, a retired RN, report that “it’s time to take the pirate ship south.” She’s been there before, as her previous owner lived aboard her in Mexico from 1982 to 1999. “After some time in Mexico, we’ll sail back north. Unless, of course, we decide to do the Pacific Puddle Jump.” (White sails only.)

Second Wind — Gemini 105
Dennis Randall, San Diego

Dennis, 65, who is retired from sales, will be doublehanding with Joe Lepine, a 45-year-old electrical engineer.

“My fourth boat is my nice small cat that I’ve owned for three years. I’ve been sailing since 1965. I’m entering the Ha-Ha for adventure, and will Bash back north in December. (White sails only.)

Tranquillo — Catalina 445
Lloyd & Colleen Claus, Ensenada

Lloyd, who is 76 and retired, and friends Bob Synders, also 76, and Ron Wood, 74, say “it’s time to do the Ha-Ha one more time. It’s just so much fun, and we love talking to all the participants.”

Lloyd has been sailing since he was 12. Tranquillo is his fourth boat and he’s owned her for two years. After the Ha-Ha, he’ll cruise the west coast of Mexico.

Yankee — Pearson 365
Rod and Flori Soder, Moss Landing

The 67-year-old retired operating engineer, and his son, a 39-year-old driver for FedEx, will be doublehanding.

“It’s time to do the Ha-Ha one more time. It’s just so much fun.”

“I’ve been wanting to do the Ha-Ha for a long time, but have been taking care of my parents and grandkids, with the result that the years have been flying by too quickly. It’s time for me to poop or get off the pot! My boat is comfortable at sea, and her ketch rig allows for many sail configurations.

“After the Ha-Ha, the boat, which I’ve owned for 12 years, and I will hang out in La Paz and in the Sea, and will perhaps
later continue south and west."

**Sojourn** — Catalina 385  
**John Van Vessem, Vallejo**

John, 65, is retired from electrical engineering sales. He’ll be sailing with friends Noble Brown, 69, a retired refinery supervisor, and Mike Weaver, a 66-year-old retired doctor.

"I love sailing," says John, "and I love the super-large cockpit of my very roomy and comfortable Catalina 385. She’s the latest design by Gerry Douglas, and she’s a good one. I started sailing in 1971, and have owned Sojourn, my third boat, for just one year." (White sails only.)

**C’est Si Bon** — Beneteau 46  
**Perry & Patty Chrisler, Scottsdale, AZ**

The still-working 65-year-old communications broker and his wife Patty, an occupational therapist, "knew when we bought our boat three years ago that we wanted to start our five-year float plan with the Ha-Ha."

"We’ve been flying privately to Mexico for more than 20 years, during which time we have admired the many beautiful anchorages from the air," says Allen. "We’re looking forward to visiting them on our boat. We’ve been planning this boat trip south for several years, and the Ha-Ha gave us a committed date. Once the boat gets to Mexico, we’ll keep her there."

"Intermezzo means a performance, of course," says Moshe, a 79-year-old retired ad sales rep. "Sojourn" — Catalina 470  
**Charley Eddy, Alameda**

Charley, a 65-year-old retired CEO, will be sailing with his son Justin, a 45-year-old advertising executive; George Bean, a 65-year-old friend who is a program manager; and friend Gary Girard, a 65-year-old contractor.

"I’ve been sailing since I was eight, have owned four boats over the years, and have owned my Catalina 470 for 14 years."

"I love the Ha-Ha starts, as you have hundreds of cruisers starting out on the adventure of their lifetimes. You can’t help getting caught up in their hopes and dreams. For us, it will be three retired guys and my 45-year-old kid using the Ha-Ha as a great way to meet a lot of new cruisers and start a cruise in Mexico. After a winter in La Paz and the Sea of Cortez, we’ll Bash back in May."

**Huzzah** — Jeanneau 45.2  
**Gerry & Jody Gilbert, Gig Harbor, WA**

Gerry, a 58-year-old retired HR manager, will be sailing with his wife Jody, a retired school teacher, and a crew of three: Ken Slattery, 63, an ecology manager; Rosalie Thomas, a retired psychologist; and Don Cox, a pharmacist.

"We spent four years doing a complete refit, including getting rid of the furling main in favor of a full-batten main. We tried to make last year’s Ha-Ha, but life got in the way. So we’re going to do this Ha-Ha and the 2016 Pacific Puddle Jump. ‘Let’s cast off and get going,’ we say, ‘because if it’s going to happen, it’s going to happen out there.’"

**Illusion** — Lancer 37  
**Allen & Patricia Bonnifield, Stockton**

Allen is retired — as all 82-year-olds should be. His wife Patricia is a business owner/manager who is still working.

"We’ve spent the last three years shaking our boat and ourselves down."

Ha-Ha forced us to commit to a plan to continue with the Pacific Puddle Jump for awhile that we wanted to go cruising, and because I haven’t seen the Poobah, a really fun guy, since then. The Ha-Ha is also the best possible way to get to Cabo from San Diego."

David started sailing at age 10. Five decades later, he, along with Shayne, plan to sail back to the Philippines, with random stops along the way, after the Ha-Ha. Fortunately, it’s easier to get from Mexico to the Philippines than vice versa.

**Carthago** — Beneteau 423  
**Jose Castello & Gina Harris, San Francisco**

The theme song to this entry could be *Because They’re Young*. Jose, 27, is a still-active networking sales rep, while his girlfriend Gina is a marketing manager. Suffering from a “quarter-life crisis” the duo say they are ready to have a little fun. "Our boat has sailed from France to Australia to Singapore and back to California, so we know she’s tough. Now we’ll find out if we’re as tough. We’ve known for awhile that we wanted to go cruising, and the Ha-Ha forced us to commit to a plan and a date. After time in Mexico, we plan to continue with the Pacific Puddle Jump."
ten comedic, between the main acts of a play or opera,” explains Stephen. “That’s pretty much what we’re doing, taking a fun break between the main acts of our lives. The Ha-Ha should be a highlight of the early stages of our two-year voyage to the Bahamas. We’re looking forward to meeting other cruisers heading in the same direction as us.”

**Bella Luna — Catalina 36**
Stephen & Lynne Smith, Stockton

Stephen, a 60-year-old retired painter, and Lynn, his retired patient-service rep wife, will be joined by Richard Smith, 58, who is still in the military, Stephen, who has been sailing for 30 years, and Lynne, who has been sailing for five years, say they’ll be ‘living the dream’ by doing the Ha-Ha and cruising in Mexico. “We finally decided to stop dreaming and to do it. An impetus was helping friends get their boat to San Diego for the start of the 2010 Ha-Ha, and later participating in Sea of Cortez Sailing Week. We’ve been waiting to get back ever since, and we expect to spend a year between the Sea and the mainland.”

**Iris — Catalina 36 Mk II**
Frank Hydoski, San Diego

Frank, a 71-year-old retired consultant, will be sailing south with his friend Dennis Cramer, a property manager, and two others, possibly a professional sailor who has done the Ha-Ha before. “I have long wanted to make a longer passage,” says Frank. “and the Ha-Ha seems like the perfect entry-level event to do that. I’ve sailed around the clock from San Francisco to San Diego, and think this could be twice the fun.”

“I named my boat Iris in honor of Iris Murdoch, the English philosopher and novelist who loves the sea and swimming. And because I wanted a name that somehow connotes the color blue.”

“After the Ha-Ha we’ll sail up to La Paz and enjoy the Sea of Cortez before heading back to San Diego in the spring.”

**Finte — Skarpsno 44**
Jeff Holt & Mary Smith
Fort Townsend, WA

Jeff, 66, is a retired utility engineer, while his wife Mary is a retired utility manager. Brian Duke, a retired school principal, will be their crew.

Jeff and Mary are experienced sailors, having done a Seattle-to-New Zealand round-trip in a 33-ft boat back in the mid-1980s. But with their current 44-ft boat displacing 27 tons, they wonder how much wind it will take to get her moving. In any event, they plan to take her through the Canal and up the East Coast. (White sails only.)

**Swell — Lagoon 11’1 42**
Shawn & Kristin Betourne
Boulder, CO

Shawn, 48, a software engineer, and Kristin, his wife, a consultant, will be double-handing to the Cape. This will be their first time sailing to Mexico, but Swell did the 2012 Ha-Ha with her previous owners, so she knows the way.

“Holy crap, are we really really going to do this?” Shawn wonders. Having started to sail just six years ago, this will be the couple’s first cruise to Mexico. One of the things they, like a lot of others, like about the event is the firm departure date. Following the rally, they plan on staying in Mexico for awhile. (White sails only.)

**Tenacity — Roughwater 33**
Marshall Peabody, Seattle, WA

Marshall, 59, did training and support for Rose Point Navigation, and will be joined by Lena Ven Gelder, the operations manager of a hermitage/retreat center, and Minor Lile, 59, the retreat’s executive director.

“I started sailing on a Sailfish — not a Sunfish — in the 7th grade. I’ve owned my current boat for 52 years, through life’s various ups and downs. So now it’s time to take off.”

“I did last year’s Ha-Ha as crew and saw what fun it was, so I’ve come back to do it on my own boat. Being part of the Ha-Ha makes it easier to make the leap.”

“It’s going to take us a few years to get back home, as we’ll be coming back the long way, meaning via the South Pacific.”

**Spill The Wine — Jeanneau 42DS**
Mark Barry, Zap, ND

Mark, a 53-year-old optometrist, will be sailing with his friend Roby Willis, a 38-year-old ‘accessibility tester,’ and Rebecca Schaaf, a property manager. One of the many Ha-Ha entrants who is on his fourth boat, Mark has owned his Jeanneau 42 for seven years.

“First there was the Ho-Ho, then the Ha-Ha, and next spring there will be the Puddle Jump,” he says. “Beyond that there be dragons.”

“My boat is white and has cruising gear like so many other boats. What’s unique about her is that she carries a big green egg on her transom. Arrrrr! Smoked dragon is the best.”

**Impossible — Bruce Roberts 53G**
Scott & Jan Hamilton
Juneau, AK

The 55-year-old Scott, now retired, is an Unlimited Master in the merchant marine. Jan is a homemaker, and as we all know, homemakers never get to retire. Doug, Scott’s brother, a 57-year-old contractor, will be along as crew.

“Our cruise started in Seward, Alaska, in September of last year aboard our 63-year-old wooden cutter,” says Scott. “By the time we reached Seattle, the crew had mutinied over living conditions and had filed grievances with all coastal maritime unions. Through forced arbitration, the beloved cutter that I had owned for 10 years was sold in order that we could buy Impossible and start living the ‘impossible lifestyle’.

“We entered the Ha-Ha,” admits Scott, “so my wife would have other people to meet and talk to while I worked on the boat. After the Ha-Ha we plan to head toward Panama rather than returning home.”

**Avalon — Dufour 375**
Andy Spisak — Long Beach

The 68-year-old retired IT business analyst will be joined by ‘Hippy’ Gomez, a 72-year-old retired fighter pilot; Mike Maronta, a retired 68-year-old petroleum engineer; Gerd Roesner, a 67-year-old retired master electrician; and Arnie Wilenken, a technical engineer. “We are qualified and proficient,” says Andy, “as my #1 skippered a Tayana 60 from Long Beach to Australia, two are master electricians, and one is a mechanical engineer. Better yet, we have a collective 125 years of sailing experience and have been sailing together for 10 years. I’ve been waiting to get back to the Sea of Cortez for several years.”
MEET THE FLEET

Suedish Promise — Winda 862
John Veysey, San Francisco
John, a 47-year-old bicycle mechanic, will be sailing south with his friend Lee 'Buffalo' Burnette, a 28-year-old brewmaster. A sailor since the age of five, John says he has ‘no expectations’ — except to go to the Sea of Cortez “to play music for the whales.” A noble goal, to be sure.

John sees the Ha-Ha “as a great adventure with friends.” After the Ha-Ha he plans to return home the long way — meaning Central America, Polynesia and Japan.

Toccata — Jeanneau 43 DS
Steven Dees & Marilyn Gibbs
Anacortes, WA

The emergency room RN and Marilyn, his fiancee, a physician, started sailing in 1972. ‘They see the Ha-Ha as ‘the beginning of a lifetime dream’.

‘Prior to finding our current boat, I had a more classic view of what I considered a cruising boat to be,” says Steven, ‘although I’d sailed from San Francisco to Hilo on a Cal 29, which wouldn’t be anyone’s idea of a cruising boat. Anyway, we’re very happy with our boat and that we’re doing the Ha-Ha this fall, and the Puddle Jump in the spring, as they are great ways to start our three-year cruise around the Pacific.”

Volare — Herreshoff Caribbean 50
Jason & Vicki Hite, Long Beach

Jason, a 40-year-old IT consultant, and Vicki, his wife, an executive with a nonprofit, report they expect to have at least two more crew. This is their fourth boat, and they’ve owned Volare for two and a half years.

