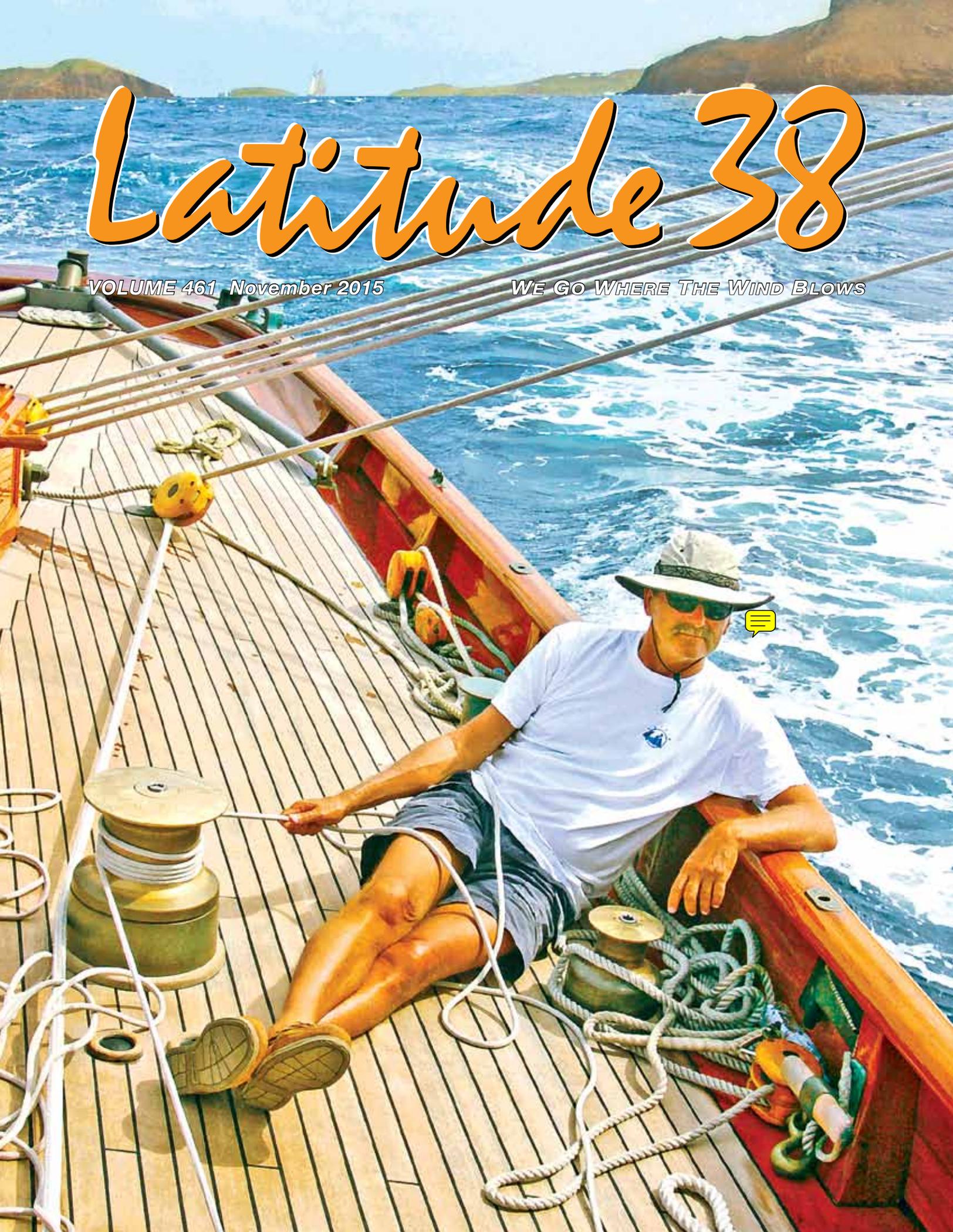


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VOLUME 461 November 2015

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

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Cover:

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.

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](mailto: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](http://www.latitude38.com/writers.html).

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- 2007 C42 – sold in one week
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- 2004 C400
- 2007 C350
- 1994 C42
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- 1985 C30



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### Pre-Owned Catalina Yachts at Our Docks

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- 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

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- 50' 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' Cantieri Baglietto International 5.5, 1955 ..... 38,000

### 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

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- 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

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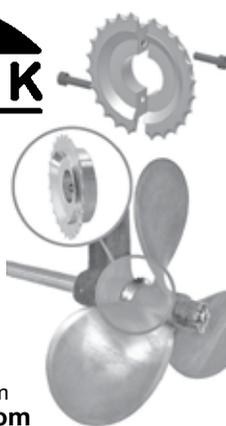
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# Latitude 38

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- Publisher/Exec. Editor ..... Richard Spindler ..... richard@latitude38.com
- Associate Publisher ..... John Arndt ..... john@latitude38.com ..... ext. 108
- Managing Editor ..... Andy Turpin ..... andy@latitude38.com ..... ext. 112
- Racing Editor ..... Christine Weaver ..... chris@latitude38.com ..... ext. 103
- Contributing Editors ..... John Riise, Paul Kamen, LaDonna Bubak
- Special Events ..... Donna Andre ..... donna@latitude38.com
- Advertising Sales ..... John Arndt ..... john@latitude38.com ..... ext. 108
- Advertising Sales ..... Mike Zwiebach ..... mikez@latitude38.com ..... ext. 107
- General Manager ..... Colleen Young ..... colleen@latitude38.com ..... ext. 102
- Production/Photos ..... Annie Bates-Winship ..... annie@latitude38.com ..... ext. 106
- Production/Classifieds ..... Carrie Galbraith ..... carrie@latitude38.com ..... ext. 110
- Bookkeeping ..... Penny Clayton ..... penny@latitude38.com ..... ext. 101
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## CALENDAR

### Non-Race

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

**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](http://www.downwindmarine.com).

**Oct. 30-Nov. 5** — The tall ship *Lady Washington* visits Half Moon Bay, followed by Moss Landing on 11/10-30, Morro Bay on 12/1-7, and Long Beach on 12/9-14. Info, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**Oct. 30-Dec. 4** — The tall ship *Hawaiian Chieftain* is docked in Sacramento for tours, educational programs, weekend sails. She'll visit Long Beach on 12/9-14. Info, (800) 200-5239 or [www.historicalseaport.org](http://www.historicalseaport.org).

**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](http://www.downwindmarine.com).

**Oct. 31-Nov. 28** — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

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

**Nov. 1** — Open House Introductory Sail, Cal Sailing Club, Berkeley Marina, 1-4 p.m. Free. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**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](http://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](http://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](http://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](mailto: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/sqfr](http://www.nps.gov/sqfr).

**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/sqfr](http://www.nps.gov/sqfr).

**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. 9-12** — Advanced Navigation at SFYC, 5:30-9:30 p.m. Prerequisite: Basic Navigation. \$350. Info, [www.sfyc.org](http://www.sfyc.org).

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

**Nov. 12** — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Nov. 15** — First Aid at Sea seminar at San Francisco YC, 9 a.m.-6 p.m. \$130. Info, [www.sfyc.org](http://www.sfyc.org).

**Nov. 17** — YRA Year-End Trophy Party at Berkeley YC. Info, (415) 771-9500 or [www.yra.org](http://www.yra.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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## CALENDAR

welcome. Info, [www.golapaz.com](http://www.golapaz.com).

**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](http://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 everywhere 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 Yacht Parade on the Oakland-Alameda Estuary, this year with a longer route and a 'Deck the Hulls' theme. Info, [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 5** — Lighted Boat Parade in Vallejo, 5-8 p.m. VYC, [www.vyc.org](http://www.vyc.org).

**Dec. 5** — Lighted Boat Parade in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Dec. 6** — Lighted Boat Parade in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).

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

**Dec. 11** — Decorated Boat Parade on the Cityfront, 6 p.m. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Dec. 12** — Lighted Boat Parade followed by fireworks in Sausalito, 6-9 p.m. SYC, [www.sausalitoyachtclub.org](http://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](mailto:kurt@westcoastmultihulls.com) or (619) 571-3513.

**Dec. 19** — Lighted Boat Parade in San Rafael, 5:30 p.m. Info, [www.lightedboatparade.org](http://www.lightedboatparade.org).

### Racing

**Oct. 30-Nov. 1** — Grand Masters Team Race. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Oct. 31** — Red Rock Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 31-Nov. 1** — Rum Runner from Newport Beach to San Diego, a 75-mile feeder race for the Hot Rum Series on 11/7, 11/21 & 12/5. Balboa YC/SDYC, [www.sdyc.org](http://www.sdyc.org).

**Nov. 1** — Jack & Jill +1, a triplehanded race on the Estuary for female skippers and coed crews. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 1, 15** — Tomales Bay Fall Race Series. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Nov. 7** — Commodore's Cup. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Nov. 7** — Summer's Last Gasp. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 7** — Turkey Shoot Regatta in West Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

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

**Nov. 7** — Pt. Fermin Inverted Start Charity Race, San Pedro. Cabrillo Beach YC, [www.cbyc.org](http://www.cbyc.org).

**Nov. 7, Dec. 5** — Fall Series. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Nov. 7-8** — Monterey Invitational/Perry Cup #1 for Mercurys/Kelp Cup for Shields. MPYC, [www.mpyc.org](http://www.mpyc.org).

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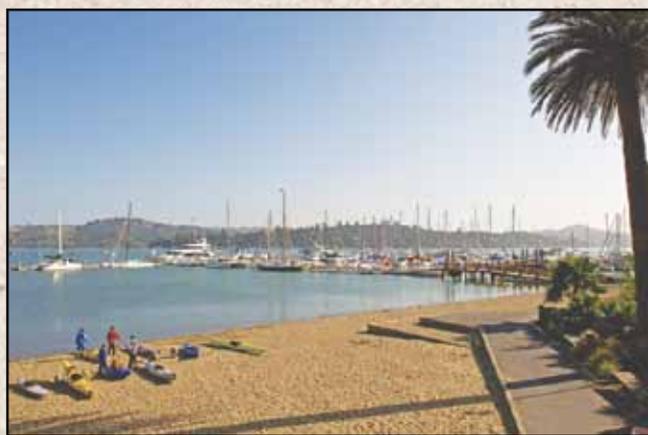
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# CALENDAR

**Nov. 7-8** — Opti Winter #1. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Nov. 8** — Laser/Byte Short Course Regatta. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 8, 15, 22, 29** — J/22 Fall Series. StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

**Nov. 14-15** — Fall One Design Regatta, San Pedro. Cabrillo Beach YC, [www.cbyc.org](http://www.cbyc.org).

**Nov. 15** — Crew's Revenge. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 17** — The Big Sail (Cal vs. Stanford). StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

**Nov. 21** — Turkey Race. KBSC, [www.kbsail.com](http://www.kbsail.com).

**Nov. 21-22** — Turkey Day Regatta, Alamitos Bay. ABYC, [www.abyc.org](http://www.abyc.org).

**Nov. 22** — Commodore's Challenge. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 27** — Wild Turkey Race. TYC, [www.tyc.org](http://www.tyc.org).

**Dec. 5-6** — NorCal Opti Winter Series. StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

**Dec. 6** — Santana 22 Team Racing. SCYC, [www.scyc.org](http://www.scyc.org).

## Midwinter Regattas

**BERKELEY YC** — Midwinters: 11/14-15, 12/12-13, 1/9-10, 2/13-14; Champion of Champions: 2/28. Bobbi, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**BERKELEY YC** — Chowder Races: Sundays through March 28 except when it conflicts with above. Paul, (510) 540-7968 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/16-17, 2/20-21. Info, (415) 435-4771 or [www.cyc.org](http://www.cyc.org).

**ELKHORN YC** — Chowder Cup Series: 11/7, 11/21, 12/5. Frostbite Series: 2/27, 3/12, 3/26, 4/9, 4/23. Info, (831) 724-3875 or [eyc@elkhornyc.org](mailto:eyc@elkhornyc.org).

**ENCINAL YC** — Jack Frost Series: 11/21, 1/23, 2/27, 3/19. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 11/7, 12/5, 1/9, 2/6, 3/5. Info, (415) 346-2628 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 11/8, 12/13, 1/10, 2/14, 3/13. John, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SAILING CLUB** — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, [www.kbsail.com](http://www.kbsail.com).

**LAKE MERRITT SAILING CLUB** — Midwinters: 12/12, 1/10, 2/13, 3/13. Mark, (925) 245-0287.

**MONTEREY PENINSULA YC** — Perry Cup/Midwinters: 11/7-8, 12/5, 1/2, 2/6. Info, [www.mpyc.org](http://www.mpyc.org).

**REGATTAPRO** — Winter One Design: 11/14, 12/12, 1/9, 2/13. Jeff, (415) 595-8364 or [www.regattapro.com](http://www.regattapro.com).

**RICHMOND YC** — Small Boat Midwinters (Sundays): 12/6, 1/3, 2/7, 3/6. Optis & El Toro Green Fleet (Saturdays): 12/5, 2/6, 3/5. Info, [www.richmondyc.org](http://www.richmondyc.org).

**SAN FRANCISCO MODEL YC** — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, [www.sfmypc.org](http://www.sfmypc.org).

**SANTA CRUZ YC** — Midwinters: 11/21, 12/19, 1/16, 2/20, 3/19. Info, (831) 425-0690 or [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC** — Spring Lake Winter Series: 11/21, 12/19, 1/16, 2/13, 3/19, 4/16 (2016 dates are tentative). Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Midwinters: 11/1, 12/6, 1/3, 2/7, 3/6. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 11/7, 12/5, 1/9, 2/6, 3/19 (St. Patrick's Day Race). Redwood Cup pursuit race series:

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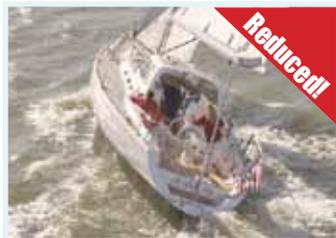
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'05 J Boats J/133 \$279,000



'06 S. Creek Fox 44 \$199,000



'04 Santa Cruz 53 \$495,000



'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



'94 J Boats J/120 \$179,120



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'08 Beneteau 10R \$119,900



'01 J Boats J/105 \$84,900

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# CALENDAR

11/21, 12/12, 1/23, 2/20, 3/12. Info, [www.sequoiayc.org](http://www.sequoiayc.org).  
**SOUTH BEACH YC** — Island Fever Midwinters: 11/21, 12/19, 1/23, 2/27, 3/19. Info, [www.southbeachyc.org](http://www.southbeachyc.org).  
**VALLEJO YC** — Tiny Robbins Midwinters: 11/7, 12/5, 1/2, 2/6, 3/5. Info, (707) 643-1254 or [www.vyc.org](http://www.vyc.org).

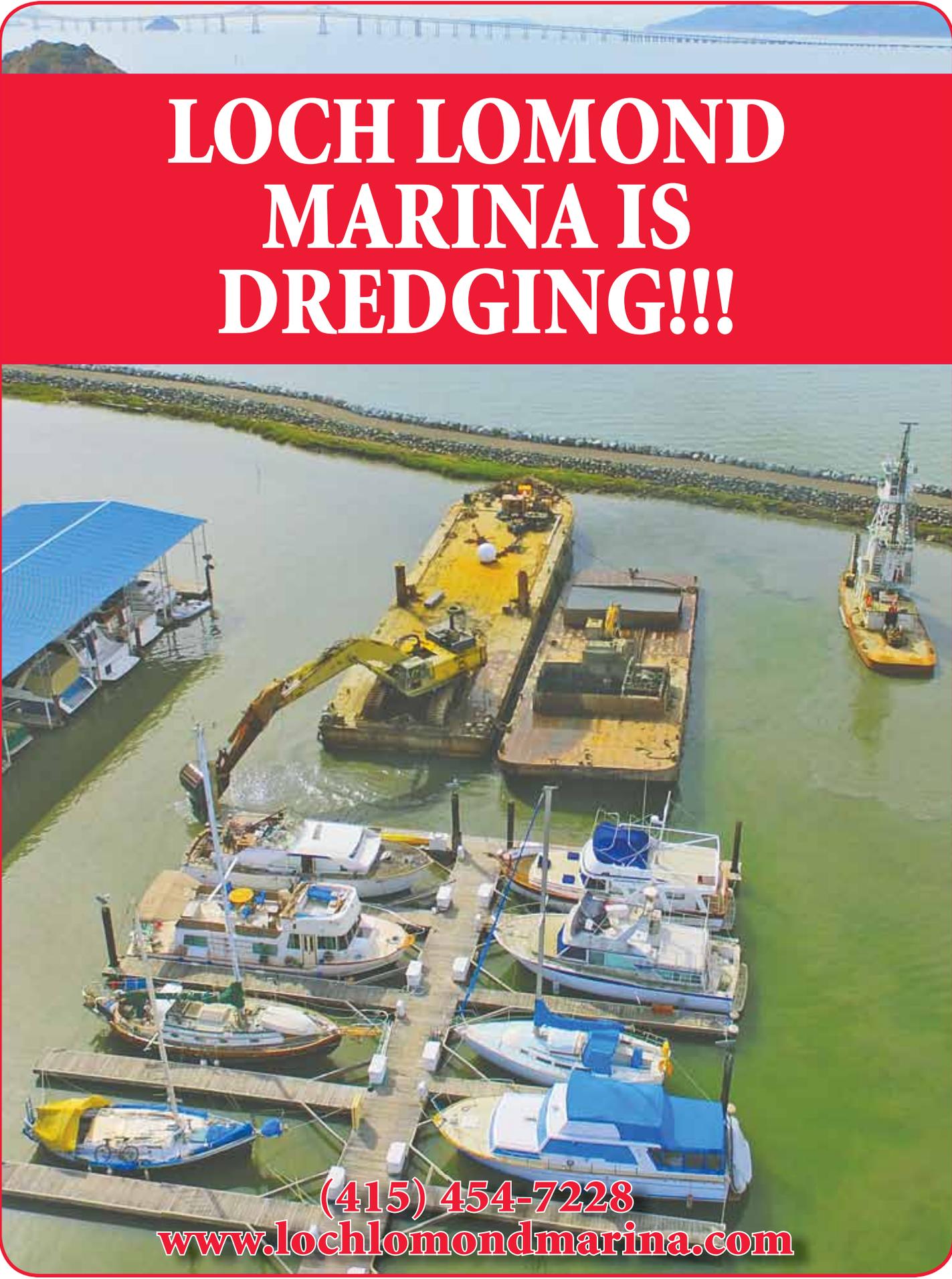
Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar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

## November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/31 Sat	0350/5.1	0843/2.5	1444/5.9	2128/-0.4
11/01 Sun	0354/5.0	0850/2.7	1439/5.5	2127/-0.1
11/07 Sat	LOW 0203/1.3	HIGH 0847/5.6	LOW 1458/1.0	HIGH 2115/4.5
11/08 Sun	LOW 0242/1.5	HIGH 0916/5.7	LOW 1535/0.6	HIGH 2203/4.6
11/14 Sat	HIGH 0137/4.6	LOW 0614/2.8	HIGH 1222/5.7	LOW 1902/-0.4
11/15 Sun	HIGH 0225/4.6	LOW 0658/3.0	HIGH 1304/5.6	LOW 1946/-0.3
11/21 Sat	LOW 0028/0.7	HIGH 0727/5.9	LOW 1340/0.9	HIGH 1955/4.7
11/22 Sun	LOW 0123/1.0	HIGH 0810/6.2	LOW 1432/0.2	HIGH 2104/4.8
11/26 Thur	HIGH 0444/2.1	LOW 1059/6.8	HIGH 1739/-1.3	LOW 1825/-1.2
11/27 Fri	HIGH 0049/5.2	LOW 0534/2.3	HIGH 1142/6.6	LOW 1911/-0.9
11/28 Sat	HIGH 0141/5.2	LOW 0626/2.5	HIGH 1227/6.3	LOW 1959/-0.6
11/29 Sun	HIGH 0234/5.1	LOW 0723/2.7	HIGH 1315/5.8	LOW 1959/-0.6

## November Weekend Currents

date/day	slack	max	slack	max
10/31 Sat	1044	0141/2.9F	0451	0737/2.5E
	2352	1321/2.3F	1534	1911/3.8E
11/01 Sun	1047	0136/2.6F	0448	0738/2.3E
	2353	1317/1.9F	1524	1908/3.3E
11/07 Sat	0953	0040/2.6E	0420	0652/2.2F
	2221	1321/3.1E	1719	1933/1.9F
11/08 Sun	1020	0121/2.6E	0455	0726/2.3F
	2309	1353/3.3E	1759	2018/2.2F
11/14 Sat	0252	0532/2.2E	0829	1112/1.9F
	1311	1655/3.8E	2131	
11/15 Sun	0916	0031/2.5F	0337	0618/2.1E
	2211	1157/1.8F	1353	1737/3.7E
11/21 Sat	0243	0536/2.6F	0824	1146/3.3E
	1551	1814/2.0F	2056	
11/22 Sun	0906	0008/2.8E	0334	0625/2.8F
	2209	1232/3.8E	1645	1915/2.5F
11/26 Th	0101	0345/2.7E	0648	0934/2.9F
	1155	1531/4.6E	2002	2244/3.4F
11/27 Fri	0155	0438/2.7E	0741	1022/2.8F
	1241	1619/4.4E	2052	2334/3.2F
11/28 Sat	0247	0531/2.6E	0837	1112/2.5F
	1328	1708/4.1E	2141	
11/29 Sun	0936	0023/3.1F	0338	0625/2.6E
	2230	1203/2.2F	1417	1758/3.8E

An aerial photograph of Loch Lomond Marina. In the foreground, several boats are docked at a wooden pier. A large yellow dredger is positioned in the water, with its excavator arm extended. To the right, a smaller yellow tugboat is visible. In the background, a long bridge spans across the water, and hills are visible under a clear sky. The text 'LOCH LOMOND MARINA IS DREDGING!!!' is overlaid in large white letters on a red background.

