



Start Voyages **Outfitting** Why a Pacific Seacraft 34? Sails Name **Purchase** Contact **Latest Voyages Latest Outfitting** Chart of What Works for Us Swan Pictures of a **Fave** Page Update Page Update & Swan Info Videos **PSC 34 Build** Links Voyages



The Pacific Seacraft 34 Sailboat, Swan.

We lived and ocean cruised on Swan from 2007 to 2016. For us, she is the perfect blue water cruiser. The Pacific Seacraft 34 is a proven offshore cruising yacht designed by Bill Crealock and built in the USA by Pacific Seacraft.

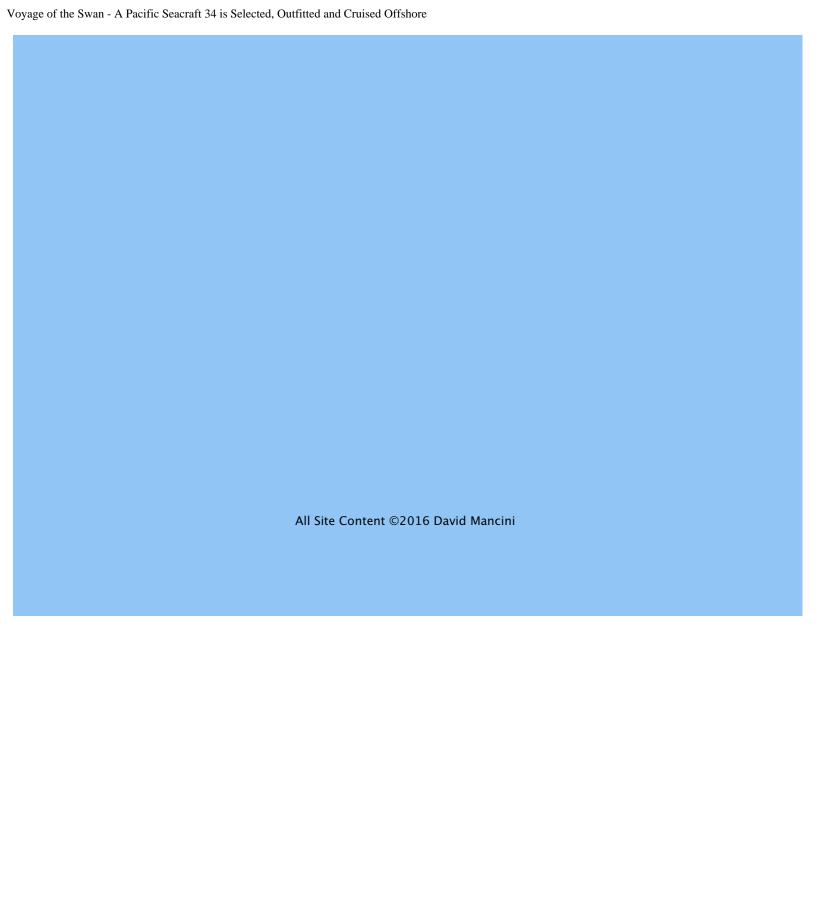
Over thousands of sea miles through demanding conditions, she kept us safe. She is sailed by a new owner now, who plans to continue her pedigree as an ocean cruiser.

We love Pacific Seacraft yachts and we hope this site will encourage others to feel the same. Please visit pacificseacraft.com to see an American company that still believes in true uncompromising quality and builds beautiful blue water yachts that reflect that fact. Then, give them a call. They're great people.

This website tells the story of our personal experience with Swan. Please enjoy.

Dave Mancini Rhonda Mancini "A ship in the harbor is safe, but that is not what ships are built for."

-William Shedd



&

The Voyage of the Swan



Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact



Click on the links below for outfitting pages with pictures and story . . .





Click Here for PSC34 Data, Swan Rigging, Steering, Data & Other Useful Info



Rhonda and I decided to buy a small sailboat and go ocean cruising, so we set out to look for the perfect blue water cruiser.

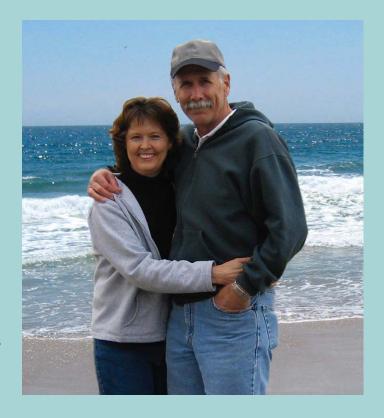
After a lot of research into designs of blue water cruising sailboats, we decided on the Pacific Seacraft 34, a proven offshore cruising yacht designed by Bill Crealock. Then, we sold our house and pretty much everything else of value and went looking for one.

Once we found and purchased the Swan, we spent eight months outfitting her for crossing oceans. This included new sails, rigging, anchors, self-steering, solar panels and a lot of other gear and modifications that would make voyaging safer and more practical. Then, we sailed from San Diego, California, direct for the Marquesas in the South Pacific, the first stop on our cruise.

We built this website so our friends and relatives could share in our adventures. We hope everyone enjoys our pictures, videos and story.

Cheers!

Dave Mancini Rhonda Mancini



Email Us (If we are cruising it may take a while to get back to you)

Dave & Rhonda Mancini

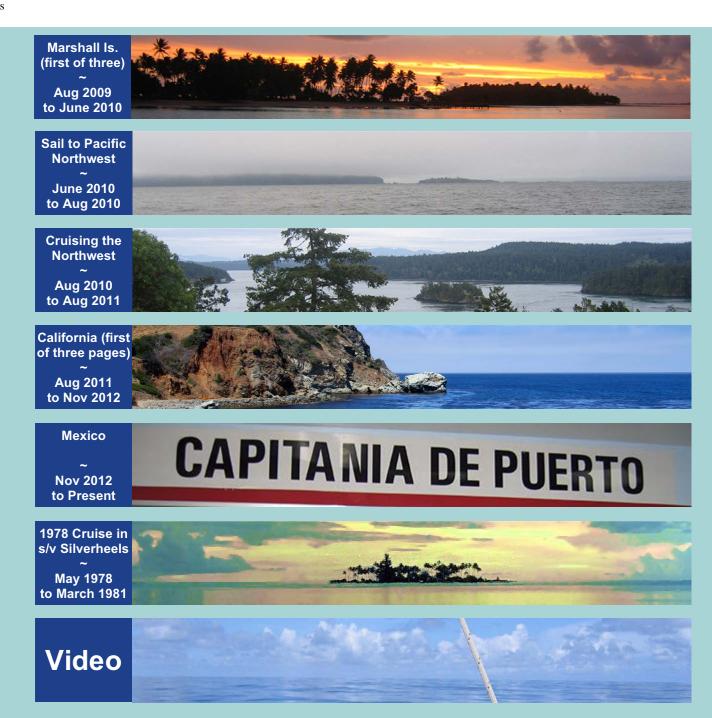


Why a Pacific Seacraft 34? **Start** Voyages Outfitting Sails Name Purchase Contact

Click on the links below for pictures and story . . .

Map of Swan's Voyages











©PT Sails/Neil Rabinowitz



©PT Sails/Neil Rabinowitz

Cruising Sails

More on Swan's Sails

Sails are the true engine of a sailboat. But, like boatbuilders, most sailmakers build for that same majority of buyers (see Why a Pacific Seacraft 34?) whose sailing is mostly coastwise, on weekends and in light air. Vessels that ply the oceans for extended periods need different fare.

Voyaging sails must stand up to the sun, wind, salt and chafe of being set constantly for days, weeks, and sometimes months, often in the tropics. Well made sails, incorporating traditional methods, will do this, for years.

Very few sailmakers build sails like these. Like true ocean voyaging sailboats, the market is limited, and many buyers are overwhelmed by the barrage of ads and hype from the large production lofts and end up with a suit of sails that will let them down on a distant sea, where there are no sailmakers to perform repairs.

My first suit of true cruising sails was made by Sail Services, but they are no longer in business.* After literally months of searching, we stumbled on a reference to Carol Hasse in Hal Roth's How to Sail Around the World. With luck, we found Carol and her loft, Port Townsend Sails, on the internet. One look at her site, (porttownsendsails.com), and we knew we had found our sailmaker.

Why? Visit their site and you will get in depth answers, plus loads of information, but here's the short list.

- 1. Excellent fit and set.
- 2. Uncompromising structural integrity.
- 3. Durability.
- 4. Maintainability.

In our case, this included,

- 1. Premium Dacron (finest woven polyester) cloth.
- 2. Extra wide triple-stitched seams.
- 3. Hanks hand-seized through hand-sewn luff rings.
- 4. Tack pendants to keep the foot off the pulpits/lifelines.
- 5. Hand-worked rings and thimbles.
- 6. Stout reinforcing patches at corners and stress areas.
- 7. Thick hand-sewn leather chafing gear at all corners, reef tacks and clews.
- 8. Reinforcing webbing straps/strainers at corners.
- 9. Slides seized with nylon webbing.
- 10. External Dacron bolt ropes rattailed and hand-sewn.

This list provides only a glimpse into the quality of these sails. You really need to see them to appreciate these works of art.

Carol and her crew builds highest quality sails for both



Carol Hasse (Click to enlarge)

modern and traditional rigs. They also repair, retrofit, re-cut and upgrade sails for offshore voyaging.

*Sail Services was started by Barry Spanier and Paul Mitchell. Barry is now at MauiSails. Emiliano Marino, who apprenticed at Sail Services, started his own loft in Costa Rica and wrote The Sailmaker's Apprentice, which describes the art of traditional sailmaking of the highest quality, a must read for anyone who wants to know the difference. Not surprisingly, Emiliano has since moved to Washington where he occasionally helps out at Port Townsend Sails when the workload backs up. Small world.

MORE ON SWAN'S SAILS >

• Pictures below by Halie Duke except as noted.



Tulip Morrow of PT Sails hand works a ring



A nearly lost art



A hand-seized hank (photo by dm)



Megan Hudson worming the luff rope on the drifter



More hand work (photo by dm)



Megan Hudson sewing in the graphic inlay on our drifter



The drifter with the Swan inlay complete



The Swan

The Swan design is by Dean Swan of Swan Design, Australia. Swan Design specializes in website design, motion graphics and digital screen media development. Visit his website. It is really amazing!



Voyages: Mexico VIII

Back to Mexico Page VII

February 1, 2015 to present – We are back in La Paz, sailing the local area. It still remains one of our favorite cruising grounds.

Between cruising, we will be getting the boat ready to haul out in April and store her while we take a road trip north for about five months. This will be the first time we've left the Swan for more than a month in eight years. But it will be good to see friends and family and it needs to be done.

Safely storing a boat in a hurricane area takes extra work. There are also the heat and sunlight to worry about, not to mention bugs and other tropical vermin. We plan to haul and store at Bercovich Marine, a yard with a good reputation.

"The sea, once it casts its spell, holds one in its net of wonder forever"

— Jacques Cousteau

October 10 – We are back! We had a great time in the States. The boat was fine when we returned: no bugs and no mold or mildew. The engine started on the first crank. Of course, it was all due to the preparation we had done. Our checklist, provided mainly from friends who had done it before, was perfect.

First thing we did when we got in the water was to take three days to lie at anchor in one of our favorite coves nearby, Caleta Lobos, which we had to ourselves. It was heaven: clear warm water, beautiful sights. We snorkeled and relaxed. Now we are back in the marina, ready to get the boat shipshape and ready for extended cruising.



More aftermath of hurricane Odile. This is in La Paz.



And more.



And more. It is really tragic.







This is where we live when not sailing, Marina Palmira. There are two restaurants, a convenience store, a hotel and other businesses here. The beach at La Paz with dozens of yachts anchored in the background.

Osprey on a masthead. Although interesting, these sea eagles can do a lot of damage to masthead gear and make a mess on deck.



Isla Lobos, north of La Paz. Rhonda took this after kayaking from Caleta Lobos.



Sailing out to Caleta Lobos. The boat still has some stowage remnants left, like the reefing lines that are out of position on the boom.



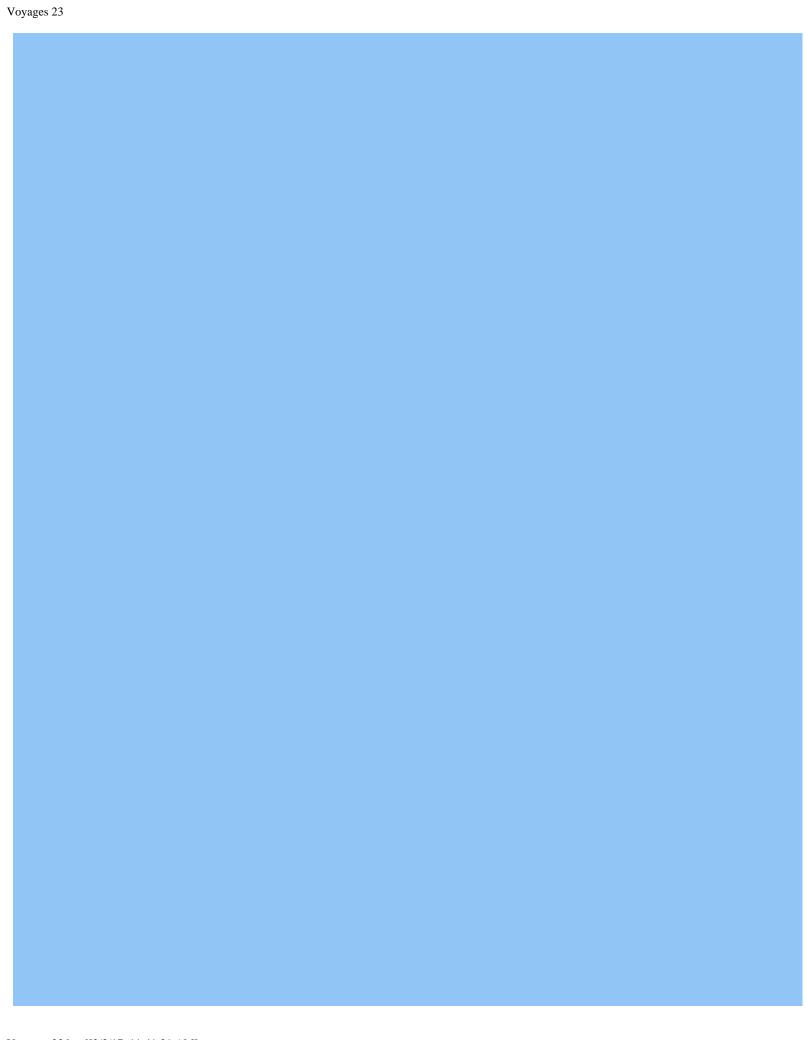
The view from the anchorage at Caleta Lobos, where we are protected from all but the west. In westerlies, we move over behind the island.

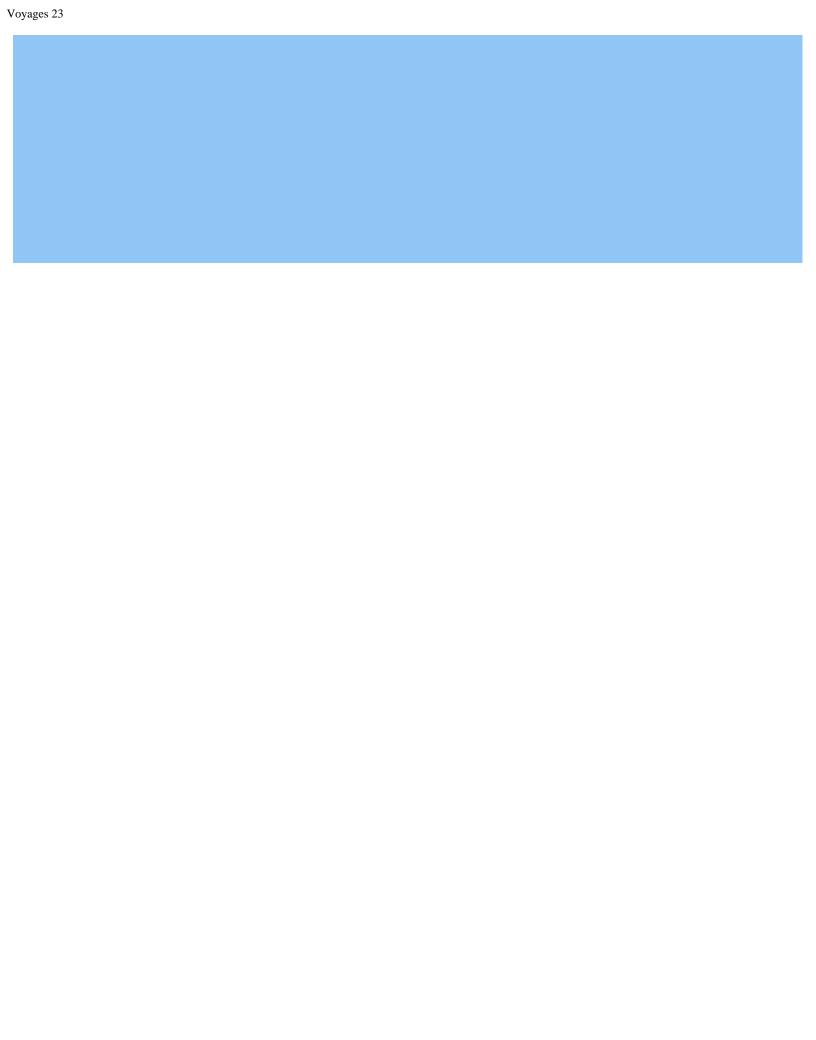


The relief at being back in the water is evident. The land trip was fun, but it is so good to be back in our little home on the sea.



Swan in her new berth at Marina Palmira where we will spend some time putting her back into the Bristol fashion she deserves.







Start

/oyages

Why a PSC 34

Sails

Outfitting

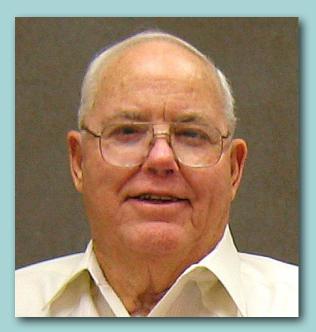
Contact

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The boat is named in honor of Glen Swan, Rhonda's father, who died in September, 2006. Glen was an adventurer at heart and had always wanted to travel to faraway places, but the responsibilities of family, farming and country, prevented his ever fulfilling that dream.

Glen shared in our dream of going cruising and was thrilled at the prospect of living it vicariously through letters and pictures. Now, instead, he will be aboard with us always.

< BACK



Glen Swan – father, husband, farmer, rancher, paratrooper, adventurer . . .

Start Voyages Outfitting Why a Pacific Seacraft 34? Sails No

Name Purchase

Contact

Selection and Purchase

Outfitting for Cruising

We scoured the Internet for a Pacific Seacraft 34 that would fit our needs and our budget. We were hoping to find one on the West Coast so we wouldn't have to transit the Panama Canal to get to the Pacific, which is where we wanted to begin our cruising. Also, I grew up in Southern California, so I knew my way around there and outfitting would be easier.

Finally, we found a prospect in San Diego. We contacted Jay Bernstein at <u>South Coast Yachts</u> and began one of the most pleasant buying experiences we have ever had for a sale of this magnitude. Jay had impeccable credentials and was a pleasure to work with from start to finish. He handled every detail, anticipated every need, and covered every base ahead of time. We would recommend him to anyone without reservation.

The boat was exactly what we were looking for. It was hull number 305 built in 1996. It was sound and seaworthy without a lot of extra gadgets, such as electronics and gear we would not use or want (keep it simple!). John Bowman, an accredited surveyor with many years of experience, did a very thorough survey and the boat checked out nicely with only minor maintenance or cosmetic issues.

Having completed the purchase, we now began the outfitting and preparation for ocean cruising. The Swan was no longer an intangible. It was a yacht we could step aboard.



Jay Bernstein of Southern California Yacht Sales.



Waiting for the travel lift and haulout for survey.



Tense moment. The straps are expertly adjusted.



John Bowman checks out the hull below the waterline.



Jay and Rhonda as we take the boat out for a sea trial.



Outfitting: Miscellaneous

January, 2012 – Even with maintenance coats in the tropics, the Cetol on the caprail did not hold up. Ditto the varnish in the cockpit. Equatorial sun is brutal. Interestingly, the paint on the eyebrows and grab rails was fine (Pettit Easypoxy "Brightwork Brown"). We removed the varnish and Cetol with a heat gun. The heat gun leaves a very clean surface with only light sanding necessary before re-coating.

October, 2013 – Even with a maintenance coat at six months, the Cetol on the caprail failed to deliver in tropical conditions. So, after hearing raves about Starbrite Tropical Oil Sealer from others

Back to Last Outfitting Page

"No one likes an ugly boat, no matter how cheap or fast."

Roger Duncan

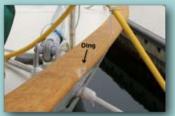
and Practical Sailor, we applied it in January, 2013. It was so easy to do! Now, when it starts to thin (about 4–6 months), we put a maintenance coat on. It takes two hours. This product has worked beautifully! It is the lazy man's varnish but it holds up in the tropics. It does not provide the lustrous beauty of varnish, but it does provide a non-skid, nice looking, protective coating that is unbelievably easy to apply and maintain. It does not crack, peel or lift. It just slowly wears away. All we've done is wash down with a hose, dry and re-coat (picture below).



Removing Cetol from the caprail. The cardboard box catches shavings. The wood sheet protects the fiberglass from the heat gun.



Port side done. It took me 1/4 of it to figure it out: use a good sharp scraper, scrape with the grain and don't get the wood too hot (it will burn).



In Long Beach the caprail was dinged by the dock box when a strong surge affected the marina for three days while we were away.







Using West System epoxy and filler, we repaired the ding. Now we need to sand and clean the rest of the caprail before varnishing. After three coats of Cetol Natural Teak. We will rub down and add a maintenance coat in six months. We did not apply a coat of Cetol Gloss, as some recommend, because we did not want the caprail to be too slick.



We added stainless steel rubbing strakes in high wear areas like at the boarding gates.



We finally decided to varnish the rubrails. Not only do they look better, but they will last longer.



We upgraded to an Origo non-pressurized alcohol stove. No pipes, hoses, pumping or explosion hazard. Works great!



The new rod holder. The old zinc plated one succumbed. Hopefully this one will see many fish.



Rhonda's new Airis Sport 11 inflatable kayak. Amazingly rigid, and it fits in a backpack. We can stow it below and keep our decks clear.



Our old CQR was showing signs of wear after seven years of heavy use: notice the oblonging of the pin hole.



Our new Manson Supreme. It fits the bow roller perfectly. I drilled a hole to secure it with the fastpins that held the former CQR (Oct 2013).



Startbrite Tropical Oil Sealer. Not the lustrous beauty of varnish, but so much easier to apply and maintain than varnish or Cetol.



We added a Hella fan for the galley to fight the tropical heat. We won't get black again (shows the dust).





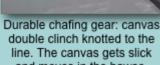




We also put a Calframo Scirocco fan on the main bulkhead. It cost more than the Hella, but has more features and a better build.



I hang the prop "fish" from the prop zinc on the wire shown with a boat hook (safety line to boat). Our fixed zincs now last a lot longer.



and moves in the hawse, NOT the line in the canvas.



Finally! We installed a pelican hook so we can detach the forestay when short tacking for any distance. It required shortening the stay 1.25".