“Our boat always got special treatment any time she needed work because she was previously owned by Dennis Conner, which everyone incorrectly assumed to be the Dennis Conner of America’s Cup fame. Before Conner owned her, she was owned by Tom Rowan, son of the late comedian Dan Rowan of Rowan & Martin’s Laugh-In fame. We’re hoping we can add an interesting chapter or two of our own to the boat’s history.

“We elected to do the Ha-Ha because it gave us a definite date to start south. Our boat is our home, and we are becoming full-time cruisers. We have no idea where we are going.”

Volaré — Ericson 38-200
Gary & Patricia Phillips
Sausalito

Gary, a 64-year-old still-working general contractor, will be joined by his wife Pat, a business owner; Chris Viering, 63, a construction manager; and Johnny Yoder, 59, a general contractor.

Although Gary has been sailing since 1978 and owned four boats, he’s only owned the Ericson for two years. ‘But given her age, she’s in incredible condition.” She’s one of two Ericson 38s in this year’s Ha-Ha.

“I love sailing and I love Mexico,” continues Gary, ‘so doing the Ha-Ha is a natural. After the event, we’ll head up to my nephew’s house in Loreto, explore the Sea, and possibly go over to the mainland. Once we’re done with that, we’ll probably Bash back in June.’

‘Agamere — Hylas 47
Niko & Morgan Rohrback
Bainbridge Island, WA

Niko, a 40-year-old hydrogeologist/contractor, and Morgan, his business executive wife, will be joined by Don Roose, Morgan’s father; Dwayne Meadows, a fisheries policy advisor; and Laura Meadows, a veterinarian. Wait, we can’t forget the Rohrback kids — Simi, 10, Maggie, 7, and William, 5.

‘The kids will be doing most of the sailing, cooking and cleaning,” jokes Niko, who has been sailing since he was a kid. ‘We’re taking a year sabbatical for the aquatic life and are looking forward to meeting other ‘kid boats’ on the Ha-Ha. After some time in the Sea of Cortez, we’ll head either right or left.”

Jean Butler — Cape Dory 36
David Columbus, Portland, OR

The 45-year-old is in real estate, while Grant Davis, a 40-year-old server and David’s domestic partner, will be doublehandling with him.

“I started sailing when I was five,” says David, “and I named my boat after my grandmother, who enabled me to sail for three years while I was in my 20s. Family members hoped that the three years would get sailing out of my system. Oops!

“The Ha-Ha will be the start of our one-year sabbatical. Our general idea is to explore the Pacific Coast of Mexico and end up in the Sea of Cortez by next July. We’ll most likely leave the boat somewhere in the Sea for further adventuring, and will possibly be doing the Pacific Puddle Jump in 2017.”

Pacific Star — Island Packet 35
Horst Wolff & Julia Shovein
San Francisco

Horst, 62 and retired, will be joined by Julia, his wife, a retired RN.

This is the couple’s fourth boat, although they’ve owned her for 15 years. What’s different about them is not only that they did the 2007 Ha-Ha, but they followed it by sailing around the world. In fact, we remember a Changes from them in which they reported one season in which they spent time in Rome, and after going up the canals and rivers of France, in Paris, and after going across the English Channel, in London. Talk about your inspirational cruising trifectas!

“We had a great time in the 2007 Ha-Ha, so the 2015 Ha-Ha provided us with the perfect starting date for another cruising adventure,” the couple write.

"As for the Ha-Ha, how much better can it get than chasing Profligate all the way to Squid Roe? Ay caramba!"

"Orion — German Frers 41
Kiko Pellicano & Mary Kerr
Rio de Janeiro, Brazil

‘Kiko’, a 41-year-old administrator, and Mary Kerr, his 31-year-old wife, a teacher, will have their infant son Johnny aboard, as well as machinist David Yardly, 61, and his wife Kathryn, who is a library supervisor.

‘This is my fourth boat, and our family has owned it for 35 years, which is since I started sailing,” says Kiko. ‘The boat was built in Brazil for a design by Argentinian German Frers, and we’re bringing her back home — from Alaska — via the Panama Canal. We’re excited to be part of the Ha-Ha because we want to meet a lot of cruising folks.”

First Date — Beneteau Oceanis 38
David Hahn, San Diego

Still active in sales, the 53-year-old...
Dave will have at least three crew: Jeffrey Gemmel, a self-employed 47-year-old; 'Javi' Ximenez, a self-employed 45-year-old; and Steve 'Cheese' Sanchez, a 60-year-old retired from sales. "I may have two more crew coming."

Although Dave has been sailing since 1975 and this is his third boat, he's only owned her for five months. "She's got twin rudders but no forward bulkhead," he says. After the Ha-Ha, he plans on going up to La Paz, then sailing south to Panama and perhaps beyond.

Jacquot-Bateau — Irwin 38
Jacques Lorch, Long Beach
Jacques, 69, a retired general contractor, will be sailing south with three friends: Don McLennan, a 58-year-old retired tech consultant; Kevin Bicknell, a 62-year-old property manager; and Laura McLenna, an attorney.

"I did the Ha-Ha last year as crew and really enjoyed it," says Jacques, "so I decided to do it with my own boat this year. After all, I retired a year ago, so I don't have to be at work in the morning. "Jacquot-Bateau is my fourth boat, but I've owned her for 11 years. I'm not sure what I'm going to do after the Ha-Ha, because like I said, I don't have to work in the morning." (White sails only.)

Concordia — Columbia 41
Craig & Janet Shelton, San Diego
Craig, a 64-year-old still-working landscape developer, and his wife Janet, who is retired from advertising sales, will have Dave Carreron, a 56-year-old business owner, and his wife Mimi, along as crew.

"We've owned our center-cockpit Concordia for 10 years, so we know she's a sturdy old lady. We like the idea of the Ha-Ha because we can have fun with others in the group. We plan on leaving our boat in La Paz for a long time." (White sails only.)

Valentina — Hylas 56
Marcos Rodriguez & Sara Pino
San Diego
The 53-year-old chemist and Sarah, his 43-year-old designer wife, will be double-handing the Ha-Ha. Sailors since 1977, they've owned Valentina for just six months. "We like sailing with just the two of us," they say, "and we enjoyed our first Ha-Ha in 2012. We'll return to San Diego in March."

Kanaloa — Rhodes Motorsailer 64.3
Richard Alexander, Boston, MA
The 66-year-old retired Navy captain and active lawyer will be sailing with his wife Katherine, a retired banker. Their 27-year-old son Nathan, a merchant marine engineer, will be crew.

The Alexanders have owned the 50-year-old restored vessel, which is a steel-hulled, twin-engine ketch rigged motorsailer. She has seven air conditioning units.

"We're looking forward to a fun and safe transit to Cabo. In the spring we'll decide if we want to continue on to Panama." (White sails only.)

Baywolf — Santa Cruz 50
Kirk Miller & Sachi Itagaki
Sausalito
Kirk, a 54-year-old charter captain, and 'Sachi', a still active civil/environmental engineer, will be sailing with their daughter 'Miya', 17, and 'Romi', 15, both of whom are students.

We saw a photo of our boat in a recent Latitude from the first time we did a Ha-Ha, and that reminded us how much fun we had. This will be the third Ha-Ha for Miya. We've owned Baywolf for eight years and love her. After the Ha-Ha we'll Bash home."

Kini Popo — Jeanneau 409
Daniel McCoy, Alameda
Daniel, 44, retired from managing the 70 buses that Genentec runs for its employees, will be double-handing with Matt Dobberstein, a friend who is a 48-year-old planner. But Daniel is actually hoping to come across additional crew.

"The boat's name means 'on the hose' or 'right on', and was the nickname given to Daniel by the staff of the Halekulane Hotel in Honolulu because he used to like to ride the bow of the outrigger canoes when they surfaced in off Waikiki, when he was six years old.

His mother Debbie is married to Jim Gregory, and Daniel has joined the couple aboard their Schumacher 50 Morepho, which they've been cruising in the Med. After the Ha-Ha and the Sea of Cortez, Daniel intends to keep cruising.

Tranquility — Catalina 36 MkII
Dave & Becky J Elmore
Port Orchard, WA
Dave, 62, retired from school maintenance, and 'Bex', a retired school bus driver, will have 'Gerardo' Souza, a 60-year-old shipwright, and Doug 'the sea dog' Mountainjoy, a 57-year-old aircraft mechanic, as crew.

"This is our fourth boat and we've owned her for six years," says Dave. "We're finally both retired and have been looking forward to cutting the docklines for 10 years. We hope we don't screw it up. At least our 'to do' list has been getting shorter."

"We love sailing, water sports, excitement, and fun, and are tired of the rain in Washington — so we can't wait for the start of the Ha-Ha! We're looking forward to making lots of new friends, enjoying lots of warm weather, and drinking lots of cold cervezas."

"After the Ha-Ha we'll leave the boat on the hard and fly home. After that, who knows?"
BAJA HA-HA XXII

The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their Baja Ha-Ha Specials! (Turn the page for more.)

BAJA HA-HA MELTING POT

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 south this season — or potential watch-standers for your crew — via our constantly-updated Crew List at www.latitude38.com.

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.
IMPORTANT DATES

Although it’s too late to join the Baja Ha-Ha #22, there’s always next year. The 2016 event will follow a similar timeline – and the 2015 fleet is still enjoying the November events.

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.
There was no doubt about it, we were aground. It was not a hard grounding though. We had slowly come to a stop in a patch of very soft mud. I didn’t even realize we were stuck until I looked athwartships at the river bank, after noticing that it seemed to be taking way too long to get to the last set of channel markers. The bearings were stationary, and there was no wake except a very muddy propeller slipstream.

"Plenty of water here last year," I apologized to my guests. "The channel must have silted in."

The tide was low but still falling. We were on our way to a club raft-up, and the prospect of being stranded here all evening until the tide came back up, missing drinks, dinner and the evening’s socializing — while in view of the host yacht club — flashed through my head. Technically, we were still in the marked channel, but I had cut an inside corner too close. Fortunately Lee Helm, a naval architecture grad student who can sometimes be persuaded to crew for me, was nowhere to be seen. Otherwise I would have been subjected to a mostly incomprehensible derivation of why the deep water is always on the outside of a bend in a channel.

The running traveler block describes a perfect ellipse, with the focal points at the two stern cleats. This is because the traveler line total length is fixed, so the sum of the distances from the two cleats is a constant.

"Funny, I don’t have any problem towing my kids when they go tubing."

My boat was still aimed parallel to the channel, but had strayed too far to the right side, on the inside of the last bend to the right before reaching a small turning basin in front of the yacht club guest dock. I could see part of the raft—up; most of the boats were already there. In fact, I could smell the wasabi from the sashimi appetizers they were serving.

The powerboat took up slack in the towline and applied some power. We turned slightly toward deep water, but the main effect was to rotate the towboat around to starboard, regardless of how he turned his helm. He shifted the towline to the port-side stern cleat, but the towboat was still out of control, rotating all the way to the left, and would have bounced against our port side if he hadn’t fended it off.

"Funny, I don’t have any problem towing my kids when they go tubing," the powerboater said. "Those stern cleats work fine."

"Static thrust is different from dynamic turning forces," said an observer from a small rowing dinghy. The observer was Lee Helm, just the person I did not want to see at that moment. She had commandeered a small rowing boat from the yacht club’s guest dock, and had pulled down the river a short distance just to contribute to my embarrassing predicament.

Lee watched as we tried again, this time with the towline back on the starboard side to help rotate the towboat back to the right. But that was the only direction it would turn, and before we had moved an inch it was pulling us toward the right bank of the creek where the water looked even shallower.

"Hey guys," Lee hailed. "There’s no longitudinal spacing between the point of load application and the thruster. You need to rig a towing bridle."

The powerboater made a gesture to indicate that he understood, and ran to the stern of his boat with a dock line. He looped one end over a stern cleat and tied the other end to the opposite stern cleat, leaving enough slack to make a big overhand knot in a bight in the middle of the towline, forming a loop near the centerline, to which he attached my tows.

"Um, that won’t work either," advised Lee. "Needs to be a running bridle to project the virtual pivot point forward. Max, throw me a snatch block!"

"OK, but let’s do this quick, the tide is going down as we speak."

The towboat tried again, but even though the force was now close to his boat’s centerline, he still had no control of the direction of pull. Meanwhile I grabbed a snatch block...
TOWING THE LINE

from the gear box, the small one I use for end-boom spinnaker sheeting. Lee maneuvered alongside so I could hand it to her rather than throw it.

Following our instructions, the powerboater removed the loop knot from his makeshift bridle while Lee tied my towline to the snatch block shackle, then snatched it onto the bridle rope.