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## LETTERS

### ↑↓ **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 reinstatement 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.



LATITUDE / RICHARD

*If yacht clubs were so 'exclusive', why would the gorgeous, new, beautiful Silver Gate YC, complete with swimming pool, on the edge of San Diego Bay, be advertising for people to join?*

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.

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

David Wilson  
Panama

*David — They're kids. It might take them some time, but they'll learn.*

### ↑↓ **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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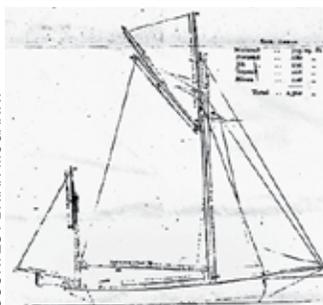
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## LETTERS

COURTESY BRIAN MCGARRY



The line plans for 'Fiona', as they appeared in the June 1912 issue of 'Yachting Monthly.'

to him again. I'm 71, live in San Francisco, and have a 25-year-old daughter named Fiona. The last I heard, my former yawl was in the South Pacific.

One clarification. My *Fiona* was built in 1912, not 1905.  
Brian McGarry  
San Francisco

Brian — Great hearing from you. We've passed your email along.

### ↑↓ 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

David — As we explained in the October 19 'Electronic, and in this month's Sightings, Max wasn't joking. He just had it all wrong.

To be honest, we — who started Latitude as sneakaboards in 1976 before the Bay Conservation and Development Commission (BCDC) declared boats to be "landfill" and mandated a maximum of 10% liveaboards in any marina — had it wrong, too. Among other things, it's no longer 1976. We explain the other errors in our knowledge and reasoning in this month's Sightings.

For a while, we also assumed that just as cities are making it easier for people to live in places or in ways that weren't previously allowed, the same ought to be true for marinas. We've come to realize that it's a little more complicated a subject than we'd initially thought, and we're no longer so sure.

### ↑↓ 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



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- 1998 40' J/120.....\$159k
- 1999 35' 1D35 *Relentless* .....\$79.9k
- 2007 35' J/109..... \$167.9k
- 1996 30' Farr .....\$68k
- 2006 30' J/92s .....\$69k
- 2012 23' J/70 .....\$44.7k

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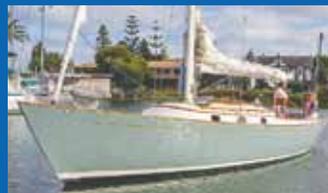
- 02/12 85' Azimut..... \$1.499M
- 2000 40' Sabreline 36 MkII ....\$155k
- 2005 40' Raider Cabin RIB.....\$215k
- 2009 30' Raider RIB .....\$69k
- 1990/14 Pursuit 2630 .....\$48.5k



**NEW ARRIVAL**

**ALAMEDA**

**Liberty 458 1983**  
\$168,000 Contact: Alan Weaver



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



**ALAMEDA**

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



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**ALAMEDA**

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



**PRICE REDUCED**

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



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**Sabre 386 2006**  
\$243,900 Contact: Jack Lennox



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



**ALAMEDA**

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\$55,000 Contact: Alan Weaver



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**48' Nordic 1986**  
\$229,000 Contact: Alan Weaver



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## LETTERS

a real disservice to the local boating community to advocate lying and cheating.

Stephen Orosz  
Harbormaster, Marina Bay Yacht Harbor  
Richmond

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.

"Cops lie. Lawyers lie. Witnesses lie. The victims lie.

"A trial is a contest of lies."

Ain'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 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.

### ↑↓ REPUBLISHING OUR CRUISING GUIDE

Yesterday a friend emailed me to say I should look at the *October Changes*. It's been years since I've looked at *Latitude*, so I was surprised to see the mention of the cruising guide to the coast of Colombia that Randy and I created. I agree with *Latitude*, as I tell people who still contact me for our guide, that



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## LETTERS

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](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

meaningful 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

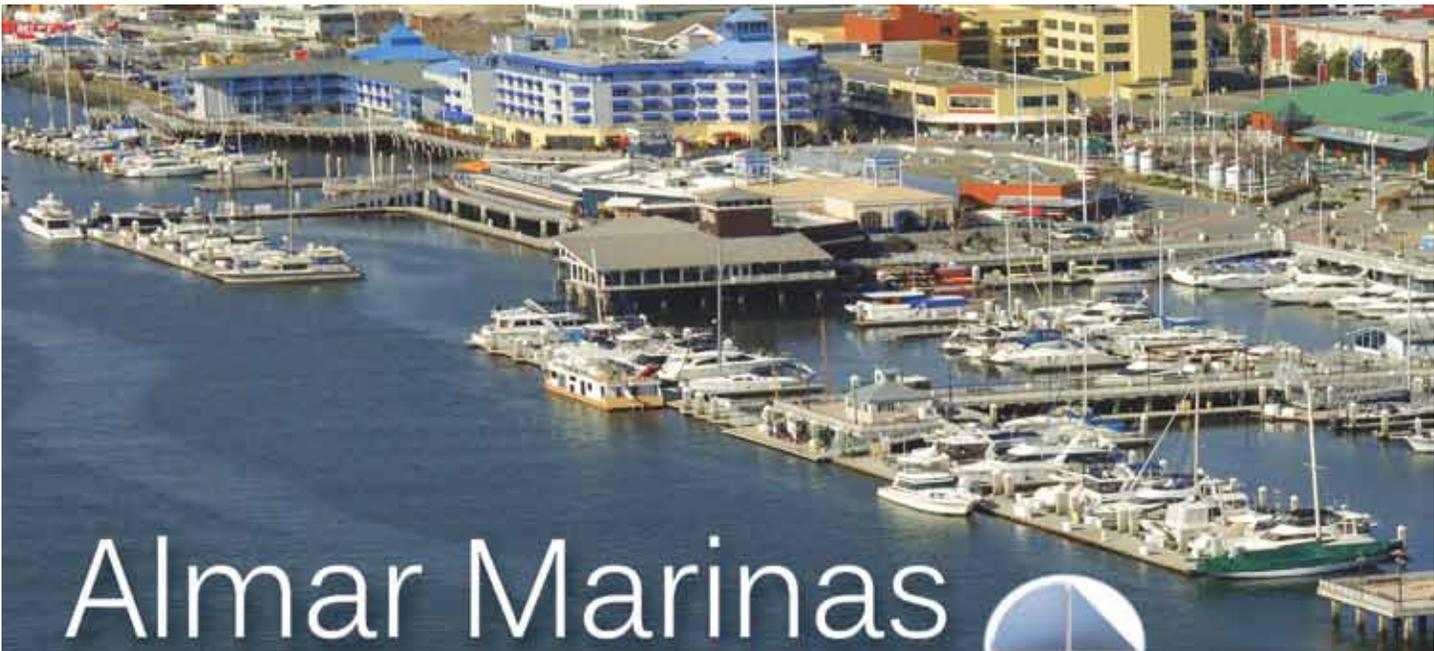
we just completed that passage in July, we thought you might be interested in some current insights.

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



*Richard and Audrey just after finishing the 2013 Baja Ha-Ha.*

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## LETTERS

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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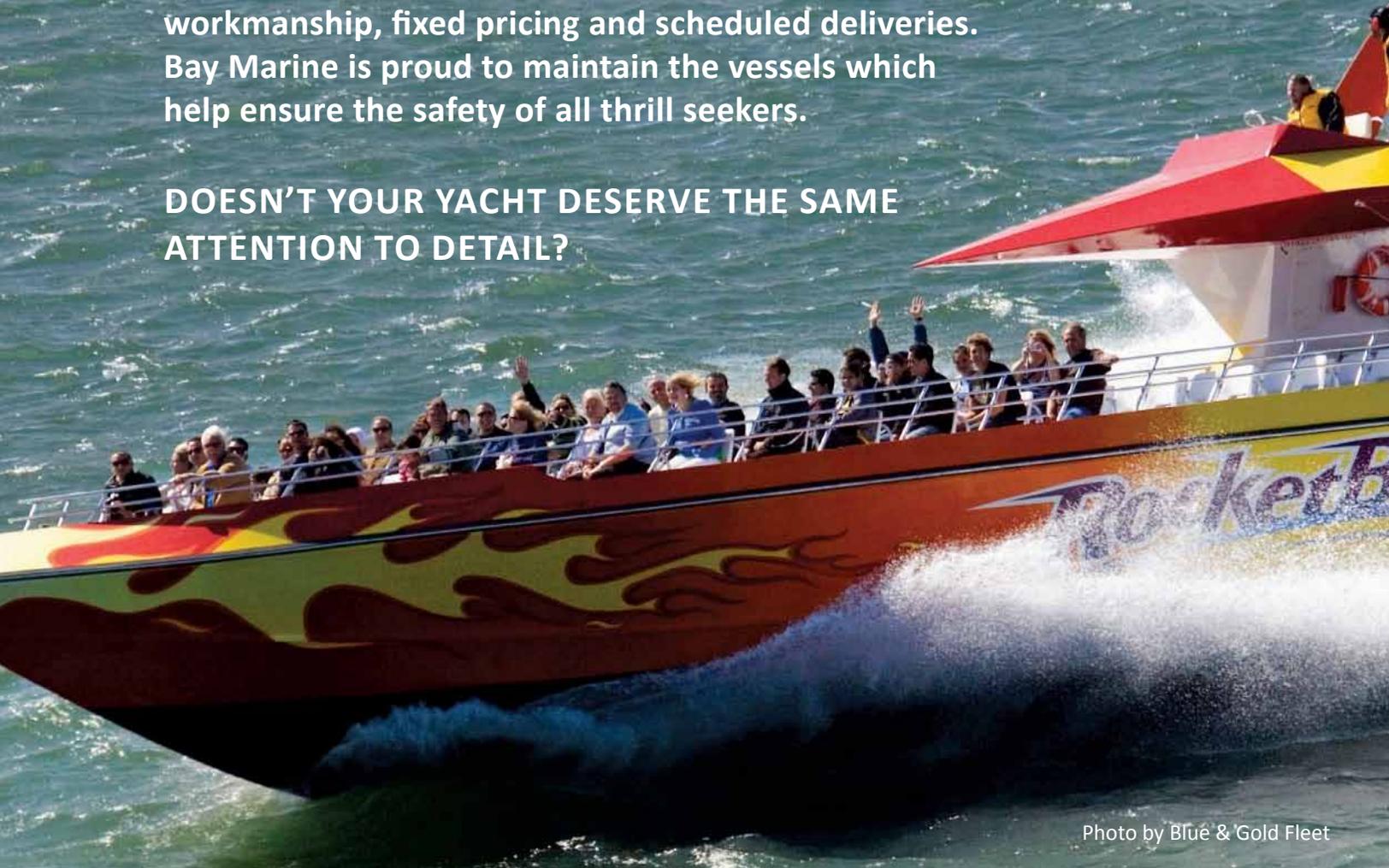


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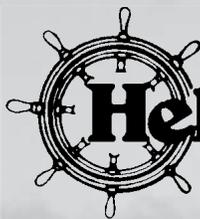
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## LETTERS



COURTESY JOSH PRYOR

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

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

### ⇕ 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 doublehanding 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

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## 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 sun-



'Vanishing Girl' shines in the California sun off Zuma Beach.

shine 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 roly. 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. Back at the boat around 5 p.m., we noticed a Beneteau docked across from us getting ready for a Wet Wednesday race. 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 *Interlude* 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 *Interlude*. Dinner at the Harbor Reef rounded out the evening.



The SoCal Ta-Ta conga line at Two Harbors on Catalina Island.



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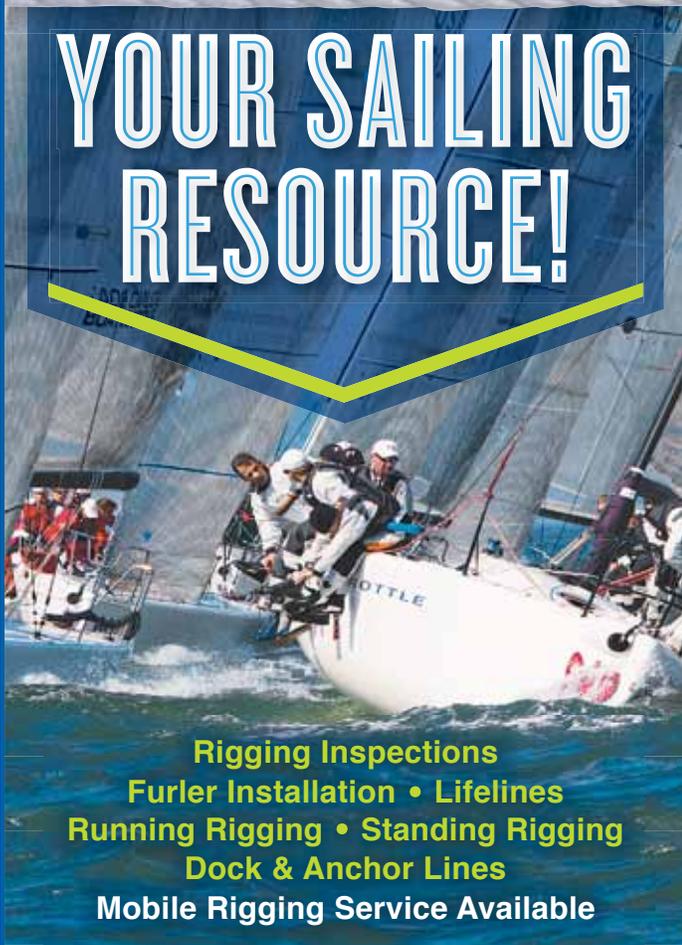
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The next day was a lay day with an evening potluck/awards and screening of the fleet's photos to wrap up the event. Unfortunately, this Ta-Ta participant had to catch a ferry to the mainland and fly back to the Bay Area, thus missing the final Ta-Ta 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 mother-ship. 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.

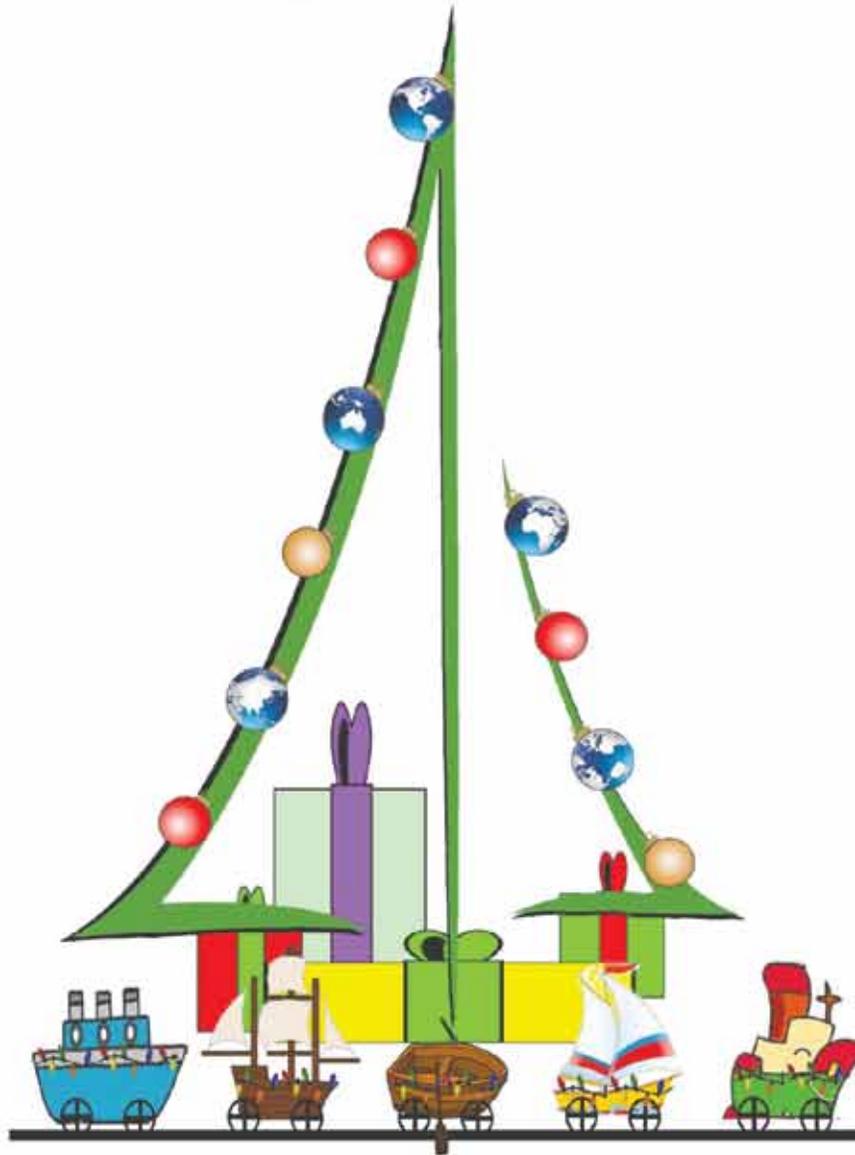
We didn't know how nice Channel Islands Harbor was until we went in and were so warmly and generously received. We actually got there a day earlier than the rest of the fleet, but Dan and Michelle of Vintage Marina Partners/Channel Islands Marina comped us for both nights anyway. It was kind of a deal, 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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## LETTERS

*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



HARTLEY GARDENER

*Alex and Kristen getting their 'lives changed'.*

de Mallorca and the *Profligate* 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 *Electronic*, 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



LATITUDE / RICHARD

*The Wanderer's old Bounty II 'Flying Scud', birthplace of 'Latitude 38', on the hook off Stearn's Wharf.*

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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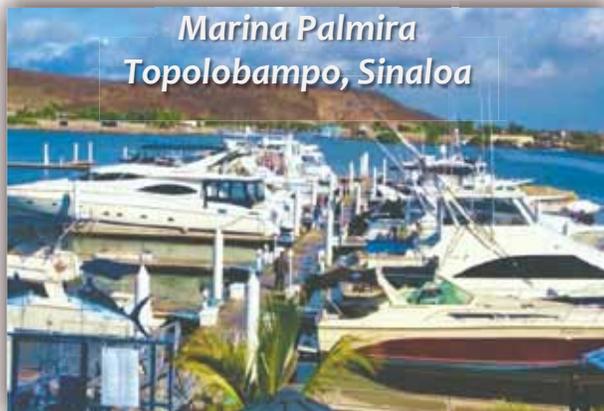
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## LETTERS

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 Aparagus 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.