We use big zincs ("fish") when in marinas . One (right) hangs on the prop zinc by a wire and the other is wired to the gudgeon via the rudder head



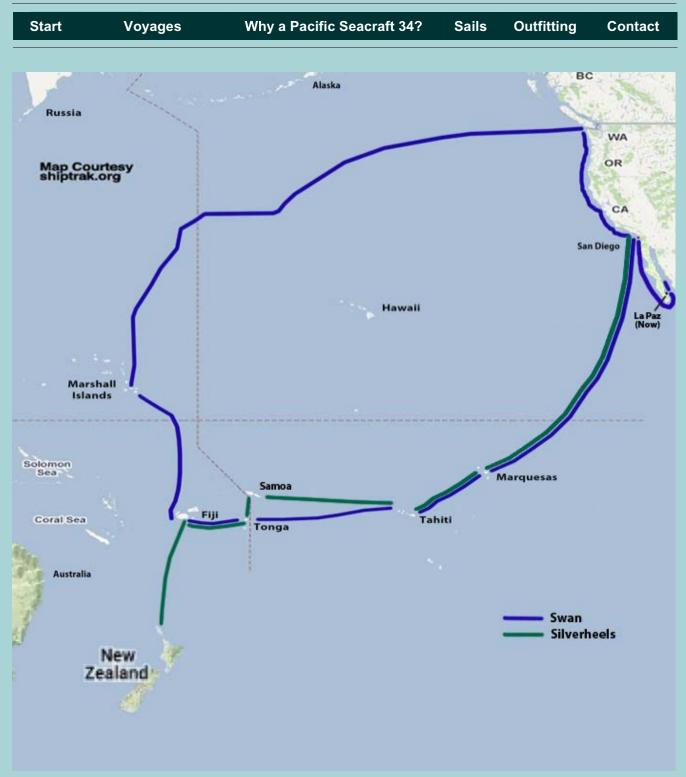
Detached stay is shackled to the mast such that it doesn't slap against the mast or kink. The plastic hose doesn't slip on the stay or shackle.



The pelican hook is attached at the beam cleat with the bagged sail still hanked on. It takes about three minutes to detach or reattach.



Chain markers that outlast the chain. By varying the lengths of the two tails, there are plenty of combinations to mark any chain



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The Voyage of the Swan



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What Works for Us (based on reader questions) and Other Info

Also, see Sails and Outfitting (especially Anchors) —

Why a Tiller Instead of a Wheel?

- ¥ Fewer things to break. No sheaves, wires, chain, clutches, brakes, gears etc. A broken wire or sheave at sea will ruin your voyage. I know several boats this has happened to.
- ¥ Better rudder feel. I can feel the weigh on the boat with my eyes closed.
- ¥ Quicker rudder response. I can move the rudder full starboard to full port in one second.
- ¥ I know what the rudder position is at a glance, no rudder indicator needed.
- ¥ The monitor self-steering works better (has more leverage) and is easier to adjust with a tiller. The monitor does 99% of the steering at sea, so it does the long tricks. The tiller is long enough to be easy to wield. Adjustable tiller lines keep the tiller movement within a small range (like on tiller steered sailing ships).
- ¥ Way more room in the cockpit at anchor (lash the tiller in a vertical position to the backstay).
- ¥ We can steer from the forward end of the cockpit (under the dodger) instead of behind the wheel where it's wet and windy.
- ¥ We can steer from practically any position in the cockpit, in fact: sitting down, standing up, forward, aft, etc., just by lifting the tiller.
- ¥ Easier to singlehand. I can steer no hands, standing up with the tiller between my legs, leaving my hands for sheets, winches, traveler, or my pockets. No pedestal in my way.
- ¥ Easier to lash the tiller for heaving to or adjusting out weather helm. Wheel brakes WILL fail and are not trustworthy unattended when they are set.
- ¥ Instruments can be mounted out of the weather at eye height when sitting. Compass is always

How We Use our Sails

How We Anchor Swan

Cutless Bearing Remove

Impeller Replace 3JH2E

Our Boom Vang Setup

Water Heater Removal

- in front of you.
- ¥ Cheaper to repair, replace, maintain.
- ¥ NOTE: If you are physically unable to climb underneath the cockpit floor to adjust steering cable tension or replace broken wires, sheaves, etc. and you intend to make long ocean passages, then you had better switch to a tiller. I have had to make repairs at sea down there. If you think you will be able to hand steer with that short-armed aluminum emergency tiller on a shorthanded boat for days at a time, think again.

Why No Outboard on the Dinghy?

- ¥ Cheaper, less weight, less storage space, less noise.
- ¥ No hassles starting, maintaining, storing, lowering and lifting or cleaning up after.
- ¥ No gasoline to buy, fill or store on the boat.
- ¥ We use an Avon Redcrest with 6.5 ft. wooden oars. I can row faster than I can walk and if one considers all the time it takes for all the hassles associated with an outboard, I think oars are faster!

Insurance

- ¥ We don't carry boat insurance, except for liability, but only when required by marinas (US) or in Mexico (we haven't been required to carry it anywhere else).
- ¥ We don't carry health insurance. Health care is so cheap outside of the US that we've been able to afford it out of pocket so far. For example, a doctor's office visit in Fiji was \$10. A visit to a doctor, including labs and a prescription for antibiotics at the hospital in the Marshall Islands was \$17. None of the pharmacies in the countries we've visited required prescriptions for non-narcotic drugs and the meds were much, much cheaper than in the US. For example, 30 tabs of amoxicillan 500mg cost us \$3 in Fiji. Note: Mexico now requires a prescription for antibiotics, but this is easy to get at pharmacies that have consulting doctors.

Medical On Board

¥ We use Peter Eastman MD's *Advanced First Aid Afloat* as our authority for first aid on board. In the book, he has a suggested list of supplies and drugs which we use as a guide to stock our first aid kit. The antibiotics, especially, have proved useful on a number of occasions in the Tropics.

Mail

¥ We have a close relative receive the small amount of mail we get. We arrange to have all bank statements and other documents that can be posted online, handled that way. Our relative informs us of anything important via email. Anything that requires our seeing, like income tax documents (1099's etc.), he scans and emails to us. We handle tax returns the same way, via scanned documents to our tax person.

Money

- ¥ We bank online. We use direct deposit to put money in the bank. We use ATM's to withdraw it. ATM's are available almost everywhere (e.g. Tonga!). For larger purchases, we use a credit card (NEVER a debit card) and pay off the card online through the bank. It's easy. We can send checks, transfer money and perform other banking functions online. It is really convenient.
- ¥ Internet access is available in most towns and cities. We use a Radiolabs WiFi antenna to reach providers anywhere within a mile or two of the boat.

Water

- ¥ In the tropics, we are typically able to catch all the water we need. The tall gunnels of Pacific Seacrafts make it easy. When it rains, it usually rains hard enough to rinse the deck in a few minutes. Then we plug the scuppers with rubber stoppers (clean rags will also work) and collect water from the deck just forward of the sheet winches by kneeling on the cockpit seats and scooping with a tall narrow Tupperware pitcher (narrow) that has a handle on it. Each scoop gleans two quarts or more (many times it rains so hard the decks fill to the caprail and we have to loosen the plugs). Using a large funnel, each scoop is emptied into a five gallon jerry jug. We have four jugs. Then we treat the water with bleach and empty the jugs into the boat's tanks using a funnel lined with a clean cloth to catch particulate. It *is* possible to fill the stern tank by simply opening the fill cap and letting the rain flow in, but we've found it hard to know how much bleach to add if we do that. Also, it is harder to filter what goes into the tank.
- ¥ We rarely try to catch water at sea unless we are becalmed.
- ¥ In dry climates, like the Sea of Cortez, we jerry jug water from shore. Water is typically available for a nominal charge, even in small fishing villages.

- ¥ Chlorox water treatment: 1/2 teaspoon per 5 gallons.
- ¥ We run the water through a portable water filter to remove the chlorine taste before drinking.

Reading List (our favorite cruising books)

- ¥ Cruising Under Sail (combines the old Cruising Under Sail and Voyaging Under Sail) by Eric Hiscock. If you can't find the combined edition, get the separate editions.
- ¥ How to Sail Around the World by Hal Roth
- ¥ Sailmaker's Apprentice by Emiliano Marino
- ¥ The Complete Rigger's Apprentice by Brion Toss
- ¥ Advanced First Aid Afloat by Peter Eastman MD
- ¥ Sail Power by Wallace Ross
- ¥ Practical Navigation for the Yachtsman by Frederick Devereux (includes celestial navigation)
- ¥ Meteorology by William L. Donn
- ¥ Royce's Sailing Illustrated by Patrick M. Royce

Pacific Seacraft 34 General Specifications and Info on 1996 s/v Swan hull number 305.

- ¥ LOA: 34' 1' ¥ LWL: 26' 2.5"
- ¥ Beam: 10'
- ¥ Mast Height above WL: 44' 3" (no appendages)
- ¥ Draft: 4' 11"
- ¥ Ballast: 4800 lbs. (standard keel)
- ¥ Hull speed: 7 knots
- ¥ Blocking height to pull rudder (wheel): 13 inches
- ¥ Blocking height to pull rudder (tiller): 31 inches
- ¥ Rudder length: 68-1/2" (shaft length with wheel steering)
- ¥ Rudder shaft diameter: 2-3/8"
- ¥ Rudder flax packing: 5/16"
- ¥ Hull Identification Number (HIN) Example: PSC34146K789

(PSC=Builders Code, 34= Model, 146=Hull Number, K7=Month, 89=Year)

Month Codes: Jan=A, Feb=B, Mar=C, Apr=D, May=E, Jun=F,

Jul=G, Aug=H, Sep=I, Oct=J, Nov=K, Dec=L

- ¥ Bootstripe Color: Tartan Green by Sterling Paints.
- ¥ Gelcoat: Champagne by Spectrum Color.
- ¥ Mast & Boom: LeFiell Manufacturing (Santa Fe Springs, CA).
- ¥ Year vinylester resin was first used in PSC hulls (osmosis protection): sometime in 1988.
- ¥ Cockpit Winch Sizes (Lewmar): Sheet = 50's, Halyard and Stays'l = 44's (3)
- ¥ Galley foot pumps: one fresh water and one salt water (we never use the pressure system).

Pacific Seacraft 34 Engine and Drive Line Related Data on 1996 s/v Swan hull number 305,

- ¥ Engine mounts (3JH2E) Yanmar p/n's: 124772-08341 (tension 100 starboard),121370-08351 (tension 150 port).
- ¥ Oil Filter: Yanmar 119305-35151, Wix 51565, Wix 57040 or Fram PH6607.
- ¥ Fuel Filter: Dual Racor 220 series. Filter #R24S (2 micron).
- ¥ Impeller: Yanmar 129470-42532
- ¥ O-Ring for Impeller: Yanmar 24341-000600
- ¥ V-Belt: Yanmar 171087-42280 or Goodyear 17456.
- ¥ Propellor: 3-blade 17" x 10"
- ¥ Propellor shaft: 1" x 36"
- ¥ Cutless Bearing: 1 x 1-3/8" x 4" (Morse "Bloater").
- ¥ Shaft Coupling: Buck Algonquin 50-MCY00410.
- ¥ Coupling bolts torque: 22 ft./lbs. but only if 304 s/s 3/8" fine thread used.
- ¥ Shaft Packing: 3/16"
- ¥ Hose between packing gland and shaft log: Buck Algonquin: 80ho175
- ¥ Prop anode (zinc) complete with nut: Electroguard PN-2006-R (3/4" 10 RH nut)
- ¥ Prop anode (zinc) only: propeller nut anode Camp "C" (1" 1-1/2" shaft)
- ¥ Rudder gudgeon anode: Sea Shield TD-S: 3/4" x 1-5/8" x 3-5/8", screw hole is from 1 3/8" to 1 3/4"

Anchors and Gear

- ¥ 45 pound Manson Supreme with 200 feet 3/8" HDG high test chain (G4).
- ¥ FX-16 (10 pound) Fortress with 20 feet 5/16" HDG chain and 200 feet 3-strand nylon line.
- ¥ Muir VM-500 manual windlass.

Electronics and Navigation

- ¥ Icom M802 HF marine radio (SSB and Ham: we highly recommend getting a general class, or higher, Ham license (KGØZC).
- ¥ Icom M304 VHF
- ¥ Icom M72 submersible handheld VHF (in ditch bag).
- ¥ Furuno GP5 GPS and paper charts, supplemented by cruising guides (Two old Lowrance handhelds for backup). We have a sextant and tables for backup. I navigated with a sextant while cruising in the 1970's and 1980's. I use H.O. 229.
- ¥ ACR GlobalFix EPIRB
- ¥ Simrad Al50 Class B AlS, transmit and recieve (stand alone).
- ¥ iPad and iNavX using Navionics and other electronic charts
- ¥ Sony Stereo

Batteries and Charging

- ¥ Three fused (150A) group 27 Lifeline AGM's with two house and one start, but we have always had enough power to always keep the switch on "Both" for better battery balance and life. We have never drawn the bank of three deeper than 12.6 volts in seven years of cruising.
- ¥ Two 85 watt Kyocera solar panels wired to a Blue Sky 2512i with an IPN remote display.

Safety Gear

- ¥ All Coast Guard required items.
- ¥ Plastimo four man liferaft in valise stowed in port cockpit locker.
- ¥ Avon Redcrest dinghy which is also our tender, no engine (6.5 ft. oars).
- ¥ Ditch bag with flares, watermaker, food, signal mirror, UW flashlight, handheld VHF, horn.
- ¥ Bolt cutters for cutting rigging (24").
- ¥ Jordan Series Drogue.

Running Rigging (Singlehander's Package)

- ¥ Main Halyard: 96' (7/16")
- ¥ Jib Halyard: 97' (7/16")
- ¥ Main Sheet: 63' (1/2")
- ¥ Jib Sheet: 52' (1/2)
- ¥ Traveller: 14" (5/16")
- ¥ Staysail Halyard: 68' (7/16")
- ¥ Staysail Sheet: 36' (3/8")
- ¥ Reef Line1: 61' (3/8")
- ¥ Reef Line2: 66' (3/8")
- ¥ Running Backstays: each is 50' T-900 rope with a spliced in solid thimble at the tang and led to a sheet winch.
- ¥ All shackles are Wichard (you get what you pay for).
- ¥ Whisker pole: Forespar 402200 (West Marine 285157). 148.5" collapsed X 265.25" extended. Forespar UXP fitting inboard, UTR fitting outboard. Forespar deck mount pole chocks (cleaner air for mainsail, less weight aloft and if you lose your rig, you don't lose your jury rig).
- ¥ Tides Marine SailTrack (StrongTrack) sail track system.

Standing Rigging dimensions (pin to pin)

- ¥ All rigging is 1 x 19, 316 stainless steel with Hayn Hi-MOD terminals (no swages).
- ¥ Jibstay: 41' 1.25" (Swan's is 41' 3.5" due to mast rake).
- ¥ Backstay: 43' 5"
- ¥ Uppers: 39'5'
- ¥ Forward Lowers: 20' 1.75"
- ¥ After Lowers: 20' 3"
- ¥ Forestay: 27' 10"

Standing Rigging (how the Swan is tuned)

- ¥ The overall goal is to be able to feel, but not see, a little slackening in the leeward shrouds when close reaching at about 20° of heel, or about where it is time to reef. We also want to keep the jibstay from sagging too far to leeward.
- ¥ The mast is raked about as much as the fore and aft width of the mast.
- ¥ Swan's rigging is 9/32" 316 stainless steel (9250# breaking strength), except for the jibstay, which is 5/16" (10,600# breaking strength).
- ¥ We tune with the forestay (staysail stay) slack. Then we tension it lightly (about 300 pounds) after the rest of the rigging is tuned.
- ¥ The uppers are tensioned to about 650 pounds tension (Loos guage).
- ¥ The forward lowers are tensioned to about 700 pounds.
- ¥ The after lowers are set to about 350 pounds.
- ¥ The backstay is set to about 650 pounds.
- ¥ The jibstay turnbuckle is set so that when the backstay is tensioned to about 650 pounds, the jibstay will be about 870–900 pounds (5/16" wire) and there is about 2" of aftward bend at the tip of the mast.
- ¥ When the forestay is finally tensioned, it will cause the forward lowers to ease to about 600 pounds and the after lowers to tighten to about 450 pounds. The bend at the mast tip will also increase slightly.
- ¥ When sailing with the staysail, the running backstay tensions the forestay and helps straighten its luff.

Why a Pacific Seacraft 34?

Click Here for PSC34 Data & Other Useful Info

My first sailing experience was in a Sabot, an 8' pram, in 1954. I was eight. A friend and I tried to sail it out of the Alamitos Bay channel into open water. We encountered a steep two foot head sea that stopped our forward progress and threatened to swamp us, so we turned back. That was my first experience with sailboat design. The flat snub nose of the pram greatly hampered our forward progress in any sea. I learned, that day Sabots were made for smooth water. So it is with all sailboats. Each design has its purpose, strengths and weaknesses.

I've sailed many boats since the Sabot, including the Yankee 26 I cruised to the South Pacific. I've learned that very few boats are purposely built for crossing oceans safely and comfortably. Why? Because the great majority of people who buy "cruising" sailboats never intend to cross oceans. They buy boats to cruise, for the most part, coastwise and on weekends when the weather is favorable. Consequently, most designers and builders concentrate on meeting that greater demand, which places more emphasis on interior accommodation and light weather sailing ability. Building true blue water cruising sailboats is risky financially, because the market is limited. Thankfully, there are still those with the courage to do so.

The Pacific Seacraft 34 is one of a very limited number of true purpose-built blue water cruisers. Why was it our personal choice? Because, it possesses the following qualities, not necessarily in order of priority:

- 1. It's designed and built for serious cruising. John Holtrop, a yacht designer who did a study of sailboat design parameters, concluded that the Crealock 34 was one of the best offshore cruising boats. Some of those parameters are listed below. His acceptable range for each parameter is shown first. The PSC34 value is in parentheses. (John's Site archived)
 - Sail Area/Disp Ratio = 15 17 (PSC34 = 15.12)
 - Velocity Ratio = 1.04 1.08 (PSC34 = 1.05)
 - Comfort Factor = 30 40 (PSC34 = 34)
 - Capsize Risk < 1.8 (PSC34 = 1.62)
 - Roll Acceleration < .06 (PSC34 = .049)
 - Roll Period < 4 (PSC34 = 3.9)
 - Disp/L Ratio = 280 320, max 370 (PSC34 = 335)
- 2. Tough hull and deck built to ABS (American Bureau of Shipping) Approved Plan Certification.
- 3. Impeccable build and components quality.
- 4. Scantlings are heavy without sacrificing performance.
- 5. Lead ballast is bolted on, not encapsulated.
- 6. Vinylester resin used in first hull laminates.
- 7. Hull/deck joint is above deck level; it has a bridgedeck, and other seakeeping design features.
- 8. Forty HP Yanmar diesel engine.
- 9. Sits in the water, not on it (no excessive freeboard), thus more weatherly. Heaves to or lies ahull better with less way.
- 10. Rudder is hung on, and protected by, a skeg.
- 11. Canoe stern for safer "running off" ability and broach resistance (the Vikings were right).
- 12. Proven voyaging pedigree (circumnavigations).
- 13. Good water, fuel and stores capacity.
- 14. Small and rugged bronze opening portlights.
- 15. Beautiful to look at.
- 16. Articulate sail plan (read "cutter rig").



Swan in Ventura, California (Photo by Ricki Ormson)

- 17. Low aspect rig for low mast, rig and hull loads, lower angular momentum (pitch/roll) and better off wind stability.
- 18. Moderately fast, close-winded and well-balanced.
- 19. Easily handled by a middle-aged couple (I'm 66).

These are the basic reasons we chose the Pacific Seacraft 34. Pretty much everything else required to make her ready for successful voyaging can be bolted on, hanked on, easily fabricated or customized.



Swan off Nuku Hiva in the Marquesas (Photo by Horst Wolff)

Why a Tiller Instead of a Wheel?

Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact



Videos from Swan's Voyages (more to come)

Reaching for Cabo

Approaching Bora Bora

Dolphins off Fiji

Dolphins at Sea

In Light Air with a Pole

Cyclone Deluge in Fiji

To the Marquesas (4° S)

Kid Getting Coconuts

Landfall at Hiva Oa

Mantas & Humpbacks

Leaving Taipivai

Diving Anchor (CQR)

Sailing into Moorea

Diving Anchor (Manson)

Sea Lion Encounter

Humpback Breaching

Diving Birds Frenzy

Tacking with a Tiller

Mobula Rays (Mantas)

Hurricane Odile

Swim with Whale Shark

Going Under Cockpit

"Do just once what others say you cannot do and you will never pay attention to their limitations again."

-Cpt. James Cook



Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact



Links —

These are links to our favorite cruising websites, products and stores. The product links are for products we use and recommend without reservation. Beacon Marine in Ventura, CA, has shipped to us all over the Pacific, always with great service and care. They can supply most of the products on the other links (e.g. Raymarine, Simrad, Furuno, etc.). Please tell Mitch we sent you.

Pacific Seacraft

s/v Ubiquity (PSC34)

Port Townsend Sails

s/v Indigo (PSC34)

Brion Toss Rigging

s/v Willow (PSC27)

Sailnet (PSC Forum)

s/v Luckness (PSC37)

John's Boat Stuff

s/v Terrwyn (PSC37)

KISS Ground Plane

Dockside Radio (SSB)

Furuno GPS

"If I have seen further it is by standing on the shoulders of giants"

— Isaac Newton

*Formerly Tacktick

Outfitting: First Steps (pics below)

We needed to sail the boat from San Diego to Ventura, with a stop at Catalina, so we spent a week in San Diego preparing the boat for the short cruise. Other than moving all of our stuff aboard, we found a few problems that needed to be corrected, including two difficult ones.

First, the valve from the head to the holding tank was stuck closed. This was a 1.5 inch ball valve in a difficult place and position. I spent most of a morning trying to open it with no luck and most of the next day removing and replacing it.

Second, the boat had a roller furling genoa and headstay, which didn't agree with our hanked on sails. I was willing to live with it for a short while, but when I inspected all of the rigging and was unable to view and inspect the swage terminals of the roller furling stay, and not knowing how old or what abuse it had seen, I decided to replace it immediately using Sta-Lok terminals. Rhonda and I removed and replaced the old stay and roller furling gear with the new stay in three hours.

Next Outfitting Page

"If you can't repair it, maybe it shouldn't be on board."

Lin & Larry Pardey

There were many other small issues to remedy, but most were simple, including,

- Swap out the two zincs (mask, fins and snorkel),
- Re-name, re-letter the boat,
- Stow all our stuff from Colorado and provision,
- Inspect and tune the rig,
- Buy and install ground tackle (see Outfilling, page 2),
- Clean and fill the water tanks,
- Loosen shaft packing nut to proper drip rate,
- Remove old propane stove and tank (will install new paraffin stove in Ventura),
- Install required USCG labels,
- Install required fire extinguishers,
- · Replace oversized fuse on bilge pump,
- Install 5/8" nut on gooseneck bolt that was missing,
- Epoxy seal exposed wood deck core at anchor chain pipe (still dry),

We really appreciated the help and friendship of all the folks at the Kona Kai Marina, particularly Linda and Art Ames, who helped us a lot with many of our projects and introduced us to many of the fine people at the marina. We are also perpetually indebted to Chris Owen, who ferried us all over town so we could gather up the parts and provisions to make the boat ready for sea. Good friends are a blessing.

The trip to Ventura and Catalina was wonderful. Aside from having to beat the entire distance, including five hours one wet afternoon in 21 - 23 kt. winds (true), we had fun. We saw hundreds of dolphins and three blue (yes, blue) whales. I had to steer to miss one of the whales. We also got to link up with our good friends, Jim and Kathy McCollum, in Catalina on their Catalina 30. They cooked two delicious meals for us (we had no stove) and took us to Avalon in their dinghy.



Moving our stuff aboard.



The new Swan lettering is finally installed.



Replacing the roller furling headstay.



New headstay, turnbuckle and Sta-Lok fitting. Good-bye swage fitting!



Rhonda at the helm on the cruise to Ventura.



The new drifter finally takes it's first flight.