"Shorten up the bridle a little," she instructed the powerboater. "We need the minor axis of the ellipse to be a little shorter. The virtual towing bitt will be $A^2$ over $B$ forward of the block."

When the geometry of the towing bridle satisfied Lee’s calculations, we applied power again.

There was a world of difference. The powerboat responded to steering, and was able to apply a steady thrust toward deep water. I moved my guests all the way aft to get the keel up a little, and also over to one side to induce some heel.

Still no luck, though. We were turned toward deep water, but the tide had gone down too much in the time it took to rig the bridle.

"OK, it’s, like, spinnaker halyard time," Lee called out. She seemed to be enjoying this much more than I was.

It was clear what she wanted to do next without further explanation. I disconnected the towline from my bow cleat, and instead attached it to the spinnaker halyard shackle, which had been conveniently in its stowed position on the bow pulp.

"You sure this won’t pull your mast down?" asked the powerboater. "Looks to me like this could be trouble."

"The mast is strong enough to pull the boat over 90 degrees," Lee pointed out. "But, like, go easy on the throttle just the same."

We didn’t have to explain to the driver how to direct the pull — he saw that we needed both heel and forward motion. It only took a few seconds to get us free.

"Can you join us for dinner?" I invited the powerboat crew as we retrieved our towline and snatch block. "We’ll be in that raft-up by the yacht club docks."

An hour later we were all sitting around a table on the yacht club deck. Lee was not on the cruise, but had been racing on a catamaran that sails out of the host club. The powerboaters, even though they always used a nearby launch ramp, had never set foot in the yacht club. They had accepted my invitation more out of curiosity to see what was inside than to socialize with sailors.

"OK, Lee," I finally asked. "What was that calculation you were doing when you asked our powerboater friends to shorten up the bridle rope?"

"The mast is strong enough to pull the boat over 90 degrees."

"Like, that was just to estimate the radius of curvature of the ellipse formed by the bridle block," Lee said with a shrug, as if everybody knew that. Our blank stares and lack of response suggested otherwise.

"Look at the aft deck of that tugboat." Lee said as she gestured across the channel to a commercial dock where a small tug tied up. The towing bitt is well forward of the rudder and propeller, and the taffrail is low and unobstructed."

"Taffrail?" asked the powerboater’s crew.

"The rail around the back of the tugboat," I explained. "When they tow, the towline might swing from side to side, so there’s nothing for it to catch on."

"Point is," continued Lee. "to tow..."
“First, definition of ellipse,” said Lee. “The focus of points such that the sum of distances between two focal points is a constant. The two stern cleats are the two focal points. The bridle line is a fixed length, and that length is the sum of the distances to the two cleats. So like, the path of the snatch block moves in an arc, as if it were tied to a point somewhere forward. The radius of curvature of the ellipse at any given point defines the virtual attachment point of the towline.”

It wasn’t really clear until Lee used up several napkins drawing diagrams, but her calculation was still a mystery.

“That’s just the formula for the maximum radius of curvature, when the traveler block is on or near centerline,” she explained. “A squared over B, where A is the larger semi-diameter and B is the smaller one. I asked you to shorten the bridle rope to make the B dimension smaller, so the radius of curvature would be larger, and the virtual towing point would be farther forward.”

One of my guests had once been a math major, and Lee kept him entertained with the derivation while the rest of us concentrated on drinking and eating. The powerboaters, having satisfied their curiosity about what goes on inside a yacht club, said something about “not missing the game” and made their escape to finish putting their boat away and probably find a sports bar.

Lee Helm, after proving that her formula was correct, went back to join the crew of the large catamaran she had been racing on that day.

And I learned not to cut the inside corner of a channel, especially on a falling tide.

— max ebb
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### Audi Melges 20 Worlds

On October 4, John Kilroy, Jr., with Bill Hardesty and Jeff Reynolds aboard Samba Pa Ti, won a second consecutive Melges 20 World Championship title. Kilroy’s 12-year-old son Liam, sailing WildMan with Steve Hunt, Stephanie Roble and Erik Shampain, placed third. The Kilroys were sailing for the hosting club, San Francisco YC.

The event started with a whimper: a lack of wind curtailed the first day of racing on Wednesday, September 30. But after that the breeze built until the last day culminated in two races that were absolute knock-down drag-outs — literally for some.

The final race was sailed in 18-20 knots of breeze, and the windward mark roundings and downwind runs entertained onlookers as some teams were hit hard on the jibe-sets, allowing others to advance unexpectedly.

At the awards ceremony, the elder Kilroy talked about his team and how young Liam came to sail with the fleet. “This is such an amazing class. This is the smallest boat I have ever sailed and I never thought I was going to be in this class for more than a year,” he said emotionally. “It is such a great honor to be here — as an owner, as a family. And, I thank you for accepting Liam.”

Event chair Angie Lackey Olson of SFYC observed Liam’s natural talent, allowing “Liam’s been sailing in the fleet for a couple years now,” she said. “John bought his boat but told him to assemble his crew — which he did. He won the Pacific Coast Championship just two weeks before the Worlds. He has usually been in the top third from the beginning. A great young man.” — latitude/chris

### SSS Half Moon Bay Race, 9/19

**SINGLEHANDED MONOHULL**

1) Uno, Wyliecat 31, Ted Holden; 2) Oscar, Spartan 27, Andy Newell; 3) Fugu, Express 27, Adam McAuliffe.

**DOUBLEHANDED MONOHULL**

1) Outsider, Azzura 310, Greg Nelsen/Dan Alvarez; 2) Arcadia, Express 37, Andy Newell/Ruth Suzuki; 3) Vitesse Too, Hobie 33, Grant Hay/Bo Stainton; 4) Crinan II, Wyliecat 30, Brian Porter, USA.

**MULTIHULLS**


**FULL RESULTS**

Full results are available at www.sfbaysss.org
SHEET

The first time 6-Meters appeared on San Francisco Bay, Woodrow Wilson was president of the United States and the Panama Canal had just opened. One century later, on October 6-9, eight 6-Meters met on the Bay to compete in St. Francis YC’s International 6-Meter Invitational. The fleet was made up of boats from San Diego, San Francisco, Seattle and Vancouver, representing three class rules. During eight races in 15-20 knots of breeze, the Invitational showcased eye-catching sailboat racing and close competition.

"Sprig and Lucie are as close to twins as two boats can get," explained Lucie’s skipper, Matt Brooks of StFYC. "They were built by the same designer one year apart, yet have never raced against each other." (Clinton Crane designed them in 1930.)

In the Rule 2 division, Lucie and Sprig swapped bullets nearly every other race; Sprig won by placing first in the final race. Sprig’s skipper, Greg Stewart of SDYC, and Brooks race together on Brooks’ classic yacht Dorade. "But that doesn’t mean he gave me any breaks," said Brooks.

A year ago, RC Keefe, senior staff commodore of StFYC, started discussing bringing 6-Meters back to the area to stimulate interest for the 2017 Worlds in Vancouver. Brooks, the president of the International 6-Meter Association, said, "We sent out the Notice of Race and were pleasantly surprised to discover that the interest was much more than we had expected." As Keefe stated, "Getting eight 6-Meters together anywhere in the world today is an achievement."

"Every 6-Meter was individually designed and built, which gave naval architects endless opportunities to learn and improve," Keefe explained. "Each boat was open to interpretation. Each was a little different. Over the years, various Rules developed to reflect the advances in boat design."

"The 6-Meter was an Olympic boat, so it attracted a lot of top sailors," added Brooks. "It was also a test-bed for 12-Meters. The architects would try new designs on the 6-Meters and, if they worked, matriculate that technology up to the 12-Meters.

"The thing I love most about this class are the people," said Brooks. "We compete fiercely, but everyone is helpful and truly enjoys the sailing."

"We look forward to seeing more 6-Meter racing on the West Coast," added Keefe.

— Meredith Laitos

**StFYC 6M INVITATIONAL, 10/6–9 (8r,0t)**

**RULE 2 —**

1) Sprig, Greg Stewart, 12 points; 2) Lucie, Matt Brooks, 12. (2 boats)

**RULE 3 —**

1) Goose, Peter Hoffman/Eric Jespersen, 9 points; 2) Saskia II, Hamer Muller, 14. (2 boats)

**MODERN —**

1) Arunga, Robert Cadranel/Russ Silvestri, 11 points; 2) St. Francis IX, Rainer Muller/Sean Svendsen, 18; 3) Blade, Steve Kinsey, 26; 4) Frenzy, Roger Phillips, 27. (4 boats)

Full results at www.stfyc.com

**Red Bra Regatta**

Sixteen boats signed up for South Beach YC’s Red Bra Regatta, held just south of the Bay Bridge on October 3. All of the skippers and crew — more than 100 sailors — were women.

"We experienced winds in the 20s for the first race, building to 37 in the second race," reports SBYC’s Joan Byrne, skipper of the Olson 911S Heart of Gold. "A crewmember was knocked off one boat by the boom; however a speedy recovery..."
next year,” added Byrne.

A tentative date of October 1 has been set for the 2016 Red Bra Regatta.

— latitude/chris

SPINNAKER — 1) Rhapsody, J/32, Molly Morris, 2 points; 2) Big Bang Theory, Express 27, Maryann Hinden, 8; 3) Airjaldi, J/105, Eugenia Harris, 12. (3 boats)

NON-SPINNAKER — 1) Heart of Gold, Olson 911S, Joan Byrne, 3 points; 2) Wind Speed, J/30, Maureen Castruccio, 5; 3) While I Can, Catalina 36 MkII, Libbie Sheldon, 5. (9 boats)

Full results at www.southbeachyc.org

Express 37 Nationals

The Express 37 Nationals were composed of two buoy races on the Berkeley Circle on each of three days, October 2-4.

“IT was windy every day,” said the PRO, BYC volunteer Hans Opsahl. “A lot of Nationals are held in October, maybe to attract more boats — it’s expected to be less windy.”

Friday began with a short postponement, followed by steady wind in the high teens. “It was so nice out there. I wish I could have run three races,” said Opsahl.

On Saturday a big front was scheduled to come through. Looking at the forecast on Friday night, Opsahl thought they wouldn’t have any racing. But the very high wind forecast was revised, and the race committee went ahead with the planned long-distance race to Point Bonita and back. (That morning, BYC’s Bobbi Tosse, running the OYRA season’s last ocean race, canceled OYRA #9 due to the gale warnings.)

“We started the racing in the low 20s and the most we saw at the committee boat was 27 knots,” said Opsahl. “But racers reported gusts up to 30 at Bonita. It was rowdy out there. I don’t think anyone finished with a spinnaker up. Stewball started and then retired immediately. Mudshark dropped out later. It took three and a half hours to complete the course. There were round-ups and round-downs, but no major gear failure was reported, and everyone was out the next day.”

Shoreside, the racers feasted on Chef Lulu’s paella on Saturday night. “The

This page: October blew in on an uncharacteristically strong breeze. Top row: ‘Samba Pa Ti’ leaping toward a second Melges 20 World Championship in Race #8, until the sportboat pitchpoled (Samba’ won the title anyway). Bottom row: OPB-YC’s Crew-You Regatta, in which the crew takes the helm, was a baptism by, well, water; the rubber ducky is the emblem of OPB-YC (OPB stands for Other People’s Boats) — this one is the windward mark.
Express 37s really enjoyed it because when they come to BYC they get treated like VIPs,” said Opsahl.

Sunday’s forecast was the exact opposite — it called for just 5 knots of easterly breeze. “We thought we’d get blown out on Saturday, and then we thought we’d get skunked on Sunday,” said Opsahl. “Just like at Rolex Big Boat Series, Eclipse and Golden Moon went into Sunday tied for points. At BBS, they didn’t get any racing on the last day, and Eclipse won the tie-breaker. We thought we’d get blown out on Saturday, and then we thought we’d get skunked on Sunday,” said Opsahl. “Just like at Rolex Big Boat Series, Eclipse and Golden Moon went into Sunday tied for points. At BBS, they didn’t get any racing on the last day, and Eclipse won the tie-breaker. I told them we’d hold out to the end to get in some races. The thermal came in late, about 1:00, but it came in strong.”

Golden Moon won both races on Sunday, thus earning a fifth National Championship title!

— latitude/chris

Express 37 Nationals

This page: On October 6, a gloriously sunny day with a moderate ebb and breezes that gusted into the high teens, SIFYC hosted three divisions of 6-Meters.

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— latitude/chris

EXPRESS 37 NATIONALS, BYC, 10/2-4 (6r,0t)

1) Golden Moon, Kame Richards, EYC, 10 points; 2) Eclipse, Mark Dowdy, SFYC, 12; 3) Elan, Jack Peurach, SSS, 22. (9 boats)

Full results at www.berkeleyyc.org

Express 27 Nationals

The following weekend, October 9-11, Corinthian YC hosted the Express 27 Nationals. They had wind all three days, though sometimes it made a late appearance.