COURTESY NAUTIGAL

'Nautigal' is a 38-ft Myron Spaulding design which still sails the Bay.

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?

While 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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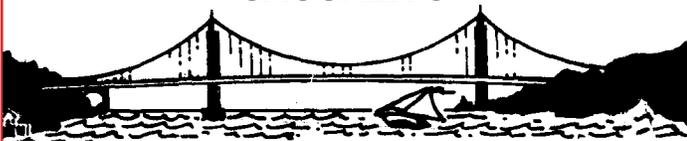
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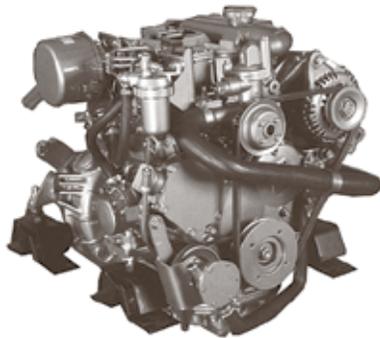
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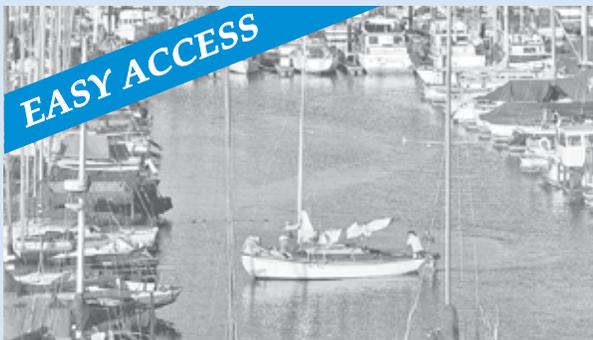
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## LETTERS

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 411 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



**The Catana 411 'Santana', sailing off County Line in the SoCal Ta-Ta.**

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



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## LETTERS

"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](mailto:rouser2k@yahoo.com).

Bill Fraser  
ex-Rouser, Tartan 37  
Southern Oregon

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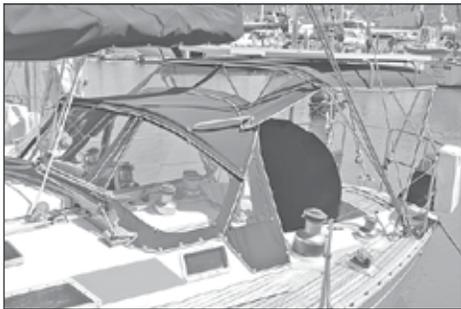
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# LETTERS

## ↑↓ 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 aground on 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.



*"I quit her deck on the coast of Brazil where she was wrecked.*

*My home voyage to New York with my family was made in the canoe, 'Liberdad', without accident."*

- Joshua Slocum



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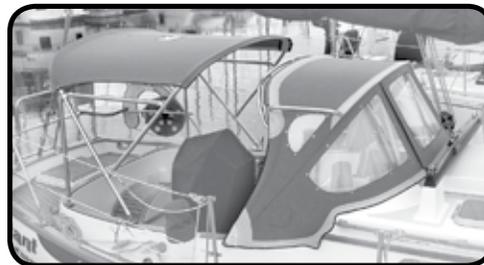
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# LETTERS

## ↑↓ I'M A PERSONA NON GRATA IN BROOKINGS

Boy, did *Latitude* get it right when, in the September 30 'Lectronic item about the Catalina 27 going ashore at



COURTESY/BRETA

**Wessbecher's LaFitte 44, having been left to drift by the Coast Guard, was destroyed on the rocks near Brookings.**

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 *Breta II*, and my Columbia 34

*Breta* 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 *Breta 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 *Breta* 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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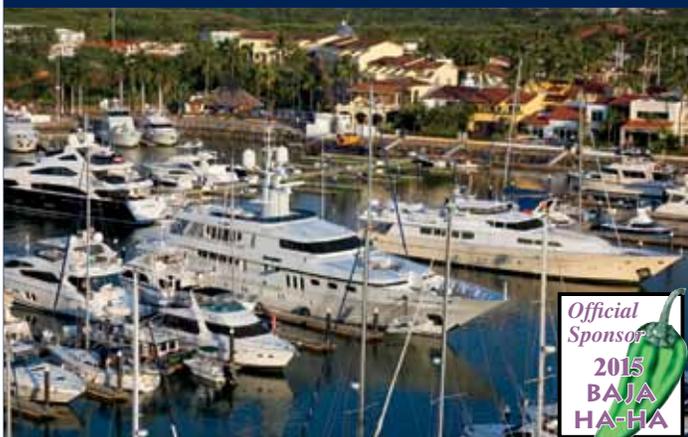
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## LETTERS

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 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 *Breta 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 — Nor'Sea 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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## LETTERS

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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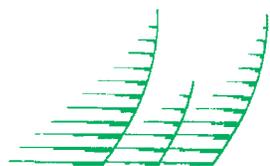
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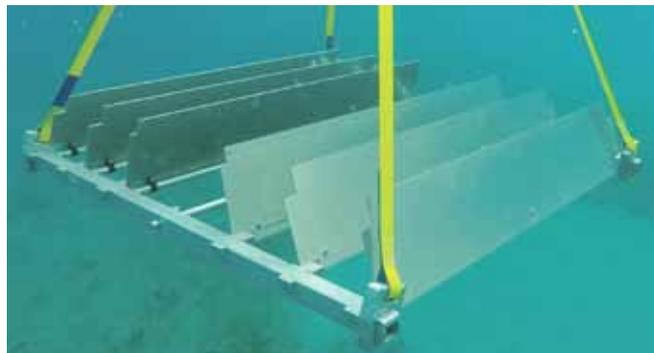
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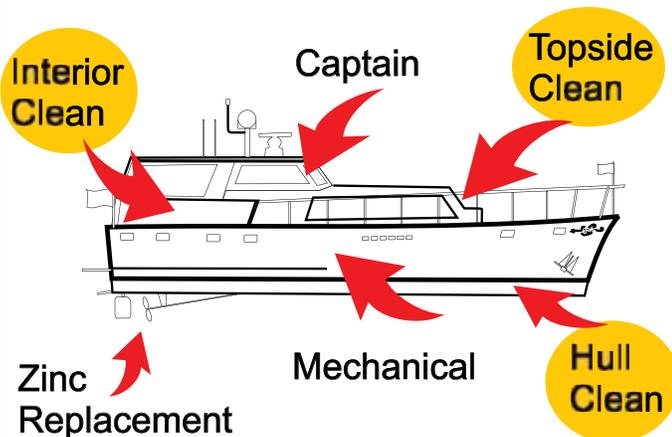
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## LETTERS

fuge" is dangerous. Not from me, but from those fellers that I work with. They can get a little cranky.

Stan Susman  
Planet Earth

### ↑↓ THE TRUE MEASURE OF ENGINE RELIABILITY

When I'm stranded somewhere due to a diesel problem and gripe about the reliability of marine diesel installations at the local cruisers' bar, I'm invariably met with defensive retorts such as, "Diesels are great, I got 10,000 hours out of my last diesel." Or, "The diesel on our yacht hasn't given us any troubles except . . . (followed by a list of the troubles.)"

The problem with both of these responses is they have nothing to do with reliability. In reliability engineering, reliability is usually measured as mean time between failures, with a failure being anything that impedes the normal utility of the diesel that isn't part of the regular maintenance regimen. This is not the same thing as longevity, and listing the few troubles that may have occurred is meaningless if no indication of how many useful hours were obtained.

Furthermore, when one considers the reliability of a diesel installation, especially in comparison to an outboard engine, one has to consider more than just the engine, but also the saildrive, prop shaft, fuel contamination, etc.

Having owned and crewed on many outboard-powered and diesel-powered cruising boats, I'm convinced that the reputation for reliability of diesel installations is unearned when a true measure of reliability is used. Diesels certainly have many merits over modern 4-stroke outboards, but reliability isn't one of them.

Mark McNulty, Crew  
Wahoo, Schionning G 1400 Catamaran  
Marina del Rey/Currently Stranded in Panama

Mark — You're correct when you point out that there is more to diesel propulsion than just the engine itself, as there are saildrives, props, fuel systems, and more.

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 fall 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'.

You're in Panama looking at the 2,500-mile trip up to Ventura.



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## 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 rammings 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 lurched 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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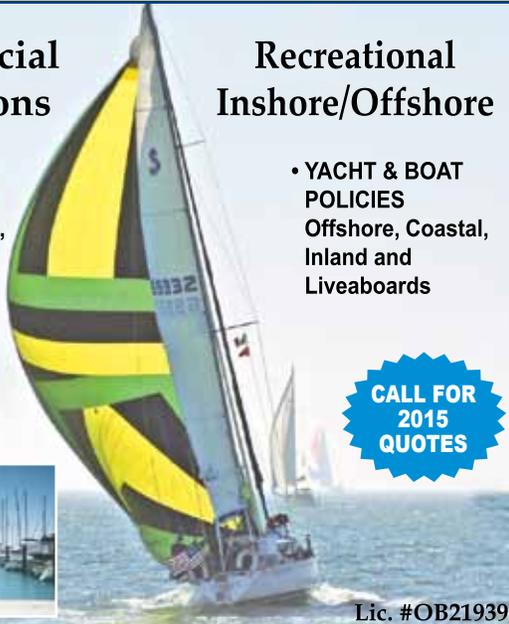
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## LETTERS

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 \$50. 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



COURTESY CAT 'N ABOUT

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  $4 \times 4.2 = 16.8$  volts. The additional 2.2 volts powers the circuitry that 'sits on top' of the four cells configured in series.

Automobile 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?

From an efficiency standpoint, the worst way to charge

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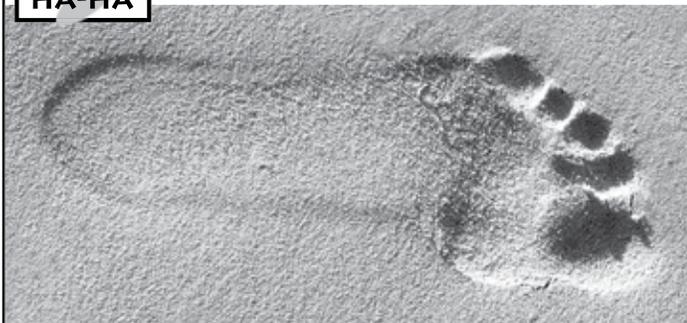
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## LETTERS

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



LATITUDE / RICHARD

**Your devices will get a more efficient 12-volt charge from a PowerStream ED-1075 than from an inverter.**

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.

### ↑↓ WE RENAMED HER ITTY BITTY KITTY

I enjoyed the September-issue article on my old 55-ft cat *Crystal Blue Persuasion*. I wish Deyess Kanaloa 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.

*In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.*

*We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.*

*By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.*

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# SIGHTINGS

## 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 car-



nival 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

**Comeback kids:** After an unavoidable collision with an umpire boat, the Swedish team scrambled to clear away damage and get back in the game. They ended up winning the regatta!

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



**Fast action in Bermuda** — Although Saturday's races were canceled due to lack of wind, Sunday's competition made up for it. The warm welcome given to the international crews and race fans serves as a preview of what can be expected at the 2017 America's Cup.



RICARDO PINTO / ACEA

ALL PHOTOS RICARDO PINTO / ACEA

## 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.pacificpuddlejumps.com](http://www.pacificpuddlejumps.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

continued in middle column of next sightings page

## 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



# SIGHTINGS

## alaskan races around the world

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 on outside column of next sightings page

## ppj 2016

SSB nets, which add a measure of safety and allow participants to get acquainted with other Jumpers from around the world before making landfall.

Even if you're not normally a 'joiner', there are two strong reasons prospective passagemakers might want to register: First, because we maintain a database of detailed information about each boat and its safety equipment and crew, which we share with Search and Rescue organizations when mayday situations arise along the PPJ route.



## — 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



**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.

## 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



COURTESY NICK ABRAMCZYK

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

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](http://www.clipperroundtheworld.com).

— chris

## 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. "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

## 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

continued on outside column of next sightings page

## 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

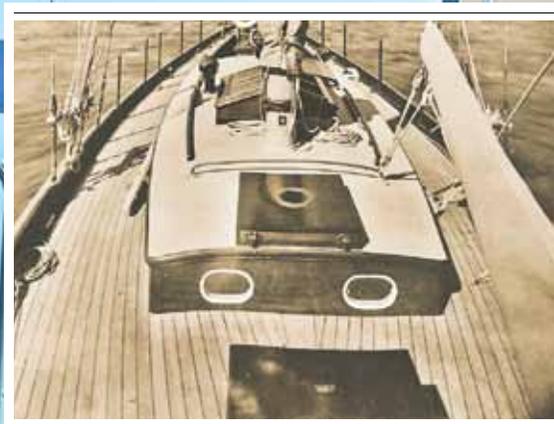
JAVA HEAD ARCHIVES



Back in the 40s and '50s, 'Java Head' was often seen on Bay Area race courses, handicapped by the old CCA rule.



Talk about a thoroughbred, 'Java Head' even has a fireplace. As we go to press, she's already made the trip back 'home' to Maine.



LEFT INSETS JAVA HEAD ARCHIVES

## 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 kidnapers 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-

continued on outside column of next sightings page



SPREAD & RIGHT INSET RICHARD GILLETTE

# 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 Mindinao. 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



**These San Francisco schoolkids had a great time sailing in Treasure Island's Clipper Cove.**

LATITUDE / JOHN

## 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 found *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 freeloading 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

continued on outside column of next sightings page

# SIGHTINGS

## 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 harbor masters 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 harbor masters 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 harbor masters 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:

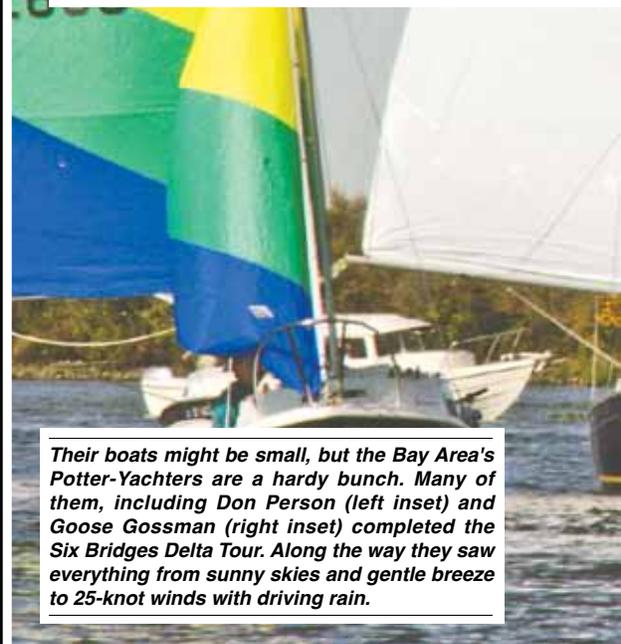
*High Latitude Sailing*, Jon Amtrup and Bob Shepton, \$10. Bring a gun. A big gun. And a chainsaw. And don't forget the latest ice charts. Those are a few of the messages conveyed in one of the most delightful books we've read in years. At only 130-some pages, *High Latitude Sailing* doesn't mince words... 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

continued on outside column of next sightings page

## remembering

"While reading the August issue of your excellent magazine I saw the comment in *Sightings* that said 'L'Hydroptère's crew were nevertheless pleased to have achieved their goal of becoming the first hydrofoil to cross an ocean.' Unfortunately for them that is not the truth. David Keiper built a 31-ft plywood trimaran with hydrofoils in 1966 and cruised more than 20,000 miles in it," writes John Humphrey of Hanalei, HI.

"David had a background in physics and engineering and decided to build a hydrofoil cruiser. He built the foils of aluminum lifter extrusion and flat plate. They were what are called 'ladder foils' and folded up and down to be deployed.



Their boats might be small, but the Bay Area's Potter-Yachters are a hardy bunch. Many of them, including Don Person (left inset) and Goose Gossman (right inset) completed the Six Bridges Delta Tour. Along the way they saw everything from sunny skies and gentle breeze to 25-knot winds with driving rain.