Start

Voyages **Outfitting** Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Outfitting: Anchors and Anchoring

Next Outfitting Page



Having the very best ground tackle and anchor handling deck gear is the most important thing you can do to keep your boat alive.



Our trusty 45 Pound CQR. We never dragged it but the writing was on the wall: the new generation spade style anchors are hard to ignore.



The CQR's oblonged pin hole after six years of heavy use gave us an excuse to switch. CQR's have a lifetime warranty, but we didn't use it.



The new Manson Supreme in its perch. I drilled a hole in its shank to fit the Fastpin in the bow roller. Perfect fit. See bottom of page for details.



Properly moused Class 2 shackle. Tighten hand tight, then a 1/4 turn more by tool. Mouse so that pin cannot loosen. Tuck twist into hole.



A solid set after a gentle tug from the backed jib when we sailed the hook in. No need to start the engine. Diving the anchor is a very good habit.



Chain markers that outlast the chain. By varying the lengths of the two tails, there are plenty of combinations to mark any chain. This is for 50



This is for 150 feet. Two short tails of equal length are 100 feet, etc. These are easily seen and can even be felt in the dark if necessary.

"Nothing too big ever broke."

- Old Maine Proverb

I personally know of more cruising sailboats lost at anchor than lost at sea. I don't know if the statistics have been compiled, but I would not be surprised if this were true in general. In any

case, few would argue the need for superior ground tackle and anchoring technique when cruising.

The Yankee 26 I cruised to the South Pacific had 240 feet of 5/16" BBB chain attached to a 35 pound CQR. Many thought the gear was too large for so small a vessel, but the anchor never dragged once in three years. Therefore, no, it was not too large.

Ground Tackle. Our current ground tackle on the Swan is,

- A 45 pound Manson Supreme at the bow with 200 feet of 3/8" hi-test (G4) HDG chain with Class 2 alloy steel shackles (from Acco and match the working load limit of the chain), moused with galvanized wire. No Swivel! We previously carried 240 feet of chain but never got into the last 40 feet, so we got rid of it.
- A 10 pound Fortress (FX-16) on the stern pulpit with 20 feet of 5/16" HDG chain and 200 feet of 1/2" 3S Nylon in the lazarette chain locker for kedging off, drudging or as a spare. Fortresses have amazing holding power.
- Three 50 foot 1/2" Nylon snubbing lines for the bow anchor.
- Spare Class 2 alloy steel shackles, line, galvanized wire.
- Plenty of heavy canvas for chafing gear.

I had cruised since the 70's with a CQR at the bow with excellent service. In fact, I have never dragged one, but they were all oversized with oversized all chain rodes. In 2013, after personally witnessing the new generation of spade hooks in action on other boats and in the water, we switched to a Manson Supreme after our 45# CQR was showing signs of wear. The Manson sets very quickly, holds well on short scope (3 to 1), rotates in it's own set and has amazing holding power.

We originally cruised with a spare bow anchor (stowed below) and hundreds of feet of spare chain, but we never used any it. Since all of this extra stuff weighed a lot, robbing us of performance and space, we got rid of it. If we ever have to deploy a second anchor, we will use the Fortress FX-16. If we ever have to replace our main anchor temporarily due to loss, we will use the Fortress, which is the suggested size for the main anchor for our boat (amazingly).

- Two Bow Anchors. I have never understood the need to carry two anchors at the bow. One good, oversized anchor is enough. Why damage your boat's performance and complicate anchor stowage and handling with all that metal hanging off the end of the boat and two rodes in your already cramped chain locker? Stow your back up ground tackle someplace else. Just because your boat has two bow rollers, doesn't mean you have to use both of them.
- Anchor Swivels. We have never used anchor swivels. They just add more points for possible failure, especially the stainless steel ones. Stainless steel is an untrustworthy metal to begin with. Immersed for long periods of time in seawater makes it even more so, not to mention the galvanic fun it is having with your steel chain! I notice S/S swivel makers routinely rate their swivels by breaking strength, not working load, which is much lower. I have anchored without a swivel hundreds of times, sometimes for very long periods of time. I have never had a problem with the chain twisting or hockling.
- Chain Stoppers. The Yankee 26 had no windlass, just a chain stopper. However, I am older now and the gear is heavier, so we use a vertical Muir manual windlass and a chain stopper rated at 5000 pounds to take the riding load from the windlass, which is rated for only 500 pounds. We always use a half inch nylon snubber, rolling hitched to the chain, primarily to take the load off the bow roller and to reduce shock loading. The loads on the roller can be huge when anchoring in deep water, just from chop, ground swell and boat wakes.
- **Scope.** With our ground tackle we generally use 5 to 1 scope. This assumes a bottom with good holding. In general, we find that deeper water requires less scope and, conversely, shallower water requires more. For example, in 50 feet of water, we would probably use 3:1 scope. The type of bottom is the big variable.
- Anchoring. We drop our anchor at a controlled rate with the boat moving with the wind very slowly ahead or astern* until we have deployed 3 to 1 scope. (I use 3 to 1 to set because it is

easier for the engine to drag the anchor and chain into a deep set than if there were 5 to 1 scope of chain to drag along the bottom.) After the boat has oriented bow to wind, we put the engine in reverse very slowly until the anchor fetches us up gently. Then we increase RPM in increments up to about 1500 rpm until we are set. I put my foot on the chain between the windless and the roller to feel when the set is solid (be careful doing this!). I also watch the angle on the chain from the roller to the water. I find a range on our beam to mark our movement. When the range remains fixed, I know we are set. If the wind is blowing fresh, I use less RPM for the set. If the bottom is questionable, I use more. Finally, when the engine is off, I deploy the last bit of chain to reach full scope. Then, I rolling hitch the snubber line to the chain, lead it through a smooth fairlead and secure it to a heavy cleat. Finally, I attach heavy canvas chafing gear to the snubber at the fairlead.

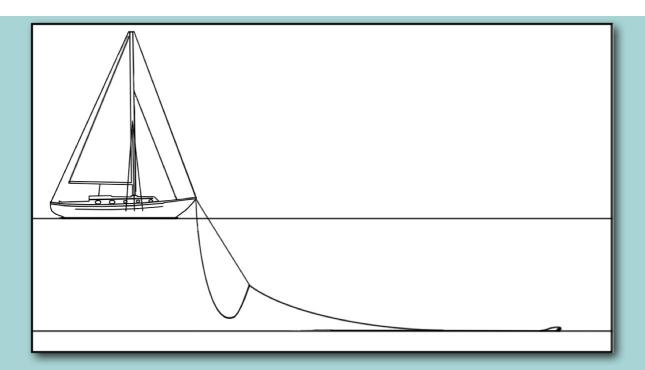
*Sometimes it's more convenient to drop the anchor while going ahead downwind, for example, while sailing. If you do this, be careful to reduce sail (or remove sail) to keep boat speed to a minimum or you will take bottom paint off with the chain or even damage the bow roller when strain comes on the chain. Be prepared to turn sharply upwind before this happens.

We enjoy sailing the anchor in and out and do so whenever we can. When we sail the anchor in, we set the anchor by grabbing the clew of the jib and pulling it to weather sharply to pull the bow off the wind and the anchor chain with it. We do this a number of times. Whenever we can, we dive the hook afterwards to check that it is set and not fouled. We do this whether we sail it in or motor it in.

Keep in mind that the wind may switch to a completely different direction later, particularly at night. After the anchor is set, we take "escape" bearings in case we have to get out in the dark. A landlocked anchorage is a beautiful thing, but it is rare. We always anchor a safe distance from land or other hard objects. We consider how much sea room we will need (in all directions) to get the anchor up should the weather force us out.

Anchoring is an art, especially in crowded anchorages. Practice is essential. We find the safest rule is to anchor as far away from other boats as possible. We try never to anchor in front of someone, If we do, we make sure we leave enough room that we are not sitting over the other boat's anchor, considering also the possibility of having to increase scope in a blow. It is the height of rudeness to foul another boat's berth. If the thought even crosses our mind that we are too close, we move. If the other boat's skipper thinks we are too close (assuming he was there first), we move, no matter our opinion. Finally, if someone fouls our berth and won't yield to gentle persuasion (extremely rare), we move. Nobody wins a bumping match between multiton boats in a choppy anchorage.

• **Snubbers.** Below is a diagram demonstrating the value of a snubber. Not only does the nylon line absorb shocks and loads, but extra chain can be lowered below the snubber/chain connection to create a chain "kellet," flattening the catenary and creating a gravity spring.



Notes on drilling the hole in the Manson shank: Manson says this is okay. The Bisalloy 80 steel was not easy to get through but totally doable. I drilled a 3/16" pilot hole, then made the final drill with a 1/2" bit. Both bits were Spanish made cobalt. I used squirt can cutting fluid and drilled at low RPM by hand with a battery powered hand drill. I paused often to let the bit cool. I coated the hole with Pettit's Zinc Barnacle Barrier. It also works well for touching up the galvanizing on chain, etc.

Disclaimer: Boat's, conditions and gear vary from boat to boat. The equipment and methods described above have worked for us. They may not work for you.



Outfitting: Stove

I don't like propane on a cruising boat for these reasons:

- It's heavier than air. If it leaks, your boat can blow up.
- In remote ports, the tanks often need to be left with the supplier for days to be filled.
- Fittings vary all over the world.

On the other hand, they say propane is easy to use and burns hot. However, the ease of use seems to be only on the front end. Lugging 20 lb. propane tanks around in tropical heat looking for a vendor isn't my idea of easy.

I've always used kerosene (paraffin) stoves but after our last cruise we switched to an Origo non-pressurized alcohol stove. Alcohol has most of the advantages of kerosene, plus it burns cleaner. The Origo has no piping, no external tank, no pumping, no priming, no regulators, no solenoids, no switches and no wiring. If you do spill small amounts of alcohol, it just evaporates.

Alcohol provides only about 60% the BTU's per pound of propane, but it can be stored in an ordinary jerry jug so it does not take up as much space as propane per pound. We store 12.5 gallons of alcohol in our lazarette in the same space it takes to store eight gallons of propane.

We worried that the burners would not heat as quickly as propane or kerosene, but we've found that the Swedish designed burners heat faster than kerosene and at least as fast as propane. We are really happy with this stove. It is much safer than propane.

I found two tough five gallon motorcycle fueling containers to store the denatured alcohol in. Each has a pour hose in the cap. The containers exactly fit the cutouts in the lazarette for propane tanks. In addition, we store an extra 2.5 gallons in a jerry jug which stows nicely between the two five gallon containers. We also use this smaller container to decant from the motorcycle containers and then into the stove fuel canisters, so we don't have to lug the big tanks out of the lazerette every time the stove needs fuel. Each burner on the stove has its own fuel canister which holds about 1.5 liters. They are very easy to fill. Once filled they will not spill even if turned upside down.





Next Outfitting Page

"Bad cooking is responsible for more trouble at sea than all other things put together."

- Thomas Fleming Day

Our Origo non-pressurized alcohol stove.

One of the five gallon motorcycle fueling jugs. The filling hose is removable and the hole closed with a screw in plug.



Start

Voyages

Why a Pacific Seacraft 34?

Sails

Outfitting

Contact

Outfitting: Working the List

Next Outfitting Page

After completing the jobs necessary to safely sail the boat coastwise and make her livable at a basic level, we prioritized a list of projects necessary to bring the boat back up to an acceptable degree of offshore worthiness. We also wanted to convert her back to the cutter rig she was originally designed for, so we could take advantage of that rig's easier offshore sail handling and speed. Finally, we needed to add features we felt would make the boat easier to live aboard and sail for long periods of time.

The list seems endless. Every time we cross something off the list, it seems we think of two more to add. The pictures below are a sampling.



Converting the wet locker to storage for the pots and pans (six altogether). Bungee cord will secure them at sea.



Taking a break for dinner.



Removing the last section of Battcar track so our Strong Track can be installed. There were 78 screws to remove. Yay! No more battens!



Over-drilling and filling the tack plate holes with epoxy, which are then under-drilled for the through bolts, first step in converting to a cutter.



The new tack plate for the staysail stay.



Rhonda's brother, Ronnie, and friends, Otis and Shaun, visit from Texas.









Feeding the new Strong Track into the mast groove. Our mainsail was made with slides to fit this track (Port Townsend Sailmakers).



Our mainsail, in the bag for five months, is finally set. What a pleasure to hoist, reef and furl without battens!



This halyard shackle won't lead fair (the splice is too tight). This will need to be replaced.



Attaching and cementing a new seal for the engine hatch cover.



Checking the raw water strainer. The PSC 34's cockpit engine hatch is a wonderful improvement on small boat engine access.



This is why it's a good idea to check the raw water strainer. It was partly blocked with seaweed and other denizens of the sea.



Fitting the cone over the core wires during the install of a Hayn Hi-Mod backstay insulator.



The new backstay, turnbuckle and Hi-Mod terminal. Now, there are just seven more wires to go, all will be 316 SS 9/32" (up from 1/4").



The sweetest way to store a jib on deck and save some space in the cabin. This cover was made by Lee Sail Covers (leesailcovers.com).



Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

Outfitting: Further on Down the List

Next Outfitting Page

We completed the re-rig, then we static tuned and sail tuned the new shrouds and stays. I could definitely feel the reduction in stretch with the 9/32" wire. Then, we set about completing the conversion to a cutter rig.

We had already installed the tack fitting for the forestay, so we went to work on the install of the track for the staysail sheets on the coachroof. What a job! It involved removing the interior grab rails so we could fit the through bolts for the track under the headliner. Fortunately, we were armed with the step-by-step advice of my good friend, Dave Pomerantz, and we completed the job with little guesswork.

We had to wait for the T-900 rope for our running backstays and a cone for the Hi-Mod fitting for the forestay to complete the cutter conversion, so we pulled the Monitor windvane out of its box in the forepeak and spent four days bolting it up to the stern. Measure, drill, level, measure, drill, cut, bed, bolt and tighten. It took longer than I thought it would, but it is a beautiful piece of machinery that will save many long hours at the helm. We took it for a sail and it worked perfectly the first time we engaged it, a testament to the wonderful balance of the Pacific Seacraft 34 and Bill Crealock's design genius. We named it "Jack" after our two favorite Jacks, Jack Moseley and Jack Knapp, two sailing buddies who have passed on.

Finally, with all the parts for the forestay and runners, we put it all together and raised the staysail for the first time. It fit beautifully.



Denizens of the channel marker buoy for Ventura Harbor.



Tuning the new rigging. There was a lot less stretch with the 9/32" wire. I only had to put a half turn in each upper's turnbuckle to finish the job.



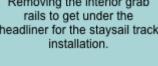
Rhonda sails by the jib luff as I tune the rig.







Removing the interior grab rails to get under the headliner for the staysail track installation.





The Monitor is lashed to the stern with rope in order to steady it for measuring, leveling and bolting up.

The newly fitted starboard staysail track and block.



The completed Monitor install.

My brother Dan joins us for dinner. Without his unselfish help, the boat and our dream of ocean cruising could never have been realized.



The Monitor steered perfectly the first time we engaged it. We named it "Jack" after Jack Moseley and Jack Knapp, two great sailors.



A visitor in the marina.



The new forestay, made up from Hi-Mod terminals, is attached to the tack fitting (9/32" 316SS).



The new running backstays, made from T-900 with thimbles eye-spliced at the tangs. We will tension them with the weather sheet winch.



The Swan is now a cutter. The staysail is raised for the first time since it was made five months ago.



The jib and staysail working together. We measured a whole knot increase in speed after setting the staysail.



A blue whale that floated ashore north of Ventura. Very sad.





How we stow our running backstays when not in use. The small green line keeps the carabiner from flopping around on the caprail.



Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

Outfitting: Solar, etc.

Next Outfitting Page

We spent a lot of time researching solar power. Other than lighting, our only power use will be for the Ham/SSB radio, VHF, small stereo and engine starting.

In the beginning we mounted one 85 watt Kyocera panel just forward of the dodger. However, the location kept the panel in shadow part of the day. Ultimately (two years later), we decided on a total of two panels mounted on a framework mounted on the stern pulpit. It's just aft of the arc the boom swings in, but just forward of the space the Monitor self-steering needs to work properly. It's important to position the panels so that both receive the most amount of sunlight all the time, otherwise the output of the entire array will be effected, especially if the array is wired in series.

The biggest part of the job was removing the water heater. When I went looking for a place to put the charger/regulator, the most obvious place was the port cockpit locker, but the water heater was there. Not being a fan of hot water heaters on small sailboats (we never used it), Rhonda and I went to work to remove it. It was a job! It meant disconnecting two fresh water hoses (drinking), three engine fresh water hoses, a surge tank, and the AC power wire. It also meant plugging or re-routing the hoses. Because we disconnected hoses at the engine, it also meant a coolant change, which was probably due anyway. The end result was worth the effort. We not only gained space for the charger, we picked up a bunch of well positioned storage for other things as well.

After the solar panel, we fitted a whisker pole track. We only installed a two foot track because both the jib and drifter lead well to the same area on the mast. We installed chocks for the pole on deck instead of on the mast because I want the pole available for a jury rig should the mast ever go by the board. It also means cleaner air for the mainsail and less weight aloft.

The Muir manual windlass came next. I used the same hawse hole as the previous electric windlass. We will also install a chain stopper soon.



The hot water heater after removing it from the boat. We put the solar charge controller in its place, plus retrieved a lot of storage for other things.



This is the space we saved by removing the hot water heater. The hoses, surge tank and wiring will also be removed.



The three phase MPPT charger/regulator from Blue Sky mounted in the cockpit locker adjacent to where the water heater used to be.





Original solar panel position: it was out of the way, but it was shaded part of the time and one panel was just not enough.



The final arrangement for the solar panels, designed to allow both panels to receive the same amount of sunlight all the time.



This remote shows the charge status (bulk, acceptance, float), voltage and amps. When not charging it shows battery volts.



The new whisker pole track. Our "J" is 14.5 feet, but the pole can stretch to 22 feet so we can point higher with the pole pushed to weather.



We over-drilled, filled with epoxy and used screws to hold the pole chocks into the epoxy.



Bolting and bedding the Muir manual windlass. The gypsy is for 3/8" G4 chain.



Done. We'll add a chain stopper next.



It rained, so I used the time inside to build shelves for the "hanging lockers" in which nothing ever hangs.

Start Voy

Voyages

Why a Pacific Seacraft 34?

Sails

Outfitting

Contact

Outfitting: Haulout (pictures below)

Next Outfitting Page

I've hauled out at a lot of boat yards. I can't recall a comfortable experience, ever, until this last haulout. We had heard many favorable recommendations for Ventura Harbor Boatyard (VHBY), but we were skeptical. In light of my previous experiences, we felt no yard could be that good. We were wrong.

We found the VHBY people very friendly, helpful, knowledgeable and experienced. Fact is, people from all over the West Coast, some traveling great distances, come to VHBY because of the unique way this yard does business. Customers can do all the work themselves, part of the work, assist, or let the yard do it all. Advice is given freely. Tools are available for customer use. The yard is clean and organized, with separate specialized shops for paint, mechanical, welding, metal fabrication and electrical. In spite of the fact our boat had some tough issues to deal with, our stay at VHBY was a very positive experience. The rates were very reasonable. We would recommend VHBY without reservation. Check out their website at vhby.com



Ventura Harbor Boat Yard's organized shop area includes the Paint Shop, Mechanical, Welding, Machine Shop and Electrical Shop.



The lifting. This is the smaller of the two lifts at VHBY. They can handle up to 165 tons.



Tom Bowman (Mechanics Shop), Dale Morris (Paint Shop) and Rusty. Rusty is easily the smartest person I've ever met.



The cutlass bearing was previously installed without any of it remaining outside the stern tube, making it impossible to grip.



Removing the rudder in order to pull the propeller shaft.



It was necessary to apply heat to break the grip of the sealant bedding the rudder gudgeon. Then, it was loosened with a bronze drift.





Refitting the propeller.



The new cutless bearing is installed along with propeller and zinc.



Replacing the rudder.



Our paint problem: successive coats of paint broke the adhesion between the first coat and the epoxy barrier coat.



Pressure washing the old bottom paint off.



After the power wash, which removed most of the loose paint. The boat was then skirted and the rest was power sanded off.



First coat of epoxy primer.



Applying the bottom paint.



Finished.



Start Voyages Why a Pacific Seacraft 34?

Sails

Outfitting

Contact

Outfitting: Electronics

Next Outfitting Page

I hate running wire. But, that's what had to be done if there were to be any electronics aboard the Swan. Fortunately, we are minimalists when it comes to things with wires. My first cruise was a three year voyage to the South Pacific in an engineless 26 foot sloop. There was not one electrical wire on the boat: no radios, no electric lights. nothing. We stood by and watched as others repaired their electrical gear. We went snorkeling. Over the years we have made concessions to the improving quality and usefulness of electrical equipment. But, we are aware of the possible downsides and keep it simple.

We installed an Icom IC-802 (Ham and SSB), GPS, stereo, two DC outlets and a sub-panel in the nav station (there was already a VHF). The pictures below show most of the wire runs, but the copper foil is not run to the tuner yet and not shown.

One important diversion from the norm: we connected the GTO-15 high tension RF cable from the tuner directly to one of the backstay chainplate bolts under the deck in the lazarette. This is not exactly ABS, but it eliminates several real problems with attaching it to the backstay itself. With the chainplate method, there are no holes in the deck, no seawater insulation issues at the connection, no dissimilar metal problems with the connector and backstay, no crush problems (connector clamp on 1 x 19 wire) and no stainless oxygen deprivation corrosion concerns caused by taping the connector to prevent seawater intrusion. Also, we saved a couple hundred dollars not needing a second backstay insulator. Finally, this method works. We get excellent signal reports! Of course, we need to stay away from the backstay while transmitting, but on a PSC 34, that's easy; we never go near it anyway.



Installing the ICOM AT-140 automatic antenna tuner at the aft end of the quarter berth (not a bunk that will be occupied, obviously).



Finished install of the AT-140 with cable line isolator, ferrite beads and GTO-15. Copper foil ground was added later.



Running the cables (3) from the GPS antenna and AT-140 back to the panel. Notice also the command mike for the VHF to the winch handle box.







The cables run back to the panel (SSB coax, AT-140 control cable and GPS antenna coax)

Wiring and through bolts for one of the stereo speakers. This is behind the hatchway bulkhead above the quarterberth.

The other speaker installed. No, it is not flush mounted. I cannot bring myself to cut large round holes in teak bulkheads.



Filling the newly cut holes in the back of the instrument panel: three breaker subpanel, VHF, stereo bracket and DC outlets.



All The wiring and gear in the back panel is done. Spaghetti.



The IC-M802 black box in the chart table with room enough left over for the charts.

Copper gounding foil: gotta love it.



Finished and everything works. We even had room for the Ipod.



Furuno GPS antenna.





Start Voyages

Why a Pacific Seacraft 34?

Sails

Outfitting

Contact

Outfitting: Last Pre-Cruise Projects

We had been slowly replacing the old rigging, piece by piece, and finally changed out the final pieces — the upper shroud tangs and through bolt (including clevis pins and cotters). We are down to the short list now. This will include replacing the aluminum fuel tank (PSC switched to fiberglass some years back when problems with the aluminum tanks developed) and getting some engine parts swapped out (the impeller is at least four years old, the mixing elbow is probably 11 years old, etc.). There are also a lot of small projects we need to accomplish. We will post pictures to this page as we get these things done, along with other happenings.

We will really miss our friends at Ventura West Marina. Though we've only known them the short time it's taken to get the boat ready for sea, they've become friends for always. Each has contributed in important ways to the success of our project. We will never forget them.

Next Outfitting Page

"It won't fail if you don't have it.

— David Nutt(Circumnavigator)



In the presence of genius we meet Bill Crealock.



We installed a chain stopper mounted on a 1/4" stainless plate to spread the load, with a matching backup plate under the deck.