Nick Gibbens’ Shenanigans crew came into the Nationals unprepared due to tight work schedules and last-minute crew replacements. “We didn’t sail together until a night-before practice on Thursday, so there was a lot of on-the-job training,” he reports. “Considering this, we were all surprised we finished as well as we did.

The key ingredient was having Keith Stahnke in front of me handling all the trimming and providing course management assistance. Keith was the difference between our win and finishing somewhere in the top ten.” This was the third Express 27 Nationals Gibbens has won with Stahnke on board.

The Blue Angels flew overhead during the races. “With Fleet Week and being late in the season it was difficult to find crew,” said Gibbens. “Ivy Binns and Robin Fontenot came from the Express 27 crew list and only confirmed about a week before the event! My 17-year-old son Connor was on the bow for his first real buoy regatta after a few double-handed events this past winter.” Nick and Connor won the Three Bridge Fiasco in January.

“After two days of tight racing, we went into the last day two points behind Motorcycle Irene. The first race went well for Shenanigans but poorly for Motorcycle after a start that forced them to sail in bad air and traffic on the first beat. Magic Bus sailed a great race and easily won, with Shenanigans securing a close second. Motorcycle could only manage to claw back to a 10th, putting us six points out in front with one race remaining.” Shenanigans finished third in the final race, winning the Nationals by five points.

“The Express 27 fleet had an excellent turnout this year with 23 entries and boats traveling from Oregon and Lake Tahoe. No boat won more than one race, and a couple of winners were over the moon about their bullets! So many boats in the mix helped keep the standings scrambled enough to allow us to stay in the hunt without ever winning a race.”

— latitude/chris
THE RACING

EXPRESS 27 NATIONALS, CYC, 10/9-11 (6c Ut)
1) Shenanigans, Nick Gibbens, 18 points; 2) Motorcycle Irene, Will Paxton, 23; 3) Peaches, John Rivlin, 29; 4) Magic Bus, Paul Deeds, 37; 5) Moxie, Bill Sumerfield, 42. (23 boats)

City of Hope Regatta
On Sunday, October 4, Del Rey and Santa Monica Wind-Jammers YCs ran the 16th annual City of Hope Regatta on Santa Monica Bay. The race concluded the Hope Floats weekend, which also featured an all-you-can-eat crab feast, paddleboard races, a raffle and an auction. Organizers Nancy Lewis and Sue Artof said that the weekend events raised more than $52,000.

The City of Hope’s mission is to find cures for cancer and diabetes.

Did we mention that the first weekend of October was kinda windy? Here’s another case in point: ‘Bullet’ splashes through a wave in the Express 37 Nationals, hosted by BYC.

THE BOX SCORES

J/24 UNUNIHAME-HILCANS, SLYC, 9/23-27 (11Ut)
1) Africa, Jud Smith, Eastern YC, 67 points; 2) Zounds, Doug Strebel, Lakewood YC, 83; 3) Helly Hansen, Tim Healy, Sail Newport, 98; 4) Bliss, Brad Rodi, SDYC, 100; 5) Cool Story, Bro, John Bridgen, SIFYC, 100; 6) Ocho Cinco, Allan Terhune, Annapolis YC, 111; 7) Raccoon, Joel Ronning, Wayzata YC, 132. (49 boats)

CORINTHIAN — 1) Sugoi, Chris Raab, SIFYC/ NYHC, 164 points; 2) 3 Big Dogs, Pat Toole, SBYC, 177; 3) Smokin’ J, Steve Shaw, Lake Norman YC, 197; 4) 1FA, Scott Sellers, SIFYC, 227. (16 boats)

Full results at www.sdyc.org

EXPRESS 37 NATIONALS, hosted by BYC
1) Shenanigans, Nick Gibbens, 18 points; 2) Motorcycle Irene, Will Paxton, 23; 3) Peaches, John Rivlin, 29; 4) Magic Bus, Paul Deeds, 37; 5) Moxie, Bill Sumerfield, 42. (23 boats)

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Full results at www.sdyc.org
Race Notes
US Sailing is accepting nominations for its 2015 Rolex Yachtsman and Yachtswoman of the Year awards through November 30. US Sailing members may nominate one male and one female sailor. Go to www.usasailing.org.

Among 2015’s six inductees into the National Sailing Hall of Fame at Bay Head YC in New Jersey on October 6 was JJ Fetter of San Diego. Fetter won a bronze medal at the 1992 Olympics and a silver medal in the 2000 Olympics, skippering in the 470 class. She was the starting helmswoman and tactician for the all-female Mighty Mary team for most of the 1995 America’s Cup challenge.

The 2015 Express 27 National Champions, from left to right: Connor Gibbons, Ivy Beins, Robin Fontenot, Keith Stahnke and Nick Gibbons.

lenger series — until the non-female David Dellenbaugh took her place at the wheel. With ex-husband Peter Isler, she co-authored Sailing for Dummies. In accepting the honor, Fetter thanked her parents for their support and also cited the community at San Diego YC, which was “a hotbed of sailing” when she was a kid. To see who else got inducted this year, go to www.nshof.org.

Fetter has also just been reelected to a second three-year term on the US Sailing board of directors. Joining her as the only other director from the West Coast will be the newly-elected Richard Jepsen of Alameda. Now retired, Jepsen was the CEO of OCSC Sailing School in Berkeley, and also serves on the steering committee of SailSFBay.org.

— chris/latitude

SFYC FALL CLASSIC, 10/10-11 (58, 01)
IOD — 1) One Hundred, Paul Zupan, 6 points; 2) Ariel, Robert Vellinger, 6; 3) Bolero, Richard & Mark Pierce, 9. (4 boats)
KNARR — 1) Fifty/Fifty, Brent Crawford, 8 points; 2) Snaps III, Knud Wibroe, 15; 3) Svenskist, Sean Svedens, 16. (15 boats)
FOLKBOAT — 1) Thea, Chris Herrmann, 13 points; 2) Polperro, Peter Jeal, 15; 3) Sif, George Cathey, 8. (7 boats)
BIRD — 1) Kookaburra, Marin Koffel, 11 points; 2) Widgeon, Charles Rixford, 11; 3) Cuckoo, Bill Claussen, 12. (5 boats)
ALERION 28 — 1) Ditzy, Ralf Morgan, 4 points; 2) Encore, Dean Dietrich, 6; 3) Dream, Kirk Smith 10. (5 boats)

Full results at www.sfyc.org

Catalina 34 Fleet 1 San Francisco Cup
SEYYC, 10/11 (3r, 01)
RACING — 1) Mottley, Chris Owen, 5 points; 2) Allegro, Shane Palmer, 8; 3) All Hall, Page Van Loben-Sels, 9. (7 boats)
CRUISING — 1) Aquavitae, Stu Jackson, 4 points; 2) Painkiller, Rick Allen, 5. (2 boats)

Full results at www.jetsset.net

SEQYC Summer Series (5r, 11)
SPINNAKER — 1) Daredevil, Melges 24, Tim Anto, 7 points; 2) L20, J29, Alex Huang, 11; 3) Xpression, C&C 110, John Ryan, 17. (13 boats)
NON-SPINNAKER — 1) Iowas, Hunter 380, Rick Dalton, 4 points; 2) Sea Breeze, Hunter 31, Tim Petersen, 13; 3) Zinfulf, Catalina 320, Erik Jessen, 14. (3 boats)

Full results at www.sequoiayc.org

VYC NOH H HAY SE-HILLS (5r, 11)
SPINNAKER — 1) Shanti, Olson 911S, Jeremy Harvey, 10 points; 2) Dry Land, Etchells, Jim Wallis, 11; 3) Summer and Smoke, Beneteau

Full results at www.vyc.org

The Box Scores

First 36.7, Pat Patterson, 13. (10 boats)

NON-SPINNAKER PHRF <=149 — 1) Lita-k Lii, Catalina 42 MkI, John Karuzas, 5 points; 2) Albannach, J/37, Kenneth Leslie, 13; 3) Somewhere in Time, Schock 35, Tom Ochs, 16. (5 boats)
NON-SPINNAKER PHRF >150 — 1) Cold Drinks II, Newport 33, Steve Strunk, 8 points; 2) Windsome Wench, Newport 30 MkIII, Dave Nadolne, 11; 3) Flying Minion, Cal 2-27, Bob Lockhart, 12. (9 boats)

Full results at www.vyc.org

Laser Short Course Championship, Alameda Community Sailing, 10/10 (4r, 01)
1) Jon Andron, ACSC, 10 points; 2) Emilio Castelli, TISC, 17; 3) Nick Cave, LWSC, 26; 4) David Lapier, Secret Training Grounds, 26. (20 boats)

FLEETS — 1) ACSC, 183; 2) LWSC, 136; 3) Shoreline Lake SC, 116.

Last month we brought you the first batch of summer beer can series final results; here are some more:

BVBC FALL MONDAY NIGHT MADNESS (5r, 1t)
OVERALL — 1) La Dolce Vita, J32, John Riley, 8 points; 2) Capo Gatto, Nonsuch 30, Sal Balesani, 9; 3) Kai Manu, Cal 29, John Jaundzems, 10. (5 boats)

Full results at www.bayviewboatchain.org

SEQYC Beer Can Series (27r, 0t)

SYC Summer Sunset Series (5r, 1t)

SPINNAKER — 1) Gammon, Tartan Ten, Jeff Hutter, 7 points; 2) Escapade, Express 37, Nick Schmidt; 3) Ohana, Beneteau 45, Steve Hocking, 12. (11 boats)
NON-SPINNAKER — 1) Jarlen, J35, Bob Bloom, 7 points; 2) Cattitude, Tartan Ten, Deana Maggard, 10.5; 3) Blue Ribbon, Catalina 27, Kevin Moore, 13. (10 boats)

Full results at www.susalloyachtclub.org
Caribbean Dreaming (Part II): So Many Choices

As we pointed out in September, laid out on a broad arc between Puerto Rico and Grenada are a vast array of tropical islands that together comprise a wonderful cruising ground for cruising sailors and charterers.

Having concluded our September overview with the Leeward Antilles isles, we’ll pick up the thread here with a look at the Windwards, which are substantially less traveled than their northern cousins.

If you had time to explore the whole of the Windwards — which stretch from Martinique south to Grenada — you’d find great diversity, not only in the local cultures, but in the geography and the sailing conditions. While Martinique and its southern neighbors, St. Lucia, St. Vincent and Grenada, are large, lush and mountainous, the sprinkling of islands called The Grenadines are small and low-lying. In the lee of the taller islands, winds naturally go light, while the open-water channels between them typically see booming winds. By contrast, most areas of The Grenadines are relatively protected and tranquil — similar to the Virgin Islands.

If you’re looking for an idyllic tropical getaway with a minimum of development, Martinique probably won’t be your first choice, as it is one of the most cosmopolitan and sophisticated islands in the entire Caribbean basin. Of course, to some folks, that’s a good thing.

To our way of thinking, combining a visit to Martinique with some of the less-developed islands is the best idea, as it has a long list of alluring attractions — and many charter boats are based there. Reassembling the south of France in a tropical setting, there’s no end to fine restaurants, nightlife and chic boutiques in the capital city, Fort-de-France. Daily flights from Paris bring European tourists of all stripes, who soak up the sun on the tops-optial beaches. The unique creole culture found here (and on Guadeloupe) reflects generations-old influences from Asia and Africa as well as from Mother France. Martiniquan cuisine, as a result, is rich and exotic.

Most of the big names in the bareboat industry have bases here, as do smaller French companies that you may not have heard of. Catamarans, as you might imagine, are the bateau du jour.

In contrast to the capital, there are still plenty of laid-back fishing villages, but our favorite stopover is St. Pierre. Known as the Paris of the West Indies during the 1800s, it was the capital and cultural center of Martinique until towering Mont Pelée erupted with great fury in 1902, wiping out the entire population of the town and most of its buildings. Despite its sad history, the rebuilt city is charming and its museum is well worth a visit.

Years ago The Moorings chose St. Lucia’s spectacular Marigot Bay for its Southern Caribbean bareboat charter base, which introduced this lush, slowly-developing island to many folks who might have otherwise passed it by. Today, because St. Lucia’s infrastructure is better established than either St. Vincent’s or Grenada’s — both of which are formerly British — other charter companies have followed suit, making St. Lucia a popular beginning point for Grenadines-bound charterers. One-directional bareboat charters can be organized by special arrangement. (Crewed charters are typically one-directional at no additional charge.)

The transatlantic ARC Rallies have also helped put St. Lucia on the map, as the island serves as the mega-rally’s ending point (at Rodney Bay). While there are several worthwhile anchorages along the island’s protected western shore, St. Lucia’s most popular geographical features are the twin, tooth-like peaks called The Pitons, which tower above Soufrière Bay.