ALL PHOTOS COURTESY GOOSE GOSSMAN

## '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

continued in middle column of next sightings page

## 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

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## 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,

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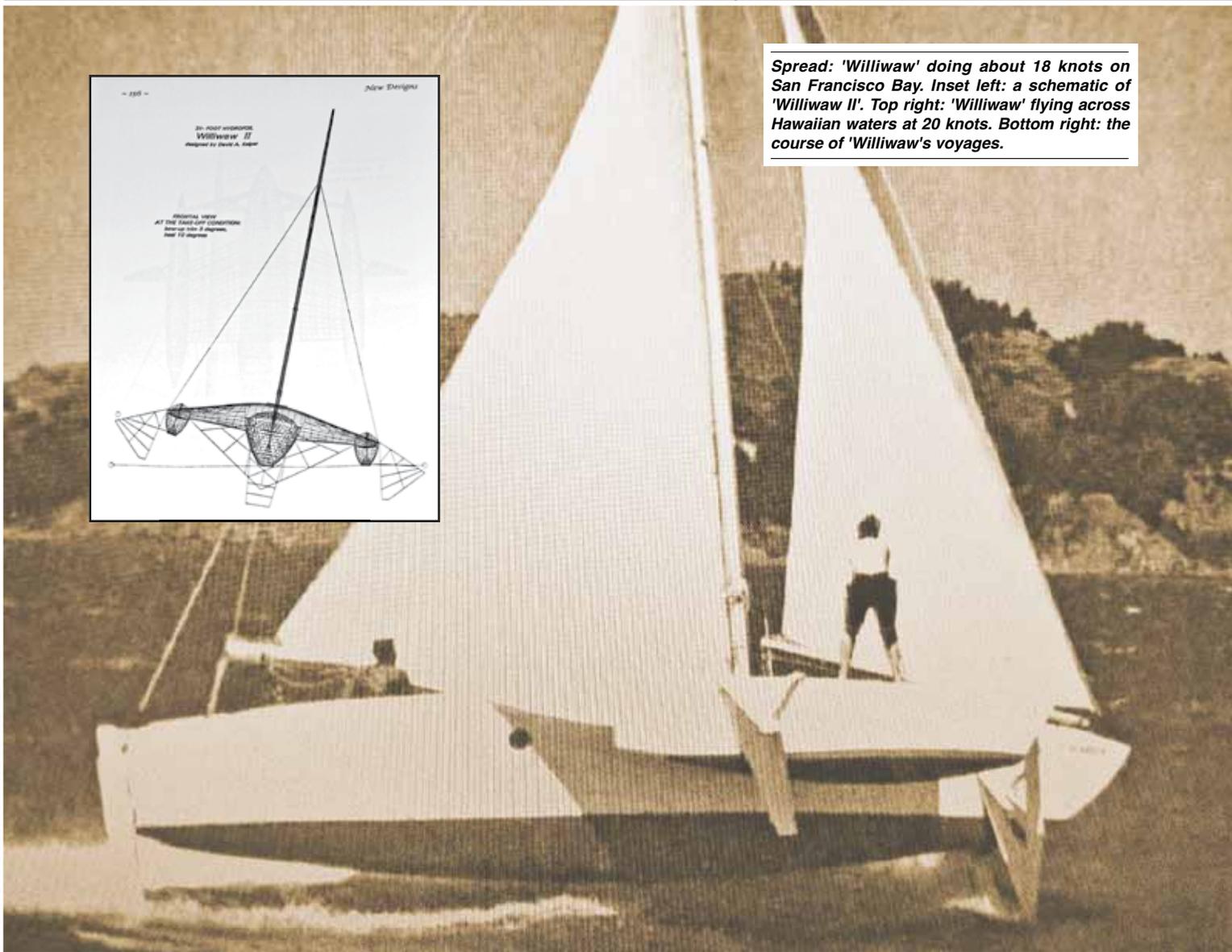
## hydrofoiler

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-



**Spread: 'Williwaw' doing about 18 knots on San Francisco Bay. Inset left: a schematic of 'Williwaw II'. Top right: 'Williwaw' flying across Hawaiian waters at 20 knots. Bottom right: the course of 'Williwaw's' voyages.**

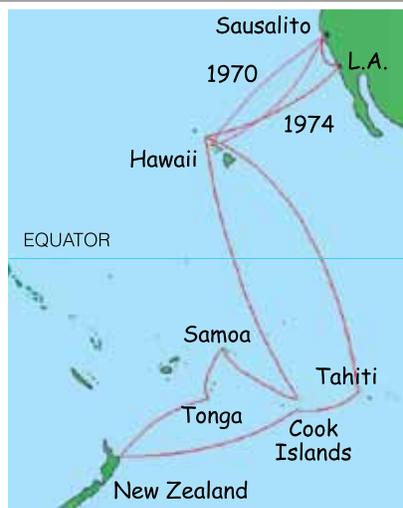
SPREAD: DIANE BEESTON INSET: DAVID KEIPER

## — 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=1cYXxZiLAB8](http://www.youtube.com/watch?v=1cYXxZiLAB8) to see *Williwaw* foil. Also check out Keiper's website at [www.wingo.com/dakh](http://www.wingo.com/dakh) and the International Hydrofoil Society at [www.foils.org](http://www.foils.org).

— chris



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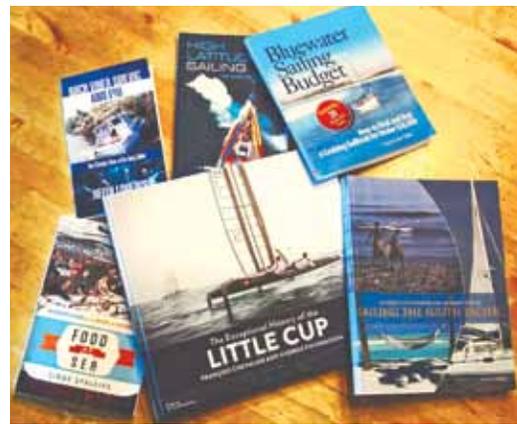
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## nautical books — continued

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 Hydros Foundation, \$60. The design parameters for the competition formerly



*If the weather gurus are correct, we'll have plenty of time this winter to get cozy and settle in with a good book. Here are a few suggestions.*

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 contended 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 multihull, 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,"



**One thing that breaks up the monotony of a long Pacific Ocean crossing is getting goofy at the equator.**

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 summured 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.

We always feel a little silly joining veteran cruisers like them: "Are there

**At first Bob and Ann thought their planned rendezvous might not happen. But the welcoming committee soon arrived.**

any highlights that stand out after all those miles?" But in this case, Bob and Ann glanced at each other, smiled, and began telling us this tale.

It's become a tradition with them that whenever they accomplish a significant sailing feat, such as crossing the equator or completing a major ocean passage, they like to pop the cork on a bottle of 'bubbly' and toast their accomplishment.

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

*That French-made champagne 'vessel' had traveled more than 5,000 miles.*

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 email. The stand out 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,"



**It seems a little eerie now that Bob took the time to document the message being inserted into the bottle. Champagne-fueled prescience?**

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



# A CHAMPAGNE ODYSSEY

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



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

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-

thing-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.

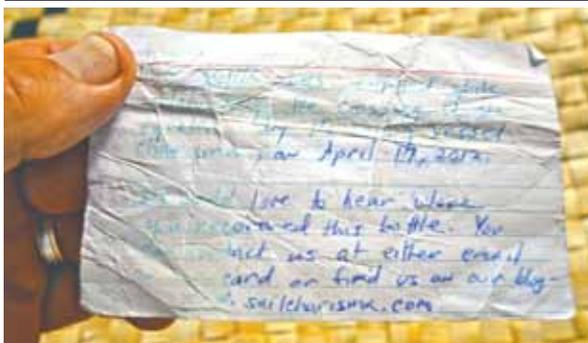
"As we came in off the beach, having to wade ashore the last 50 yards — during which Abel picked a coral sea snake

*What a joy to hear their shouts: 'Charisma, Charisma!' I'm not sure who was more excited!"*

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.

**X marks the spot where Boto discovered the bottle on the tiny island of Nairai — 5,000 miles from where it was set adrift.**



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

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



# MESSAGE IN A BOTTLE

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]."



ANN JOHNSON

**Linked by a whim in mid-ocean Bob meets his new Fijian family after their rendezvous at tiny Nairai.**

For 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**



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*– Peggy Drosch  
and Rory Hansen  
Reaching Across the Slot  
Windlassie, Catalina 38  
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See this month's Classys & [www.latitude38.com](http://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* main-

tained 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 Oakcliff Sailing 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 SFYC; 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* irregulars, 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; Tad 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

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, StFYC, 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."

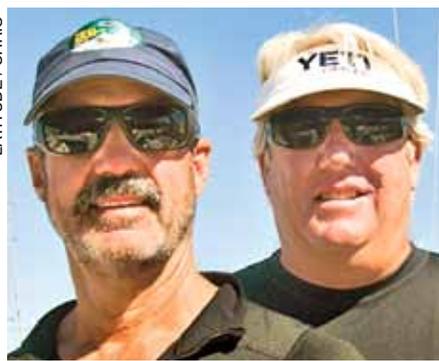
New in the fleet this year was Peter Wagner's *Skeleton Key*. That crew is apparently not wasting any time on the learning curve. "*Skeleton Key* was the boat to beat," said McKelvy. "These guys are the newest 111 but excellent sailors and fast!"

According to McKelvy, the J/111 fleet is getting better and faster. "Now and



Mike O'Callaghan

LATITUDE / CHRIS



Dorian McKelvy & Jeff Thorpe

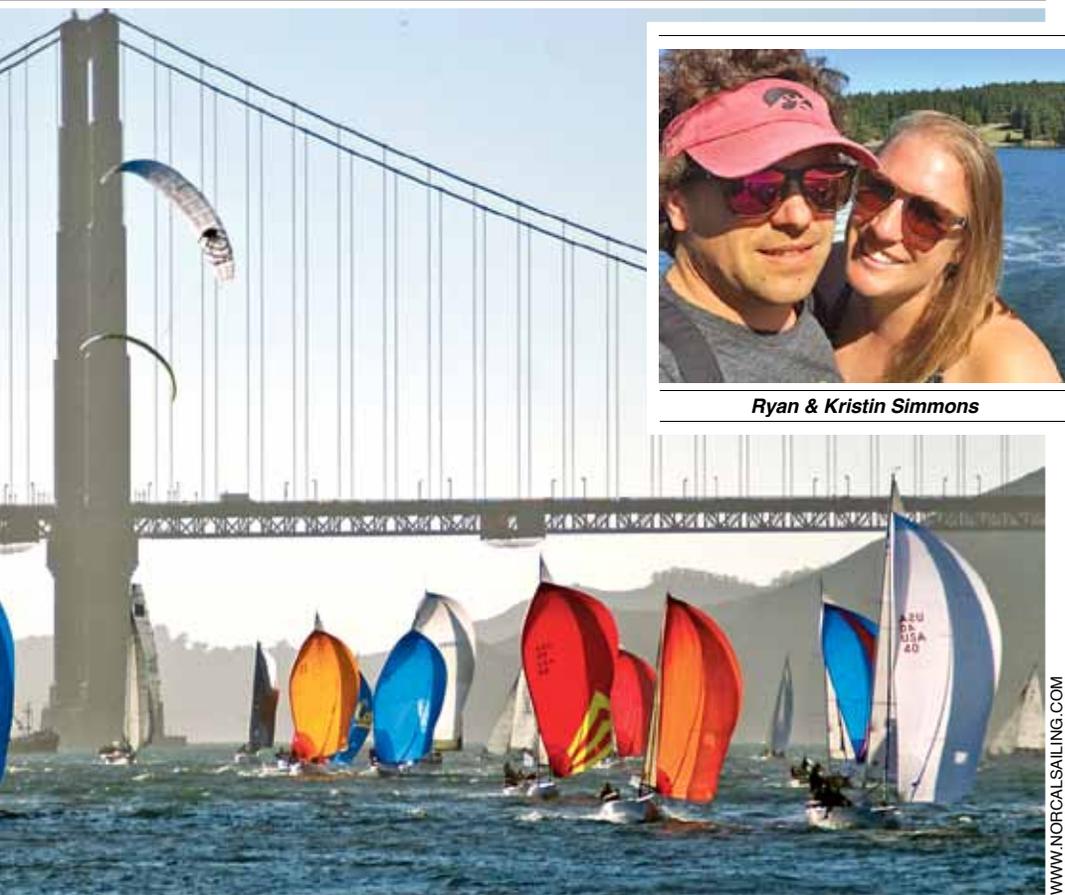
to run." (O'Callaghan's *Wet Spot* placed third in the 2015 Moore 24 Roadmaster Series.)

"Many crew members could be doing



# ONE DESIGN RACING LIVES ON

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



Ryan & Kristin Simmons

*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) **Arbitrage**, Bruce Stone, StFYC, 85. (28 boats)

## Express 37 — Golden Moon Mike Mannix, SSS

Kame Richards' *Golden Moon* won the Express 37 season championship in 2009, 2011, 2012, 2013 and 2014.

"There were some people in the Express 37 class who felt that it was unfair that I was helming our boat," said Rich-

**Above:** J/105s at Rolex Big Boat Series on an evening in September. **Left:** Johnny Heineken's kite tangled with 'Blackhawk's mast.

then there are three or four 111s at the mark right at the same time with kites up — totally fun but heart-pumping for sure."

This year's mad men were: Dorian McKelvy, owner/helm; Jeff Thorpe, main/tactics; Rusty Canada, jib/spinnaker trim; Jim Zaky, offside trim/grinder; Kevin Moon, pit; Berkeley Riley, pit/jib trim; John Hayes, mid-bow/mast/rail boss; Corey Schillaci, bow.

"We showed up every race with great guys on our boat — who would rather be on the Bay than anywhere else. Parts shakedown, rig tuning and sail trim have gotten a lot better. This year nobody fell off the boat!"

The J/111 season comprised 30 races and just one throwout. *MadMen* had the low score of 61 points.

2) **Bad Dog**, Dick Swanson, StFYC, 82 points; 3) **Aeolus**, Rob Theis, SBYC, 83. (9 boats)

## J/105 — Blackhawk Ryan Simmons, SFYC

The Simmons family has been racing

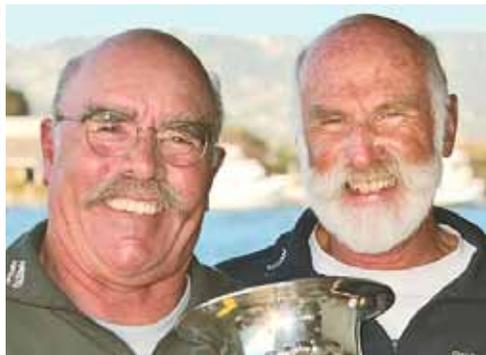


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# SEASON CHAMPIONS, PART I —

STEVE CRAWFORD



**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!"



**John Kernot**

Three Bridge Fiasco — again.

*Banditos* scored 27 points in the seven-regatta series.

2) **Moore Wave\*Ohs**, Kurt Lahr, RYC, 36 points; 3) **Wet Spot**, Mike O'Callaghan, StFYC, 41. (52 boats)

## **Etchells Fleet #12 — *Moneyball* Blaine Pedlow, StFYC**

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



**Blaine Pedlow**

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

LATITUDE / CHRIS



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!"

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

## **Santana 22, *Byte Size* Anne-Carlijn Alderkamp, TISC**

Anna Alderkamp, a native of the Netherlands, crewed for Tom Montoya on *Meliki* 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 Keay 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

# ONE DESIGN RACING LIVES ON



**Dorian McKelvy's J/111 'MadMen' placed second at the 2015 Rolex Big Boat Series, but captured the local fleet's season championship.**

for Eric and he did amazingly well. Keay is a Santana 22 veteran and we have been sailing together for four years now."

A low point in their season came on the first day of Nationals, hosted by Corinthian YC on July 17-19. "We had problems finding our groove in the big



**Thijs Kaper & Anna Alderkamp**

currents and light winds on the Knox course," explained Alderkamp.

Nevertheless, she had the best score of 19 in the 18-race/five-throwout White

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



ETHAN SARGENT

**Al Sargent & Maddy Eustis**

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)

**N**ext 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

# BAJA HA-HA XXII —

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.

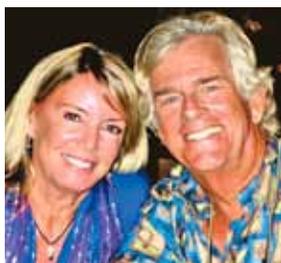
As a special gift sent from the heavens, a full moon will greet watch-standers during the first few nights of the 750-mile trip, thus easing the anxieties of the first-timers. But the final night will be almost moonless, revealing a spell-binding sky twinkling with a gazillion stars. Add to that the 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 here 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](http://www.baja-haha.com).)*

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



'Moonshadow'

John, 63, a retired software executive, and Debbie, a retired life insurance executive, will be doublehanding.

"Moondance, which George Backhus of Sausalito sailed around the world

for 16 years, is our fourth boat and we've owned her for three years," says John.

"We got married to fulfill our dream of sailing around the world. Three kids, two careers, and 38 years later, we sold everything, bought *Moonshadow*, and

started our cruise from Florida. We did last year's Ha-Ha, and by the second stop at Bahia Santa Maria 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 man-



'Mykonos'

ager, 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**

The 57-year-old financial planner and Tamara, his wife, a retail manager, will be doing yet another Ha-Ha aboard their Celestial 48, which was built in China.

"We love sailing to Mexico," says Doug, who also loves sailing to Hawaii. He and Tamara don't like Bashing back to Northern California quite as much, so they'll have a delivery skipper do that. One of the previous delivery skippers got their boat all the way back to the entrance to the Estuary before T-boning a navigation marker. Oops. (White sails only.)

## **Northern Lights — J/42 Roderic & Mary Deyo, Seattle, WA**

Rod, a 63-year-old retired mathematician and principal program manager, and his wife Mary, a software developer,

will be doublehanding.

"We've been sailing a long time," they say. "Rod since he was two in San Diego, and Mary since she was eight in Newport Beach. We've owned our J/42, the only sizeable one we've ever owned, for five years. We did last year's Ha-Ha and enjoyed it so much that we decided we wanted to do it again. But after this year's event, we'll be Puddle Jumping rather than returning to California."

## **Windstar — Liberty 49 Stephen & Bente Millard Santa Barbara**

Stephen, a 62-year-old yacht broker who learned to sail in 1968, and Bente, his wife, a practicing attorney, will be doublehanding. They've owned *Windstar*, their fourth boat, for one year.

"The Ha-Ha is always a great party with an opportunity to make countless new sailing friends," says Stephen. "And it will be great to cruise Mexico once again. After several months in Mexico, we'll either Bash back or take the Clipper Route home."

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

Paul, a retired dentist, will be sailing his year-old 50-footer, his fourth boat, south with his friend Geza Sinkovics, a 60-year-old charter captain.

"I only started sailing in 2011, but I'm so happy to be doing the Ha-Ha again, because I'll be making more friends, just like last year. My boat is fun and fast, and has a beautiful red spinnaker that loves to fly.

"After the Ha-Ha, I'll head up to La Paz and the Sea, then Bash home after a year."

## **Lokomaikai — Catalina 320 Ron & Gail Hodel, Dana Point**

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.



'Lokomaikai'

# MEET THE FLEET

"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 doublehanded.

"*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 Richmond**

The 67-year-old retired director of facilities and Jan, his wife, the supervi-



*'Tahitian Dream'*

sor of a ticket office, will be sailing south with Norman Thersby, a 68-year-old race car mechanic and Candace, his wife, an administrative assistant.

Having learned to sail in 1972, the couple have owned the French-built *Tahitian Dream* for four years. "She's a ketch with electric furling for the main and headsail, and has a hard dodger. This is our year, as the retrofit is almost complete, meaning it's time for us to make the first step in our journey to Tahiti."

## **Gratitude — Hylas 46 Martin Eggenberger & Nina Lesowitz Oakland**

The 44-year-old enterprise architect and his wife Nina, an author, will be sailing with two as-yet-to-be-determined crew. The unusual thing about their boat is that she had rarely been in saltwater before they brought her to San Francisco in 2013.

"We like the idea of a 'no pressure, no problem' rally right in our backyard," they say, "and in doing the Ha-Ha, we'll be fulfilling a lifelong dream. After the Ha-Ha we'll Bash back north."



*'Gratitude'*

## **Dancy — Kelly Peterson 44 Dwain & Nancy Lentz, Tempe, AZ**

The still-working 58-year-old HVAC contractor and his still-working medical lab manager wife will be joined by Rick Smith, an airline captain, and Pam Smith.