Bungee cords everywhere ("think upside down").



Another bungee on a cabin sole hatch cover.



We installed several kerosene lamps for backup lighting.



Then we went sailing. Ah . . . spray.





We replaced every bulb that is routinely used with LED's, realizing a huge savings in battery draw.



It took me six hours to replace this old impeller, which was in a very difficult spot. It was still in good shape but I replaced it anyway.



Our son James, visiting for Thanksgiving, takes a stint at the helm.



James's wife Michelle.



We installed 150 amp ANL fuses near the battery terminals, thanks to my friend Dave Pomerantz for the specs.



The new diesel tank ready to install. Some ideas for its redesign came from my friend Dick Tietjen.



Bending the aluminum tabs to fit the bilge cavity.



All back together. I R & R'd the intake fitting with the valve closed. There was enough length in the hose to stand the twist (four turns). No bleeding!



Wedged in under the cockpit, replacing the pedestal idler plate, chain and wire. Not comfortable.







The reason I changed the idler plate. I also used the opportunity to re-epoxy the hole in the cockpit sole.



Installing the new idler plate, made of heavy aluminum. The goop on the fastenings is Tef-Gel, great stuff for making metals get along.

We added another foot pump in the galley for salt water (left), which draws on a through hull near the engine water intake.







Outfitting: Tiller, Solar, Cutless, etc.

Back to Last Outfitting Page To Next
Outfitting Page

After three years cruising, the boat needed a little work. Also, we had some upgrades we wanted to do before we head into foreign waters again, where parts are sometimes scarce.

The biggest project was converting to a tiller. This involved welding an extension onto the rudder stock, machining the stock to fit the new rudder head, moving the engine controls and instruments from the pedestal, building a tiller and rudder shelf (Eric Bert; see below), removing the pedestal and its steering gear and finally covering the holes left by the pedestal. Pacific Seacraft was especially helpful, supplying the most important hardware.

"The art of the sailor is to leave nothing to chance."

— Annie Van De Wiele

We also managed to replace some worn out cushions, add some cabinets, replace a cutless bearing, paint the bottom, polish all the exterior stainless (caked with 49 days of salt), strip the winches, and the list goes one.

The final projects include building a frame to hold two solar panels (the deck mounted one plus a new panel) and adding an additional battery for a total of three. The solar panel frame will clear the boom both up and down and fore and aft. After that we need to upsize the jibstay to 5/16" and add a class B AIS. Then we should be ready to do some cruising in this area and eventually head south to California in late summer (2011).



During our haulout, we pulled the prop. This was taken after we broke it loose with a prop puller along with a lot of heat from a propane torch.



The new cutless bearing. No paint on the bearing. It will seep between the bearing and stern tube making it difficult to replace next time.



Stripping down the big Lewmar 50 sheet winch. It definitely needed a greasing.









Eric Bert, a superb designer and craftsman, working on new storage cabinets. He is also building our tiller and rudder shelf.



The new Airmar in hull transducer to power the Tacktic depth sounder. It's attached with 3M 5200 and filled with propylene glycol.

The aft storage locker by Eric Bert. He does excellent work. The finish and style matches the rest of the cabin.



and depth sounder. Totally solar. Totally wireless. Totally portable and no big holes in the boat.

Why a Tiller Instead of a Wheel?





The finished forward locker by Eric Bert. We can sure use

the storage space.

We are converting from wheel to tiller. Here is the rudder with a new 17" extension welded on - first step in the process.



We moved the engine controls from the pedestal to the cockpit side in anticipation of converting to tiller steering. Not an easy job.



Stainless ring bolts and rope hooks secure the storage containers under the rudder shelf. Holes in the container bottoms drain any water.



The tiller in, the pedestal out. We decided to cover the pedestal holes in a way that would allow a new owner to go back to a wheel easily.



Our USB WiFi antenna. We have hit transmitters up to a mile away with it. It's made by Radiolabs. We hoist it in the rigging only when we need it.

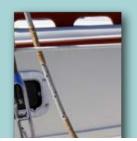


We built this frame out of Sea Dog rail hardware for the previously deck mounted solar panel. Then we added a new panel (both 85 watts).



We upgraded from two batteries to three (group 27 AGM's) to store the additional energy generated by the new solar panel.









Our new Simrad Class B AIS. Now we can see the ships and they can see us. We put its GPS and VHF antennas on the solar panel framework.



Light chafing gear for the running backstays (brown dacron) where they bare against shackles and lifelines.



New Sunbrella® staysail bag by Taylor Sails. It's attached to the stay with a ring for the halyard. The staysail just falls into it when furled.



Top view of the bag. Notice no zippers to stick, just snap fasteners along the top and forward opening. Leather is used for chafing gear.



The Voyages: To the South Pacific, the Marquesas

We left our dear friends at Ventura West Marina and sailed South to San Diego. Except for the day sail from Mission Bay to San Diego, the passage was 147 miles of almost windless sailing in moderate swell. We rolled a lot. It tested how well we had stowed our gear and provisions (some things well, some not so well). We stayed in San Diego long enough to buy charts, cruising guides, flags and cloth to sew flags. We also did our final provisioning and cleared out with Customs. On March First, we set a course for Polynesia and left.

We were helped by so many good friends in San Diego with transportation and other assistance. Getting the job done without them would have been very tough. Our thanks forever.

The passage was a long one, 35 days, because we left early (March) before the Trades had fully established. Also, we didn't use the engine, so the Doldrums were brutal. It took us 10 days to escape them. There was a north setting current in them that we fought the entire time. One day we made 24 miles before we were becalmed all night long. When we checked our position in the morning, we had lost the entire 24 miles and were still going backwards!

Next Page: Society Islands

"At sea, I learned how little a man needs, not how much."

- Robin Lee Graham

Once we got below the Equator (at 129° W) the SE Trades slowly built and we were eventually doing 150 mile days. We arrived at Atuona on Hiva Oa on April 5th. We cleared in, spent five days sightseeing, then sailed for Hana Moe Noe on Tahuata. There, we rested up, did some maintenance on the boat (changed zincs, etc.) and did a lot of snorkeling. The water was beautifully clear and warm. We then sailed to Hanamenu on the north coast of Hiva Oa. We met a Canadian boat there. We all went ashore to explore and found a spring we could bathe and swim in. We then sailed over night to Nuku Hiva where we provisioned, visited select anchorages, including Tai Pi and did a lot of hiking. We also met up again with our good friends, Horst on Pacific Star and the Leibs on 59th Street Bridge.



Approaching Catalina. Rhonda is at the bow where two Pacific White Sided Dolphins played for 45 minutes.



Anchored at Mariner's Cove Mission Bay, San Diego.



In the Trades.





Sunset over Guadalupe Island (Mexico).



Squid came aboard nightly. No, Chris, we did not eat them.



This sea bird spent the night. Our friend Art D'Andrea will appreciate this one.



Fishing in the Doldrums



The sunset picture. This is somewhere below the Equator.



Approaching Hiva Oa. What a welcome sight!



Ancient Marquesan petroglyphs.



Tahauku bay, near Atuona, Hiva Oa.



Sailing around the southern edge of Tahuata.



Hana Moe Noe, one of my favorite places in the world. I spent weeks here on my last voyage 30 years ago. It was very good to be back.



The Swan at anchor in Taiohae Bay, Nuku Hiva.



Stone tikis on Nuku Hiva at Taiohae.



Matutiki, a real Marquesan.



Ancient tiki at a maemae above Taipivai.



Comptroller Bay, otherwise known as Typee by Herman Melville who spent time here. The village of Taipivai is in the trees ahead. Wonderful place.



John Shryock and Rhonda. John, from Pacific Star, is a consummate adventurer and great company. See Societies for more on Pacific Star.



A maemae near Taipivai, an historical spiritual site.



This is how we get around while cruising. Dave is bringing Patrick and John to Swan from Pacific Star (in the background).



Rhonda in the galley between islands. It is amazing what scrumptious meals she can whip up in such a small space constantly in motion.



Checking in with the gendarme at Hiva Oa. We used an agent of Polynesian Yacht Services. What a difference it made!



The village at Taiohae, Nuku Hiva. A beautiful French and Polynesian enclave full of things to see and explore.







Manta rays feeding around the boat at Tai Pi. It is only 15 feet deep here. The head of Hana Fave (Virgin's Bay), Fatu Hiva, one of the most beautiful places I've ever seen (photo courtesy Horst Wolff, s'v Pacific Star). Our anchorage at Tai Pi on Nuku Hiva, once the fishing grounds of a huge Marquesan village populated by thousands that is no more.

The Voyages: Society Islands

Last Page: Marquesas Next Page: Tonga

After a week in Nuku Hiva, we set sail for Tahiti. We arrived after eight days: two beautiful sailing days and six days of very light winds. But, the skies at night were incredible ("when you see the Southern Cross for the first time, you know just why you came this way"). We anchored near Maeva Beach, southwest of Papeete.

After a week, we left Papeete and sailed across the channel to Moorea. What a beautiful place! We anchored on the reef outside of Cook's Bay in 10 feet of crystal clear water, a snorkeler's heaven. We could also just sit and watch the sea life swim by under the boat. We also met JJ and Maria on Ksar and had a wonderful time with them before they sailed back to Tahiti.

After two weeks in Moorea we left our good friends on Pacific Star and Innocenti and sailed on May 24th for Huahine and arrived 24 hours later at the village of Fare, a beautiful little Polynesian harbor on the northwest corner of the island. We anchored right off the town in 60 feet of clear water. Raiatea, Tahaa, and Bora Bora were visible in the distance. Then we sailed to the south end of Huahine and spent a week in a beautiful little bay near a small village. A large turtle visited us every morning and evening.

"In the end, it's not the years in your life that count. It's the life in your years"

-Abraham Lincoln

On the evening of June 10th we left Huahine and sailed the 55 miles overnight to Bora Bora. The wind was blowing 25 knots so we actually had to heave to for half the time to keep from getting there before dawn. Bora Bora is a strikingly beautiful island with a huge lagoon of clear water, manta rays and beautiful fish. We anchored in 35 feet of water in the lee of Toopua, a large motu on the west side of the lagoon. We were soon joined again by Pacific Star, 59th Street Bridge and Innocenti where we reveled in each others stories since last seeing each other. We set sail for Tonga on July 3.



Leaving Nuku Hiva.



Becalmed at dawn 30 miles from Tahiti, jewel of the Pacific.



At anchor in Tahiti. Moorea is in the background.





Manta ray by the boat.



Anchored on the reef near Cook's Bay, Moorea.



Our own personal aquarium.
A ray swims beneath the boat.



A long walk in the Moorea highlands with Maria and Jean Jacques (JJ), folks from France who have made Tahiti their home.



Maria and JJ Novgarede aboard their sloop Ksar. In four days we became friends for life. Their hospitality was incredible.



A marae on Moorea, a spiritual place, this one over 1100 years old.



We met the crew of this magnificent Schooner, the Argo, a sail training vessel, while it was anchored in Cook's Bay.



Aboard the Argo with its splendid skipper and crew: Boomer, Chantale, Graham and Becky.



Early morning approach to Huahine, 85 miles northwest of Moorea.



Beautiful, primitive, Huahine.



Fare, Huahine, is a cool little village where many goods and services are available, but still retains an old polynesian ambiance.



Mount Otemanu, Bora Bora, from the lagoon in the lee of Toopua. We are anchored in 35 feet of beautiful water.



Anchored off the Bora Bora Yacht Club in 85 feet of water. The hospitality at the Yacht Club is excellent, and it is a wifi hotspot.



These are guns left by the Americans in WWII when the island was a strategic location.



Swan at anchor in the Bora Bora Lagoon (center).



L to R: Anna and Angus Willison (Innocenti), Dave, Julia and Horst Wolff (Pacific Star) at Bora. Great cruisers and more friends for life.



It was painful leaving Moorea.



Roadside flora in Paradise.



The Maltese Falcon at Cook's Bay, Moorea. It is dwarfed by the remnants of the ancient volcano that formed the island 1.5–2.5 million years ago.



We were anchored in 10 feet. Every day we woke to an incredible sensory overload of sights, smells, sounds and tropical warmth.



Putting Swan's sail covers on. Our home in paradise deserved the TLC she deserved after bringing us so far safely and comfortably.







This tiki in Moorea is the same one as on my arm.

Anchored at the south end of Huahine with Raiatea in the background. We can clearly see our anchor on the bottom 40 feet below us.

Looking south at the lagoon at Bora Bora. Boats are moored at Bloody Mary's on the left in the distance.



The Voyages: Tonga and the Whale

Last Page Next Page: Fiji

The first four days out from Bora Bora were some of the most beautiful sailing days I've ever experienced: sunny days, moderate wind and unbelievable starry nights. After that, everything went sour.

We were becalmed one rainy day, then the wind increased over a 12 hour period to gale force. It blew 38 knots with gusts over 40 until the ocean heaped up into steep and lumpy seas. It was finally blowing so hard we were unable to set any sail and we were worn out, so we lay ahull overnight to get some rest. It was a rough night. Seas broke over the boat with a loud bang making it tough to sleep.

The following morning, I was able to get the stays'l up and we made way at four knots on a beam reach, wet and wild sailing, though the motion resulting from the Swan's Crealock pedigree was never uncomfortable. Great sheets of water blew back from the bow deluging the dodger and cockpit. But Swan took it all in stride. After two days the wind abated to 28 knots and we were able to set the double reefed main, making five to six knots. That was the story for the rest of the trip into Vavau, where we dropped our hook at Port Morelle at midnight of the 17th of July.

There's one final footnote. Twenty miles east of Palmerston Atoll, we ran into a whale just before dark. It was a terrific thud, stopping the boat completely. Rhonda was thrown from her bunk and I looked up just in time to see what looked like a juvenile blue whale emerging on the port bow. We went into survival mode, preparing for the worst, but we could find no water entering the boat and no damage from the interior perspective. "Thank God," we both said to each other, and continued the voyage, though gingerly. Although the whale disappeared, we could not keep the thought from our minds that either he or his friends might retaliate. That first night after the collision was a frightening one. Sleep was impossible. But the happy bottom line is, Pacific Seacraft builds some really tough boats and Swan kept us safe.

Tonga was beautiful, our favorite stop so far. We were also reunited again with Innocenti, Pacific Star, Gingi and Prairie Oyster. Together, we had some really great times. We left for Fiji at the end of August.



Leaving Bora Bora. It was sad to leave this beautiful place with its immense lagoon.



At Sea, before the gale



Swan at anchor in Neiafu, Vavau, Tonga. It was so good to be in protected waters again. First order of business: fishburger and a milkshake.



At Anchor at Port Maurelle, in the center of the Vavau group.Water visibility is 150 feet. Rhonda saw here first sea snake here



The Vavau group is dotted with many small islands. Humpbacks were calving in these waters when we were there.



Dave catches a surgeonfish. Yum!



Unusual starfish of Tonga, red and bright blue. Rhonda made sure I returned them to there homes after the picture was taken.



View from a Tongan village.



A traditional dance by a girl at a Tongan village. We ate a wonderful meal here, cooked in an oomu, a earth oven. It was delicious.



Swan sailing between islands. Courtesy, Horst on Pacific Star.



Dave free diving in Mariner's Cave. The visibility was at least 150 feet. We went to the cave aboard Innocenti.



L to R: Amanda (Gingi), Diane (Prairie Oyster), Rhonda, Dave, John (Gingi) and Jim (Prairie Oyster) at Mermaid Cafe.







With the Willisons (Innocenti), minus Fergus. We had great times with this adventurous family. The kids are expert in water skills as any adult.

Spectacular northern Vavau. We sailed by this coast on our approach to Tonga. Rhonda inside a Tongan room finds the shell of a one time meal.



Islands, islands, islands.



Run through the jungle.



Pine trees in the tropics.



The family of our sweet friend, Mapa (next to Rhonda).



Rhonda presents pencils and toothbrushes to Tongan children.



Courteous and friendly, Tongan officials process our entry into Tonga.



The outdoor market at Neiafu featuring fruits, vegetables and handicrafts. Everything was a bargain and the people were beautiful.



A beach and fishing hut on the main channel to Neiafu.



Sailing between the islands of Vavau—this time from Port Maurelle to Neiafu.









Mapa, Henele and their daughter at their stall in the market. We learned so much about Tonga from them.



It's no secret that Rhonda loves babies. These are members of Mapa's family.



A sea turtle swims by us at Port Maurelle. It is always a thrill to see one and hear their quiet blow when they surface.



The Voyages: Fiji

Last Page Next Page: Fiji II

It took us five days to reach Fiji from Tonga. During that time we were becalmed for 22 hours and sailed in very light winds for another whole day after the calm. Suva is a big modern city with a large busy harbor. We were dwarfed by large ships that come and go around us. We provisioned here and prepared for sailing to other parts of Fiji. There are over 300 islands in Fiji.

On September 4, we sailed over night to the western side of Viti Levu. Inside the barrier reef, we entered an area with many smaller reefs and calmer waters. Navigation can be very tricky here. It's very beautiful with a dry climate very different from anything we've seen in the tropics. Importantly, there's a great boatyard at Vuda Marina.



Driving past Late Island toward Fiji.



A section of Suva's skyline.



The island of Mololo on the western side of Viti Levu, Fiji. It is very dry here. In Suva it rained nearly every day. Here, it rains very little.



We anchored in front of the Musket Cove Resort on Mololo Lailai island.



Swan on the hard in Fiji. Notice the papaya trees, full of fruit behind the boat. Yummy!



The entrance to Vuda Marina.
The restaurant/bar is on the point. Vuda Marina is a hurricane hole and a beautiful facility.









Sunset from the little restaurant on the point at Vuda Marina.



Visiting the Hindu temple near Nadi, Fiji, with our cruising friends, Mike & Cindy (Airwego).



Med-moored at the Vuda Marina. Considered a hurricane hole, the marina is small, round in shape and the entrance is very tight.



We finally get a cockpit sunshade made by Marshall Sails at very reasonable Fiji prices. Can't believe we did without for so long!



Nearly every Sunday afternoon, the Marina has a band playing on the lawn at the "yacht club".



Phillippe, with his reindeer cap on at the Christmas dinner. Capable and always at your service, Philippe is a pleasure to be around.



Aggie preparing taro at the marina restaurant.



Cindy & Mike ready Airwego for their passage to New Zealand. It was sad to say goodbye to these good friends.



Airwego leaving for the tempestuous waters of New Zealand.



Vere and the Island Bar are other great reasons to anchor at Musket Cove. Dave sips a Fiji Bitter.



Dear sweet Milican, manager of the store at Vuda Marina. She is a very good friend and we miss her dearly.



Dancing to the band at the Vuda Marina Christmas party.







Anna, another good Fijian friend, holds the pudding she made aboard with Rhonda.



A cane train hauling sugar cane to Lautoka for processing on this narrow gauge railway near Vuda Marina.



A Fijian drum carved out of a hardwood log.



These indian boys sold fresh fruit and vegetables at the Vuda Marina nearly every day.



Taro, a major staple in South Pacific islands. Both the leaves and stalks are used in food preparation.



A street in Lautoka from the bus to Vuda Marina. We rode 15 miles for 25 cents. We could find almost anything in Lautoka.



The big fruit and vegetable market in Lautoka sporting more variety and better prices than any supermarket in the States.



Our friends on Liberty, a Peterson 46, Carl, Yvette, Kyle and Joel. Carl is the inventer of the K.I.S.S SSB tuned radial ground plane.



Our friends Horst and Julia arriving at Vuda Marina in their Island Packet 35. They later circumnavigated.





The Voyages: Marshall Islands

Third Fiji Page Second Marshall Islands Page

On August 12th, 2009, we sailed to Momi Bay near the Navula pass (Viti Levu) to anchor for the night. During the night a gale blew up and blew hard from the NE for two days. When it quit, the wind went around to the SE and we made sail for Majuro in the Marshall Islands, 1783 nautical miles north. We sailed NNE to near Funafuti then changed course to NNW to stay away from all the atolls in Kiribati. Once across the equator, we sailed direct for Majuro.

On the whole, the passage was one of the best we've ever had. We were able to carry full sail most of the time. The days were usually clear and we enjoyed warm starry nights with a waxing moon that became full as we neared our destination. Dolphins visited nearly every day and spent hours playing around the boat. We watched a pod of about 20 pilot whales pass us north of Funafuti.

But, no passage this long is ever perfect. We had to cross the South Pacific Convergence Zone (SPCZ), which is an awful place. For six days we endured violent squalls, hours of drenching downpours, seemingly endless calms and dark, gloomy skies. We made sail changes 24 hours a day to capture every capful of wind we could in order to escape the place. Finally, we were rewarded with a beautiful clear northeaster that carried us all the way to Majuro. There was some squally weather the two days before landfall, but at least there was steady wind.

After 21 days at sea, we spotted our destination, entered the pass (in a rain squall) and tacked the 12 miles up the Majuro lagoon to Uliga, the main town. We don't like to use the engine if we can avoid it, and in this case we were able to sail the entire distance, from Momi anchorage to the mooring in Majuro, without the engine (thanks to Larry & Spike for helping us that last distance). So it was particularly fulfilling to finally furl our sails and hit the bunk in the calm water of the lagoon.

So far we have met some really wonderful, helpful people on other boats and among the local Marshallese.



Dolphins, usually in families of about 30, played by our boat nearly every day. We were sure their squeaks meant "come play."



We sighted a water spout in the SPCZ. Spooky to say the least. The weather in this area was terrible.



Moored in the lagoon at Uliga, Majuro Atoll, in the Marshall Islands.



Big ships and tuna boats in the lagoon. Anchoring is dicy because the bottom is thin sand over coral so we picked up a mooring for \$90/month.



A US Navy ship stopped in Majuro and provided construction, medical and other aid. Here, they are playing at the Coop School.



Sailing the Majuro way. This basic design has been used for craft up to 100 feet by the Marshallese for hundreds of years.



Swan at the island of Enemanit. This is what we came for: clear water, calm seas and quiet anchorages.



Swan at rest in coral waters. We went ashore at Enemanit and found lots of remarkable things.



Sunrise across the Majuro lagoon. There was only a whisper of wind at this peaceful hour of the tropical morning.



We have three geckos aboard. They are great for keeping insects under control. Here two of them cavort.



We had an invasion of beautiful pink jelly fish. They did not sting and we swan among them, careful not to hurt them.



Johnathon, a Marshallese living on Enemanit, climbed a palm and opened drinking nuts for us. They were sweet and delicious.







Three happy residents of Enemanit. We met them on a hike through the island and they made our day. Other residents of Enemanit, momma and piglets. These semi wild pigs are everywhere. Collecting seashells on the ocean side of the atoll.

Broken coral is everywhere, thrown up by the surf.



Marshallese school girls, like kids will everywhere, posed for our camera.



We dived on this plane in 20 feet of water only 100 yards from our anchor. Photo courtesy Debby Burnsworth on S/V Suka.



A spotted eagle ray swimming off Enemanit These are the most graceful creatures. Photo courtesy Debby Burnsworth on S/V Suka.



Sailing off our mooring at Majuro, heading for Enemanit. Photo courtesy Denny Morgan (S/V Jubilant).



Denny lent us SCUBA gear so we could dive the deeper parts of the lagoon. He even has a compressor aboard.



We acquired a small whisker pole so we can pole out the staysail. It greatly increases sail carrying options downwind.



Surfacing from a dive at Enemanit on a sunken cargo ship lying on the bottom between 70 and 80 feet. Very cool!



Swan and Jubilant at Enemanit. We spent many days lazing here. It's waters were some of the most beautiful we have seen.



One of the breeders of giant tridacna clams at the farm on Majuro. They ship seed clams all over the world.









A hut on the island of Eneko. They make them small here. But, let's face it, how much do you really need when the beach is your front yard?



We did not swim with these. They really sting, unlike the harmless pink ones (above).