If you’ve got a lot of gusto, you can hoof it to the top, but it’s no easy feat — most folks opt for a taxi ride partway up. Moorings are now in place in several adjacent anchorages; the town of Soufrière itself is picturesque and very welcoming to sailors.

Immediately to the south lies the multi-island nation called St. Vincent and the Grenadines. As on St. Lucia, vast agricultural tracts dominate St. Vincent’s interior. Although daily flights arrive here, tourism development is encroaching only at a snail’s pace, since most visitors pass it by in favor of its
smaller cousins to the south like Bequia, Mustique and Union Island. However, St. Vincent’s Blue Lagoon area — southeast of the capital, Kingstown — has restaurants, shops and guest houses that specifically cater to sailors, as several charter bases are located there.

A travel writer once described the Grenadine isles as “emeralds strewn across an azure sea,” and although the analogy is a bit sappy for our tastes, we have to admit that it’s accurate. Lush with coco palms, flowering plants and native bush, each of these tiny islands and islets has a peaceful, ‘old Caribbean’ feel, while the waters of the entire region are clean, clear and brilliantly blue.

Bequia has long been the favorite yachtie hangout of the Grenadines, probably because the lives of its people have always been focused on the sea. Still today, some traditional boats are hand-hewn on the beaches and we’re told that a few old salts still occasionally venture out in open boats to try to chase down a whale, as their grandfathers’ grandfathers did before them.

Bequia’s Admiralty Bay has smart little shops and friendly restaurants that encourage visitors to linger for more than a single night, but there’s much to see among Bequia’s sister isles.

Mustique ought to be on your itinerary if for no other reason than to have a cool libation at Basil’s Bar — a famous thatch-roofed, waterside haunt — and try to catch a glimpse of some of the international celebs who party there. Indeed an anomaly in these latitudes, Mustique is a privately-owned island where rock stars and royalty have been escaping the mainstream for decades. The anchorage is often uncomfortable, but you ought to linger at least long enough to check out the mansions of the rich and famous, on foot, by taxi or, better yet, by renting a horse or motorbike.

The cluster of islets called the Tobago Cays should also be on your list. Although, in all honesty, big fish are scarce these days, the shallow depths of the Cays and their jungle of coral heads make them a paradise for first-time snorkelers of all ages. At night, lying peacefully at anchor in these sheltered waters, you can listen to the ocean swells crashing on the fringing reefs, while you survey the starry heavens above, bathed by the soft caress of the trade winds. If this place doesn’t inspire you to be romantic, no place will.

Another favorite stop is Palm Island, which was developed into an unpretentious little resort by Mary and John Caldwell, author of the must-read classic, Desperate Voyage. Today it’s a boutique resort, but still definitely worth a stop.

At the southern end of the Grenadines lies Grenada, a tall, verdant island, long referred to as the Isle of Spice, that the modern world has affected only slightly. Rich fragrances of exotic spices waft through the air of the interior — and sometimes from the commercial docks of the main harbor, St. George’s.

Folks here are friendly and easygoing, and we strongly advise you to allow some time for inland touring, whether you are ending your sail here, or are originating from Grenada’s own charter bases. In addition to viewing plantations and walking...
in the rain forests, several spectacular waterfalls are easily accessible.

St. George’s and most of the other good anchorages are on the south end of the island, so if you’re originating here and heading north, your first day’s sail, typically to the Grenadian island of Carriacou, will be a long, pleasant blast on the trade winds.

Ah the Caribbean, what a wonderful retreat from our manic, workaday world!

— andy

Charter Notes

A friend dropped by the Latitude offices the other day with this question on his mind: “What’s the best venue to sail in for a two-family bareboat charter in June, when one family is new to sailing?”

We get a lot of questions like that, but before we answer we ask a few questions: “What are your friends’ priorities? Swimming and snorkeling? Open-water sailing? Nightlife? Fine dining? Hiking? Shopping? Seeing historic places?

First-time charterers are often advised to do the British Virgins first, because they’re beautiful, tradewinds are steady there, sailing distances between anchorages are short, overnight mooring balls are everywhere, and there’s plenty of places to party and dance to live music.

The Virgins do get crowded though, and they are a full day’s travel away from California. Since the proposed time frame was June, we mentioned the splendid cruising grounds of the Canadian Gulf Islands and American San Juans, which are close to home and offer wonderful immersion into unspoiled nature — although the water is pretty cool for swimming. When the conversation turned to the truly exotic, Tahiti and Tonga were near the top of our list of recommendations, although the airfare to reach them can be a deal-breaker.

As the conversation turned to pricing, we pointed out that boat prices are roughly similar at most venues, as are provisioning packages. But in the Caribbean — and particularly in the BVI — there are so-called second-tier companies that rent somewhat older boats for substantially lower prices. That got our friend’s attention. Being a longtime boatowner himself, he’s well aware that every boat, old or new, is bound to have minor problems and blemishes.

For us, the bottom line regarding picking a venue for a charter with friends is to assess the budget, gauge the desired level of active sailing and other water-sports, and determine whether your group prefers the tranquility of secluded anchorages or the excitement of partying ashore. Then again, what’s not to like about any of that?

— andy
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X — Santa Cruz 50
David Addleman
The Marshall Islands to Monterey (Monterey)

My Santa Cruz 50 X and I arrived in Monterey from Majuro in the Marshall Islands in early September.

The trip started with me singlehanding from Majuro to Kauai. It was hard on the wind the entire way and took 23 days.

Cruiser lore has it that it’s possible to make a big reaching loop to the north to get to Kauai. Well, that wasn’t possible with the conditions I had. So I switched to ‘race mode’ and sailed on whichever tack was favored.

A few days out of Kauai, near French Frigate Shoals, hurricane Guillermo became a factor. He and I seemed to be planning to arrive in Hawaii at the same time. I slowed down and Guillermo wore himself out on Maui and the Big Island. So that all worked out fine.

I checked in at Nawiliwili, Kauai, which, contrary to the Homeland Security website, does not have Customs or Immigration. When I called Honolulu to explain my accidental illegal arrival, they replied in perfect Hawaiian style: “No problem. Come to Honolulu when you can.” That was more than unexpected based on my previous experiences with Homeland Security at airports.

So I spent a week in Kauai visiting friends, followed by a beautiful downwind blast toward Honolulu, the latter being very unusual. After checking back in to the United States properly, I spent a couple of days at the always friendly Hawaii YC.

When another hurricane threatened Hawaii, I quickly set sail for California. The folklore concerning the North Pacific High didn’t pan out either, as the High had gone to Mexico and had been replaced by a cold front from Alaska. So I was hard on the wind again for a week.

I spent a day of motoring as the Pacific High moved back to its proper place, then had a couple of more days on the wind struggling to get up to latitude 38. Then, at long last, X found her favorite weather — off-the-wind sailing. Not since 8,000 miles before in the Philippines had the wind been aft of the beam. My last two days of speeding along on a deep reach into Monterey restored my wavering faith in sailing being a reasonable way to travel.

It took me 15 days to get from Hawaii to California, and 63 sailing days — over a year’s time — from the Philippines to Monterey.

I signed up for the Ha-Ha a few months before as an incentive to get back to California. It was a good incentive. However, X is in dire need of some serious bottom, rudder and rig work after her 10 years and 30,000 miles out in the Pacific, so the possibility of making the Ha-Ha start is slipping away as the work crawls along.

Update: After I informed the Wanderer the chances of X making the Ha-Ha were slipping away, he reminded me of a couple of things: 1) There is another SC50 entered in the Ha-Ha; 2) it should be all downwind to La Cruz on Banderas Bay from Monterey, which would not only be fun, but easy on X, and 3) there’s a good yard in La Cruz, which is warm in the winter, where Peter Vargas, who used to build masts for California sleds, has a business.

Ding, ding, ding, that was the best email I’ve gotten all week, as doing boat work in the tropics in the winter is the way to go. So by the time this issue comes out, I’ll hopefully have completed most of the Ha-Ha.

— david 10/15/2015

Colibri — Catana 55 Cat
John Thompson, Crew
France to Sardinia (San Francisco/Verona, Italy)

Since about 2006, I’ve enjoyed sailing with friends on a mix of boats in various parts of the world. From San Francisco, I did the 2006 and 2008 Ha-Ha’s, and made it as far south as Costa Rica and as far west as Tahiti. Between trips I continued working as an attorney in Santa Rosa.

Having to return home to keep working wasn’t an ideal situation. So taking inspiration from other entrepreneurial people I’ve met, it seemed prudent to start a software business that I could run from anywhere in the world. So I built a hotel management and reserva-
IN LATITUDES

My friends aren’t using the boat for full-time cruising, but rather for a number of short cruising stints in the Med. Eventually they plan to sail her to the Caribbean. Having sailed together on charter boats a number of times in the Caribbean, Mexico and Tahiti, we were all looking forward to being able to combine sailing with European history and culture.

After a short shakedown cruise in May from Canet to Toulon, France, we returned to the boat in late August to explore Corsica and Sardinia. The original plan was to go much farther, such as through Sicily to Croatia. But with just a few weeks at a time on the boat, we decided it would be better to slow down and more fully enjoy the places we would be visiting.

From Toulon we headed out to Porquerolles, a nearby two- by five-mile island that strikes me as being the ‘Catalina of France’. It gets tons of day-trippers and has bike-rental places by the dozen. But the town and island are charming, and it was a great way to start our trip. From there we did an easy overnight motor to Calvi, Corsica. Although the marina wasn’t cheap — over $250 U.S. per night — we thoroughly enjoyed our front row seat in the town and the view of the historic citadel.

Leaving Bonifacio, we were thinking of heading up the east coast of Corsica, but the weather seemed to be changing. So at the last minute we decided to make the eight-mile hop over to the Italian island of Sardinia.

We first enjoyed the national park of La Maddalena, a group of small rocky islands. Having to pay a park fee of 60 euros for two days, plus 80 euros per night for a mooring, made it a bit of an expensive visit for something that wasn’t all that different from the other places we had been visiting for free.

Our second stop was famous Porto Cervo, home to the Costa Smeralda YC. By coincidence, we arrived in the middle of the biennial Perini Navi Cup, the regatta for the many mega-mega yachts built by Perini Navi. It was lots of fun being in the midst of these enormous boats in 30+ knots of wind as we prepared to enter the port. We actually crossed their finish line as the majority of the fleet was finishing the last day of racing.

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Tying up to the dock with boats like this is a typical high season beach scene in the Med, and the beach could be on either the French Island of Corsica or Italy’s Sardinia.

Recently I joined some San Francisco friends for a bit of late summer cruising in the Med aboard the Catana 55 Colibri. My friends had bought the cat from the factory in Canet, France, in 2012. Since I was living in Verona, I made a bunch of trips over to France during the winter to help with some logistics of the purchase process. My friends aren’t using the boat for full-time cruising, but rather for a number of short cruising stints in the Med. Eventually they plan to sail her to the Caribbean. Having sailed together on charter boats a number of times in the Caribbean, Mexico and Tahiti, we were all looking forward to being able to combine sailing with European history and culture.

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Tying up to the dock with boats like
the 289-ft Maltese Falcon lying just ahead of us, was a unique experience. Pricey, too, at nearly $300/night. While later walking the docks, we could look into the ports of some of the boats to see parts of the interiors. Wow.

I know that a lot of Northern California sailors claim that ‘if you can sail San Francisco Bay, you can sail anywhere’. It turns out that sailors say the same thing of the Med. Over here the wind is often unpredictable, and there is frequently either too much or too little. When there is wind, it seems that it is almost always OFN (On the F**king Nose). And the waves can be steep and short, often with the swell counter to the direction of the waves.

Because there is no consistent wind direction, the wind could be blowing a completely different direction a few hundred miles away, sending a cross swell to where we were in otherwise mild conditions. It didn’t make for the most comfortable sailing.

The season in the Med is also shorter than California’s. We had great weather in Corsica the last week of August, but by the following week the weather was a mix of sunny and cloudy/rainy days.

From Porto Cervo we made time for a bit more beach exploration just south, then did two 10-hour day trips down to Cagliari. It rained hard almost the entire time, so we didn’t get to explore as much as we had hoped to. Two crew left the boat there, and two new friends arrive tomorrow, at which time we’ll have one more week to explore the southern tip of Sardinia.

We plan to return to the boat next spring, and continue working our way south and east to Sicily, Greece and Turkey, and then back to Croatia. I suppose I could return to California and get a job in the legal profession, but for right now I think I’ll stick with what I’m doing.

— john 10/15/2015

Tamarisk — Sundeer 56
Jason and Piers Windebank
Onward in the Gulf of Aden
(San Diego)

[Part One of this report appeared in the October issue of Latitude. The events described here took place in January of this year]

There is a line from a famous college graduation speech by Baz Luhrmann that goes like this: "Don’t worry about the things that scare you. The real troubles in your life are apt to be ones that never crossed your worried mind, the kind that blindsides you at 4 p.m. on some idle Tuesday."