"*Dancy* did the 2003 Ha-Ha as *Angelita*. I bought her after she returned home and have pretty much been refitting her ever since. Now it's time to go sailing. I'm going to leave the boat in La Paz and try some 'commuter cruising'. After a year or so, I'll either Bash home or move her to San Carlos and commute from not-too-distant Arizona."

## **Nakamal — Island Packet 380 John Ryan & Elinore Craig Tucson, AZ**

As of press time, John, a 54-year-old technical specialist, and his partner

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**'Nakamal'**

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 Connolly 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."

## **Callisti — 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).

## **Tranquilo — Catalina 445**

**Lloyd & Colleen Clauss, 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



'C'est Si Bon'

we bought our boat three years ago that we wanted to start our five-year float plan with the Ha-Ha. Life is not a dress rehearsal, so we may come back to San Diego in May, or we may continue south." Perry started sailing in the Boy Scouts. (White sails only.)

**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 Bonfield  
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 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

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

Ha-Ha gave us a committed date. Once the boat gets to Mexico, we'll keep her there."

**X — Santa Cruz 50  
David Addleman & Shayne De Loreto  
Monterey**

David, a 60-year-old retired "geek", and Shayne, his 29-year-old wife, a homemaker from the Philippines, will be doublehanding. In the November *Latitude* you can read all about David's 8,000-mile singlehanded journey from the Philippines to make the Ha-Ha start.

Addleman claims he's doing the Ha-Ha because "all the cool goodies from previous Ha-Ha's have been lost or worn out since I did it with my then-Cal 36, 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."

**Snug Harbor — Catalina 470  
Charley Eddy, Alameda**

Charles, 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."



'Snug Harbor'

**Atsa — Tayana 48DS  
Hartley Gardner & Lesley Johnson  
Phoenix, AZ**

Hartley, a 63-year-old retired engineer, and Lesley, a retired MD, have been sailing for 52 and 42 years respectively, and recently did a Ha-Ha tune-up in the SoCal Ta-Ta. "Most of our sailing friends have already done the Ha-Ha, and with Lesley now retired, it's our turn to begin our retirement cruise. The Ha-Ha has been on our 'to do' list for a loooooong time," they say. "We'll be staying in Mexico for at least the winter. After that, who knows, but we probably won't be returning to California."

**Maria Elena — Nordhavn 40  
Bill & Andrea Kirsh, San Diego**

Bill, a still-practicing physician, and his wife Andrea, a physical therapist, will be doublehanding south on their powerboat.

"We've spent the last three years shaking our boat and ourselves down in order to feel comfortable traveling around the world to work in various medical missions. We've owned the boat for five years, and the time has come to start our new wave of life." No sails at all.

**Intermezzo — Leopard 39  
Stephen Cox & Renee Duffer  
Sonoma**

The 54-year-old executive and his partner Renee Duffer will be doublehanding their Leopard catamaran.

"Intermezzo means a performance, of-

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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 paint-

*"Our cruise started in Seward, Alaska, in September of last year aboard our 63-year-old wooden cutter."*

er, 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**  
**Port 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 TPI 42**  
**Shawn & Kristin Betourne**  
**Boulder, CO**

Shawn, 48, a software engineer, and Kristin, his wife, a consultant, will be doublehanding 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 32 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 55-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'*

*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."

**Swedish Promise — Winga 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 fiancée, 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."

**Volaré — 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



*'Volaré'*

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."

**Gypsea — 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 doublehanding 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.

*"The kids will be doing most of the sailing, cooking and cleaning."*

"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 to 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

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Dave will have at least three crew: Jeffery 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 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 doublehanding 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



'Concordia'

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 doublehanding with Matt Dobberteen, 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 surfed 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 *Morepheus*, 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?"



'Tranquility'

## **Serendipity — Jeanneau 42DS Jonathan & Rebecca Mote Corona del Mar**

Jonathan is a 60-year-old exexecutive, while Rebecca, his wife, is a dietitian.

"We only started sailing in 2013, and *Serendipity* is the only boat we've ever owned. What's cool about our boat? We use solar power to make water."

"We don't have a real plan, so we're sticking to it, but the Ha-Ha sounds like a great adventure."

W hew, that's a lot of cruisers! And that's not even the whole fleet. You'll find additional mini-profiles on the final registrants at the 'official' Baja Ha-Ha website: [www.baja-haha.com](http://www.baja-haha.com).

— latitude / richard & andy

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## BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at [www.baja-haha.com](http://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](http://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](http://www.latitude38.com).

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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](http://www.pacificpuddlejump.com).

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## 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.

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PLEASE NOTE:

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

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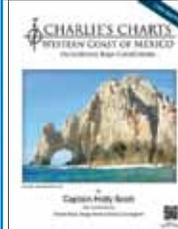
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# MAX EBB —

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.

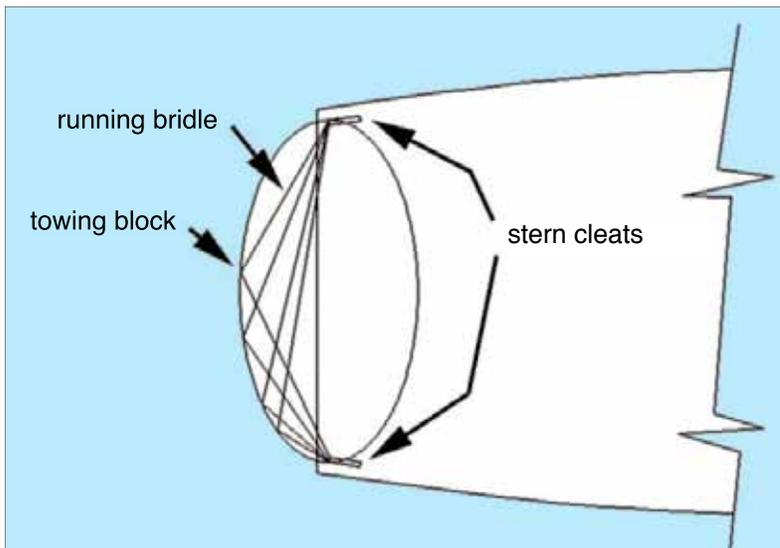
"Plenty of water here last year," I apologized to my guests. "The channel must have silted in."

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

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

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.*



Now, I'm not one to say anything good about small fast powerboats unless, of course, they are serving as mark set boats for sailboat races. But sometimes a powerboat appears just when you need one, and this was one of those times.

"Aground?" hailed the boat driver, asking the obvious.

"Just trying to rub some barnacles off the bottom of the keel," I answered. "Do you think you have enough power and thrust to pull me back into the channel?"

Challenging the adequacy of a powerboater's engine and propeller never fails.

"Throw me a towline and we'll see what we can do," he hailed back.

Time was short and the tide was falling, and rather than make up a proper nylon towline I grabbed the first long string that came within reach, a low-stretch spinnaker sheet. I tossed the tail end to the powerboat, and his crew made it fast to a stern cleat on the starboard side.

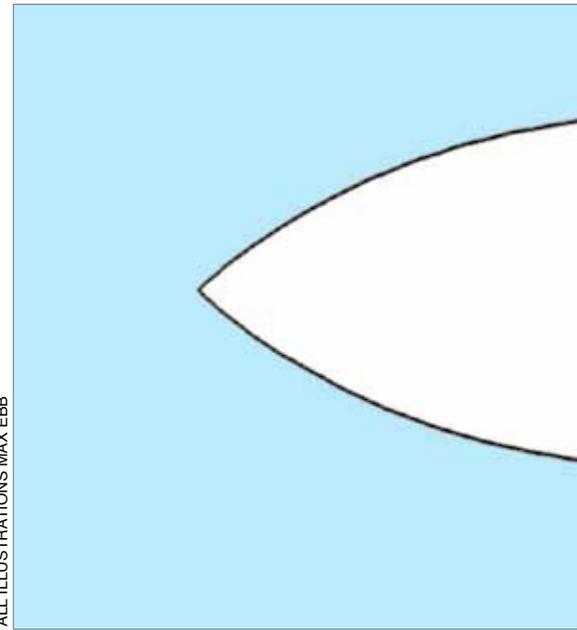
My boat was still aimed parallel to the channel, but had strayed too far to the right side, on the inside of the last bend to the right before reaching a small turning basin in front of the yacht club guest dock. I could see part of the raft-up; most of the boats were already there. In fact, I could 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, to which he attached my towline.

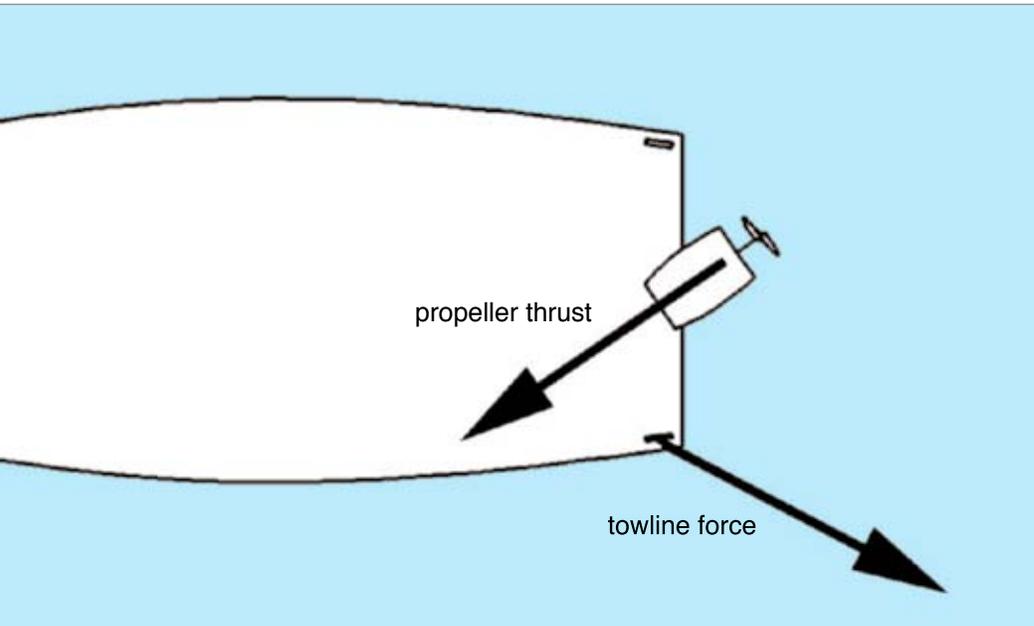
"Um, that won't work either," advised Lee. "Needs to be a running bridle to project the virtual pivot point forward. Max, throw me a snatch block!"

"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



***Under static load with the boat not moving, all the drag is from the towline and all the thrust is from the propeller. No matter how the helm is set, the boat will rotate clockwise.***

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 squared 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 conve-

niently in its stowed position on the bow pulpit.

"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.

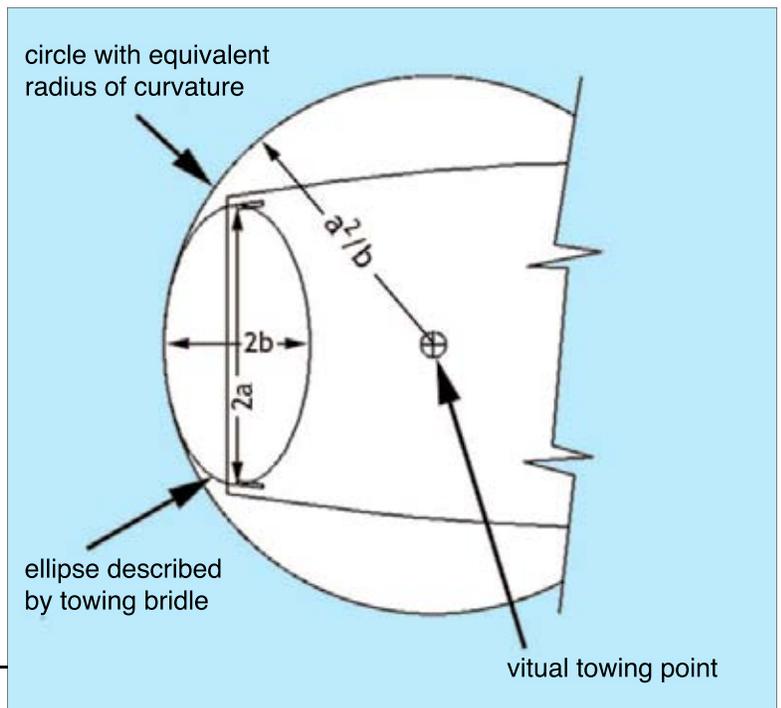
"Look at the aft deck of that tugboat," Lee said as she gestured across the channel to a commercial dock where a small tug tied up. The towing bitt is well forward of the rudder and propeller, and the taffrail is low and unobstructed."

"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

***Under static load with the boat not moving, all the drag is from the towline and all the thrust is from the propeller. No matter how the helm is set, the boat will rotate clockwise.***



# MAX EBB

properly you need a towing point well forward of the point of application of thrust. When you tow from a stern cleat, it's so close to the drive unit that steering has no leverage."

"But it works fine when we're tubing," the powerboat skipper pointed out.

"For sure; that's because more than half the drag is on the boat and only a small fraction of drag is from the tube. So you still have turning moment between the thrust force and the drag force. But, like, for static thrust, that is, when the boat isn't moving, all the drag is from the towline and all the thrust is at the propeller, and when you tow from a stern cleat they're so close together the only thing that creates turning moment is the transverse spacing between the two forces, and that doesn't change when you try to steer."

"So that's why ski tow pylons are inside the cockpit and not back at the stern," said the powerboater. "I always wondered about that."

"Then why does the bridle work at all?" I asked. "That puts the towing force behind the propeller, not in front of it."

"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

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

distances to the two cleats. So like, the path of the snatch block has gotta be an ellipse. When it's under load, 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

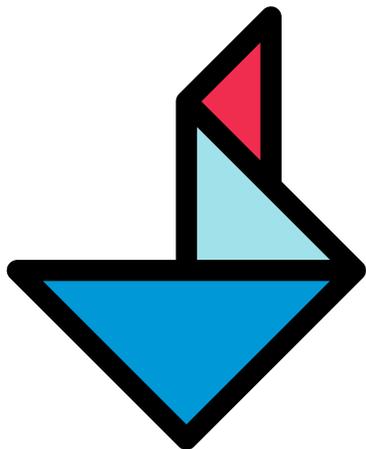
maximum radius of curvature, when the traveler block is on or near centerline," she explained. "A squared over B, where A is the larger semi-diameter and B is the smaller one. I asked you to shorten the bridle rope to make the B dimension smaller, so the radius of curvature would be larger, and the virtual 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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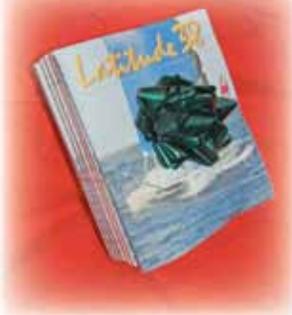


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# THE RACING

**Kilroys** bookended the podium at the **Audi Melges 20 Worlds**; the OYRA joined the SSS for a race to **Half Moon Bay**; SBYC hosted a windy **Red Bra Regatta**; the **Express 37 and 27 fleets** crowned their national champions; and the **City of Hope Regatta** raised funds for cancer and diabetes cures. Plus **Race Notes** and lots of **Box Scores**.

## 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

"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*

### MELGES 20 PCC, SFYC, 9/12-13, (6r, 1t)

- 1) **WildMan**, Liam Kilroy, SFYC, 12 points; 2) **Samba Pa Ti**, John Kilroy, SFYC, 14; 3) **Mascalzone Latino Jr.**, Achille Onorato, Yacht Club de Monaco, 16; 4) **Kuai**, Daniel Thielman, CYC, 25; 5) **Pacific Yankee**, Drew Freides, NYYC/SDYC/Cal YC, 26. (21 boats)

Full results at [www.sfy.com](http://www.sfy.com)

### AUDI MELGES 20 WORLDS (8r, 1t)

- 1) **Samba Pa Ti**, John Kilroy, USA, 18 points; 2) **Portobello**, Cesar Gomes Neto, BRA, 31; 3)

- 4) **WildMan**, Liam Kilroy, USA, 32; 4) **Out of Reach**, Guido Miani, MON, 41; 5) **Oleander**, James Wilson, USA, 46; 6) **Pacific Yankee**, Drew Freides, USA, 47; 7) **Customly**, Corrado Agusta, MON, 58; 8) **STIG**, Alessandro Rombell, ITA, 67; 9) **Mascalzone Latino Jr.**, Achille Onorato, ITA, 69; 10) **Shimmer**, Brian Porter, USA,

70. (39 boats)

- CORINTHIAN — 1) **Kotyara**, Oleg Evdokiemenko, RUS, 147 points; 2) **Wild Deuces**, Paul Currie, CAN, 180; 3) **Midlife Crisis**, Jay Golison, USA, 194.

Full results at [www.melges20.com](http://www.melges20.com)

### SSS/OYRA Half Moon Bay Race

On September 19, while the attention of the Bay Area sailing community was focused on the Rolex Big Boat Series, a combined fleet of Singlehanded Sailing Society and OYRA ocean racers quietly slipped out of San Francisco, flying spinnakers on a light easterly, destined for Half Moon Bay. The east-

erly flickered out near Mile Rock.

"We hit the transition between the easterly and the northwesterly and had about two boatlengths of light air," said Greg Nelsen, double-handing his *Azzura 310 Outsider*.

"We thought it was going to be a slow race," said Bob Gunion, crew on Dave Douglas' *C&C 37/40R Maggie*, "but past Mile Rock the wind built to 15 knots."

"I never would have bet we'd be tied up by 2:30," added Douglas. "We were going great guns."

"It's not every race where you can set the spinnaker at the start and carry it all the way to the finish — and in shorts all day," said Truls Myklebust, who singlehanded the F-27 trimaran *Raven*. Not everyone finished with kites up, as the wind built to 20 knots and got reachy.

A pod of humpback whales greeted the finishers at the entrance to Pillar Point Harbor. The sailors were then welcomed ashore by the SSS race committee and Half Moon Bay YC.