Sailing s/v Hanoah's dinghy on the lagoon at Majuro. Thanks Judy & Roger!



Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact

The Voyages: Majuro to the Pacific Northwest

Back to Third Marshall Is. Page

To Cruising in Northwest Page

August 5, 2010 – Sailed into Neah Bay after 49 days at sea from Majuro in the Marshall Islands.

In general it was a good trip. We were hard on the wind for the first eight days, making our northing, then the wind veered to easterly and we enjoyed a beam reach until about 32° N. Then we were mostly becalmed for five days, although we were able to scratch out about 40 miles each day, ghosting and slatting our way north to more favorable winds.

We discovered something ominous during the calms. We were in the North Pacific Gyre, an enormous area of the ocean where floating trash is trapped to endlessly circle the North Pacific High. We watched endless pieces of plastic float by for days. It was terrible. Huge pieces of styrofoam, plastic fishing floats, plastic bottles, bags, and garbage of every variety slowly drifted by us. At any given time we could see several items around us. We have never thrown plastic overboard, so the sight of this was very depressing. Why would anyone pollute our beautiful oceans in this way?

When the wind returned, it blew into a gale from the SW, so we made good time. After 24 hours the gale blew out, but another one blew in two days later. Again, we scudded along in the right direction for a day. In both gales it was rough and wet, but the boat sailed beautifully at a steady six to seven knots under the little staysail alone.

"It is not the going out of port, but the coming in, that determines the success of a voyage."

> —Henry Ward Beecher

Story Continues Here (Click)



During light SE winds the drifter, poled out, made all the difference. We crept along steadily toward our destination

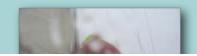


We saw many whales, mostly humpbacks. Most were sedate like this one. Some frolicked almost too much.



These nice guys in a tug going from Japan to Ensenada stopped to ask if we were okay.









Rhonda, hand steering while I lubricated the steering cables and adjusted the Monitor vane steering mechanism.



Reefing in a squall.



Becalmed. A painted ship on a painted ocean. This lasted for five days.



It took 49 sunsets to finish the voyage. This one was on one of the rougher days.



North of 32° N we were under dark skies much of the time.



Occasionally, the sky would clear and we would have sunshine. Between gales, the wind was mostly light.



The two ounce drifter made all the difference in light air. At times we would be making only two or three knots, but it was progress.



Waiting for the sun under a thick sky.



Ghosting toward the fog that would routinely envelop us in heavy mist and drizzle, especially at night.



We saw these behemoths almost every day while north of 35° N. One of the skippers told me he could not see us on radar.



Another, just before sunset. These container ships are as big as aircraft carriers.



We ran into this five foot diameter log going five knots. We rode up on it and it took ten minutes to get off. Clearly, I'll have some repairs to do.



Landfall at Cape Flattery with Tatoosh Island offshore.



On our way to Port Angeles.
After the tropics, we are
definitely not used to the cold
and fog yet.



Victoria, BC, from the sea. What a charming city.



Rhonda and grandson, Tyler, in Victoria.



At the Victoria Maritime Museum we discovered Voss's Tilikum, a decked dugout canoe which he sailed around the World



In front of the parliament buildings, Victoria.



Part of the Wooden Boat Festival nearby in Port Townsend, what a great happening for people who love boats.



The map of our daily positions from the Marshall Islands to Washington.



This shows our position when becalmed in a ridge of high pressure and the impending gale that would overtake us two days later.



Start

Voyages Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Voyages: Cruising the Northwest, Page 1

Back to Majuro to **Northwest Page**

To Cruising the Northwest Pg. 2

October, 2010 to April 2011 – Port Angeles is a beautiful little town on the Straits of Juan de Fuca. We decided to make it our winter base. We are surrounded by animal life. Bald eagles, blue herons, ducks, geese and other birds fly over our heads. Seals, sea lions, orcas, dolphins and fish of all sorts, swim in the waters around and nearby us. Living on the water here is truly exciting.

We have been sailing when the weather permits. But this is a La Nina year and according to the locals, one of the wettest and coldest in recent memory. When we can't sail, we work on the boat. When we can't work outside, we work inside. There is lots to do.

We went clamming in early March with our good friend Dan Paull. A veteran at shellfishing, he taught us the ropes. We each got our limit of 40 clams of different varieties, tastes and sizes. They were delicious. More to come . . .

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did."

Mark Twain



Nagao Senichi ("Sen") aboard his boat after single-handing from Japan.



Sen and Ben (Sen's new crew) on Swan. We really enjoyed their wit, wisdom and generosity.



Swan in her winter berth



Deception Pass, nearby.



The first time Swan has had snow on her, at least while we've owned her.



The view out our hatch of the snow that fell on Swan during the night.



Sailing the Strait. Ediz Hook is in the background. Our grandson Tyler is at the helm.



This juvenile elephant seal found a quite place between rocks to molt.



Kayaking with Tyler on a cold Spring morning.



Sailing in company with history: the Lady Washington, reaching in the Strait of Juan de Fuca.



Fellow cruisers, Leslie and Brian, ably sailing their own Pacific Seacraft 34, s/v Ubiquity.



Rhonda with daughter in law, Michele, and grandson, Corbin.



Swan, out for a sail off Port Angeles (courtesy Leslie and Brian, s/v Ubiquity).



Carl Nichols (R) (s/v Liberty), inventor of the KISS tuned radials system, and his wife Yvette visited us in Port Angeles. We first met in Fiji.



This beautiful jellyfish swam along side Swan while we were in our slip at Port Angeles.







Port Angeles. We really enjoyed our stay in this quiet town along the Strait of Juan de Fuca. Our friend, Paul, with his dog, Wahsee, taking a tour through the marina. Our grandson, Corbin, entertains an octopus at the aquarium in Port Angeles. These octopus only live about four years.



The Hawaiian Chieftain and Lady Washington in a mock battle off Port Angeles. We sailed around these two ships as they plied these waters.



A quiet backwater anchorage along the Hood Canal. Exploring all the waterways in the Northwest would take lifetimes.



Rowing the dink with our grandson Tyler.



Tyler, learning the rudiments of helmsmanship.



Tyler steering on his own.



After we made the conversion to a tiller, Tyler tries out this new way to steer in Port Angeles Harbor.



A mural in Port Angeles.



We made a trip to Hurricane Ridge above Port Angeles. There is a great exhibit there and amazing views of the mountains.



The Coast Guard, practicing a sea rescue nearby. They are based at Port Angeles.





Start

/oyages

Why a PSC 34

Sails

Outfitting

Contact

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Pictures from the Last Cruise (South Pacific)

These are just a few pictures from the previous cruise in the engineless Yankee 26, which is shown in some of the pictures. It was a three year cruise from San Diego to and through the South Pacific. It included the Marquesas, Tahiti, Moorea, Huahine, Bora Bora, Amercan Samoa, Western Samoa, Tonga, Fiji and New Zealand.

< BACK



Sailing for four days through the Doldrums



First landfall after 31 days: Hiva Oa in the Marquesas

Click on pictures to enlarge



Idyllic Hana Moe Noe on Tahuata (Marquesas)



Lying ahull in a three day gale west of the Marquesas



Leaving Tahiti for Moorea 14 miles away



Moorea from the lagoon at Maeva Beach, Tahiti



Entrance to Cook's Bay from the lagoon at Moorea



Leaving Moorea for Huahine



Bora Bora from behind Toopua in the same lagoon







A motu in the lagoon surrounding Bora Bora



Fishing while becalmed west of Samoa



Vavau Group, Tonga

Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact

Voyages: California

Back to Cruising the Northwest 2

To California Page II

July 27 to Sep 6, 2011 – We sailed from Neah Bay, WA to Monterey, CA in nine days. We were becalmed for almost two days, then the rest were cold, wet and windy, between 15 and 35 knots. We saw many, many whales, mostly humpbacks. When we were becalmed, one whale loitered next to us for hours, breathing loudly in the dark.

The new AIS worked great. There was a lot of ship traffic, especially off San Francisco. At one point 11 ships were within 20 miles of us. But we all danced together safely. Visibility was poor much of the time, but we all knew where the others were.

The wind was dead aft most of the time, not an enjoyable point of sail in larger seas, and not fun when reducing or increasing sail, but Swan surfed down the faces of 10 foot seas like she was on rails.

Monterey is a beautiful town. We went to the incredible Aquarium and enjoyed the sights. The bus/trolley system is free. There is also a city-wide WIFI system that is also free. The people were also beautiful, like Albert, who we found, after he'd left, had picked up our tab, and Mark who gave us his thermos and Donna, who gave us a ride back to the marina from the grocery store. Thanks a lot. You are all the best.

We left Monterey and sailed south to beautiful Santa Barbara, passing the infamous Point Conception in 30 knots of wind. At SB, we visited our good friend, Jim Cotton, sea urchin diver, kite surfer, sailor and world adventurer. You can read about him in Tom Kendrick's "Bluewater Goldrush."

Then, we sailed to Catalina Island for a reunion with our friends Jim and Kathy ("Green Flash"), Bill and Geri ("Bel Ami"), Paul and Leslie ("Rocinante") and Bill and Joni.

"Security is mostly a superstition. It does not exist in nature, nor do the children of men as a whole experience it.

Avoiding danger is no safer in the long run than outright exposure. Life is either a daring adventure, or nothing."

- Helen Keller



Most of the passage to Monterey looked like this. At least there was plenty of wind. Sun in the NE Pacific tends toward sparse.



There were whales everywhere. We saw two breaches and lots of frolicking. Whales know how to have fun.



A little patch of blue appeared from time to time.





Mahi Mahi at the Monterey Aquarium. There are only a few places in the world were pelagic fish are kept and presented this well.



At the Aquarium.



Now this is what I'm talking about! The sailor's reward for a successful passage: Cioppino on Cannery Row.



Our dockmate at the Monterey Marina.



Doc Ricketts' lab on Cannery Row. Wedged all around by modern buildings, this little place is a national treasure.



Cannery Row, made famous by John Steinbeck, our favorite author.



My daughter, who, since this picture was taken, has blessed me with a beautiful grand daughter. Thank you so very much, Sara.



The ubiquitous pelican. This one is on the rocks near Fishermen's Wharf, Monterey.



Good friend and OBT (left), Jim Cotton, at Santa Barbara.







Santa Barbara Harbor.

Passing Anacapa Island in the Channel Islands group SW of Santa Barbara. Clearing kelp from our mooring lines at Catalina. Kelp has many uses in medicine, food and elsewhere.



Buttonshell Cove at Catalina.



Rhonda is really happy to be in warm and sunny Catalina, a paradise only a few miles from bustling Los Angeles.



A great blue heron flies by the boat. This big bird had a nest on the cliff above Swan's mooring.



Jim and Kathy's "Green Flash" moored near us at Catalina.



Jim, Rhonda and Kathy at Two Harbors, Catalina. We re-provisioned here.



A bald eagle dismantling its prey near the boat at Emerald Bay, Catalina.



Paul and Leslie's beautiful "Rocinante" nearby at Emerald Bay, Catalina.



Swan, moored at Emerald Bay. We spent 10 days in this gorgeous spot.



Hiking to the weather side of Catalina. Fields of Cattails, cactus and anise covered the hills.









Geri, Bill, Paul, Leslie, Rhonda and the rugged weather coast of Catalina.



Snorkling the clear water at Emerald Bay. We saw leopard sharks, rays, sheepshead and lots of other sea life here.



Moored in clear water, at last.



Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact

Voyages: Mexico I

Back to California III Page To Mexico II Page

November 4, 2012 to January 24, 2013 – We sailed 65 nautical miles to Ensenada, Mexico, from San Diego. It was a beautiful sail. On the way, a humpback whale breeched numerous times, sometimes completely clearing the water, within a half mile of us. We cleared in to Mexico here.

A week later, we sailed for Cabo San Lucas (740 nm), staying out 30 to 60 miles to keep our wind and arrived in Cabo eight days later. We experienced some calms and light air along the way, but it was a good passage. We were accompanied by our old friends: whales, dolphins and sea birds. We also found a lot of small squid on the deck each morning. We stayed two days in Cabo, then sailed for La Paz (138 nm), which we made in 24 hours. We will stay here for awhile to enjoy Old Mexico and cruise the Baja California South.

"That's what a ship is, you know. It's not a keel and a hull and a deck and sails.
That's what a ship needs. But what a ship is . . . is freedom"

— Johnny Depp



Rhonda sits with a local at the Marina Coral. This one didn't have much to say.



Checking in was straight forward. It's all done in one place (Immigration, Customs and Port Captain) and takes about two hours and \$130.



Excellent fish tacos and beer. It's what I came for! The large mugs are full of every kind of hot sauce.







We walked along the waterfront to practice our Spanish. It was quiet except for the sea lions. There were images of famous Mexican heroes impressively displayed near the waterfront. Venustiano Carrenza was a leader in the Mexican Revolution and elected President in 1914.



Shops near the famous La Bufadora, the largest blowhole in the world (it was not active today).



The ocean on the way to La Bufadora. We took a tour to this special place.



This is Thania, our tour guide. We learned a lot of Spanish from her. She was a great teacher and guide.



Fish tacos, clams, shrimp, beer and a margarita at La Bufadora for the price of two Big Mac meals in San Diego.



Sunrise, 40 miles off Baja. A brand new unspoiled day.



The famous arch at the entrance to Bahia San Luis del Cabo. We were happy we would soon have the hook down after eight days at sea.



As many as three cruise ships at a time were anchored at Cabo. Encountering these behemoths at sea in the night is not fun. We saw many.



Our stowaway. This little bird got lost and stayed for a while, then left. We were 30 miles from land so it's doubtful he made it back.



This is broad reaching in 25 kts. about 15 miles from Cabo, staysail and reefed main, doing seven kts.









La Paz, at last. It's a beautiful place with beautiful people. We could get hooked on this!



The pool at the Costa Baja Marina. Gotta love Mexico!



Our slip at Costa Baja Marina. The marina is surrounded by little shops and restaurants.



This is lovely La Paz. Marina Palmyra is in the foreground. Mexicans are serious about keeping the water and sea life in the area healthy.



We are anchored at Caleta Lobos, north of La Paz. We cleaned the bottom here and spent four quiet days in this enchanting getaway.



While at Lobos, we were boarded and inspected by the Mexican navy ("Marina"). They were very professional, polite and friendly.



At anchor in Lobos. Just before this was taken, a mahi mahi jumped out of the water three times while chasing smaller fish behind the boat.



On a hike with Jim and Diane (s/v Prairie Oyster). We last saw them in Fiji and ran into them accidentally in La Paz after three years.



The Tamale Lady. She makes all sorts and sells them for 15 pesos each. Most yummy!



Our friend, Ricardo, full of gentle wit and wisdom and always ready to make a deal.



Shell hunting at San Evaristo.



Beautiful sunsets are not unusual in the Sea of Cortez, but this one was a standout.





Swan's Sails and Sail Handling — Pictures Below

Back to First Sails Page

The artisans at PT Sails built the sails for the Swan using a mix of traditional methods and modern materials to render the best possible sails for ocean voyaging. This kind of sailmaking is nearly a lost art, but with some effort, lofts committed to this wonderful craft can still be found.

Swan Sails Specifications ~

- Main: 233 sq.ft., 7.77 oz. dacron, loose-footed, no battens, two reefs (70% and 40%).
- Jib: 270 sq.ft., 7.77 oz. dacron, pendant to clear pulpit, hanked on.
- Stays'l: 75 sq.ft., 8.77 oz. dacron, one reef, pendant to clear life lines, hanked on.
- Drifter: 380.2 sq.ft., 2.2 oz. nylon (140%), cross cut, hanked on, graphic inlay.
- Storm Stays'l: 61.6 sq.ft., 8.77 oz. dacron with visibility patch, pendant, hanked on.
- Storm Trys'l: 66.5 sq.ft., 8.77 oz. dacron with visibility patch.
- We use Strong® track. It will make hoisting, dousing and reefing your main a breeze.

Battenless Main ~

I have always cruised with a battenless main. Hollowing the leach doesn't cost much in usable sail area. It has very little effect on upwind performance. And, it will even help reduce that pulsing weather helm when broad reaching. The real advantages are easier hoisting, reefing, dousing and furling on ANY point of sail. No more chafed or torn batten pockets. No more battens caught on spreaders or shrouds. No more broken battens. And, you can forget about flaking your main. Just roll it up in a bunt and secure it with one tie in no time. Finally, you can get rid of those pesky lazy jacks!

Hanked On Sails ~

The use of hanks instead of roller furling/reefing is a personal decision. A good roller furling/reefing system is certainly workable and easier to use, when the gear is working right. But it must be remembered that a roller furler/reefer is primarily a labor saving device found almost exclusively on cruising boats (rarely on pure racing boats) but there is a significant price to pay for that labor savings, namely:



One of the many reasons we prefer hanked on sails. Click to enlarge. Picture by Craig McPheeters (s/v Luckness)

- Sails rolled in to reduce sail don't set right (poor shape).
- When reefed, the tack and head of the sail fall on unreinforced areas.
- When reefed, the weight of the cloth rarely matches the weight of the wind.
- Sails eventually distort through repeated stress in unreinforced areas.
- The rolled up part of the sail causes heavy turbulence on the leeward side on one tack.
- There is a lot of windage in a rolled up sail (affects heaving to and lying ahull).
- More places for possible serious failure (moving parts, pins, shackles, foils, screws, etc.)
- If the system fails, the sail can unroll without you wanting it to.

- If the system fails, you can't roll the sail up when you do want to, a disaster in a big wind.
- A sail can stick in the foil, making it impossible to raise or lower from the stuck position.
- The stay and some other critical parts are not visible to inspect for damage/corrosion.
- Roller furling systems are hard on jibstays, particularly parts aloft.
- It's a bitch to replace the stay, usually resulting in postponing the necessary.
- Head and tack rings tend to twist out.
- Critical parts of the sail suffer from exposure to the sun (clew, head and tack).
- The sheets are always in the sun.
- If the system fails, there is no backup.
- Changing sails in any kind of wind is a fire drill.
- Adjusting stay tension, rake and prebend can be very difficult (depending on model).
- Roller furling systems are much more expensive.

I have heard it argued that roller furling is safer because it keeps one off the foredeck. But safety on the foredeck can be managed. It's been done for hundreds of years. The first time a roller furling system fails, however, that safety argument will switch strongly towards hanks. Once in Tonga, it took six of us from other boats over an hour to bring a big genoa under control when a furler jammed aloft in 25 knots of wind (gusting to 35). The boat had just been anchored, somehow, with the sail unfurled and was heeling wildly as the boat yawed back and forth out of control on it's anchor. The noise was incredible. We raced over in our dinghys and it took six of us and the skipper to finally get the sail under control. We were able to use a bow roller and the windlass to contain the clew and use a spare halyard to wrap the sail into a manageable bunt, but by then the sail had been reduced to a ragged mess. If the jamb had occurred at sea, the situation would have been very dangerous for that skipper and crew and the outcome could have been very different.

Setting and Reducing Sail (what works for us) ~

Downwind (aft of beam reach), full sail for us is typically drifter and full main (no staysail). To weather, it is usually jib, staysail and full main. Downwind, generally, we reduce sail in this order:

- Strike drifter, set jib.
- · Reef main.
- Second reef main.
- Furl jib, set staysail
- Furl main.
- Strike staysail, set storm staysail.
- Bare poles (off the wind).

To weather:

- Furl staysail.
- Reef main.
- Furl jib, reset staysail.
- Second reef main.
- Furl main (if wind is much forward of the beam, progress under staysail alone is usually not possible at this point except in sheltered waters without a typical sea running).
- Heave to (helm to leeward) under main only (it works on the 34!) or bare poles.

Depending on how quickly the wind is increasing, we may skip steps. For example, we have never set the storm staysail, but we have run under bare poles. Also, we sometimes vary the order we reduce sail depending on the exact point of sail, sea conditions, etc. We have a trysail but we've never had it out of the bag.

At sea, downwind, we usually have the jib/drifter poled out to weather. With adjustments, we can sail with it up to about 65° off the wind. We set the pole with topping lift, foreguy and afterguy. This gives us a lot of control. It also allows us to tack the jib to leeward if necessary without taking the pole down.





Start Voyages Why a PSC 34 Sails Outfitting Contact Maj





Start Voyages

oyages Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Voyages: Mexico VII

Back to Mexico Page VI To Mexico Page VIII

August 1, 2014 to February 1, 2015 – The Bay of LA was quite an experience. The heat was difficult at times but the place is truly beautiful and amazing—especially the wildlife. We also weathered hurricane Odile there. Very scary.

We had many more encounters with whale sharks. Several even bumped into the boat accidentally as they fed. Coyotes serenaded us at night and birds hit the water constantly around us during the day. The water was thick with fish, and turtles surfaced around the boat routinely. The whole scene was primordial. We can only hope it stays that way. Because it is so difficult to get to and the weather so uncomfortable at times, maybe it *will* stay that way.

While in the Bay of LA, we also weathered hurricane Odile at Puerto Don Juan. It was a humbling experience.

We then made it to Santa Rosalia after a 134 mile trip from the Bay of LA. The Salsipuedes (meaning "leave if you can") Channel was quite a ride—34 miles of strong current (three knots at times) sped us to San Francisquito. Planning the tidal current there was essential.

We finally made our way to La Paz over the next month, stopping at many new anchorages.

"Only those who will risk going too far can possibly find out how far one can go."

- T.S. Eliot



Dolphins feeding at "Gilligans" near La Mona. This little anchorage was one of our favorites. The water was clear and turtles were everywhere.



Ashore for a picnic with the crews of Worth Waiting 4, Sea Note and El Pelo Loco. Bernard, Becky, Ray, Chicgaila, Scott and Petra.



Swan anchored at Puerto Don Juan, where we and 12 other boats weathered hurricane Odile. Four boats dragged but were able to re-anchor okay.







Anchored at Isla Mitlan with Sea Note. Strong currents fed through here, but it was well protected and beautiful. Rhonda, Chicgaila and Ray (s/v Sea Note) returning from a dinghy excursion at Isla Mitlan. This was a very nice anchorage, but tight and reefy Anchored below the volcano at Isla Smith. There is a trail to the top. We were here almost a week. It was very nice, quiet and secluded.



Rhonda ashore at La Mona, which is well protected from chubascos. However, it is now a whale shark preserve and closed to anchoring.



Isla La Ventana and nearby islands. There are nice anchorages here, but they are all open to elephantes (strong (night time westerlies).



Rhonda swam with this 35 foot whale shark for 20 minutes. It seemed interested in her and she's convinced it wanted to be touched.



Sunset at Puerto Don Juan, one of many, many sunrises and sunsets we witnessed. They have become the mileposts of our lives.



Swan, anchored in Ensenada el Quemado near Puerto Don Juan. This is a great place with clear water and a beautiful white sand beach.



A dolphin skeleton we found on the beach at Quemado. There were lots of shells and other artifacts on this beautiful beach.



Sunrise at Ensenada el Alacran. We are working our way south from Bay of L.A. There are so many great anchorages in this area.



Sunrise at Punta Pulpito, a great anchorage.We are now 173 miles south of Bay of L.A. There is a huge deposit of obsidian in the cliffs here.

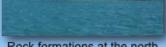


Sunrise at the south end of Caleta San Juanico, a very popular anchorage with lots of unusual rock formations. We spent a week here.









Rock formations at the north end of San Juanico. It was hard to leave this place—so nice. We are now 200 miles south of Bay of L.A.



The 400 year old mission at San Javier, 24 miles from Loreto at a beautiful village in the mountains next to a river. It's well worth a visit.



The chapel at San Javier. We spent a long time exploring the galleries and rooms of this ancient building.



A remnant of Hurricane Odile on the rocks at Puerto Escondido near Loreto. This storm caused a lot of damage along the Baja.



More destruction at Puerto Escondido. We are now 220 miles south of Bay of L.A.