We’ve noted the truth of these words during our three-year circumnavigation, as we’ve encountered countless troubles we never expected, and rarely encountered those we did expect. Sharks, surprise storms at sea, uncharted reefs, and pirate attacks have all worried us at various times during our journey. In fact, far more so than loose mud in an anchorage, a casual dinghy ride in the dark, or a loose rope sitting on the deck. It’s been these latter things that put us in far more danger than the former, with our greatest fears never becoming a reality.

In the past week, it has again been the unexpected dangers that have put us at risk. Several days ago we pulled out of the pirate-afflicted Gulf of Aden and entered Aden, an official Yemeni port. We needed to buy diesel and food, and didn’t anticipate any problems. As we dropped our anchor at 4 a.m. in front of the Port Authority, yellow flag up, ready to make a formal entry into the country, we began hearing gunfire from the shore — and saw warning shots hitting the water near our bow!

We were already on the radio with the Port Authority, which was explaining to us that we had anchored on the wrong side of the bay. But by the time we retrieved our anchor, we had been approached by two camouflaged skiffs with 15 or so heavily armed, camo-wearing militant-looking guys aboard. Within a few minutes of yelling in Arabic, several of them boarded Tamarisk, some with bandanas, some with camouflage sarongs, some with knives on their hips — but all with large automatic firearms over their shoulders. If not for the conversation we were having with the Port Authority on the VHF, we certainly would have presumed them to be pirates.

They proceeded to search and ransack everything on the boat. When they found our assault rifles, things went from bad to absolutely awful. At this point we had no idea who these people were, because they didn’t identify themselves and didn’t have badges or uniforms, and there was no identification on their boats. In our eyes their authority came only from their aggressive display of AK-47s and other weapons.

Then, in the most broken English imaginable, we were told we were going...
to be taken to a military holding camp ashore for the night, apparently in the belief that we’d been planning to attack their country — or something of the sort.

The Port Authority officer on the radio pleaded with the men with guns to leave us alone, trying to explain we’d done nothing illegal and were following the described entry procedure. But yelling in Arabic just erupted on the VHF, and the men refused to disembark, ignoring the orders of the Port Authority.

An English-speaking, white-uniformed official then approached on a larger coast guard-looking boat, hoping to board Tamarisk and talk some sense into the militant men. But in an unbelievable scene of anarchy, the militants refused to allow him aboard. There was more yelling and brandishing of weapons. The uniformed official appeared to be outgunned, and therefore outranked, so he left into the darkness.

For nearly another hour it was a scene of Third World chaos and confusion, but eventually the militants agreed to let us re-anchor, sleep for a few hours on our boat, and face some kind of military proceeding in the morning.

"Don’t move!" was their final instruction as they got back onto their skiffs and departed.

We knew the sun would be up within an hour, so as soon as they were out of sight, we shut off all our lights and headed for sea at full speed under the cover of darkness. Yes, we were directly disobeying their orders. Goodbye, Yemen, we won’t be back! Ever.

By sunset we were entering the straits of Bab el Mandeb, the narrow entry to the Red Sea that was by far the most feared portion of our voyage. Not only is the strait narrow, it’s also the territorial waters of Muslim countries, and thus coalition warships aren’t permitted to conduct piracy patrols. So the waters are unprotected and universally feared by mariners, ourselves included.

With brisk winds from behind, we kept a speed of eight knots through the ‘danger zone’ — and fortunately didn’t see a single fishing skiff or anything even remotely suspicious. We had expected up to 50 encounters with fishing skiffs, during which time we’d deploy warning flares, show guns on deck, and so on. But we had nothing but perfect sailing conditions, with an occasional dolphin at the bow.

Two days later we were farther north than the most northerly pirate attack ever, meaning the danger zone was clearly behind us. We deep-sixed our bulletproof shield, lightening Tamarisk up by almost 1,000 pounds. Then we offloaded our weapons at the floating armory at 18 degrees north. Complete safety at last!

As we worked our way up the Red Sea, with the wind on our nose for what we assumed would be the next week, we still needed the diesel fuel we hadn’t been able to get in Aden. But entering any port along the Red Sea would have been a huge risk because we had an Israeli citizen aboard. And we were learning the hard way that every country bordering the Red Sea is an enemy of Israel. Entry for Israelis is simply not permitted, and the tensions and emotions are very high, as Israeli bombs were dropped here less than 12 months before.

So before entering Port Suakin, we put Lee, our Israeli crew, onto our buddyboat Shapirit, and hoped no Sudanese military patrol boats would do any routine checks on them or us. We’re not sure Lee, Tamarisk’s Israeli security officer, jumps over to Shapirit so that Tamarisk can stop for food and fuel at Port Suakin without problems.
what the consequences would have been if they’d discovered what we’d been up to, but needless to say, we didn’t want to find out. And so it went, fortunately without any problems.

The rest of our trip to Turkey, where we’d started our circumnavigation three years before, was without incident. Tamarisk is now for sale, ready to go around the world again.

For all its flaws, we love the world, and we loved our circumnavigation.

— jason 01/14/2015

En Pointe — Searunner 31 Tri
Tom Van Dyke
Thailand, Should I Stay or Go?
Santa Cruz

I’m hunkered down anchored off Yacht Haven Marina in Phuket, Thailand, awaiting the change in monsoon season. The rains will end soon, at which point the northeast monsoon begins, making the anchorages on the west coast of Phuket tenable once again, and restoring clear water to the anchorages of the Andaman Sea.

A few months back I started out from Langkawi, Malaysia, a popular cruiser hangout just across the border from Thailand, for Sumatra. I was on my way to Africa. But halfway to Sumatra I turned around for no particular reason — except, I guess, that I missed Phuket.

Friends on Momo, a Mason 43, had left a week before me and continued sailing down the west coast of Sumatra to about two degrees south of the equator, where they picked up the tradewinds for the last 2½ months, making the anchorages on the west coast of Phuket tenable once again, and restoring clear water to the anchorages of the Andaman Sea.

As the intrepid crew of Momo consists of sisters ages 10 and 13, and their parents, I was a bit embarrassed to have turned back. But it just wasn’t time for me to continue west yet. Sometimes you just have to make tough decisions.

Waiting out the rainy season here in Thailand has given me plenty of time to relax, read, cook, hang out with friends, and enjoy an occasional meal at one of the terrific local restaurants.

Yacht Haven Marina has a great deal for anchor-outs, as they give us a secure place to tie our dinghies, an air-conditioned gym, a swimming pool, and showers for 600 baht a month. For those of you who aren’t currency speculators, 600 baht is about $17 U.S. dollars.

The skipper of one boat anchored nearby awoke to find a four-foot long monitor lizard on the deck of his trisaran — which turned out to be a real turkey. But I had a good time at Antigua Race Week, and even met up with my friend Ian Mark, an English singlehander I’d met in Fiji who was finishing his solo circumnavigation. I joined him aboard his Vancouver 32 for the sail from Antigua back to St. Martin, where it’s a couple of hundred dollars less to fly back to the US because of Antigua’s steep airport fees.

After a year in Southeast Asia, I’m again reluctantly contemplating shoveling off after the New Year, as that’s the time to head west. But that’s months away, and I’m trying to focus on being here now, and not worrying about the past or the future. Or as my Tasmanian friend Peter McHugh of the Van de Stadt 40 Honeybee would say, “I have no plan and I’m sticking to it.”

I actually have plenty of time for passage planning. One popular passage-planning debate rages over whether it’s now safe to do a circumnavigation via the Red Sea. Evidence is mounting that the threat of Somali pirates is much lower than it has been since the four West Coast sailors were kidnapped and
IN LATITUDES

Our original intention was to revisit Vanuatu and then Micronesia, specifically Pohnpei. The heightened sea temperatures associated with the northern equatorial Pacific caused us to reconsider this plan. We decided to sail eastward instead, and revisit French Polynesia. So on May 31, we departed Opua for Tonga.

Nancy was not part of this operation. We took on a pier-head jumper named Hugh Higgins who, it turned out, knew next to nothing about sailing despite owning and sailing an H-28. My other shipmate was Bruce Ladd, who had owned many boats and has participated in many sailing adventures around the world.

We had a strenuous 10-day passage up to Vava'u, Tonga, where we spent 10 days licking our wounds and enjoying the climate. Next we set off for Papeete in French Polynesia, which proved to be another strenuous passage, mostly to windward. The immigration officer who handled my checkout in Vava'u told me that Flashgirl was only the second vessel that year to have taken the difficult route we had from Opua.

In Nancy's absence we did not have access to SailMail and the weather information that we normally would have had. As a result, we sailed from Tonga to Papeete the old-fashioned way — taking what came and tacking on shifts. The result was that we averaged just 100 miles per day on the great circle track between our start and our destination. Our mid-afternoon landfall on the south side of Moorea, however, could only be described as spectacular! Subsequently, we took a berth in the new Papeete Marina, which replaced what you probably think of as Med-ties along the Papeete waterfront. The new marina murdered a few years back, but there is still plenty of risk, as Yemen has fallen and is apparently off limits.

And even of you arrive in Djibouti with your head intact, you still have a challenging sail through reefs and sandstorms to the Suez Canal. And you’d want to be in Djibouti by end of February, or else you’d be motoring in calms getting there from the Maldives. But at least the Red Sea route may now be somewhat feasible without hiring mercenaries — as some yachts have done. I can’t imagine doing that.

My more likely route will be across to South Africa. But it’s all armchair sailing, and I’m actually beginning to really like it here in Thailand. It’s relatively cheap, and once you get used to the ‘visa dance’, the ‘Land of Smiles’ begins to grow on you. Who knows, maybe I’ll spend another season here. As always, it’s tough to leave ‘paradise’. The same was true with Mexico and Polynesia.

— tom 10/15/2015

Commodore has been hanging around on boats for more than 80 years. His crib was a drawer in the pilot schooner ‘Wander Bird’.

Flashgirl — Wylie 38+ Warwick ‘Commodore’ Tompkins New Zealand to French Polynesia (Mill Valley)

I returned to New Zealand in mid-December 2014 to complete the three-year refit on Flashgirl. I’d taken nine years to build her — my wife Nancy says it was 10 years — and launched her in April 2000.

After the refit in New Zealand, we splashed the boat in early January, then puttered around with details and incompetent New Zealand tradesmen for several months. Much of this work was centered around our little Perkins M30.

The engine was meant to be completely serviced and bench tested prior to my return last December. As it turned out, this work was either poorly done or not done at all, and had to be done again under my supervision. All the sailing aspects of the boat were easy, and came together nicely, including refrigeration. We replaced the water-pressure system the week before departing New Zealand in late May.
changes

had opened for business something like 30 days before our arrival on July 2. The marina is carefully designed, curvilinear, and replete with what I think are flimsy aluminum fittings, insufficient cleats, and what amounts to vending machines for the dispensing of water and electricity. It remains to be seen if this marina will survive a cyclone, exposed as it is to the entrance to Papeete Harbor.

Heavy-displacement ferries run between Papeete and Moorea regularly from 6 a.m. to 8 p.m. Though the entrance to the harbor is about a mile to the west of the marina, the wash from these ferries causes the yachts in the marina to roll heavily and jerk on their mooring lines. In sum, the marina, while efficient in many regards, is also sterile and deprives Papeete Harbor of much of its previous charm.

We are aware that everyone since Captain Cook has advised a visit to Tahiti and environs “before it is spoiled”. I submit it is too late. From my perspective, the major current benefit of the marina is seeing Moorea in the sunset. It’s spectacular on a regular basis.

Nancy rejoined Flashgirl in Tahiti. She reminded me that although I’m 84, I “still behave like I’m a teenager.” And she didn’t even know me before I had my heart attack more than 25 years ago.

With Nancy’s arrival, my delivery crew departed. She and I toured around Tahiti for the better part of a month, then spent most of another month in Opunohu Bay. This bay is the most beautiful place I have seen on this planet.

My closest friend in the Opunohu Bay area was Omer Darr, now 15 years deceased. Some may know Omer was the last of the schooner men in the South Pacific, operating the schooners Nordlys, Grace S./Wanderer and Te Vega. He owned and lived on a property at Opunohu Bay. Larger than life, he was well-known in the area. Following the Omer Darr trail, we made a number of friends in Tahiti and Moorea, all of considerable interest.

On one of our excursions we visited Le Maison de James Norman Hall, he being the Iowa-born co-author — with Charles Nordhoff — of Mutiny on the Bounty and the Bounty Trilogy. It was a powerful experience to be in the garden and rooms that were virtually alive with the memory of his incredibly colorful life. Among other things, he served in the militaries of three Allied countries during World War I, during which time he was shot down while flying for the French, and became a German prisoner of war.