— *latitude/chris*

### SSS HALF MOON BAY RACE, 9/19

- SINGLEHANDED MONOHULL — 1) **Uno**, Wyliecat 30, Brendan Meyer; 2) **Oscar**, SC33, Joshua Rothe; 3) **Fugu**, Wilderness 30, Chris Case; 4) **Eyrie**, Hawkfarm, Synthia Petroka. (16 boats)

- DOUBLEHANDED MONOHULL — 1) **Outsider**, *Azzura 310*, Greg Nelsen/Dan Alvarez; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank; 4) **Crinan II**, Wyliecat 30, Don Martin/Siobhan Williams. (16 boats)

- DOUBLEHANDED MULTIHULL — 1) **Ma's Rover**, F-31, Mark Eastham/David Leech; 2) **Trident**, Corsair 31R, Damien Campbell/Jeremy Boyette. (2 boats)

Full results at [www.sfbaysss.org](http://www.sfbaysss.org)

### OYRA HALF MOON BAY II, 9/19

- PHRO 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg, RYC. (1 boat)

- PHRO 2 — 1) **Windswept Lady**, X-362, Kerry Sheehan; 2) **Sea Stig**, SC40, Shawn Price; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner. (8 boats)

- PHRO 3 — 1) **Yeti**, Express 27, Adam Marzurkiewicz; 2) **Ahi**, Santana 35, Andy Newell; 3) **Tesa**, Catalina 42, Steve Haas. (7 boats)

- SHORTHANDED — 1) **Mesmerize**, C&C 35 MkIII, Rune Storesund. (1 boat)

- MULTIHULLS — 1) **Raven**, F-27, Truls Myklebust. (1 boat)

Full results at [www.jibeset.net](http://www.jibeset.net)

JOY DUNIGAN / AUDI MELGES 20 CLASS



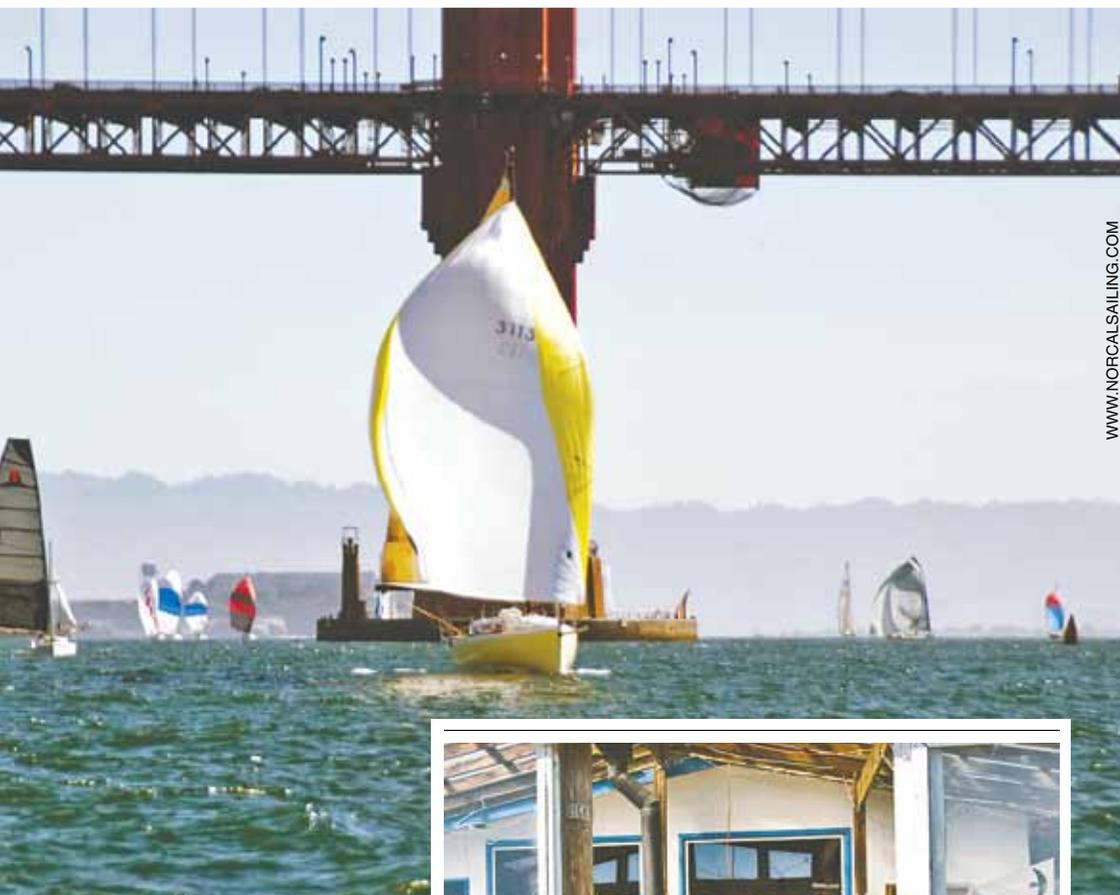
The Audi Melges 20 Worlds podium, from left to right: Liam Kilroy (third), Brazilian Cesar Gomes Neto (second) and 2015 champion John Kilroy.

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.





WWW.NORCALSAILING.COM



LATITUDE / CHRIS

### 100 Years of 6-Meters

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.

**Spread: A rare spinnaker exit from the Bay in the SSS/OYRA Half Moon Bay Race. Inset: Welcome to sunny Half Moon Bay! SSS volunteers took the racers' finish times at HMBYC.**

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**, Rainer 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**, Rodger Phillips, 27. (4 boats)

Full results at [www.stfyc.com](http://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

For more racing news, subscribe to *Latitude* online at [www.latitude38.com](http://www.latitude38.com).

In addition to the stories printed here, October's racing coverage included:

SCYC Fall Classic • Campbell Rivers Hawaii Race Prep • Middle Sea Race America's Cup World Series  
Dee Smith's Paralympic Campaign  
Jessica Cup • Logan/Paige Regatta  
SSS Vallejo 1-2 • Joan Storer Regatta  
YRA Fall Championship Invitational  
Linda Elias Memorial Challenge

Plus previews of Leukemia Cup, ACWS, Transat Jacques Vabre, the Midwinter Season and more!

# THE RACING

TOP ROW LESLIE RICHTER / WWW.ROCKSKIPPER.COM



BOTTOM ROW: MARTHA BLANCHFIELD / RENEGADE SAILING



**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.**

was made by another competitor."

Coming from the Deep South (Bay) were seven ladies and three entries from Redwood City's Sequoia YC. Petra Gilmore sailed on Ashley Burke's Catalina 30 *Angelina*. "In Race #1 we enjoyed perfect weather," reports Gilmore. "We had a little time between races when we grabbed a bite to eat and discussed strategy for the second race. During the break the wind started to come up. The *Angelina* crew decided it was time to reef. Boy was that a good decision! Race #2 was much more challenging. A few boats dropped out due to the high winds, and there was extensive conversation on *Angelina* about staying in the race. Ultimately we decided to continue on since leg 2 was abeam and leg 3 was downwind. It was an exciting race and rewarding finish that won't soon be forgotten."

"The awards ceremony and BBQ found the club filled with laughter, joy and enthusiasm, and all the racers were looking forward to participating again

next year," added Byrne.

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

— *latitude/chris*

### SBYC RED BRA REGATTA, 10/3 (2r, 0t)

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](http://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



ALL PHOTOS THIS PAGE CHRIS RAY / WWW.CRAYWP.COM

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 on 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, 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](http://www.berkeleyyc.org)

#### **Express 27 Nationals**

The following weekend, October 9-11, Corinthian YC hosted the Express 27

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

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 (6r,0t)

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)

Full results at [www.express27.org](http://www.express27.org)

### City of Hope Regatta

On Sunday, October 4, Del Rey and Santa Monica Windjammers 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



STEVE CRAWFORD

**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.**

cures for cancer and diabetes.

Nineteen boats participated and 11 Catalina 42s showed up. The wind shut off at the beginning and was then up and down throughout the pursuit start. *Mis-*

*tral*, Dan McGanty's Tartan 101, blew away the fleet and claimed line honors. Catalina 42 skipper Lee Lewis won the Lois Yudovin trophy for raising more than \$2,500 for the cause.

— andy kopetzky

## CITY OF HOPE REGATTA, DRYC/SMWYC, 10/4

PHRF — 1) **Mistral**, Tartan 101, Dan McGanty; 2) **In Tenths**, J/80, Steve Maynard. (2 boats)

CRUISING — 1) **Crossfire**, Cal 36T, Joe Cowan; 2) **Va Pensiero**, Birkin 48, Joe Weber; 3) **Sachem**, Catalina 445, Paul & Sue Artof. (5 boats)

CATALINA 42 — 1) **Celerity**, Bruce Bilson; 2) **My Time 3**, George Maronich; 3) **Take Five**, Paco Stevens. (11 boats)

Full results at [www.dryc.org](http://www.dryc.org)

## SEQYC/CPYC BARTH RACE, 9/19

SPINNAKER — 1) **Daredevil**, Melges 24, Tim Anto, SeqYC; 2) **Primordial Sloop**, Express 37, Henry Kleinberg, SeqYC; 3) **Tiki J**, J/42, Yvette Yong, CPYC. (8 boats)

NON-SPINNAKER — 1) **Metridium**, Catalina 42, John Graves, SeqYC; 2) **Xpression**, C&C 110, John Ryan, SeqYC; 3) **Hot Ice**, C&C 110, Mike Haddock, CPYC. (6 boats)

Full results at [www.sequoiayc.org](http://www.sequoiayc.org)

## RYC TOTALLY DINGHY REGATTA, 9/19-20, Portrero Course (9r, 0t)

DAY SAILER — 1) Michael & Mardi Gillum, 14 points; 2) Steve Lowry/Roger Meagor, 23; 3) Dave Keran/Janette Zeman, 25. (6 boats)

BYTE — 1) Michele Logan, 16 points; 2) Laurie Davis, 26; 3) Gail Yando, 27. (6 boats)

OPEN CLASS POTRERO — 1) Snipe, Vince Casalaina/Sherry Eldridge, 15 points; 2) Wing Dinghy, Steve Cameron, 18; 3) Lido 14, Todd & Barbara Craig, 21; 4) International FJ, Neil van der Plas/Anke Rademacher, 41. (4 boats)

### Southampton Course (7r, 0t)

THISTLE — 1) Ryan Nelson/Luther Strayer, 18 points; 2) Toby Ingrey/Lisa Wilson/George Biery, 26; 3) Dan Clark/Richard & Deb Glovin, 30. (5 boats)

I-14 — 1) Kirk Twardowski/Michael Lazzaro, 14 points; 2) Katie Love/John Gilmour, 19; 3) Chris Rutz/Greg Mitchell, 26. (6 boats)

LASER — 1) Emilio Castelli, 14 points; 2) Roger Herbst, 16; 3) Rick Raduziner, 26. (4 boats)

LASER RADIAL — 1) Gabe Reuter, 15 points; 2) Stephen Aguilar, 24; 3) Toshinari Takayanagi, 28. (4 boats)

OPEN CLASS SOUTHAMPTON — 1) 29er, Neil Marcellini/Aidan Doyle, 17 points; 2) Wylicat 17, David Bacci, 19; 3) FastaCraft F33, Paul Kilkenny, 30. (7 boats)

Full results at [www.richmondyc.org](http://www.richmondyc.org)

## THE BOX SCORES

### J/70 NORTH AMERICANS, SDYC, 9/23-27 (10r, 0t)

1) **Africa**, Jud Smith, Eastern YC, 67 points; 2) **Zounds**, Doug Strelbel, Lakewood YC, 83; 3) **Helly Hansen**, Tim Healy, Sail Newport, 98; 4) **Bliss**, Brad Rodi, SDYC, 100; 5) **Cool Story, Bro**, John Brigden, StFYC, 100; 6) **Ocho Cinco**, Allan Terhune, Annapolis YC, 109; 7) **Hooligan**, Shannon Bush, Texas Corinthian YC/NYYC, 114; 8) **Reach Around**, Thomas Bowen, lots of YCs, 119; 9) **3 Ball JT**, Jack Franco, LIYC, 132; 10) **Catapult**, Joel Ronning, Wayzata YC, 132. (49 boats)

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

Full results at [www.sdy.org](http://www.sdy.org)

### ROLEX FARR 40 WORLDS, LBYC, 9/24-27 (11r, 0t)

1) **Groovederci**, John Demourkas, USA, 49 points; 2) **Plenty**, Alex Roepers, USA, 50; 3) **Struntje Light**, Wolfgang Schaefer, GER, 52; 4) **Nightshift**, Kevin McNeil, USA, 57. (17 boats)

CORINTHIAN — 1) **Coquille**, Gary Ezor, USA, 82 points; 2) **Insanity**, Rick Goebel, USA, 113; 3) **Blade II**, Michael Shlens, USA, 121. (9 boats)

Full results at [www.farr40worlds.com](http://www.farr40worlds.com)

### YRA SEASON CLOSER SATURDAY, CYC, 9/26

PHRF 1 — 1) **Deception**, SC50, Bill Helvestine; 2) **Argo**, Beneteau 40.7, Gregory Demetrulias; 3) **Leglus**, Ohashi 52, Hiro Minami. (3 boats)

PHRF 2 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Jarlen**, J/35, Bob Bloom; 3) **Yunona**,

J/105, Artem Savinov. (6 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (6 boats)

PHRF 4 — 1) **Siento el Viento**, C&C 29-1, Ian Matthew; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Raccoon**, Cal 20, Jim Snow. (5 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin; 2) **Andale**, Pat Brown; 3) **Abigail Morgan**, Ron Kell. (6 boats)

SF30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Elusive**, Olson 911S, Charles Pick; 3) **Rhapsody**, J/32, Chris Boome. (6 boats)

SPORTBOAT — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 2) **Ragtime**, J/90, Trig Liljestrang; 3) **Scilla**, J/70, Fabio Maino. (4 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Basic Instinct**, Elliott 1050, Memo Gidley; 3) **Califia**, Islander 36, Tim Busiek. (4 boats)

### YRA SEASON CLOSER SUNDAY, CYC, 9/27

PHRF 1 — 1) **Bodacious+**, 1D48, John Clauser; 2) **Deception**; 3) **Argo**. (3 boats)

PHRF 2 — 1) **Jarlen**; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Red Cloud**. (4 boats)

PHRF 3 — 1) **Arcadia**; 2) **Sea Star**; 3) **Luna Sea**, Islander 36, Dan Knox. (5 boats)

PHRF 4 — 1) **Siento el Viento**; 2) **Can O'Whoopass**; 3) **Raccoon**. (4 boats)

EXPRESS 27 — 1) **Peaches**; 2) **Andale**; 3) **Current Affair**, Seth Clark. (5 boats)

SF30 — 1) **Rhapsody**; 2) **Shameless**; 3) **La Dolce Vita**, J/32, John Riley. (4 boats)

SPORTBOAT — 1) **Insolent Minx**; 2) **Boomer**, Melges 20, Marcus Canestra. (2 boats)

NON-SPINNAKER — 1) **Basic Instinct**; 2) **Q**; 3) **Califia**. (3 boats)

Full results at [www.yra.org](http://www.yra.org)

MARTHA BLANCHFIELD



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

### 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.ussailing.org](http://www.ussailing.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 chal-

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](http://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 (3r, 0t)

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) **Sven-kist**, Sean Svendsen, 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**, Martin 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.sfyf.org](http://www.sfyf.org)

### CATALINA 34 FLEET 1 SAN FRANCISCO CUP, SBYC, 10/11 (3r, 0t)

RACING — 1) **Mottley**, Chris Owen, 5 points; 2) **Allegro**, Shane Palmer, 8; 3) **All Hail**, Page Van Loben-Sels, 9. (7 boats)

CRUISING — 1) **Aquavite**, Stu Jackson, 4 points; 2) **Painkiller**, Rick Allen, 5. (2 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

### SEQYC SUMMER SERIES (5r, 1t)

SPINNAKER — 1) **Daredevil**, Melges 24, Tim Anto, 7 points; 2) **L20**, J/29, Alex Huang, 11; 3) **Xpression**, C&C 110, John Ryan, 17. (13 boats)

NON-SPINNAKER — 1) **Iowa**, Hunter 380, Rick Dalton, 4 points; 2) **Sea Breeze**, Hunter 31, Tim Petersen, 13; 3) **Zinful**, Catalina 320, Erik Jessen, 14. (3 boats)

Full results at [www.sequoiayc.org](http://www.sequoiayc.org)

### VYC NORTH BAY SERIES (5r, 1t)

SPINNAKER — 1) **Shanti**, Olson 911S, Jeremy Harvey, 10 points; 2) **Dry Land**, Etchells, Jim Wallis, 11; 3) **Summer and Smoke**, Beneteau

## 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) **Some-where 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](http://www.vyc.org)

### LASER SHORT COURSE CHAMPIONSHIP, Alameda Community Sailing Ctr, 10/10 (4r, 0t)

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**, J/32, John Riley, 8 points; 2) **Capo Gatto**, Nonsuch 30, Sal Ballestreri, 9; 3) **Kai Manu**, Cal 29, John Jaundzems, 10. (5 boats)

Full results at [www.bayviewboatclub.org](http://www.bayviewboatclub.org)

### IYC SUMMER ISLAND NIGHTS (5r, 1t)

SPINNAKER I — 1) **Spirit of Freedom**, J/124, Bill Mohr, 7 points; 2) **Wile E. Coyote**, Express 27,

Dan Pruzan, 9; 3) **Zwei Flying Fish**, San Juan 33s, Jeff Lee, 14. (5 boats)

SPINNAKER II — 1) **Proverbs 21:21**, Ideal 18, Steve Ritz, 4 points; 2) **Boogie Woogie**, Ranger 33, John Ratto, 8; 3) **Lelo Too**, Tartan 30, Emile Carles, 10. (3 boats)

168-RATERS — 1) **Faster Faster!**, Merit 25, David Ross, 5 points; 2) **Phantom**, J/24, John Gulliford, 7; 3) **Bewitched**, Merit 25, Laraine Salmon, 13. (4 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 5 points; 2) **Meliki**, Santana 22, Deb Fehr, 16; 3) **Dulcinea**, Catalina 38, Lee Krasnow, 20. (8 boats)

Full results at [www.iyc.org](http://www.iyc.org)

### SEQYC BEER CAN SERIES (27r, 0t)

1) **L20**, J/29, Alex Huang; 2) **Metridium**, Catalina 42, John Graves; 3) **Big Air**, Open 5.70, Andrew Rist; 4) **Warp Speed**, C&C 115, Scott Scherer; 5) **Slip Stream**, Catalina 42, Mark Millet; 6) **Friction Loss**, J/30, Jenny Thompson; 7) **Daredevil**, Melges 24, Tim Anto; 8) **Mirth**, Catalina 34, Rick & Petra Gilmore; 9) **Xpression**, C&C 110 Express, John Ryan; 10) **Head Rush**, Antrim 27, Anja Bog & Peter Weigt. (43 boats)

### SYC SUMMER SUNSET SERIES (5r, 1t)

J/105 — 1) **Streaker**, Ron Anderson, 5 points; 2) **Hazardous Waste**, Chuck Cihak, 6; 3) **Nimbus**, Neil Gibbs, 11. (4 boats)

SPINNAKER — 1) **Gammon**, Tartan Ten, Jeff Hutter, 7 points; 2) **Escapade**, Express 37, Nick Schmidt, 9; 3) **Ohana**, Beneteau 45, Steve Hocking, 12. (11 boats)

NON-SPINNAKER — 1) **Jarlen**, J/35, 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.sausalito yachtclub.org](http://www.sausalito yachtclub.org)

# WORLD

With a special report this month on the fabulous **Windward Antilles** of the Eastern Caribbean, and **Charter Notes**.