A visitor. Wildlife is commonly unafraid in remote areas of the Sea of Cortez.



Dodging a cruise ship near Loreto. I had a nice chat with the guy on the bridge to make sure he saw us. No problems.



We finally meet Brian and Marya Lipiec (s/v Indigo) after two years of emailing. They are cruising Mexico, living their cruising dream.



John Spicher, tug boat captain and veteran cruiser, helping me measure chain. John lost his leg rescuing a man thrown from a dinghy.



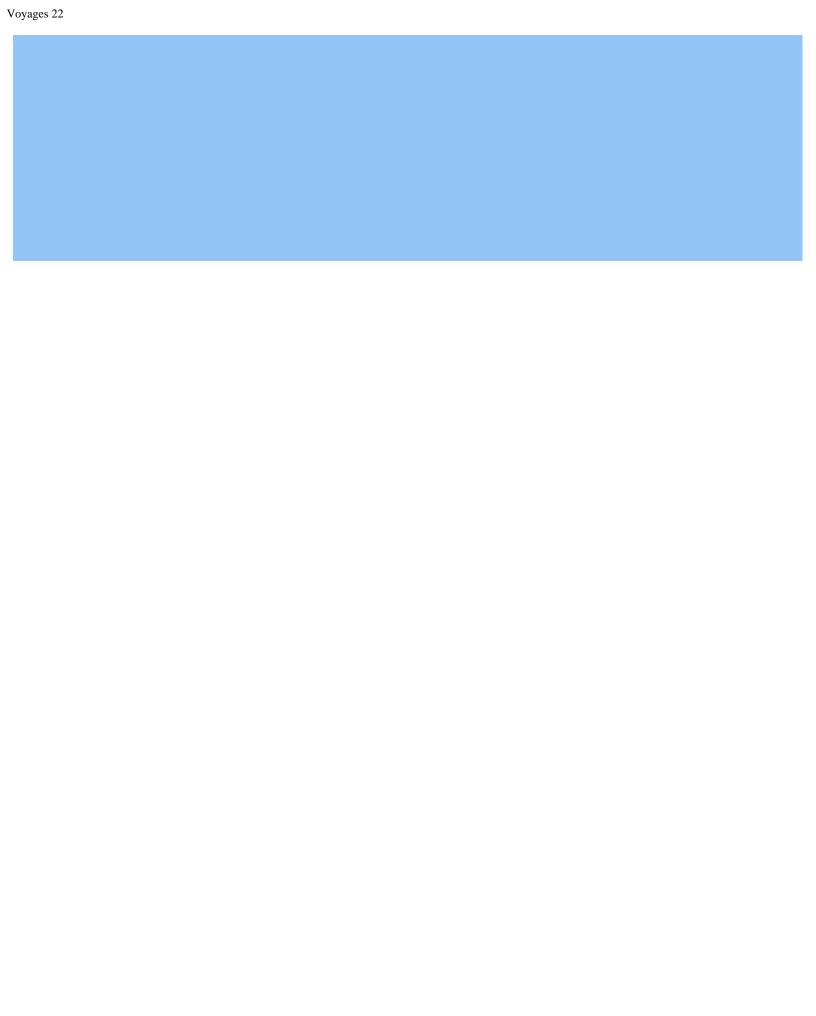
What a 35 foot whale shark looks like from the business end. One of our biggest thrills is to swim with these gentle giants.



Anchored alone again in the Sea of Cortez. This was at La Mona in 20 feet.



Rhonda's brothers, Larry and Ron, visited us in La Paz. We went sailing and snorkeling, along with sightseeing. It was a ton of fun.







Start Voyages Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Cutless Bearing Removal

Back to How We Do It



Please note! This is how we do it on the Swan. These methods have worked for us, but they may not work for you. There is always risk that unexpected damage will occur that will escalate the job and the costs. Consider these risks before proceeding. READ THE ENTIRE WRITE UP BEFORE PROCEEDING. When we work on the Swan, we always work carefully and safely. We do not proceed if we are tired or frustrated. We never hurry. Patience is the order of the day. When in doubt, or the skill level required exceeds our own, we seek the help of experts. We recommend you do the same.

Using a propeller puller, remove the propeller. If the propeller does not immediately loosen when the puller is tightened firmly, give a sharp rap to the end of the shaft (as if to drive it into the boat). Before doing this, make sure to loosen the propeller nut back on the shaft to cover the threads so the threads aren't damaged by the hammer (you actually hit the nut). If the prop doesn't come lose, don't hit the shaft anymore. Heat will be necessary. If not familiar with pre-heating metal, get expert help. Otherwise, with the puller good and tight, use a torch and uniformly heat the prop (not the shaft!) until it is good and hot. Then sharply rap the end of the shaft (nut on threads) as if to drive it into the boat. The propeller should come lose. If it doesn't, it was not hot enough or, less

often, the puller was not tight enough. The mickey mouse propane torches sold at hardware stores are not usually hot enough to loosen a really sticky prop. Use a Mapp gas, Chemelene or acetylene torch, but don't melt the propeller! Again, if not familiar with pre-heating metal, get expert help. Don't rap the shaft end too many times either. You risk damaging the transmission.

Assuming the propeller pull was successful, proceed to the bearing removal. Remove the set screw(s) holding the cutless bearing in place. Hopefully, the last time the cutless bearing was replaced, the new one was set in place so that about 1/4" was left sticking out of the shaft log. Also, hopefully, the bearing was inserted with a good coat of anti-seize compound or other suitable lubricant (fiberglass compatible) and bottom paint was not slathered on the area such that the paint seeped up into the interface and glued the bearing to the shaft log. Given all this, there is a good possibility of removing the bearing without removing the shaft. I say "possibility" because there is no guarantee this will happen.

Keep in mind that there is meant to be a gap between the propeller hub and the cutless bearing or the bearing will not self lubricate. So on some propeller/shaft combinations it may not be possible to leave 1/4" of the bearing proud of the log without starving the bearing of lubricating water.

If none of the bearing is sticking out to grip, go to plan B below. (There are other methods out there on the Web involving making pullers to grip the bearing ends through the set screw holes. I tried one of them and it did not work for me, but maybe I just wasn't lucky that day. I spent more time messing with it than it took to execute plan B below.)

Remove the set screws holding the bearing in place. Assuming there is enough of the bearing to get a pair of vice grips on, grip the bearing and try to turn the bearing in the shaft log. Try not to tighten the vice grips so tight that the bearing is deformed by them.

If the bearing won't turn, seal up the bearing lubrication holes by wrapping some rescue tape, Ace bandage, etc. around the shaft at that point until there is a seal. Also, put the set screws back in to seal those holes. Inside the boat, loosen the hose clamps on the hose connecting the packing gland to the shaft log and move the hose forward. Make a funnel of aluminum foil and pour a cup or two of white vinegar down the shaft log. Leave it overnight.

Next day, remove the tape and vinegar and try the vice grips again. Really get on them if you need to, but try not to deform the bearing so much that it impedes further efforts to remove it. If you can't get it to rotate and back out, borrow or buy a McMaster-Carr bearing separator that will fit over the shaft (e.g. #6342K1). You will need the optional jack screws for the holes in the separator. With a hack saw, cut two notches in the outside of the exposed part of the bearing on opposite sides from each other (right angles to bearing length) such that the knife edge opening of the bearing separator will fit in the notches. Cut the notches as close to the shaft log as possible so as much bearing metal as possible is left astern of the notches for strength. Find some sheet metal or a really big washer (McMaster-Carr 93550A125) to protect the fiberglass where the jack screws will bear when they are tightened. Finally, tighten the jack screws and withdraw the bearing.

If the brass bearing sleeve deforms and squeezes away from the knife edge of the separator by pressing into the rubber of the bearing, use a trick David Home (PSC s/v Jina) taught me. Ream away the rubber in the bearing back to a point inside of the saw cuts. Then slide a 1 inch copper coupling (joiner fitting designed to fit two pieces of 1 inch copper plumbing pipe together) onto the shaft and into the bearing. This will prevent the bearing from deforming under the load of the separator.

If the bearing won't come out, go to plan B. But first, pour some water down the shaft log to wash the remnants of vinegar out of the bearing. I don't like the idea of the bronze bearing sitting there reacting with the vinegar and stainless in the shaft for an extended length of time. It's probably not necessary but just call me superstitious.

Plan B. Go buy three feet of schedule 40 white PVC pipe with a 1" ID. Set it aside. Remove the four bolts holding the shaft coupling to the transmission coupling. Remove the two grub screws fixing the shaft coupling to the shaft. (If you have a clamp type coupling, loosen the clamp.) Get some PB Blaster and squirt it into the grub screw holes, the keyway and the place where the shaft

enters and exits the coupler. Wait an hour for the PB Blaster to work. While you are waiting, find a socket wrench socket that will fit in the space between the two couplings such that the socket bears on the shaft only and not on the shaft coupling itself. Pull the couplers together with the socket in between. Measure the distance between the bolt holes and go buy four fine thread bolts and nuts of a length that will allow you to tighten them up and push the shaft out of the shaft coupling (the existing bolts may be too short; also using them might damage them).

Put the set up together with the socket between the aligned couplings. Use anti-seize compound on the bolt threads. Tighten the nuts to bring the socket to bear on the shaft. Keep tightening uniformly (each nut a little at a time) until the shaft slides out of the coupling. Do not over-tighten the nuts. One of the couplings could warp or break. Instead, get a heat gun (I would not use a blow torch in this area; too much risk of fire) and heat up the shaft coupling (not the shaft). When it is hot, the shaft should come out of the coupling. If not, have someone rap the end of the shaft gently with a hammer once or twice (outside the boat) as if to drive it into the boat. Avoid the temptation to whack away with the hammer or to hit the shaft or couplings at right angles; not a good idea. If the shaft won't move, keep reading. (Note: if you do use a torch to heat the coupling, besides the risk of fire, be careful not to transmit so much heat to the transmission shaft that you melt the transmission seal! You will know this has happened when fluid starts dripping down into the engine bilge. Don't ask me how I know this.)

If the shaft doesn't budge, the mate is too tight or someone didn't use anti-seize when they installed it. You will need to cut the coupling off. A coupling cost \$75 (2010) from Buck Algonquin. Do this by drilling holes above and along the keyway of the shaft coupling to form a continuous cut. Continue the holes right up to the flange of the coupling. Avoid drilling into the shaft (put a stop on the drill bit). When the cut is finished, the bolt up and socket method should free the coupling. Sometimes a wedge forced into the cut helps. If not, use heat and try again. I have never had to use heat at this point.

Note: if the new coupling does not fit on the anti-seize slathered shaft with a "bump fit" (machine shop jargon for it should slide in with LIGHT raps from a hammer on the stern end of the shaft), you will be reduced to pulling the rudder, removing the shaft and taking it to a machine shop to fit the new coupling to it. In which case, you can jump to the last paragraph, the one before "Good Luck!" While you are waiting for the new coupling, you can still try to remove the bearing as follows.

Okay, remember the schedule 40 PVC pipe? Slide the shaft out of the boat as far as you can (until the shaft hits the rudder). Remove the hose holding the packing gland by loosening the two hose clamps holding it to the shaft log. Cut lengths of the PVC pipe just short enough to fit onto the shaft on the inside of the boat (longest pieces possible). Slide them down the shaft until no more will fit and the last one protrudes beyond the end of the shaft on the inside of the boat. Give that last one a whack with a small sledge hammer (sledge hammer makes up for the lack of swinging room). Hopefully, a few whacks will start the cutless bearing out of the shaft log. If not, someone didn't use anti-seize or a good waterproof grease when they installed the bearing (one that will not harm the fiberglass shaft log).

Don't keep hammering if it doesn't budge. You don't want to break the PVC pipes. Instead, seal up the outside of the shaft log. I do this by wrapping a long Ace bandage around and around the shaft and hull opening. I suppose Rescue Tape would work as well, but it would be harder to remove. Then make a funnel with some aluminum foil and pour a couple cups of vinegar down the shaft log on the inside. Wait overnight and whack the PVC pipes again. I know of one fellow who successfully used schedule 40 steel plumbing nipples four inches long instead of PVC. Your choice. The bearing should come out.

If by some terrible stroke of bad luck, the bearing still won't budge (hard to believe it wouldn't have by now, really), you are now reduced to pulling the rudder and removing the shaft.

Once the shaft is out and before you grab the Sawzall, try one more time to whack the bearing out with longer pieces of PVC or steel pipe. It will take only two pieces of PVC this time and there will be a lot more swinging room for the small sledge hammer. If this doesn't work and you must cut and fold the bearing out, be very careful not to cut into the shaft log with the Sawzall (almost

Cutless	
	impossible not to).
	Good luck!





Start

Voyages

Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Some Tips for Impeller Replacement (Yanmar 3JH2E engine)

Back to How We Do It



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- ¥ The impeller on this engine is between the water pump and starter and very hard to get to. It now takes me about three hours to change the impeller on our Yanmar 3JH24 after a couple of mods to my technique. My first attempt took over twice as long.
- ¥ First, I bought a great 10mm Craftsman ratchet box wrench at Sears that allows me to loosen

- and tighten the four screws holding the impeller plate to the water pump without having to lift and re-position an ordinary box wrench. The ratchet wrench is flat (no bend in the handle) which really makes the work easy.
- ¥ Second, I position a clamping mirror such that I can see the area between the pump and the starter (use lights and take the engine hatch cover off to improve lighting).
- ¥ Third, after I get the impeller cover plate off, I use an ice pick (scratch awl or brad awl would work too) to pry the old impeller out. I just stab one or two of the rubber vanes near the axis and lever the impeller out using the body of the impeller housing as the fulcrum. I am very careful NOT to scratch the inside of the housing with the ice pick.
- ¥ Finally, and this is the big one, I put a large zip tie on the impeller and compress the impeller with the zip tie (all vanes in the same and correct direction) such that the impeller will fit into the housing easily. Then, I liberally grease up the new impeller and the inside of the housing with silicon grease, then I slide the impeller onto its shaft and push it into the housing. As I do, the zip tie slides off the impeller (if I greased it well enough). Then I use the flat ratchet box wrench to tighten the screws. Yes, that first screw farthest in is a bitch to start. Even with these tricks it's still a bear to do. I can't believe Yanmar designed it this way.





Start Voyages

Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Our Boom Vang Setup

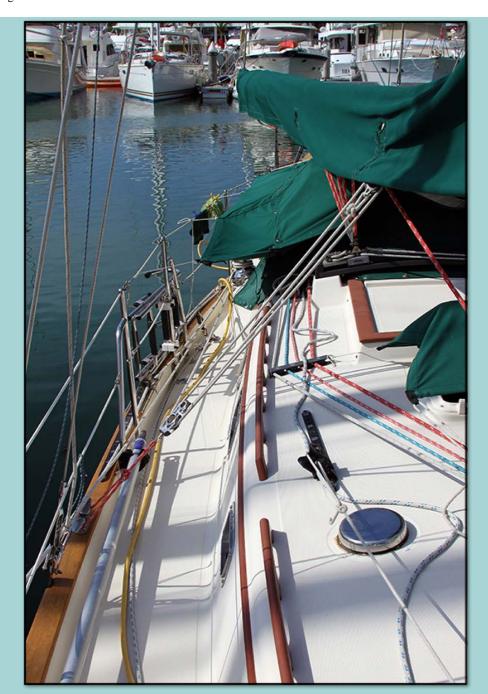
Back to How We Do It



- ¥ We removed the standard vang attached at the base of the mast years ago. We vang with a block and tackle attached to the cleats on the cap rail athwartship the mast and led aft to a cockpit coaming cleat. That way we can better control the position of the boom when the halyard is slack (reefing, furling and setting) by tensioning the boom between the vang and mainsheet. This is especially important in rough seas.
- ¥ With midboom sheeting I don't see a need for a vang to the base of the mast and the side vang arrangement gives us a lot more control. For example, by moving the boom to one side or another during furling we have more room on the cabin top to work and a completely steady boom to work with. Much easier and safer. Another example: after a reef is pulled in, the vang can be tensioned and the reef points can be tied in without worrying about the boom swinging during a roll. Finally, at anchor or even in the marina, the side vang, tensioned against the mainseet, will immobilize the boom and stop the constant working of the fittings in the mainsheet hardware (see picture below).

- ¥ Of course, we also use the side vangs for sail shape control when the halyard is tensioned.
- ¥ The vangs on the cap rail can also act as preventers to an extent, but we rig a real preventer to the bow when the wind is up and we are in accidental jibe territory. Don't want to break a boom.









Start

Voyages

Outfitting

Why a Pacific Seacraft 34?

Sails

Name Purchase

Contact

Water Heater Removal

Back to How We Do It

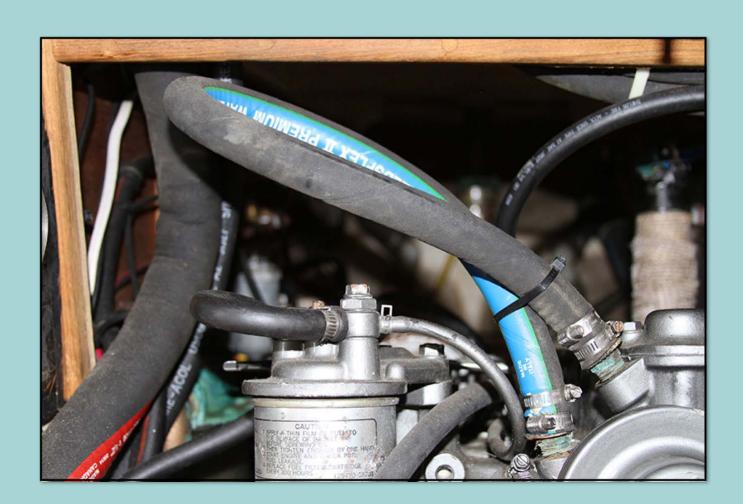


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- ¥ First, I made sure the power to the heater was off!
- ¥ Second, I drained the engine coolant.
- ¥ I didn't have the proper Yanmar plugs to plug the ports where the two hoses from

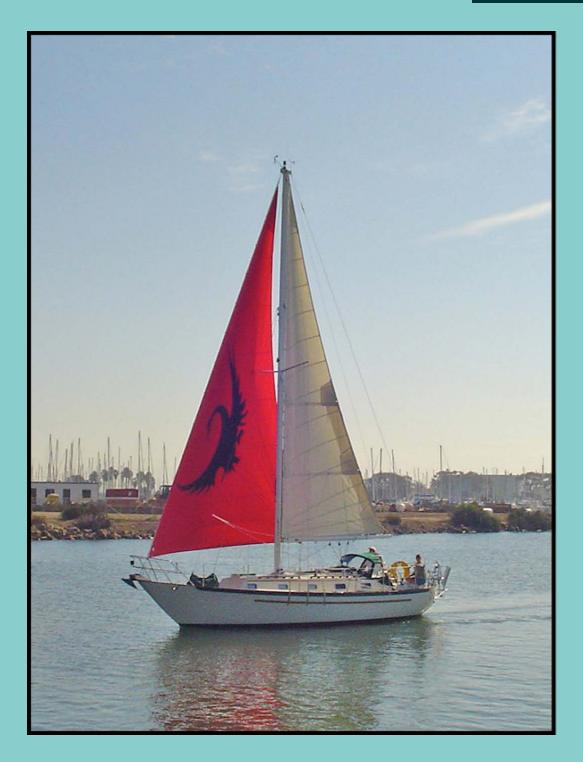
the heater system connect to the engine and didn't feel like spending the time and money to get them. So, I simply cut one of the hoses, bent it back and connected it to the other port. I made the bend such that it was not so short it would kink, but not so long that it would flop around (picture below for our Yanmar 3JH2E). I did this in 2007 and I still haven't bought the plugs yet!

- ¥ If I'd had the plugs, I could have disconnected the hoses and replaced the hose barbs with the plugs. It's necessary to be very careful when tightening the plugs. They are typically pipe thread (tapered). If overtightened, they can crack the casting.
- ¥ Now, the engine was out of the picture. I then disconnected the hoses from the expansion tank (usually in the port cockpit locker) and heater. Then I removed the hoses, heater and expansion tank (screws, nuts and bolts). I bought the appropriate end caps/plugs for the pressure drinking water hoses to plug them where they were connected to the heater. I Disconnected the electrical wires to the heater and capped them. I left the wire and drinking water hoses in place in case the next guy wants a heater (hard to imagine, but . . .)
- ¥ I did an engine water flush and refilled with Yanmar antifreeze/water mix and said goodbye to rusty water from the heater. I made sure that the engine had the proper water pressure cap in place. Sometimes the pressure cap is removed when a heater system is in place because the cap on the heater expansion tank serves the purpose.





Start Voyages Why a PSC 34 Sails Outfitting Co Back to Why a PSC 34



Swan in Ventura, California (Photo by Ricki Ormson)



Index Voyages Why a PSC 34 Sails Outfitting Contact Map PSC 34



Swan off Nuku Hiva in the Marquesas (Photo by Horst Wolff)



Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

The Voyages: Fiji II

First Fiji Page Third Fiji Page

During the haulout, I hurt my back while lifting. By the time the boat was back in the water I was in constant sciatic nerve pain. Several trips to the doctor and a chiropractor and I began to improve.

Then, while climbing off the boat one day, I slipped and stuffed my foot into a stanchion, suffering a nasty compound fracture to a toe. We went to the small local hospital but after taking X-rays they told us they could do nothing for me and that I should return to the States to have it fixed. Rhonda, a nurse, cleaned and closed the wound with Steri-strips and splinted the toe the best she could. After two weeks on antibiotics the wound was closed without infection, a big risk in the tropics. Two months later, the bone was healed, though crooked. Altogether, it was an excellent outcome even so.

By now, we were well into the hurricane season, so we decided not to risk a sail to New Zealand but spend the season in Fiji instead.

The upside of this decision has been all the new friends we've made. The Fijians are the happiest, friendliest people we have met. They are very quick to smile and laugh and are pleasure to be around. Also, the Vuda Marina and staff have made us very welcome. Their facilities are wonderful and very self-contained, including a cafe, restaurant/bar, chandlery and grocery store. Our favorite things are the movies on the "yacht club" lawn three times a week and the band on Sunday afternoons.

We've also gotten to enjoy the beautiful cruising and now quiet anchorages of Fiji, some of which are normally packed with cruising boats during the dry season. We've also gone SCUBA diving with Subsurface Fiji and enjoyed the spectacular coral and offshore islands.

Our plans are to sail from Fiji to the Marshalls in August by way of Tuvalu and Kiribati.



Halloween med-moored. The trickers are Dutch, Canadian and Australian, just a sampling of the multinational cruising community.



Big shark at University of the South Pacific, Fiji.



The Fiji Museum. One of the best museums we've ever been in. It even had the Bounty's rudder here.









Millie, marina manager (L), and Sela prepare the table for a Thanksgiving meal. Not a holiday in Fiji, Millie surprised us with this wonderful gift.



Visiting the village of Koroipita (85 homes). Vika on the right. Megan from "Madeline" in the middle.



Amazing boat storage at Vuda Marina. Boats are placed in holes supported by rubber tires. Safer stowage during the cyclone season.



We sailed to the Mamanukas for a week. We were the only cruising boat there. We snorkeled the local reefs.



Rhonda, beach combing the Mamanukas at low tide as a squall of warm rain approaches.



Aggie made my birthday cake for my surprise birthday party.



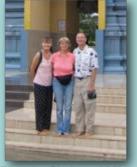
Fijians call this tree, the Christmas tree, because it blooms during Christmas.



Carl and Yvette of Liberty, good friends who also spent the hurricane season in Fiji. We shared many adventures and pleasant times.



L to R: Jeremy and Meghan (Madeline) and Sue and Pete (Nightcap), good friends and season stayers. Pete worked in Fiji as a marine engineer.