When American mariners arrive in French Polynesia, they are granted a 90-day stay. This is a very short time to see five groups of islands spread across thousands of miles of ocean. Therefore we sought, and obtained, a six-week extension. But it wasn’t easy to get.

Our plan has been to depart Tahiti and Moorea to revisit the Tuamotus, then explore the Marquesas in greater depth. However, the intense warm water and repeated tropical cyclones blowing past the Hawaiian chain reinforced our desire not to depart Nuku Hiva until November.

We are presently at Fakarava in the Tuamotus, the second largest of the atolls in French Polynesia. We are anchored in the southeast corner, expecting fresh easterly winds for the next week. The fetch across the lagoon of even a fairly small atoll allows an uncomfortable sea to rise, unless you are underneath a motu on the windward side. Fakarava and Rangiroa, the two largest atolls, are prime offenders in this regard!

It is a fact of life that many of the passages/entries into these lagoons are on the leeward side of the atoll. Hence, when you enter looking for shelter and rest, you find yourself facing a nasty chop and difficult anchoring conditions. One option is to thread your way through all the unmarked coral heads in the lagoon toward the windward shore, and anchor there.

In Fakarava we have had trouble recovering our anchors owing to the fact that I am unable to dive deep enough to disentangle them and the chain from the coral heads on which they become entwined. Where we are anchored now, there is a preponderance of white sand and the coral heads are modest, not so frequent, and of low profile. The sandy beach, a third of a mile to windward, embraces the boat for 180 degrees. This motu is “heavily wooded” in the way of these atolls. That means heavy brush and palm trees growing out of what appears to be coral rubble.

This SE corner of the Fakarava lagoon, named Hirifa, is sparsely settled. Last night there were no lights other than from three anchored yachts. We are well past the end of the road from the north, and about six miles to the south pass. Visually, this place is about as idyllic as one can imagine. The colors, the serenity and the silence are mesmerizing.

We think we’ll visit a couple more new-to-us atolls, weather permitting, then head off to the Marquesas. Nancy plans to be home in time for Thanksgiving, and I expect to return after the holiday madness. We will leave the boat somewhere...
that’s based on fears for cruisers’ personal safety more than the weather. In our experience, the conditions offshore are stronger than inshore, meaning within five to 10 miles. [Editor’s note: Years ago the Caribbean coast of Colombia was the site of numerous attacks on cruisers, including a very serious one on a couple who were vets of the Ha-Ha. It’s been years since we’ve heard such a report.]

Currents are also 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.

Here’s the route, east to west:

**Bonaire.** The entire island is a marine park, so you can’t anchor. Moorings are available for rent by contacting Harbor Village Marina on VHF 17.

**Curaçao.** Spanish Waters is a large, almost landlocked lagoon that is a nice 35-mile downwind sail from Bonaire. To enter Spanish Waters, stay close to the beach — which is still 90 feet deep — during which time you will easily see the shallow edge of the reef to the north. Then zigzag through the channel. The channel is not lit or marked, so you must arrive in good light well before sundown.

When leaving, sail along Curaçao’s west coast. The water is deep close in, the current is favorable, and there’s great sightseeing — interesting cliffs, fancy homes, and pretty beaches. We have gone to Santa Cruz Baai at 12°18’55”N, 069°08’77”W, which is about 25 miles northwest of Spanish Waters, an easy daysail. You anchor in 10 to 12 feet of sand and coral at the mouth of the bay, avoiding coral patches. There is great snorkeling along the cliffs, and it’s an easy place to leave in the dark. Aruba is now only 45 miles away, with wind and current behind you.

There are several other places on Curaçao’s northwest coast that are pleasant.

**Pizazz — Moorings 500**

Lourae and Randy Kenoffel
Between Aruba and Panama (San Francisco)

The key to cruising the Colombia coast safely and comfortably is weather. This is especially important if you plan an offshore passage, but also applies to coastal cruising. 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 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
Monjes del Sur, Venezuela. This stop is 53 miles downwind. There is a waypoint at 12°21’75N. 070°52’75W just to the northeast of the island. Charts show the southern two islands as separate, but they have been joined by a large rock dam. This rock is part of Venezuela — so get your courtesy flag out and call the Guardia Costa on VHF 16 for permission to anchor. "No problema" was the answer we got. In fact, they will probably contact you first, asking you to identify yourself and state your intentions.

[Editor’s note: With Venezuela having fallen into near chaos, this information should not be trusted.]

The anchorage to the left of center, facing the rock dam in front of you, is over 65 feet deep. There’s a huge dock with tires where you might be able to tie up. In 2000 they added a rope between the dock and their center-peninsula headquarters to tie to. There is room for about six boats. This is a good rest stop.

We stayed a few days and enjoyed fabulous snorkeling among crowds of barracuda and lobster all around the rock. The guys stationed there were extremely friendly and loved to have visitors. They’ll want to see your passports and boat papers. This is also a very easy departure point in the dark, which you’ll want to do as the next leg is 80 miles.

Cruise Notes:
Despite the fact that, as you read earlier in Changes, the folks on the Sundeer 56 Tamarisk finished a circumnavigation via the Gulf of Aden and the Red Sea, there are those who think the area is even more dangerous than it was in February 2011. That is when, you might remember, four West Coast sailors — Jean and Scott Adam of Marina del Rey, and their crew Phyllis Macay and Robert A. Riggle of Seattle — aboard the 58-ft Marina del Rey-based Quest — were seized by Somali pirates and murdered a few days later.

“My friend Steven Horribin of the Oyster 54 Almacantar posted this comment on the Red Sea piracy link,” reports Tom Van Dyke, who is in Thailand on his Santa Cruz-based Searunner 31 trimaran En Pointe, and who also has a report in this month’s Changes:

“In my humble opinion, the Gulf of Aden is less safe in many ways than in the days of the Somali pirates. The problem is al-Qaida is now in the Arabian Peninsula and basically runs the major port city of Al Mukalla, as well as dozens of smaller port towns along a 250-mile-long stretch of coastline they control. Furthermore, both al-Qaida and ISIL/DAESH terrorist groups are prominent and active in Aden. For example, a few weeks ago DAESH blew up a boatload of Houthi captives in the Port of Aden, after towing them out for execution before the eyes of the population. I wouldn’t go through there for all the tea in China.”

Nor would we.

Why would it be hard to be an alcoholic in the South Pacific? Rose Alderson of the Gabriola Island, British Columbia-based Catalina 34 Mk II Aussie Rules might have provided a hint:

Oranjestad Harbor is nicely illuminated if you have to arrive at night, but as you might expect, it can also be noisy with tourists.
there in any 180-day period. Given the six-month cruising season in the Med, it means US cruisers — as well as those from New Zealand, Australia and other non-Schengen countries — can only enjoy half the season there. There are ways to work around the 90-day limit, but they are time-consuming and expensive, so a lot of cruisers just ignore the law. If caught, however, they run the risk of big fines and being banned from the Schengen Area countries for as much as the rest of their lives.

Enforcing the law is not in these countries' self-interest, as it makes it difficult for well-heeled visitors to spend a full season or more dropping money in their economies, there is a new proposal for a ‘touring visa’ that would change everything. Once you got to Europe, you would provide officials of any Schengen Area country with proof that you have "admissible accommodation", meaning your boat, 12 months of pay stubs or bank statements that suggest you won't go broke during the length of your intended stay, and health insurance. If all was hunky-dory, within 20 days you’d receive a tourist visa allowing you to stay for . . . as best as we could tell, as long as you wanted in any Schengen country. This isn’t law yet, but hopes are high for the upcoming year.

Priority was destroyed upon landfall on the east coast of Australia. Having left Mexico just a few months ago, Pacific Puddle Jumper Eddie Martin of Mooloolaba, Australia, made the most unpleasant of landfalls at the river bar at beautiful Noosa. Having misjudged the tides at the narrow entrance, the 57-year-old South African struck bottom with his Beneteau 35, driving the keel through the hull. And he was just 30 minutes from home after crossing Ocean is not uncommon among those who have circumnavigated via the Cape of Good Hope. Jim Green of Martha’s Vineyard did three circumnavigations with his submarine-like 10-Meter Tango Two, and told us his boat was heeled over so far for so long in the Indian Ocean that the leeward deck needed a bottom job when they got to Cape Town.

Improve rules for US citizens wanting to cruise Europe? It looks as though it’s in the works. As we’ve written a number of times, Americans who sail to and in the Schengen Area countries — meaning most of Europe — are prohibited from spending more than 90 days
CHANGES

the Pacific. Martin and his crew were not injured, but the uninsured vessel was a total loss. A mechanic who had purchased the well-equipped boat in San Carlos, Mexico, and headed across the Pacific with Madrie Van Staden, Martin had crossed the Pacific two years before on another boat.

"It wasn’t the bar’s fault," said Robert Cleveland, a local surfer and experienced sailor, of the loss of Priority. "It’s not a treacherous entrance, but the channel does move. A friend and I watched the boat coming in. ‘You’ve got to be kidding,’ we said to each other, ‘this isn’t going to happen.’" And it didn’t.

"It was just Denise Ogier, my granddaughter Andrea, and myself aboard on the way from Catalina to San Diego when we landed a 63-inch-long wahoo," reports Patsy ‘La Reina del Mar’ Verhoeven of the La Paz-based Gulfstar 50 Talion. It was hard to land the big fish and even harder to kill it.

"Tequila didn’t work, so we covered its head and I went at it with a small sledge hammer. That did it. Then I had to clean it. When I put my hand inside the wahoo to get the guts out, the dead fish would respond to my touch by quivering. It was creepy. The good news is that now that I’m alone, I’ve been having wahoo to eat every day and in every way."

"Fresh wahoo is my favorite," reports Terry Albrecht of the Long Beach-based Columbia 36 Ojo Rojo, who like Patsy had just completed the SoCal Ta-Ta. "I buy it all the time at Santa Monica Seafood where it costs $16/lb. But it comes from Fiji."

Tropical storms and hurricanes are destructive, of course, but so are their so-called ‘remnants’. For instance, in late September the remnants of hurricane Marty left the state of Sonora, Mexico, with severe flooding in downtown Guaymas, damaging 800 homes and 400 vehicles. Hundreds of cruising boats are on the hard at nearby Marina Seca. Tere Grossman reports that there wasn’t any damage there, although Nate Kraft of the Cheoy Lee 41 Astraea reported that his friends from Terrapin returned to find their boat filled with "thousands of gallons of water."

"We’ve had a great time in the Med this summer," report Greg Dorland and Debbie Macrorie of the Lake Tahoe-based Catana 52 Escapade. "But this..."
past week — late September — we’ve had gales around Sardinia every day. We took refuge on a buoy at ritzy Porto Cervo where the old anchorage used to be. The place was a ghost town compared to just weeks ago, as when the season ends in the Med, it ends.

"The natural harbor is well protected," Dorland continues, "but the waves were building directly from the east and the forecast was for gale-strength winds this morning. So Debbie and I decided to put Escapade on the dock, even though it would increase our nightly mooring costs from $37.50 euros ($42 US) to 190 euros ($216 US) a night. The marinero tried to shoehorn us into an impossibly tight place even though all the larger spaces were empty.

"Approaching the fairway to ‘C’ Dock downwind in a breeze, I had both engines at 3/4 throttle in reverse to try to idle into the crosswind turn. A quick calculation gave me about a 20% chance of making the righthand crosswind turn, followed by a lefthand downwind turn, and then reversing upwind to the dock — hopefully without hitting any other boats. With the very large rectangle that Escapade is, I simply wasn’t up for it, so we backed out and tried to go to the fuel dock. The waves, however, were too big for even that. I saw no point in Debbie having to risk her health trying to get a line on a buoy with the wind inside the harbor blowing more than 30 knots.

"So we pushed out the harbor entrance through the impossibly square waves, and carefully made our way back up to ‘Porto’ Palma, which is no port but rather a protected anchorage from all but a southerly wind. Now we’re sitting in 30 feet of water with nearly 200 feet of chain out. It’s blowing 35 knots and pouring rain, but we’re feeling pretty good. At least we were until the lightning started half an hour ago. As many readers may remember, Escapade has already been hit by lightning twice. A third time probably wouldn’t be a charm."

Ten days later, Greg, Debbie and Escapade were anchored off Santa Margherita Ligure, not far from Porto, not far from Santa Margherita and Portofino, and life was much better. "It’s too nice to leave for Genoa today, as the forecast is for a high of 72 degrees."

The last time the Wanderer was in Santa Margherita, he noticed a most Italian touch at the marina. When you
got to the bottom of the ramp just before the slips, there was a covered area with seats and big mirrors. A certain class of Italian woman needs to primp just before going out on the water.