## 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

**Bay Area sailing instructor Rod Witel strikes a pose with a map of the Grenadines, a popular cluster of islands and islets in the Windwards.**

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. Resembling 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-optional 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 or-



ganized 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



CAPT RICHARD GILLETTE

# OF CHARTERING



**Postcard-worthy images from a Grenadine cruise. Although not as laid-back as it once was, this area still feels like the 'old Caribbean'.**

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 yachting 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 ***Bequia is a favorite of charterers and cruisers. The people have a long seafaring history, and they still race local sloops like this one.***



BEQUIA TOURISM

# WORLD OF CHARTERING

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



LATITUDE / ANDY

**Where to? Within the 'World of Chartering' there are so many worthwhile choices it could make your head spin.**

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

British Virgin Islands      Belize      The Grenadines



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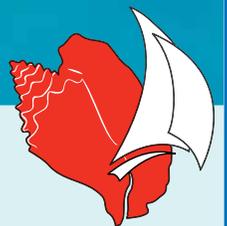
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# CHANGES

With reports this month on **X** arriving in Monterey after being single-handed 8,000 miles from the Philippines; from **Colibri** in Corsica and Sardinia; from **Tamarisk** on trouble at Aden, Yemen; from **En Pointe** on the difficulty in leaving Thailand; from **Flashgirl** on New Zealand to French Polynesia; Part One of the **Pizazz** guide between Bonaire and Panama; and **Cruise Notes**.

## 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 singlehanded 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

*David's SC50 should be about 152 seconds a mile faster than the Cal 36 'Eupsychia' that he previously cruised in Mexico and the Sea.*

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-

LATITUDE / RICHARD

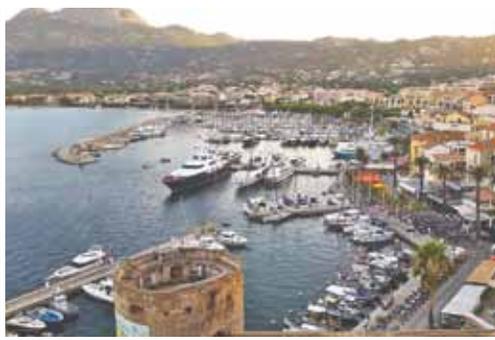
LATITUDE / RICHARD



David, as he looked at the 2008 Sea of Cortez Sailing Week.



# IN LATITUDES



ALL PHOTOS COURTESY JOHN THOMPSON



**Clockwise from above: John gave up being a lawyer for this. Tsk. Getting into the swing of things on the foredeck of 'Colibri'. The fjord-like harbor at Bonifacio. One of the anchorages at the Porquerolles Island, 'the Catalina of France'. The harbor at Calvi, Corsica, as seen from the citidel.**

tion system that is now used by clients globally, and they pay a monthly fee to access the software. This allows me to keep the cash flowing all year without my having to be at one particular place.

For about the last three years I've been based in Verona, Italy. Why? I wanted to learn Italian and connect with my family heritage, and I wanted to try living near mountains for a change — partly as a reaction to having spent so much time on boats. All in all, I wanted to work, enjoy life, travel the world, and still make a few trips back to California each year.

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.

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.

Heading south around the west coast of Corsica, we were lucky to have almost perfect weather. This gave us ideal conditions for lunch-break swim sessions and dinghy rides. Our last stop on Corsica was in Bonifacio, a quaint town built on cliffs above a type of narrow fjord. Since the port is in the fjord, it gets a little chaotic when all the boats return to port in the late afternoon.

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.

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.***



JOHN THOMPSON

# CHANGES

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 second day. 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

**'Colibri' berthed at Porto Cervo, Sardinia, where the big boys play. The boat with the unusual masts is the 289-ft 'Maltese Falcon'.**

JOHN THOMPSON



John, looking like David Addleman's brother, at a beach in Corsica.

JOHN THOMPSON



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

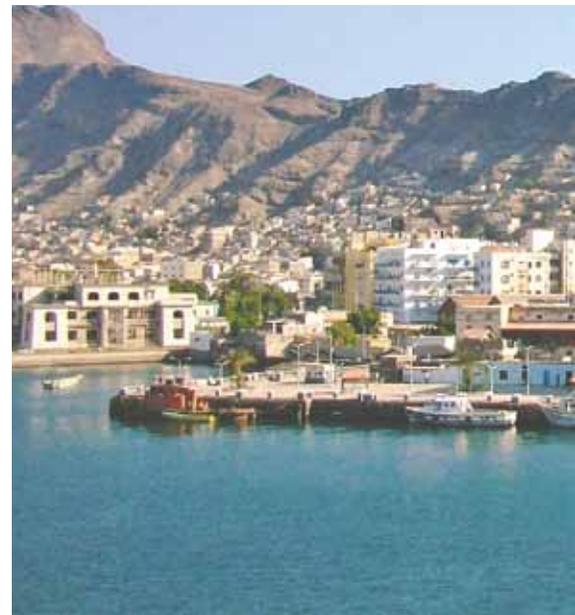
[Part One of this report appeared in the October issue of Latitude. The events described here took place in January of this year.]

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

# IN LATITUDES



PHOTOS COURTESY TAMARISK

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.**

***Clockwise from above: Aden doesn't look too bad in this photo. But since 2011 it's been a politically unstable hellhole. The 'Tamarisk' crew has more fond memories of swimming with dolphins in the Bahamas and playing with coconut crabs in Suvarrow. Lee, the ship's security officer, with dolphins.***

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



TAMARISK

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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 a boisterous sail directly to Madagascar.

**Forget cockroaches and snakes that sneak onto boats in Thailand; Tom found this lizard on the deck of his trimaran. Just kidding.**

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 Thai baht a month. For those of you who aren't currency speculators, 600 baht is about \$17 U.S. dollars.

I don't mind anchoring out here, as the holding is good and has kept my *En Pointe* in place for the last 2½ months, including during the 50-knot gusts that have sometimes come through in their attempt to join the occasional typhoon in the Philippines.

Thankfully, excitement has been pretty rare around here, although one morning I found a meter-long snake coiled an arm's length from my bunk! It seems that the monsoon rains flush snakes out of the nearby jungle, and some of them can swim.

*En Pointe* has hosted a few cockroaches, and even a rat — as have most cruising boats at one time or another. Fortunately, all my visitors of that type have died or vacated the premises.

The skipper of one boat anchored nearby awoke to find a four-foot long monitor lizard on the deck of his boat, so I guess I haven't had it too bad.

This October marks my fourth year out. I left Santa Cruz and arrived in Mexico with the Ha-Ha Class of 2012. From there, my good friend Tulia Glez and I boogied across the South Pacific, stopping in Fiji for cyclone season in 2013. From Fiji I sailed solo to Malaysia, arriving in October 2014.

Once I got to Southeast Asia, it was an easy decision to take a break and travel by land. I've visited many beautiful spots in Thailand, traveled down the Mekong River into Laos in a long boat, visited Angkor Wat, and again traveled down the Mekong River from Phnom Penh, Cambodia, to Saigon. I've also had the chance to do some boat work and make a couple of trips back home.

Airfares from Southeast Asia are so relatively cheap that I even made one errant trip to the Caribbean to look at a 'real deal' on a catamaran — 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 showing 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

ALL PHOTOS COURTESY EN POINTE



Scenes from Tom's travels in Southeast Asia, clockwise from above. Tom with 'En Pointe' in back. Light traffic in Vietnam. Yacht Haven Marina, Thailand. Tik in the cockpit. Remnants of a conflict. Snot-nosed kid — but cute. More Tik, who we suspect may be keeping Tom in Thailand. Vietnam.

murdered a few years back, but there is still plenty of risk, as Yemen has fallen and is apparently off limits.

And even if 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 yachties 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

## 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 pattered 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.

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

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



COURTESY FLASHGIRL

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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

**Commodore remembers Papeete Harbor having considerable charm when he first arrived. This was shortly after Capt. Cook left.**

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



TAHITI HISTORICAL SOCIETY

# IN LATITUDES

ALL PHOTOS COURTESY FLASHGIRL

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

***The entrance to Spanish Waters is not marked or lit, so you must be careful. But once you get there, it's easy to see why it's a cruiser favorite.***



**A lifelong sailor and his loves, clockwise from above. Opunohu Bay, the most beautiful place Commodore has seen on the planet; Commodore and his wife Nancy; Fakarava. The sun setting behind Moorea. Commodore has always been a romantic. 'Flashgirl' ready to splash.**

on Oahu.

Flashgirl continues to be hugely gratifying to me. We find a great number of catamarans cruising these waters, far more than 10 years ago. Having once delivered the Wanderer's catamaran Profligate up the coast of Baja, I remain untempted in that direction.

Presently we have our feet up under the awning and are enjoying books — real books, not Kindle — each other, and communications such as this.

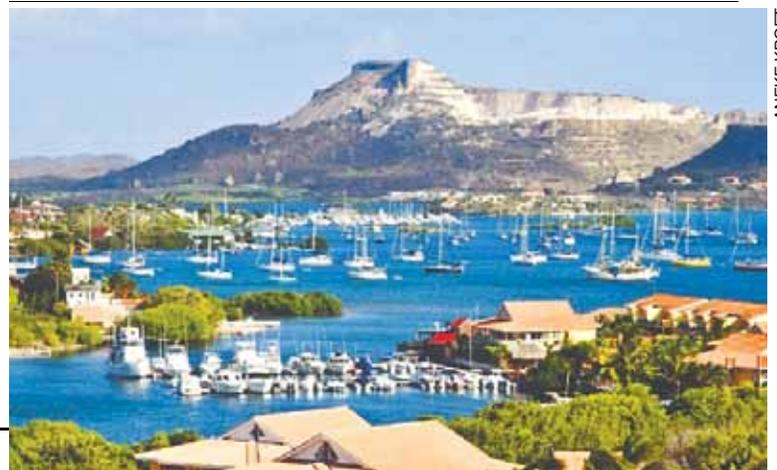
— commodore 10/03/2015

## **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



ANEKE KROFT

# CHANGES

stops — Santa Marta (unsurveyed on the chart, but 11 feet deep at the entrance and mostly 10-plus on into the bay), Knip Baai and Westpunt.

**Aruba.** There are several good anchorages along the lee coast. The first is Rogers Beach, just south of the refinery in Sint Nicolas Baai. Enter between the buoys at 12°25'34"N, 069°53'96"W (GREEN buoy on STARBOARD!), head due east to the next green buoy at 12°25'38"N, 069°53'51"W, then head 115 magnetic to anchor wherever you wish in 10 to 12 feet in sand and grass. This is a little roly in southeast winds, and eerie at night with the lights and flames of the refinery. You are, however, upwind of the smoke and smells.

As you sail up this coast, watch for stronger winds coming offshore. Oranjestad Harbor is well lit if it gets dark before you get there. (GREEN on STARBOARD!) After clearing in, go anchor. The airport anchorage is 12 to 16 feet deep, either northwest of the runway or in the lagoon south of the runway. It's good holding and close to downtown, but noisy.

The alternative anchorage is about three miles north of Oranjestad near the high-rise hotels. Go to the red buoy, which has a white light at night, at 12°34'87"N, 070°03'34"W. Leave the buoy to port and head approximately 090 course-over-ground toward the Marriott Hotel/Condos (the left two buildings along this stretch). Do not let the wind/current set you north. Anchor in eight feet of sand and grass. This is away from downtown shopping, but offers lots of beach sports and access to hotel services, casinos, expensive shops, and expensive restaurants. There is easy access to buses (\$2 US round-trip) to downtown for anything you need.

After all this civilization, you are ready for some out-of-way coastal cruising.

*Oranjestad Harbor is nicely illuminated if you have to arrive at night, but as you might expect, it can also be noisy with tourists.*

**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.

*[The second part of this guide will appear in the December edition of Latitude. Yes, it would be more helpful if it were west to east, which is the more difficult way to go, but this is the way it was written. Make sure you see the letter from Lourae Kenoffel in this month's Letters.]*

— randy and lourae 01/15/2015

## 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. Riggie of Seattle — aboard the 58-ft Marina del Rey-based **Guest** — 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:



ALEX CARIB PHOTO

# IN LATITUDES



PHOTOS BY GLEN / BEACH ACCESS AND LATITUDE / RICHARD

**Having just written all the bios for the Baja Ha-Ha, we can tell you that most of the participants plan to head up to La Paz and the Sea of Cortez after the rally. Why? Here are two good reasons. The top photo is the Caleta Partida anchorage. The lower photo is of the anchorage at Isla San Francisco.**

"Some things are reasonably priced in Fiji while others are crazy expensive. For example, I balked at paying \$20 Canadian (\$16 in 'real money') for a roll of tape at Vuda Point Marina. But that's nothing, as they wanted over \$100 Canadian (\$78 in 'real money') for a bottle of Bombay Gin."

"The **Indian Ocean** is the undisputed champion of raucous, knockabout oceans," advise Mike and Deanna Ruel of the Delaware-based Manta 42 **R Sea Cat**, who are approaching South Africa in the course of a fast circumnavigation. "It should be arraigned on charges of disorderly behavior! It's like surfing C Street on our 42-ft catamaran, what with all the hobbyhorsing in 20 to 27 knots of wind from the southeast and 12 to 15 foot swells. Our maximum speed today was 14.7 knots!"

The Ruels' sentiment about the Indian

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.

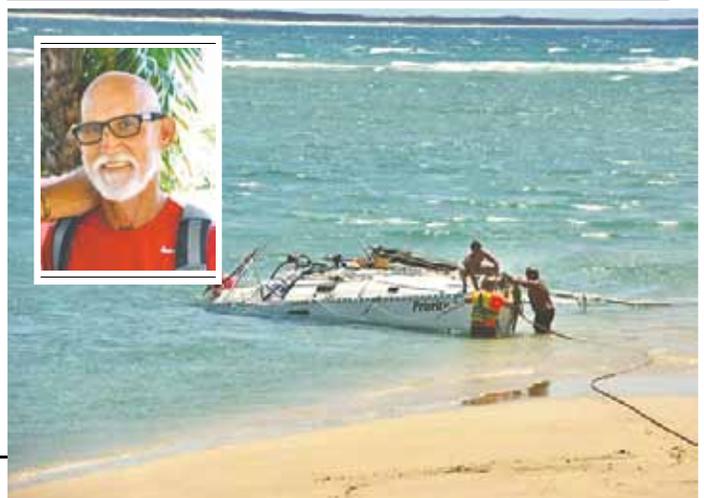
**Improved rules for US citizens wanting to cruise Europe?** It looks as though it's in the works. As we've written a number of times, Americans who sail to and in the **Schengen Area countries** — meaning most of Europe — are prohibited from spending more than 90 days

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

**Martin, inset, made it 5,999/6,000ths of the way to his home in Australia before losing 'Priority' on the beach at Noosa. She was a total loss.**



LATITUDE / ANDY AND GOLD COAST NEWS

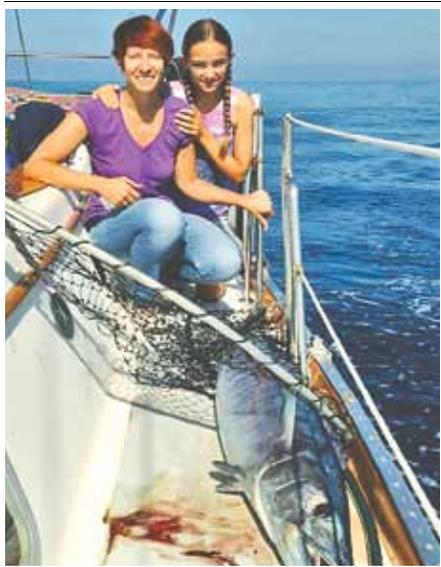
# CHANGES

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



TALION

*It's great fun catching a big wahoo — until it comes time to kill and clean it. "Don't look at us," Denise and Andrea told Patsy.*

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. Wahoo for breakfast. Wahoo for lunch. Wahoo for dinner. Wahoo every

meal of 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



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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



**Portofino, not far from Santa Margherita and 30 miles from Genoa, ranks with Porto Cervo as among the chic yachting destinations in Italy.**

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 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

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# CHANGES

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,



MARK MCNULTY

*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

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gear. We are now in the Guadalupe wine region near Ensenada. Let the tasting begin!"

**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 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



**Josie, second from left, on her last day at UCSF. We don't imagine she'll have any trouble getting a post-cruise job.**

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

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**STEERING THE DREAM**

# CHANGES

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



*Here we have a couple of 'way back' photos for everyone sailing to Cabo San Lucas this winter. This is what the place looked like 30 years ago.*

invested \$110,000 on food, weapons and salaries for the highjacking. Poor guy.

The good news is that Farah's busi-

ness 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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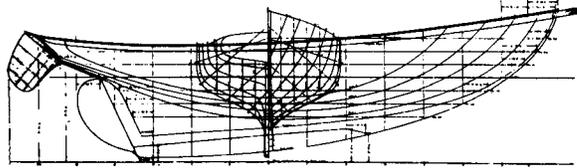


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## 24 FEET & UNDER

**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/pan 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.

**22-FT CATALINA 22, 1982.** Napa. \$3,500. Swing keel. Pop-top cabin. 2005 trailer. Honda 8hp OB. Sails made by Pineapple: 80% jib, class jib, main with two reef points and a cruising spinnaker. Raycon ST1000 auto tiller. More info at (707) 254-7182 or [gianlarr@juno.com](mailto:gianlarr@juno.com).



**24-FT MOORE 24, 1983.** Richmond. \$17,500. Ron Moore open-transom Moore 24. #98. *Cookie Jar*. New paint, solid deck, minimal deck fittings. 2.5hp Honda 4-stroke. Extra spar (one-design and offshore). Lots of sails, lots of gear, set up for singlehanded ocean racing. Double-axle trailer. Info at (831) 359-3643 or [mtmadonna@mac.com](mailto:mtmadonna@mac.com).



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**28-FT FREEDOM SLOOP, 1988.** Oakland. \$18,000. Carbon fiber mast, full battened main, cambered jib, lines aft, gunmount spinnaker simplifies sailing. New head, upholstery, vent, compass, prop, batteries, more. Comfortable interior; huge 28-ft boat. More info at: <http://freedomboatforsale.shutterfly.com>. Call (925) 420-6260.

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**28-FT TAIPAN, 1969.** Fairfield, CA. \$6,500. Taipan 28 custom built by Wing Lee for Interchem. Full-keel fiberglass sloop. Rebuilt Volvo MD-1 diesel with 20 hrs on motor. With tandem trailer. 2nd owner. Call (707) 438-7398.

**25-FT VANCOUVER, 1986.** Sausalito. \$15,000. Beautiful canoe stern pocket full keel bluewater cruiser. Fresh Yanmar installed by List. Largest all-wood interior of any 25-footer. Custom triple-axle trailer available, negotiable. Call (707) 548-4977 or andy.sunrises@gmail.com.

**26-FT MACGREGOR, 2003.** \$16,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.



**27-FT FOLKBOAT, MARIN.** \$6,000. Rare offering - true classic. New sails. Diesel powered. Slip comes with boat at Horseshoe Cove, world-class harbor. \$300 monthly rent. Truly lovable. Ready to sail. Call (415) 509-8304.



**27-FT CATALINA 27, 1984.** Monterey. \$10,000. Fin keel, dinette, roller furling, inboard diesel, propane stove. Has conversion to wheel, but currently set up with tiller. All wheel steering components included but binnacle and wheel not installed. Contact (831) 601-9322 or tom@tomleduc.com.

**26-FT INTERNATIONAL FOLKBOAT.** (Modified), 1972. Alameda. \$25,900/obo. Fiberglass. Cruise bluewater or daysail. Double-spreader mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Good sail inventory. More. Price reduced. Beautiful, serious boat. Family events require sale. For info: jdarh@lycos.com.

**27-FT SANTA CRUZ, 1974.** Santa Cruz Harbor dry storage, \$11,500. Hull #10 Your X. Bottom done by Elkhorn Composites. Tactick instruments. Main, #3 and #1 racing sails. 2-6oz spinnakers. Practice sails. Contact sc27yourx@gmail.com.