Rhonda, Cindy and Mike (Airwego). Airwego, Innocenti, Pacific Star, Dan and Brenda (Glide) left for the hurricane season. We miss them.



Beachcomber Island. Who wouldn't want to live here?



L to R: Meghan (Madeline), Aggie and Mary.



Dancing with the Fijians (after a modicum of Fiji Bitter).



A small Fijian church service. Love is all there is.



Sailing back from the Mamanucas in the huge lagoon west of Viti Levu. Rhonda is on the bow watching for reefs.



Sipping some really fine scotch provided by Peter from Sojourner after a hard day on the wind.



The Lautoka Market. You can get almost any kind of fruit or vegetable here, including kava, at very reasonable prices.



More of the Lautoka Market. This fellow sells curry spices and other exotic and wondrous things.



Reefs south of Mololailai looking toward Viti Levu. Although visible here, they are much more difficult to see at boat level.



Korean fish boats in Suva Harbor.



Our French friends Kathryn and Bruno of the 34 foot aluminum Nose Be. They have been everywhere in their boat, including Greenland.







Children of Fiji assembling for school at a village near Lautoka.

The girls trying out Indian fashions in Suva.

Rhonda loves babies. This one is the daughter of one of the Muslim Indian cab drivers and a good friend.



Start Voyages Outfitting Why a Pacific Seacraft 34? Sails Name Purchase Contact

The Voyages: Fiji III

Second Fiji Page Marshall Islands
Page

We took a trip to the Yasawas, west of Viti Levu. These are beautiful volcanic islands, very high and rugged, much like the Marquesas, but smaller.

In Tokatokaunu Pass, at the south end of Naviti, we found huge manta rays while snorkeling and spent hours swimming with them while they fed. We were able to swim very close to them because they moved very slowly. We both managed to touch their smooth skin gently. They did not react to our touch at all and continued their slow swim across the reef.

At the north end of Waya, we visited the village in Nalauwaki Bay and made sevusevu (presented a gift of kava) to the village chief. The kava was prepared and we drank with the chief and some of the elders in a traditional welcoming ceremony. Everyone in the village was extremely nice to us. Later, they did a meke for us, a traditional dance. We will never forget their wonderful hospitality.

In early August, we will be leaving Fiji for the Marshalls by way of Tuvalu and Kiribati. It will be so hard to leave this enchanting land and its beautiful people.

"On a long passage, when the going gets rough, the only strength that counts is mental."



This was taken from Waya Island, Naviti Island is in the distance. Athough calm at the moment. strong northerlies can occur in this area.



Waya Island from the west. According to what we've read, this is some of the most beautiful scenery in Fiji.



Southern Naviti Island. Near here we swam with manta rays. The water visibility was astounding.







Nalauwaki Bay in northern Waya. The village is on the right. Fishing provides a large part of the diet of these people.



Children of the village, little angels.

John, the chief of the village, about to present us with the first bowl of kava ("yaqona" in Fijian) in a welcoming ceremony.



Mom and kids. We fell in love with these people. These are the grandkids of Api, the man who led us through the village.

The people of the village performing a Meke for us. They sang and beat drums beautifully. Afterwards, we joined in the dancing.



Only a small number of the village's large supply of pigs.



Likuliku Bay on the western side of Waya. This anchorage is good in SE winds, but treacherous when the wind is from a westerly quadrant.



Likuliku Bay. The snorkeling was amazing. The coral reef was very healthy and the fish were plentiful.



Indo-Fijian friends invited us to a family meal. Here the women pose in beautiful holiday dress. The meal was delicious curry fare.



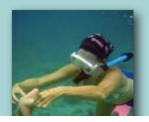
Sue and Pete from Nightcap borrowed a truck and we all went for a ride to the interior of Viti Levu. Here, we give some hitch hikers a ride.



High up in the interior with Pete and Sue. A sugar cane fire smokes in the distance.



Rhonda surfaces from another dive into clear tropical waters. When the water is so warm, there is no need for wetsuits.









Rhonda examining a pink starfish. Diving is one of our favorite pastimes. Photo by Marilyn Stewart.



Stowing the jib after anchoring. It always feels good to have the hook down and set, like coming home.



Stuck behind a truck loaded with sugar cane during a taxi ride to Lautoka. Sugar is big business in Fiji.



A home in Viseisei village. Fijian villages are always neat and organized. The chief makes the rules which usually stress order and respect.



Rhonda in front of a meeting house in Viseisei village. This is the "capitol" of the village where elders and chief meet.



Tapa was once the fabric of clothing, blankets and other uses throughout the Pacific. It's made from the bark of the paper mulberry tree.



Part of Nalauwaki Village on Waya Island,



This channel between islands in the Yasawas was full of manta rays feeding in the strong tidal currents in the channel.



Rhonda with our good friend, Milika, manager of Vuda Marina.



The crew at Vuda Marina (L to R): Rupeni, Junior, Savei. They were our helpers, our protectors and our friends.



Musket Cove Resort on Mololo Lailai Island with the anchorage in the background.



A parade in Suva.





Start

Voyages

Why a Pacific Seacraft 34?

Sails

Outfitting

Contact

The Voyages: Marshall Islands II

Back to First Marshall Is. Page

To Third Marshall Islands Page

January 11, 2010 – Our first months in the Marshalls have been a lot of fun. There is a very active yachting community here and there is always something going on. Between local adventures and sailing, we have been working slowly to get the boat ready for the long passage north to the Seattle area in June (2010). The voyage will take about 45 days so there is a lot to do to make sure the trip will be as safe and comfortable as possible.

So far we have changed the engine mounts and re-aligned the engine, tuned the rigging, bought charts for the passage, replaced the engine air filter element, tightened the rudder packing, replaced a broken lifeline pelican hook, replaced our worn out American flag, added a whisker pole and mounts for the staysail, replaced the jib sheets and stocked up on numerous spares we might need while at sea. We are especially grateful to Dick Tietjen for his help acquiring the engine mounts and Mitch at Beacon Marine (beaconmarineinc.com) for his help getting all the other bits and pieces to us out here in the middle of the Pacific.

We also sought help from Brion Toss (briontoss.com) with several problems we were having with our running and standing rigging (I re-rigged two and a half years ago). We had been having difficulty keeping our jib luff tight in stronger winds and we also noticed the upper hanks were wearing badly (see picture). Brion suggested the problems had the same cause: the halyard was too stretchy. Of course he was right. To fix the problems, he built us a two part halyard, a real gem, using a rope to rope splice. The jib end is very low stretch T-900 and the cockpit end, beyond the winch/stopper, is easily handled (larger diameter) Staset. We also found what looks like crevice corrosion and cracking on our two upper shroud turnbuckle toggles (not original equipment). We replaced the toggles with spares we had. Brion, who is an exceptional rigger, has been very helpful with his input on this issue and we will continue working with him to resolve it.

There is still more to do between now and June, but we also intend to take advantage of where we are and leave room for adventure. We love just sailing the Swan. MORE...



The moon just rising over the palm trees on Enemanit.



What happens when your jib halyard is too stretchy. Brion Toss fixed the problem with a new two part halyard of very low stretch rope.



Two Marshallese canoe builders showing off their work. Marshallese sailing canoes are renown for their speed and utility.



Rhonda, learning to walk on water. Paddleboard courtesy of Kathy on Lovesong.



Some Marshallese friends. R to L: Winda, Doggie (facing aft), Torcus, Win, Kathelina, Piglet (facing aft). Kathelina calls Rhonda, "Sister."



Now this is what I'm talking about.



Sailing in the lagoon at Majuro Atoll.



Rhonda assists with desexing surgeries during a volunteer campaign to control the dog population on Majuro. Over 300 dogs were "fixed".



More local transportation. These sailing canoes are fast!



Rhonda makes friends with the police on the island of Ejit.



Exploring the island of Bikirin.
This place is magically beautiful. There are two families living on this little motu. This is why we cruise.



Baby sea turtles at Majuro. When large enough to survive, they will be set free in the ocean.







Rhonda, Ernie and Charlene (Lauren Grace) cool off at Bikirin Island. Water temp is about 85 degrees. Rhonda with a friend.

Rhonda teaching oral hygiene to the kids on Ejit.



Getting ready to transit the pass at Aur Atoll.



Swan at rest at beautiful Aur Atoll.



The kids at Tobal. Happy without TV, computers, cell phones, toy stores, electricity . . . well, you get the picture.



Swan has visitors.



An afternoon squall hits the anchorage. This is when good ground tackle pays off.



Rhonda found a WWII era Coca-Cola bottle searching this reef on Enemanit at low tide.



Launching a newly built sailing canoe at Majuro.



Pigs, rats and dogs are common fellow travelers on this beautiful path through the jungle on Enemanit.



Rhonda tending the dinghy on the beach at Eneko. It has to be kept fom over-expanding in the tropical sun and floating away on the tide.









One half of a tridacna shell on Eneko. They do get bigger than this.



A 1200 ton tuna seiner offloading to a factory ship in the lagoon at Majuro.



Tuna seiners at Majuro. At any given time there are up to a dozen of these in the lagoon to offload, bunker or perform other jobs.



Start Voyages Why a Pacific Seacraft 34? Sails

Outfitting

Contact

The Voyages: Marshall Islands III

Back to Second Marshall Is. Page

To Pacific Northwest Page

April 12, 2010 – We sailed up to Aur Atoll and the island of Tobal. The island celebrates Liberation Day (from the Japanese during WWII) on April 15th. It was a 70 mile sail close-hauled in moderate seas, but the boat gave us a very comfortable ride. We left in the late afternoon and arrived early the next morning.

Tobal is a small island with a population of about 250 people. There are no phones, no internet, no TV, no video games and very little else in the way of technology. It is gloriously beautiful and the people are wonderful. They treated us like royalty. They fed us, entertained us and were among the finest hosts we've met in the Pacific so far. The children, who are smart, well-behaved and vivacious, followed us wherever we went and were the highlight of our stay. The island is paradise, like something out of a fairytale. The waters of the lagoon are crystal clear and full of fish and healthy coral. The little village is a storybook setting. We only hope places like this can avoid the damaging effects of the modern world.

During our stay, we discovered the port upper chainplate had a crack growing in its stainless steel surface. After 14 years, the metal had finally succumbed to the salt water environment. So, after only two weeks at this idyllic place, we distributed the gifts we had brought, said our tearful goodbyes and sailed back to Majuro to make repairs. We hated to leave.

Back in Majuro, we contacted Pacific Seacraft and they responded immediately by ordering a new set of chainplates for us (pacificseacraft.com). We replaced both uppers and kept the others in reserve in case there are issues in the future. We will have to get this done quickly because our departure date for the coast is looming soon. MORE...



Anchored at the island of Tobal in the beautiful atoll of Aur. The water was crystalline.



Children always met us at the beach, helping us with our dinghy and taking our hands to lead us wherever we asked.



This is Martha. She is 71.

Here, she is boiling pandanus
leaves to use in weaving.

Marshallese weaving is
exquisite.









The next time you complain about doing your laundry, remember that much of the world does it by hand.



We felt like the pied piper. Everywhere we went, the polite, precocious children would follow us, smiling and laughing.



Paradise.



The children were very interested in us. "What is your name?" "Where are you from?"



A citizen of Tobal and his pet boobie, both happy and prosperous.



Some people bring "lollies." We tried to bring healthier gifts because there is no dentist on the island.



Shell collecting with the children as our guides.



The beauty of this place cannot be captured in words or photos.



With no TV, kids find better ways to entertain themselves.



We meet Bilong, iroij (chief) of Aur and wife Patlin. Also in the pic, Ernie & Charlene of "Lauren Grace," Denny of "Jubilant" (front) and me.



Weaving pandanus leaves into mats. The weavers are incredibly fast.



This is James, the medic of the village, in his clinic. He has HF and VHF communications in case of medical emergency.



Securing the dinghy painter to go snorkeling. Look at the beautiful coral.



The bi-annual supply ship. A drum of gasoline is being offloaded.



We will never forget this place. The three pics in this row courtesy Ernie Kelley (s/v Lauren Grace.



Our perpetual snorkeling buddy, Denny Morgan of s/v Jubilant. His high speed dinghy made the best spots accessible.



Dave is greeted by the emissaries of Tobal.



"Junior" demonstrates the ingenuity of the islanders with his dinghy made of an old tire. He was a charming daily visitor.



Looking out over the coral fringing reef during low tide on Aur.



Rainbow over the ships in the lagoon at Majuro right after a squall. Squalls are common. We kept our water tanks full with them.



The iroij (chief) leading kids of Tobal in song. When the hot tropical sun is gone and cool ocean breezes blow, the village plays.



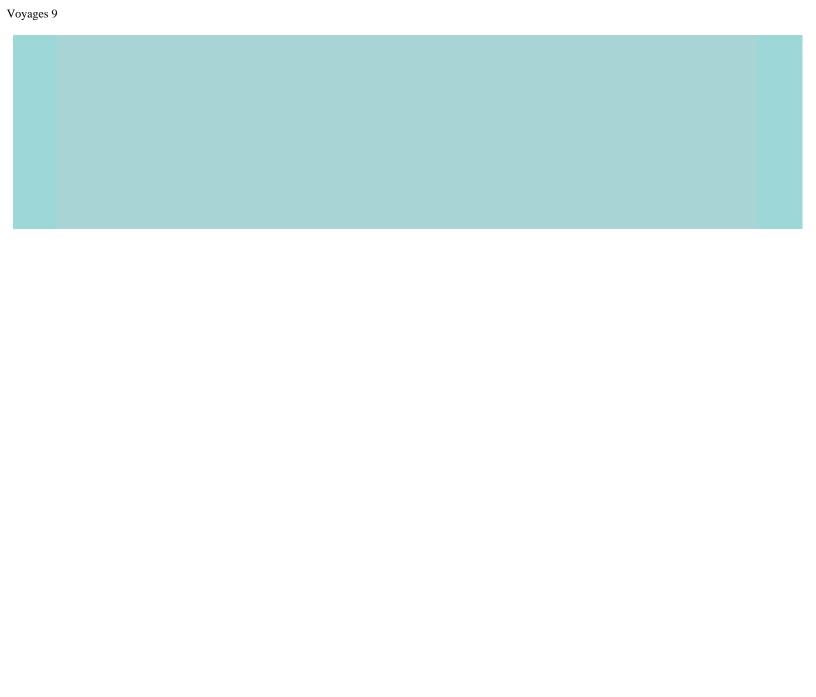
A carver of Tobal shows a model of a sailing canoe he is working on.



"Little" Spike, one of the youngest kids of Tobal, presents us with a husked drinking nut.



The beach and lagoon in front of the village of Tobal.





Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

More: Majuro to the Pacific Northwest

Back to Pacific Northwest Page

We continued to sail NE in mostly light SE and S winds until 48° 25' N . Then we sailed directly east the final 200 miles with a moderate W wind. The last two weeks were totally overcast and cold. The final 10 days were almost always in fog. Very scary, because we had no radar. We had seen ships nearly every day north of 35° N, so we knew they were about. Occasionally we could hear them. Again, scary. Finally, we were able to see land and make our destination. What a wonderful relief.

During the voyage we encountered more sea life than on any other trip, particularly whales. Near 30° N, in near calm conditions, we sailed slowly by two humpbacks mating. We were within 100 yards so it wasn't hard to tell what was going on. From then on, we saw whales nearly everyday, mostly humpbacks, but we did see a killer whale and some minke whales. Usually, they would sneak up on us and scare us by blowing right next to the boat. Then they would blow a few more times, then leave. One blew on one side, then swam under the boat and blew on the other side.

The most exciting encounter was with two males. They were leaping and splashing about a half a mile from us. Suddenly, they started coming our way very fast, leaving the water like dolphins with great wakes of spray. We didn't know whales could swim that fast! They covered the distance in no time, but at the last instant changed direction and swam away. It was a little scary having two whales as big as busses coming that fast at us.

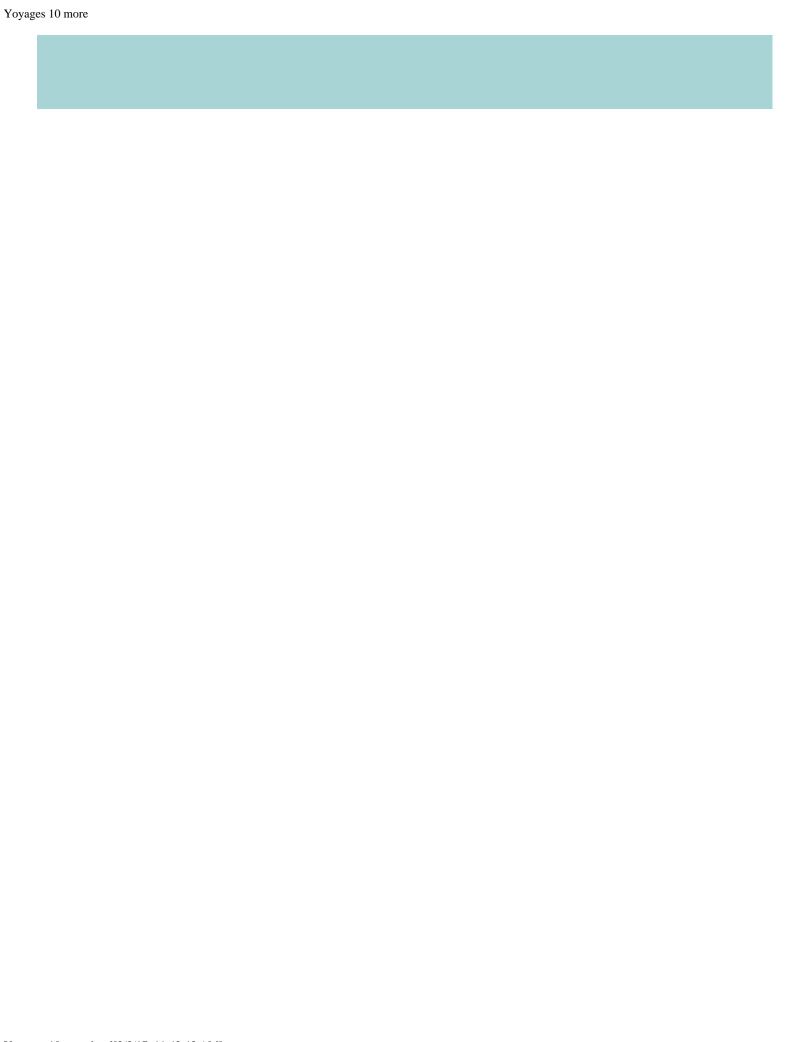
Dolphins were almost a daily occurrence as well. One school of spinner dolphins stayed with us for two hours, jumping and spinning and showing off. It was fabulous.

We saw hundreds of birds, including albatross. We saw sea lions. We also had large sharks trailing us at times, waiting for the meal that never came.

The toughest part of the journey was dealing with all the ships — huge ships. We were in the busy shipping lanes connecting the two sides of the Pacific. Before this we rarely saw ships. Now they were common. They were always moving fast and seemed to appear out of nowhere. We had to alter course a number of times to avoid them. While talking to one ship on the VHF, I asked how far away he had been able to see us on radar. He answered that he had never seen us on radar. Later, when we were in dense fog for days at a time, this fact made sailing in those water very frightening, especially when we could actually hear the rumble of a big ship's engines — but not see the ship!

We'd been worried about having enough water. We left with 90 gallons of water. That turned out to be just enough with about 10 gallons to spare when we reached Neah Bay. We were very careful. Rhonda washed dishes in sea water and very little water was used for anything but drinking. But clearly, we were in need of a hot shower and lots of soap when we made port.

Would we do this long a passage again? No! Forty-nine days is too long, particularly when a large part of the passage is out of the comfort of the tropics. But, we've done it, and there is great satisfaction in that.





Voyages: Cruising the Northwest, Page 2

Back to Cruising the Northwest 1

To Cruising California

May 2011 to Aug 2011 – After getting all of our boat projects done (see Outfitting), we decided to do a little more cruising in the area.

The closest destinations are the San Juan Islands, the nearest of which is only 20 miles away from Port Angeles. These islands are loaded with beautiful gunkholes and all weather anchorages. Many are inhabited; some are not. Our good friends, Paul Alessi and Glen Barton, shared enough local knowledge about weather, currents and ship traffic to keep us out of trouble, so off we went.

We found the islands enchanting and beautiful. They are all heavily wooded and teaming with life. We saw birds of every description, including eagles. We saw otters, seals, whales, dolphins and porpoises. We went hiking and found deer among the trees. It would take years to fully explore the San Juans.

In early August, we plan to leave and head south. We want to get back to warm water, hot sun and clear skies. Cruising in warm climates is easier and more comfortable.

As usual, the most difficult part of cruising is not the gales, not the physical discomfort or hardship. It is leaving the friends you've made that you will probably never see again. And this time we will leave a lot of them. We will miss you dearly, sweet people.

"Going where the sun keeps shining thru' the pouring rain, going where the weather suits my clothes, backing off of the North East wind, sailing on a summer breeze and skipping over the ocean like a stone."

— Harry Nilsson



Hiking to the old school and lighthouse at Stuart Island.



An Orca off Turn Point in the San Juan Islands. We saw lots of orcas during our cruising here. They come here to feed on salmon.



Haro Strait, which separates the US from Canada. The currents here are strong and there can be heavy big ship traffic.









The old schoolhouse on Stuart Island.

Rhonda and Tyler aboard Swan at Reid Harbor, Stuart Island. an all weather anchorage. Our hook is at 35 feet in mud and sand.



We are visited by the tall ship, Lady Washington at Reid Harbor. What luck!



An Orca spy-hopping to check us out off the southern end of San Juan Island.



Swan in the marina at Deer Harbor on Orcas Island. We took a break from anchoring to pick up some supplies in this little community.



Looking seaward on the Strait of Juan de Fuca from Ediz Hook.



Prevost Harbor.



Sailing between Stuart Island and Orcas Island.



Our good friend, Paul Alessi, always ready to help us out, with his "res" dog, Wahsee, chowing down on some salmon he just BBQ'd.



What you DO NOT want to see at sea, and definitely not in the Strait of Juan de Fuca.



Our good friend and neighbor, Glen Barton, and his sidekick, George.. Glen built his boat, "Rascal", and is a wealth of knowledge. We'll miss them.









Friends from "Oz", Dave and Julie Tait on Bluefin, heading for points south. What a great couple on a great boat.



The little store at Deer Harbor on Orcas Island.



The Empress Hotel in Victoria, Canada.



Fort Worden, where Officer and a Gentleman was filmed. It near Port Townsend.



At Fort Worden with the Strait of Juan de Fuca in the background.



At the Hoh Rainforest on the western edge of the Olympic Pennisula.



The Hoh Rainforest.



At Hurricane Ridge.



Rhonda sitting at the lighthouse at Port Townsend on the Strait of Juan de Fuca.



At the Port Angeles Coast Guard station, Rhonda talks a sailer into letting her hold his machine gun. She can be very persuasive.



And again. Like I said: she can be very persuasive.



Aboard one of the Coast Guard's helicopters.





Voyages: California II

Back to California Page I To California III Page

September 7, 2011 to May 10 – We sailed from Catalina to Long Beach to visit my brother Dan and his wife Irene. After a week, we sailed to Dana Point, then on to Mission Bay, San Diego. We spent three days in Mariners Cove, one of our favorite California anchorages before sailing to Kona Kai Marina at Shelter Island in San Diego Bay. Kona Kai Marina is one of the most beautiful places we've ever stayed. We plan to make it our base of exploration for a long time.

We've been sailing on the Bay and the surrounding area. On one excursion, we met a huge group of Pacific White Sided Dolphins heading the opposite direction. There were 150–200 of them. We've also seen a number of gray whales during their migration south along the coast.

May 10, 2012 to Present – We finished most of the boat projects, especially the brightwork, and we've been traveling locally to see the sights. We are now exploring Catalina, the Channel Islands and the coast of Southern California.