“I’d like to thank my seven fans,” writes Mark McNulty from aboard Bill Gibbs’ G-Force 1400 catamaran Wahoo in steamy Panama, on her way from South Africa to her new home in Ventura. “I couldn’t have gotten this far without you, as you keep me cool.” The fans he refers to are 12-volt fans in the cat, not the human kind.

If you’re headed to Mexico this winter, be advised that both fuel and oil are much more expensive south of the border. In fact, in some instances diesel now costs twice as much in Mexico. On the one hand, you don’t want to weigh your boat down with 7.5 pound/gallon liquids, but with US diesel half the price, you don’t want to go south with empty tanks either. Oil is also much cheaper in the States, and particularly at Costco. We use Delo 400 15-40 in our Yanmars, and Costco was selling three gallons for $33. Once again, that’s less than half of what you sometimes have to pay in Mexico.

During a stop in the San Blas Islands, McNulty distributed highbrow reading material to the Kunas to help them learn to speak English, and much less expensive than at many US retailers. Not all Costco stores carry it, but the one on Friars Road in San Diego had it. In other financial news, the exchange rate is now just under 16.50 pesos to the dollar, making Mexico an incredible bargain — for most everything but fuel and marina slips.

**Meds and Mexico.** If you’re going south this winter, you also want to make sure that either you have enough of whatever medicines you’re taking, or that you can get that medicine or an equivalent in Mexico. Rick Bradshaw of the Hans Christian 33 La Vita reports that he used to be able to buy Coumadin/Warfarin, which prevents blood clots, over the counter without a prescription. “Now the medication is no longer available, and there is no real replacement,” he says.

It’s also good to have a copy of any original prescription, in the unlikely event that you’re stopped by customs. Speaking of Mexican customs, Robert and Nancy Novak of the Sausalito-based Oyster 485 Shindig crossed the border in mid-October to return to their boat in Mexico for the season. “Our border crossing at Tecate was a breeze. We were happy to get the green light at customs and not have to explain why our vehicle is loaded with boat parts and kite-surfing equipment.”

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Lost and found. "I'm trying to track down Jim O'Connell, my old best man," writes Daniel Joseph. "Jim left Seattle aboard his Hylas 42 Moko Jumbi in the early 1990s, and went on to complete a circumnavigation. The last I heard, he returned to San Diego, then remarried and moved to Montana. Can anybody help me locate him?"

Friends have suggested that Josie Lauducci of the Sausalito-based Stevens 40 Shawnigan might be "insane" for having quit a hefty-income pediatric intensive care unit job she loved at UCSF. "No," she's told them. "I'm just fortunate to have budgeted time to take off work to share the world with my husband Christian and our kids Nina, 12, Ellamae, 7, and Taj, 2. We've chosen a lifestyle that enables us to live on less income but also allows us to sail away for awhile. It's not for everyone, but it works for us."

After leaving Sausalito to start the family cruise on August 20, Josie returned to UCSF for one more stint of work. "I crammed nine 12-hour shifts into a 16-day timeframe. Getting three weeks' worth of work done meant almost half a year of cruising money."

The Lauducci clan is still reveling in slowdown mode, having taken 47 days — perhaps a record — to get from Sausalito to Santa Barbara. But don't mistake it for languor on their part, as they are also smashing records for doing the most stuff every day.

Do what we say, not what we do. "The October-issue story about us was about the nicest we could imagine about our Catalac catamaran Angel Louise and our wonderful experiences in the Caribbean, on the East Coast, on both sides of the Atlantic, down the Danube to the Black Sea, and across the Med," write Ed and Sue Kelly.

"We're currently on a mooring at Annapolis, waiting for the start of the boat show. We are happy to have dodged the bullet that was hurricane Joaquin on our way here. We had run offshore outside New Jersey in 6-8 ft beam seas for 34 straight hours from New York City to Cape May, and then up the Delaware Bay and C&D Canal against the current to get to the Chesapeake. Yes, we did this against our better judgment — and contrary to what we told others to do in the last issue of Latitude. But we did make..."
it to Annapolis, in sight of the first US capital after the Revolutionary War."

Earlier in Changes we referenced the February 2011 highjacking of the Marina del Rey-based 58-ft sloop Quest and the eventual murders of crew Jean and Scott Adam, Phyllis Macay, and Robert A. Riggle by Somali pirates. What happened afterward?

The bodies of two dead pirates were found aboard Quest. Thirteen others, 12 Somalis and one Yemeni, were captured and sent to Norfolk, Virginia to face charges of piracy and kidnapping. Three of them, Mohamud Salad Ali, Mohamud Hirs Issa Ali and Ali Abdi Mohamed, pleaded guilty in a US court.

Farah, a leader of the group, later told Reuters in a telephone interview from Somali that he was bitter about what happened. "I lost the money I had invested in the [pirate] business and some of my comrades. No forgiveness to the Americans. Revenge! Our business will go on." He added that he had invested $110,000 on food, weapons and salaries for the highjacking. Poor guy.

The good news is that Farah’s business has not gone on. Which is not to say it’s become safe to do a circumnavigation via the Red Sea.

At just 45 miles south of San Diego Bay, Marina Puerto Salina is the northernmost marina in Mexico. Unfortunately, marina tenants tell us that management has not kept their promises to keep the marina entrance dredged, and thus not only are their boats trapped, "The main entrance is still open to the ocean, and boaters seeing masts from the ocean try to come in, thinking it is a safe harbor, and run aground," says Nick Benetic, who tells Latitude he has a boat that’s been trapped in the marina for years. Beware.

It’s hard to believe, but another northern hemisphere cruising season is upon us. If you’re one of the lucky ones who gets to go south this year, be safe. But also be active and curious, and it will make your trip much more enjoyable. You’ve worked hard and spent a lot of money, so you want to make the most of it. And don’t forget to email!
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24 FEET & UNDER

20-FT PACIFIC SEACRAFT FLICKA. 1984. Costa Mesa, CA. $23,000. On custom trailer by original owner. Two o/b engines (has inboard engine mounts/pam option), aluminum toe rails, singlehanded rigging, bronze ports/thruhulls, enclosed head compartment. Head, galley, berths and most equipment unused. Boat was daysailed a few times from marina slip before boatyard storage. Nesting dinghy, solar panels, etc. For inventory list/photos/maintenance details call Dennis. (949) 548-3770.


25 TO 28 FEET

26-FT HUNTER, 1994. Hanford, CA. $10,000. Simple to rig, easy to tow. Spacious interior, full galley, head, dinette. The Shortcake has been sailed on Huntington Lake and Monterey Bay, stored in a barn. More information at http://hanford.craigslist.org/boa/5263480461.html or contact ebgrr@trucking@comcast.net or (559) 281-2385.


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30-FT NONSUCH CLASSIC, 1979. LA Harbor. $35,000. I make frequent trips to Catalina in this comfortable boat. Diesel inboard. Sails and power well; even trophied in last year’s races. 2-speed Harken furler, B&G instruments, 2-speed main, Yanmar 1GM10, cockpit cushions, steering wheel, VHF, and Solar. Excellent condition. Ready to sail away!

29 TO 31 FEET

30-FT J/30, 1978. Delta, King Island. $12,000. Hull #74 - Roller Coaster. Not sailed too much lately. In the Delta and used as summer hangout for many years. Needs some TLC. Contact (650) 224-9332 or jonnewitt@gmail.com.

29-FT HUNTER 28.5 WITH 35-FT SLIP. 1986. San Francisco. $19,000. With a 211hp Yanmar inboard engine. Great, fully functional sailboat with many recent upgrades. The price includes the right to transfer my 35-ft slip in the San Francisco West Marina. The SF Marina has a 15-year wait list, but you can skip the waiting if you buy this boat and pay the harbormaster a transfer fee of approximately $6,000. More info on the harbormaster’s wait list here: http://sfrecpark.org/destination/ sf-marina-small-craft-harbor-marina-green/. Info on the boat at: http://sfbay.craigslist.org/bo/5242149409.html. Please call, text, or email with questions: (415) 244-3992 or cbarberich@gmail.com.


30-FT NONSUCH ULTRA, 1988. Marina del Rey. $51,000. Very rarely used. Exceptionally clean. 4-cylinder diesel engine, very low hrs. Must see to make an offer. Info at Wmhhmustang@gmail.com or (301) 251-8821.


34-FT IRWIN CITATION, 1978. Sausalito. $11,000. Yanmar 2qm, Harken furler, rigid vang, wheel, Autohelm, bow/stern anchors, Lifesling, horseshoe, overboard pole, four-burner propane stove, 20gal holding tank, new interior, shower, 6’ head room, 11’ beam. Contact (415) 665-0233 or Wfiweash@yahoo.com.


33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. $49,000/obo. Little Packet, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenkins, 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. For more info contact dickw8@gmail.com or (510) 854-7704 or (510) 604-7704.

33-FT MORGAN 382, 1978. Brisbane Marina. $42,000. This boat is both sea and comfortable underway. She has a large well protected cockpit, and is rigged for double headed-up. This Morgan is well sought after because her 3-bladed prop is protected by a skeg. Her teak interior is both beautiful and comfortable. Original Yanmar 30SM and QM, just 500 hours. A very successful Ted Brewer design and an excellent Bay and offshore boat. Full list of equipment and photos available. Please contact bh.hacket@gmail.com or (650) 722-4546.


38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. $80,000/obo. Price reduced, very well cared for, ready-for-anything go-anywhere cruiser, beautiful liveaboard, seaworthy and comfortable with offshore cruising planned.


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. Alicked in is excellent condition and includes the 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. Alicked 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) 583-5130 or john@jonescorda.com.

39-FT X-119, 1989. Brickyard Cove. $86,000. Great opportunity! Thinking of doing Pacific Cup next year and Transpac the following year? Time to act. Get 6 people together and purchase this almost ready-to-go veteran of many ocean races. More info at 1steenmoller@gmail.com.


40 TO 50 FEET


40-FT PYXIS, 1985. John Wayne Marina, Sequim, WA. $135,000. Nauticat 40-ft, cutter-rigged, motorsailer is ready to cruise. Most mechanical, electrical and electronic systems have been upgraded. Great cruising vessel, sleeps 6, 2 private staterooms, 2 heads, ample storage, towing and solid refrigeration in addition to the house freezer and support extended cruises. For and aft holding tanks for NDZ anchoring. Excellent sailing characteristics plus exceptionally quiet 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.

46-FT MORGAN 462 KETCH, 1980. Mazatlan, MX. $130,000. Extensively refurbed, teak interior, hull insulated, marble countertops, 2 Vitrifrigo AC/DC refriger & freezer, New Raymarine MFD, autopilot, Spectra 200 1, solar, wind generator, Kubota genset, Honda 15 w/starter, Garmin radars, plotter, autopilot, solar panels, generator, watermaker, Vacuflush, bow thruster, refrigeration, windlass, 11.5- ft. RIB 15hp dinghy, epoxy bottom, 85 Perkins. More info at (949) 548-1050 or bobonparadise@hotmail.com.


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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.


43-FT BENETEAU 423, 1987. South Beach, SF. $109,950/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/kd8dbbs. Please contact (510) 253-5883 or beneteauforsale@gmail.com.

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48-FT HUNTER 420 PASSAGE, 2001. Marina Bay, Richmond, CA. $120,000. Selling as is - great boat. Has a watermaker, 5.5kw Northern Lights gen. Will need new stove in galley. Running rigging needs to be replaced. Contact celbhw@yahoo.com or (707) 326-8362 or (707) 326-8362.


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51 FEET & OVER

MULTIHULLS


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 sister ship.) Please contact Frank at Cabosportsfrank@yahoo.com or (510) 750-5735.


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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, live aboard, or long-distance cruising. Very handsome and beautifully built, 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! For more information contact (949) 500-3440 or mbr92663@hotmail.com.

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 edbooth@yahoocom.

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36-FT CUSTOM CATAMARAN, 1972. San Leandro $30,000. CG documented. Twin 80hp Ford-Lehman diesels less than 300 hrs. on both. Two Mercedes-Benz 18 KVA generators. Multiple layers fiberglass over marine ply. Large mainsail, mizzen, two furled jibs and spinnaker. 800 sq. ft. living space. 3 staterooms, 1 1/2 heads with tub and shower, washer/dryer, remodeled galley with new appliances. Way too much to list!! Call for details (831) 247-1018 or contact paul@rowler.com.

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56-FT CUSTOM CATAMARAN. Motor-sailer ketch, 1972. San Leandro $30,000. CG documented. Twin 80hp Ford-Lehman diesels less than 300 hrs. on both. Two Mercedes-Benz 18 KVA generators. Multiple layers fiberglass over marine ply. Large mainsail, mizzen, two furled jibs and spinnaker. 800 sq. ft. living space. 3 staterooms, 1 1/2 heads with tub and shower, washer/dryer, remodeled galley with new appliances. Way too much to list!! Call for details (831) 247-1018 or contact paul@rowler.com.

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