## 29 TO 31 FEET

**30-FT OLSON, 1982.** Alameda. \$10,700. Beautiful, low usage. Dual-axle trailer. Fresh bottom job: Bottom, keel, rudder, long boarded, barrier coat, Proline 1088 with racing additive. For details see [http://SF\\_Bay\\_Craigslist\\_Boats,Olson30](http://SF_Bay_Craigslist_Boats,Olson30). Contact (408) 712-1020 or mtown@att.net.



**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 jonfhewitt@gmail.com.



**31-FT SENORITA HELMSMAN, 1977.** Alameda, CA. \$24,000. Price reduction! Rare Swedish fiberglass sloop in remarkable condition! Repowered in 2010. Quality sail inventory. She is ready to sail away! More info, complete specs and photos at <http://sailingr901.wix.com/svsiduri>. Call (510) 501-2225.



**30-FT FISHER MOTORSAILER, 1977.** Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. MaxSea sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



**30-FT ERICSON 30+, 1981.** Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced in December 2013. Lifelines and running rigging replaced in 1997. Harken self-furling jib installed in 1997. New sails in 1997. Marina Green slip included! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



**29-FT HUNTER 28.5 WITH 35-FT SLIP.** 1986. San Francisco. \$19,000. With a 21hp 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 harbor master a transfer fee of approximately \$6,000. More info on the harbor master's wait list here: <http://sfrecpark.org/destination/sf-marina-small-craft-harbor-marina-green/>. Info on the boat at: <http://sfbay.craigslist.org/sfc/boa/5237478483.html>. Please call, text, or email with questions: (415) 244-3992 or cbarberich@gmail.com.

**30-FT WYLIECAT, 2004.** Alameda. \$99,950. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pine-apple carbon main, Santa Cruz Dacron main, Yanmar 1GM10, cockpit cushions, shorepower. Contact (510) 366-1476 or J\_tuma@comcast.net.



**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](mailto:Wmhhmustang@gmail.com) or (310) 251-8821.



**30-FT NONSUCH CLASSIC, 1979.** LA Harbor. \$35,000. I make frequent trips to Catalina in this comfortable boat. Diesel inboard. Spare sail, head, GPS, cabin heater, water heater, 200-ft. chain, Bruce anchor. Dinghy. Call (916) 410-1934.

**30-FT HUNTER, 1977.** Stockton, CA. \$7,500/obo. Hunter Cherubini, wheel, furler, Yanmar 15hp, sailing condition. VHF, GPS, located Stockton Sailing Club, H dock, slip 21. New bottom last year, shaft, packing gland, fuel tank. Deck needs polish clean, serious buyer, giveaway price. Owner relocated from area. <http://sfbay.craigslist.org/eba/boa/5242149409.html>. Contact mrstarr001@sbcglobal.net or (559) 309-3616.

## 32 TO 35 FEET

**35-FT HUNTER 356, 2002.** Marina Bay, Richmond. \$65,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Contact Ken for more info. (325) 347-2349 or cordero@wcc.net.

**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or ngolifeart@gmail.com.



**ARIES 32, 1981.** Maui, Hawaii. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wet snail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar-powered electric auxiliary motor! More information at [www.sailingkealoha.com](http://www.sailingkealoha.com). Contact (808) 264-5891 or petert@petert.com.

**35-FT C&C LANDFALL, 1982.** Tiburon. \$13,000. Recent engine work, new transmission, newer rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. Contact markvoss@sonic.net or (707) 291-7867.



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**34-FT ISLANDER, 1974.** Point Richmond. \$15,000/obo. McGlasson design, 32-ft LOD sloop. Wood interior, Yanmar diesel, Aries windvane, wheel pilot, dodger, bimini, radar, GPS/chartplotter, VHF w/AIS, EPIRB, three anchors, inflatable. Bottom painted July, 2015. Contact (707) 245-7835 or klsomers@juno.com.

**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 Wfiveash@yahoo.com.



**32-FT JIM TAYLOR RACE SAILBOAT.** 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at [www.danger-zone.net](http://www.danger-zone.net). Contact Steve at (617) 838-4648 or info@americanglobal.org.

**32-FT JEANNEAU SUNFAST 321.** Cruiser/racer, 2004. Sausalito, CA. \$54,000. Completely restored ready to cruise and race. Selling for moving up to a bigger boat. Med very well for use in racing. 1st place in racing in Corinthian Yacht Club Midwinters, 2nd in division, (28th/85 overall) in the 2015 Jazz Cup.



**34-FT CATALINA, 1986.** Alameda. \$42,000. Dodger with bimini cover, 25hp Universal diesel, radar, GPS, SSB/Ham, autopilot, depth, knotmeter, roller furler, elec windlass, and self-tailing winches. New interior and cockpit cushions. Flat screen, DVD, and surround-sound stereo. New fenders, vents, and cutlass bearing. Sleeps 7. This is a very clean boat both inside and out. [www.flickr.com/photos/75382361@N04/](http://www.flickr.com/photos/75382361@N04/). Contact (415) 660-0026 or (415) 271-2429 or leo@leosolomon.com.

**32-FT WESTSAIL, 1985.** Gardena, CA. \$10,000. Dry docked boat selling 'as is'. Purchased as unfinished kit, never launched. Interior completed, beautiful hand-crafted and inlaid woodwork. Mast, boom, 5 sails, rigging hardware. More info at <http://westsail32.myfreesites.net/>. Contact (213) 379-8595 or (760) 249-2045 or john.kasten2014@gmail.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 Jenks, commodore of the St. Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been well maintained. For more info contact dickwr8@gmail.com or (510) 654-7704 or (510) 604-7704.

**33-FT CAPO 30, 1984.** La Paz, Mexico. \$23,750. Carl Schumacher design. Refitted and outfitted for long distance cruising. Excellent sailing and well-built, a true performance cruiser. More details/pictures through link. Contact (734) 834-4762 or gwilcox123@gmail.com.

**32-FT CATALINA, 2000.** Santa Cruz Yacht Harbor, Slip C17. \$69,000. 386 hrs on Yanmar 27hp diesel. New prop and bottom paint. Factory installed Raytheon NavPod electronics, Schaefer roller furling jib and canvas dodger. Refrigeration. Well maintained. More info at (831) 818-7683 or judithscollon@rocketmail.com.



**32-FT WS 32, 1974.** On the hard in Placerville, CA. \$18,000/obo. Health forces sale. 80% complete. All fiberglass repairs have been completed. All new stainless steel bowsprit and boomkin. Hull painted above water line. Stainless steel pintles and gudgeons. Will help with transfer to any Bay Area marina. More info upon request from gjohnson95667@live.com or (530) 642-1185.

**33-FT NONSUCH, 1989.** Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsypirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

## 36 TO 39 FEET



**38-FT MORGAN 382, 1978.** Brisbane Marina. \$42,000. This boat is both sea kindly and comfortable underway. She has a large well protected cockpit, and is rigged for doublehanding. 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 3QM, has 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.hackel@gmail.com or (650) 722-4546.

**36-FT BENETEAU, 2002.** Brickyard Cove Marina. \$92,000. First 36.7 for sale. Boat is solid, clean, and in very good condition with new (2015) cruising sails by Doyle. New bottom job pending. No racing history. You won't be disappointed. Call (510) 812-6838 or dnaidee@aol.com.

**38-FT AERODYNE.** The ultimate performance cruising boat. 2003. Richmond. \$165,000. 38. Leisure Furl boom, SSB, Pactor modem, Yanmar saildrive, diesel heater, anti-corrosion system, Awlgrip, great interior, radar, TV, retractable sprit. Ready for Mexico. Two boat owner. Info at (415) 385-3600 or hspotter@aol.com.



**36-FT CATALINA, 1983.** Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure and hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or cwurzner@yahoo.com.



**39-FT CAL, 1971.** Oceanside, CA. \$15,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: granahan@cox.net or (949) 280-6220.



**36-FT MARINER SLOOP, 1980.** Richmond Yacht Club. \$29,500. Great sailing/motoring on SF Bay or bluewater. One family owned. 35hp Universal diesel. Extra sails. Email for more information: johnson@abridgepharma.com.



**38-FT BLUEWATER INGRID, 1973.** Port Townsend, WA. \$60,000/obo. Price reduced! Sail-ready, go-anywhere! Beautiful traditional comfortable liveaboard. Offshore cruising planned.



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## 40 TO 50 FEET



**36-FT BETTS CARROLL FARR OD.** 2005. Point Richmond. \$105,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. More info at (530) 308-5674 or (530) 583-5150 or john@jonescorda.com.



**39-FT X-119, 1989.** Brickyard Cove. \$66,000. 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.



**36-FT SLOOP, 1938.** Bellingham, WA. \$35,000. Burmese teak classic. King Boat Yard, Hong Kong 1938. Designer unknown, likely Phil Rhodes. Heavy standing rig, ocean veteran. Ported England 1940's, San Francisco 1950's. New deck, mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Laminated teak frames 6" centers, copper rivets & roves. Blue Sea breaker panel. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, lifesling, SL555 windlass, 2 CQR's, Avon. Recent survey. Sweet sailer. For more info contact (360) 592-0939 or pwilling@telcomplus.net.



**46-FT HYLAS, 2000.** Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.

**41-FT NEWPORT, 1984.** Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



**44-FT F&C, 1979.** Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'11": go to weather board-down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hrs on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30s sailboat. (805) 235-4046 or tackorjibe@gmail.com.

**42-FT PASSPORT, 1988.** Portland, Oregon. \$146,500/ask. Proven passage maker. Very seaworthy, dry, comfortable. Moderate displacement, canoe stern, cutter rig. Magnificent teak interior with extraordinary storage. Lightly used, meticulously maintained, moored in freshwater last 10 years. More info and contact on website: <http://gfdm.net/passport42forsale>.



**45-FT KANTER ATLANTIC, 1983.** Trinidad. \$59,900. Reduced price! This turnkey, go-anywhere yacht is a proven circumnavigator. Excellent sailing performance, maneuverable, and strong. Fully loaded with an extensive inventory of cruising gear. Meticulously maintained/updated. More info on website: <http://thissideupyacht.com>. Please contact (408) 431-4333 or (360) 431-3723 or laukkanen.liisa@gmail.com.

**40-FT SIMPSON FELICITY, 2002.** Oriental, North Carolina. \$74,900. World cruising steel sailboat. Flush-deck pilothouse cutter. Roomy, safe, dry, well maintained and fully equipped after 10-year circumnavigation. Lots of fuel, water and storage in this capable, comfortable long-range cruiser. Info at [www.sv-lotus.weebly.com](http://www.sv-lotus.weebly.com) or contact [oxbowcompany@gmail.com](mailto:oxbowcompany@gmail.com).



**42-FT TATOOSH, 1981.** Alameda. \$99,900. Price reduced! From Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise-ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafron refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, 10-ft. Zodiac inflatable dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmin, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. Ha-Ha ready! Call (415) 497-9079 or jonessail@aol.com.

**46-FT MORGAN 462 KETCH, 1980.** Mazatlan, MX. \$130,000. Extensively refurbished, teak interior, hull insulated, marble countertops, 2 Vitrifrigo AC/DC reefers & freezer. New Raymarine MFD, autopilot, Spectra 200 T, solar, wind gen, Kubota genset, Honda 15 w/starter, 9.5-ft. Caribe, chaps, davits, new epoxy hull. 105 lb. CQR w/300-ft. of chain, 65lb. CQR w/200-ft. of chain, 2 stern anchors. Spares and much more. More information at [http://chapelsculpturestudio.com/pages/chapel\\_home.html](http://chapelsculpturestudio.com/pages/chapel_home.html). Contact (510) 593-4290 or chapel48@gmail.com.



**49-FT VAN DE STADT PACIFIC II, 1985.** Costa Mesa, CA. \$20,000/obo. Project: totally disassembled. 49.3-ft x 15-ft x 8.5-ft draft. Professionally built in South Africa. Steel, ketch-rigged. Perkins 6-354. Dry stored for 10 years. Last sailed East Coast to CA in 2004. Contact (949) 690-2322 or [steve.m.steinberg@gmail.com](mailto:steve.m.steinberg@gmail.com).



**41-FT BOUNTY II, 1958.** Alameda. \$29,000. *Island Girl*. A 41-ft. Rhodes design all fiberglass, sloop-rigged sailboat, built by Coleman Plastics of Sausalito in 1958. Equipped for cruising. Perkins diesel. Aries vane. Lewmar 52 self-tailing winches. Contact [rogercory@yahoo.com](mailto:rogercory@yahoo.com) or (408) 926-8636.



**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 cabins, 2 heads, ample storage, top-loading refrigerator plus pilot-house freezer support extended cruises. Fore and aft holding tanks for NDZ anchoring. Excellent sailing characteristics plus efficient 90hp motor for extended motor/sailing at 7.5 knots. One purchase option is 'ready to cruise' to include all galley needs, numerous spares, many extras. (360) 457-5228 or [cekramer@me.com](mailto:cekramer@me.com).

**46-FT CAL, 1974.** Guatemala. \$79,000. Custom interior, dodger, furling mainsail, new rigging, spinnaker, davits, Furuno radar, 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](mailto:bobonparadise@hotmail.com).



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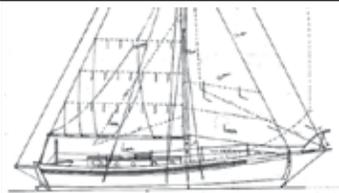
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**40-FT LYLE HESS CUTTER TOOLING.** \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the Bristol Channel Cutter 28. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.



**41-FT CT, 1976.** Vallejo. \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.



**47-FT CUSTOM CRUISER, 1983.** Gary Mull performance cruiser. Pittsburg, CA. \$250,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at [www.sailboatlistings.com/view/51161](http://www.sailboatlistings.com/view/51161). Contact [ed.witts@gmail.com](mailto:ed.witts@gmail.com) or call (925) 948-5613.



**47-FT BENETEAU FIRST 47.7, 2003.** Sausalito. \$229,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine Digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furlex genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Excellent condition. Original owner. Please call for additional equipment (916) 969-8077 or [curtis@surewest.net](mailto:curtis@surewest.net).



**42-FT JEANNEAU 42DS, 2007.** Marina del Rey. \$229,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hrs. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hrs, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged innerspring mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Icemaker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! More info at (858) 405-7107 or [ellenjoy1118@aol.com](mailto:ellenjoy1118@aol.com).



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**42-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 [cebmbwn@yahoo.com](mailto:cebmbwn@yahoo.com) or (707) 326-6362 or (707) 326-6362.



**44-FT KELLY PETERSON, 1977.** San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripped new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlessummersailing.tumblr.com/>. Please contact (949) 291-6115 or [jerrygahan@yahoo.com](mailto:jerrygahan@yahoo.com).



**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See website at [www.sanctuarycharters.com/sabbatical.php](http://www.sanctuarycharters.com/sabbatical.php). Info: [office@sanctuarycharters.com](mailto:office@sanctuarycharters.com).



**40-FT C&C, 1981.** Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact [garylfox@att.net](mailto:garylfox@att.net).

**44-FT MASON CUTTER, 1999.** Los Angeles. \$315,000. One owner. Beautifully maintained. Built for cruising. Open salon. B&G, Raytheon, Furuno, Icom VHF/Sideband, ACR-EPIRB. North Sails, Harken furler and blocks, Lewmar winches. 55hp Yanmar. CQR-HT chain, Fortress chain and Simpson rode. Heart inverter, Hubbell shorepower cord and inlet, Lifeline batteries. Dodger, bimini, sail cover. Cockpit cushions, bumpers w/covers. SS handrails, mastbars, dorades. Force 10 stove/oven. Hauled 7/15. Micron CSC. New strut bearing. New varnish. Contact [sue.ward67@yahoo.com](mailto:sue.ward67@yahoo.com) or (562) 690-3709.



**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/k8s8b56>. Please contact (510) 253-5883 or [beneteauforsale@gmail.com](mailto:beneteauforsale@gmail.com).



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**33-FT SEAWIND 1000, 1998.** Alameda. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at [Cabosportsfrank@yahoo.com](mailto:Cabosportsfrank@yahoo.com) or (512) 750-5735.



**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 furling 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@owler.com](mailto:paul@owler.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 [edbooty10@yahoo.com](mailto:edbooty10@yahoo.com).

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**34-FT CREST MOONLIGHTER, 2001.** South Beach Harbor, SF. \$9,000/obo. Crest Moonlighter pontoon boat with 4.2L motor and gas generator. Sleeps 6. Needs maintenance. Contact (415) 309-0125 or [charles@prepress.com](mailto:charles@prepress.com).

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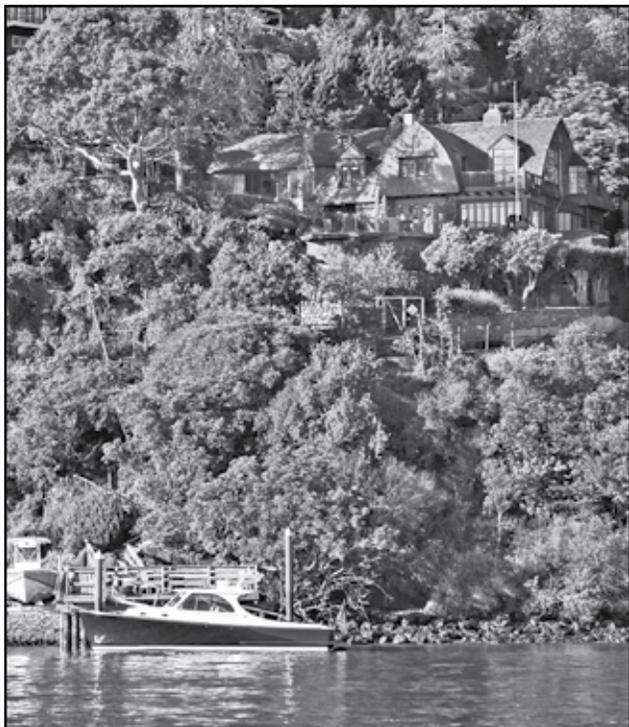
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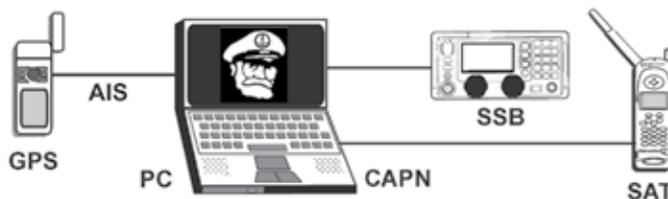
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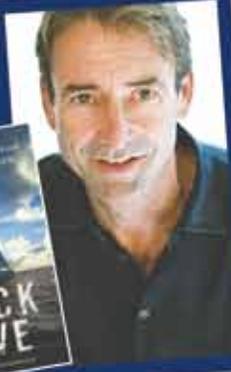
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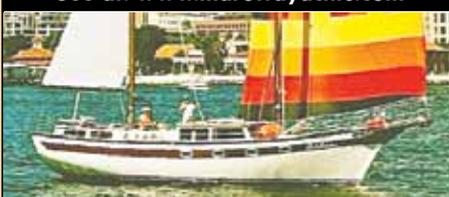
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