In late May, we stopped in Long Beach and visited my brother Dan and his wife, Irene. It was so good to see them again. They were very generous with their time and we got a lot of provisioning and other maintenance done.

"Ships are the nearest things to dreams that hands have ever made."

- Robert Rose



Point Loma, the entrance to San Diego Bay.



Rhonda talks to the ducks at the Marina.



Beautiful San Diego Bay from atop Point Loma.









Anchored in Mariners Cove, Mission Bay, San Diego. This is one of our favorite places in the city to drop a hook.



Tied up in the center of the San Diego yachting mecca. If it goes on a boat, you can find it here.



There is a beautiful parkway within yards of our slip with a view of San Diego Bay.



Rhonda's brother Ron went sailing with us on San Diego Bay.



At the fishing pier on Shelter Island. Here's a sight you don't see everyday: a pelican and a great blue heron in the same shot.



Our friends Nick and Tanya took us sailing on their Islander 33, Squirrels Escape.



Rhonda's daughter, Jennifer, visited and went for a sail with us. We saw lots of dolphins.



Sailing on the bay with our good friends Chris, Suzie and Jerry.



Rhonda converses with a Pelican. No conclusions were reached.



Beautiful Sunset Cliffs, north of San Diego Harbor.



When Rhonda kayaks, she always picks up whatever trash she finds polluting the water. She filled this sack in 15 minutes.



This trash was collected around the marina in one kayak trip. The oil container was half full. The opening was taped shut and leaking.



Anchored in Newport Harbor. There are over 9,000 boats here. We rowed across to the Rusty Pelican for dinner with our friends Jim & Kathy.



Leaving Long Beach, we sailed by the USS lowa. It's not every day you see a battleship!



Rhonda in her kayak off Buttonshell Beach, Catalina Island.



Rhonda kayaks near Hen Rock, Catalina Island.



Our view from Goat Harbor, Catalina. We had this sweet little anchorage to ourselves for three days.



The beautiful Avalon Casino and yacht club (foreground). We took a tour of the Casino. Fabulous!



This guy just didn't like what I said!



Kelp bass for lunch!



Avalon Harbor. Swan is shown by the arrow. Today, the little town swarmed with visitors from the cruise ship for a few hours.



Leslie, Rhonda and Kathy kayaking at Buttonshell Beach, Catalina Island.



Rhonda snorkeling at Hen Rock Cove, Catalina Island.The visibility was about 40 feet and the water temperature was 68° this day.



A bat ray visits us at White's Cove, Catalina Island. Watch out for that tail!

Voyages: California III

Back to California II Page To Mexico Page

August 31 to November 4, 2012 – We sailed back to San Diego from Catalina. We stayed there until we left for Mexico. We provisioned, inspected the rigging and other parts of the boat and got prepared for sea.

We enjoyed California, but we longed for more exotic and less expensive places. We really miss warm clear tropical waters and uncrowded anchorages.

We will miss the new friends we made on A, B and C Docks and remember them always.

"The days pass happily with me wherever my ship sails."

- Joshua Slocum



Rhonda tries to make friends with a pelican at Catalina.



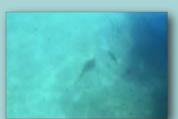
Another Pelican in the anchorage.



Our friends Jim and Kathy McCollum from s/v Green Flash visit for coffee.



Tole Mour anchored right next to us at Buttonshell Beach.



A shovelnose shark cruises 25 feet below Swan in the clear waters of Emerald Bay, Catalina.



The water at Catalina was over 70° and refreshing.



You see the strangest things at sea. This time it was a submarine!



A bottlenose dolphin swimming next to Swan at Mariners Cove, Mission Bay, San Diego.



Our friend Brian Pike in his beautiful Drascomb Longboat. He sailed it through Mariners Cove with style and grace—a wonderful sight to behold.



Phil (s/v Windansea), Eric Walport (s/v Gift Horse) and I blow smoke after a long day on the wind aboard Eric's Ranger 33.



Dolphin by the boat in Mission Bay. They were fishing all around the boat in these calm waters.



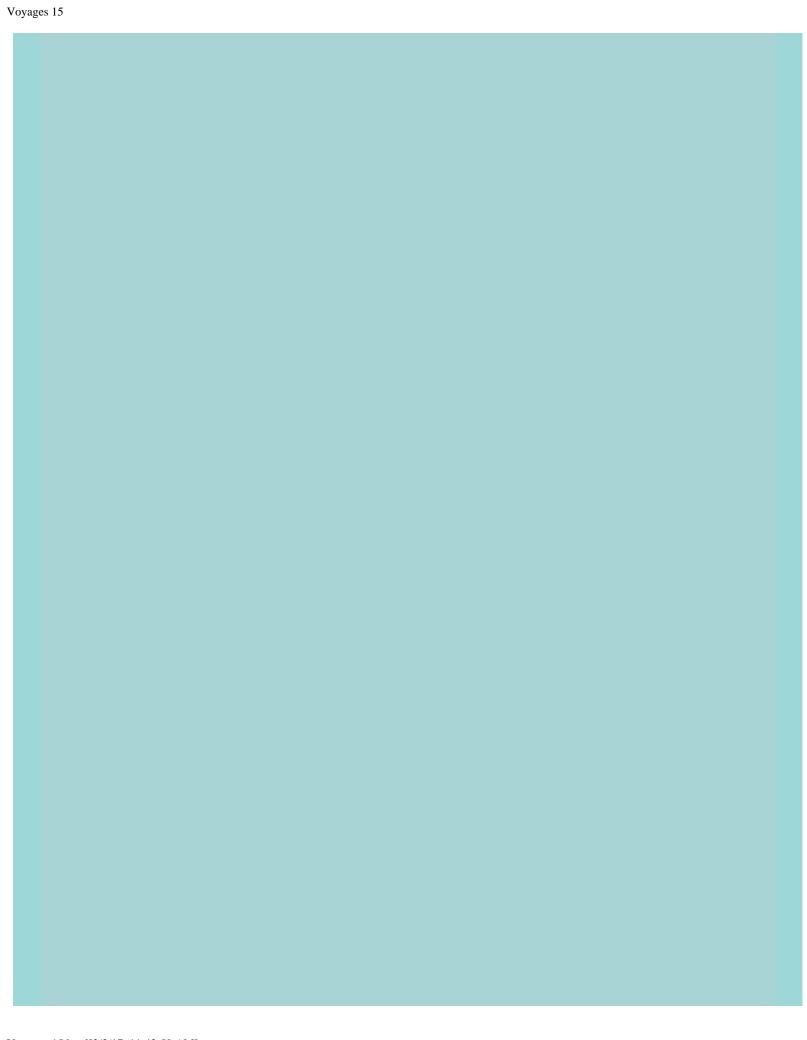
This one decided to see what the Swan's bottom looks like.



While anchored in Mission Bay we were treated to fireworks from Sea World every night.



Some of our good friends (we're in the middle) from Kona Kai Marina. Really going to miss you guys (L to R): Terry, Dave, Eric & Amy.



Voyages 15			



Voyages: Mexico II

Back to Mexico I Page To Mexico III Page

January 24 to April 1 – We have been cruising the areas around La Paz in between enjoying the beautiful city of La Paz.

Recently, we sailed north to Isla San Francisco, Isla Partida, Isla Espiritu Santo and the fishing village of San Evaristo near Isla San Jose. The scenery is beautiful, yes. But the people are what made the trip really fun. Smiling and laughing, they made us feel at home and welcome. We bought freshly made tortillas, cold beer and freshly caught fish from the villagers. There is a small cantina and tienda (store) where we could shop and meet people. There also a number of trails and sites to hike to in the area.

"I love to sail forbidden seas, and land on barbarous coasts"

— Herman Melville



The little fishing village of San Evaristo 51 miles from La Paz. About 20 families live here. Everyone here was very kind and friendly to us.



Swan at anchor off San Evaristo. We bought freshly made tortillas, cold beer and fresh caught fish here.



Pangueros from the village heading out at dawn for their fishing grounds. These men worked from dawn to dusk.



About 10 pangas were operating during our stay here. They came and went with fish all day.



Fisherman catch sardines in front of the village with throw nets to bait the larger fish they catch offshore (sierra, yellowtail, dorado, etc.)



Yes, another sunrise on the Sea of Cortez at the village of San Evaristo.





Swan anchored at Caleta Grande at Isla Partida about 27 miles north of La Paz. The water was beautifully clear here.



The head of the bay at Caleta Grande. Rhonda kayaked in and explored the beach. We are anchored in 20 feet.



Rhonda kayaking at Grande. An algae in the clear water gave it a beautiful hint of .green.



Anchored at Caleta Partida between Isla Espiritu Santo and Isla Partida.



Caleta Partida. We are anchored in 15 feet of great holding sand bottom. Turtles fed on the bottom around us.



White sand beach at Caleta Grande. The sand was like sugar. Dolphins often entered the bay.



A cactus hike in an island valley.



A super yacht joined us at Caleta Grande. It was lit up like a Christmas tree at night.



The dried body of a large puffer fish. The spines were still very sharp. Puffers routinely swam near us while we snorkeled.



Linda, Diane, Sharon and Rhonda cooling off in La Paz.



Pangueros on the beach at La Paz.



Dried peppers in bulk in La Paz.



You can get anything you want in La Paz. This unhappy fellow will grace someone's table very soon.



Merry shells peas for Rhonda at her beautiful store full of goodies in La Paz.



Mexican pottery in wondrous array at reasonable prices filled this shop.



At Bahia San Gabriel, Isla Espiritu Santo in company with s/v Willful Simplicity. The bay was encircled by a beautiful white sand beach.



We were anchored in 16 feet of clear water, sand and sea grass. Rays and other fish swam below us. I caught three sand bass here.



We are in the distance at San Gabriel. The water was crystalline. Water temp was about 70°.



A perfect paper nautilus shell found on the beach at Bahia San Gabriel. The beach was over a mile long of fine white coral sand.



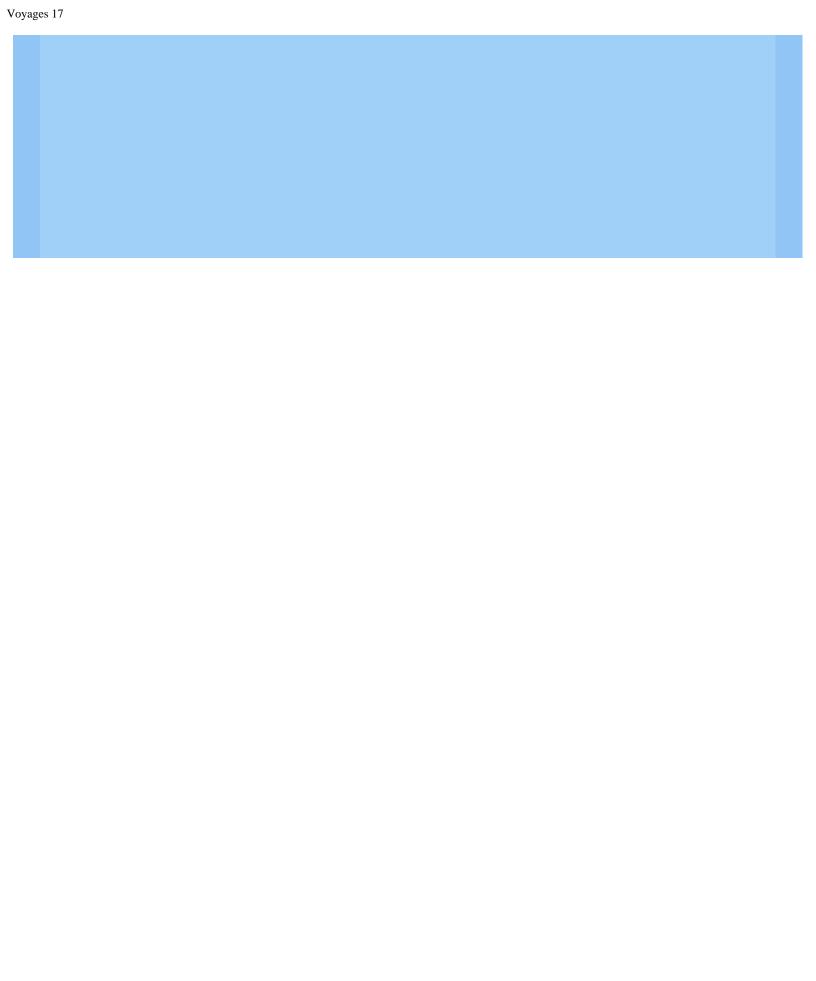
We took this picture of a male frigate bird at a large rookery on the southeast side of San Gabriel.



A frigate bird chick in its nest. There were a lot of chicks in nests when we took this picture in March.



Our friends Steve and Charlotte of s/v Willful Simplicity who opened up the world of small village Mexico to us.





Voyages: Mexico VI

Back to Mexico Page V To Mexico Page VII

May 15, 2014 to August 1, 2014 – Last year we spent the summer (hurricane season) in the La Paz area. We figured that if a hurricane was predicted, we could dash back to a marina. But it was very hot (100°+) and humid for three months.

This year, we decided to sail north into the Sea of Cortez to cooler waters and a lesser (but still possible) chance of hurricanes. That way we can also explore areas fewer cruisers go to.

We left on May 15 and steered north. Our planned farthest north destination is Bahia de Los Angeles, about 400 miles from La Paz, where we hope to spend July through September. We are trying to be at anchor every night, but this will depend on the wind and the distance between safe anchorages. The prevailing winds in the summer are light southerly, so that's good. The northerlies blow in fall and winter, perfect for our return to La Paz and beyond.

A lot of sea life (whales, whale sharks and big fish) moves north during the summer also. We are looking forward to that as well.

"On the plains of hesitation bleach the bones of countless millions who on the dawn of victory, sat down to rest, and resting died."

- Adlai Stevenson



If you look closely, you can see Swan anchored alone at Agua Verde, one of our favorite places.



Rhonda is buying some zucchini from the tienda at Agua Verde.



Cardon cactus, the largest cactus species in the world, at Agua Verde.







Roca Blanca, on the way from Agua Verde to Bahia Candeleros rises from the sea floor in open water At Bahia Candeleros. Swan is anchored behind us in 15 feet of clear water. Again, we have the anchorage to ourselves. I found this really beautiful starfish at Candeleros. After it had its picture taken, I returned it to where I found it.



Anchored at Playa Santispac,,Bahia Concepcion. B.C. is really pretty, but it was hotter than areas outside the bay (air: 100°, water: 92°).



I meet Geary Ritchie, now famous meteorologist for the Sonrisa ham net, upon whom cruisers in the Sea depend for crucial weather info daily.



Swan anchored at El Burro Cove (Bahia Concepcion) where Geary lives in his water side palapa. Geary's weather is at 0745 LT on 3.968 MHz.



Amerindian petroglyphs in the hills above El Burro Cove. There were hundreds of them.



Swan in the little marina at Santa Rosalia. Here, we stocked up on provisions that would be rarer going north and in the Bay of L.A.



Santa Rosalia is a copper mining town. This is one of the remnants of an earlier time. The town is full of the artifacts of mining.



Sailing wing & wing to Animas Slot from San Francisquito (on the horizon). Strong tidal currents helped us cover 34 miles in five hours.



Anchored at Animus Slot, a one boat anchorage, but one of the prettiest places we've been. We spent three days in clear, quiet water



Swan at Puerto Don Juan, the hurricane hole of BLA. We are here at last (400 miles)! The water here is swell free in any wind direction.









The "window" at Puerto Don Juan looking out into Bahia de Los Angeles. We relaxed here for a week before moving into the open waters of Bay of L.A.



Exploring the shores of Don Juan at low tide. The tidal range here is about 12 feet. The beach here is teeming with succulent cockles.



A wreck ashore at Puerto Don Juan: anchor too small?



A whale bone at La Mona, Bay of L.A. This one is about five feet tall. More whale bones litter the shores of Bay of L.A. Whales frequent it.



Birds feeding behind the boat at La Mona. The waters are thick with fish, one of the attractions of the area.



Swan anchored in 25 feet at La Mona. The Sierra Gigantes are in the background. This is a good anchorage for protection from Chubascos.



Swimming with a 25 foot whale shark at La Mona, about 300 yards from Swan. We rowed over with the dinghy and jumped in. Wow!



Rhonda touching a whale shark (upper left): that's one less thing on her bucket list! This one was so docile. It was easy to approach.



A whale skeleton in front of Guillermo's at Bahia de Los Angeles Village. This is where we got water, ice, Coke Light, and a good meal.



Moonrise over La Mona. We like this place. Ocean wildlife is in abundance here and the views are fabulous.



Swan at anchor in 20 feet off Guillermo's. This was so convenient for provisioning, but the wind is changeable and a watch must be kept.



Our greeters at the Village, pelicans and a lonely frigate bird. A sunken barge lies in the background,





Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

January 16, 2010 – For four months after we arrived in mid August, the weather was very wet, raining nearly every day. In the tropics it has always been easy to keep our water tanks full with only rain water. We plug the scuppers and Swan's high bulwarks allow the deck to fill up quickly, directing the water aft where we scoop it up into five gallon plastic containers, treat it with bleach (1/2 teaspoon/five gallons) and pour it into the tank fills.

The same has been true here in Majuro, until now. In early January, the trades turned on and the water tap turned off. Now we are only barely able to keep up with our water needs, essentially drinking water (we use saltwater for everything else). It seems the stronger the trades blow, the drier it gets. This week (January 11), it has blown 20-25 knots all day, every day, with occasional gusts to 30 knots. As a result, the boat and rigging are full of crystallized salt, encrusted with coral sand grit. We are hoping for rain soon to rinse the boat and fill the tanks. According to the locals, this is the norm (though not so windy) from January through April. So, for the next few months, it looks like water will become very dear. Apparently, the situation is difficult for the locals as well, who also depend on catchment water.

January 17— Water will also be our biggest concern as we sail from here to the Seattle area in the middle of June. We will have to sail due north to about 30 degrees north latitude before favorable winds will allow us to turn northeast toward our goal. This will make for a long trip, about 45 days, so we will have to ensure our 70 gallon supply will last by not using fresh water for anything but drinking. We plan to take a couple of spare five gallon jugs of water just in case anything interrupts our plans along the way.

January 29 – It rained and we collected enough to fill our tanks and thoroughly wash the boat. No worries. If this pattern keeps up, rain should be able to keep up with our water needs.

We are moored about 200 yards from the dinghy dock here in Majuro. Nearby, there is a hotel that has WiFi, but the signal was too weak to use. So, we bought a USB WiFi antenna on the internet and now we can easily do our emailing from the boat. We lash the antenna high up on a running backstay. We only use the computer during the middle hours of the day when we have excess solar power to do so.

February 2 – Our philosophy of cruising has always been to keep it simple. We have no refrigeration, watermaker, generator or outboard (we row) and our electronics are just VHF, SSB/Ham, depth finder, GPS and laptop. Even our windlass is manual. Our power supply is an 85 watt solar panel. Of course we can use the engine for charging, but we never do, except by default when powering, which is seldom. In two years of cruising, we have only used the engine about 30 hours. This simplicity has paid off in that we have more time to enjoy the beautiful destinations we cruise instead of repairing or maintaining equipment.

In the last two years we have seen many boats with broken gear. The equipment items that seem to fail most often are watermakers, refrigerators and electric autopilots. Recently, a large yacht sailed in with a failing freezer and nearly lost \$1000 worth of food, but was able to move the food to another boat with a freezer just in time. Others have not been so lucky.

Other failures have been gas or diesel generators, wind generators, outboards, alternators, SSB's,

radars, electric windlasses and a smattering of other things, mostly electric. A lot of time is also used up performing PM on these same items.

I mention this, because people preparing to go cruising should carefully consider what they choose to outfit their boats with. The gear mentioned usually runs well in the first year or two, but saltwater and salt air are inexorable, particularly in the tropics. Eventually, there is a price to pay for initial convenience. If this equipment is aboard, spares should be brought because things like watermaker membranes and refrigerator compressors are very difficult to obtain in far flung cruising areas.

Unfortunately, every possible spare can't be brought, so many are stuck waiting for parts. Which points out a curious mindset: once a piece of equipment is fitted and cruisers become dependent on it, they feel compelled to fix it when it breaks. Others, who cruise without that equipment (e.g. watermakers, refrigerators), just sail away. I like to remember Miles and Beryl Smeeton, who cruised more than 130,000 miles, including rounding Cape Horn. Their sole piece of electrics was a battery powered transistor radio.

Personally, I retired in order to avoid stress and eliminate complication. Bringing it with me cruising just doesn't make sense.

Back to Marshall Islands II Page



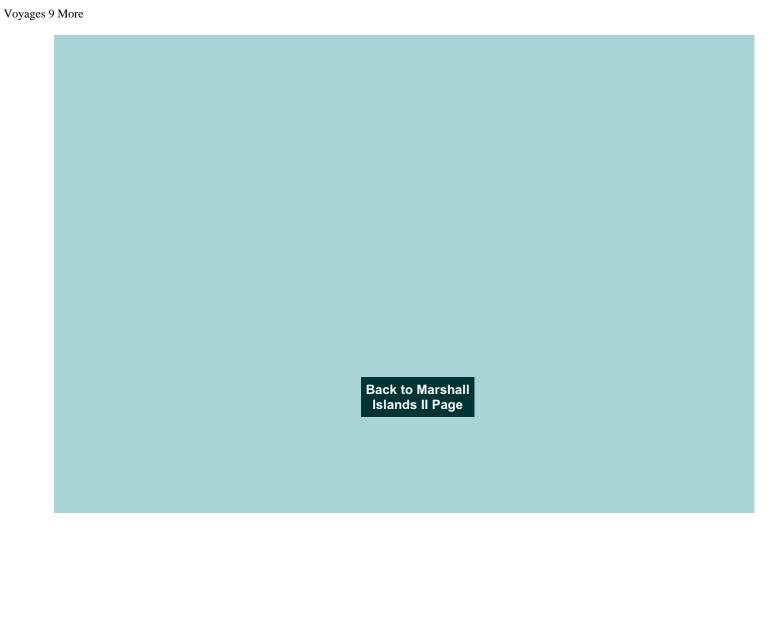
Start Voyages Why a Pacific Seacraft 34? Sails Outfitting Contact

May 25, 2010 – We finished replacing the chainplates. "Thumper" at Pacific Seacraft was a great help. He expedited the shipment of the chainplates and hardware and helped us with install information. Everything arrived in perfect shape and polished to Pacific Seacraft standards. The fit of the new chainplates was perfect. Bolt off, bolt on. Beautiful.

We decided to replace just the upper shroud chainplates and do the rest when we get to Seattle. The uppers are the most critical. It took a day each to replace them, mainly because we were working in 20 knot winds with chop and wakes moving the dinghy around while I worked. It feels really good to have new stainless in place.

We will be leaving here around June 15th, weather depending. If anyone would like to track our voyage while we are at sea, go to www.shiptrak.org and put my call sign, KGØZC in the call sign field and click "View" and it will show our position track on a world map. Our old Fiji to Majuro track is still there, so don't get confused.

Right now, we are provisioning for a 45 day voyage, trying not to forget anything important (read snacks). We have also spent the last month lightening ship as much as possible and moving what's left out of the bow so the boat will go to weather more easily. We have managed to remove about 700 pounds of gear, mostly old anchor chain.



Voyages: Mexico III

Back to Mexico II Page

Go to Mexico IV Page

April 1 to July 1, 2013 – We continue to cruise the area around La Paz. The sea and air are getting warmer now and more enjoyable.

La Paz is a great town where you can get almost anything you need. The waters near it teem with sea life. Jacques Cousteau once wrote that 40% of the world's ocean species can be found in the Sea of Cortez. John Steinbeck wrote about it in Log from the Sea of Cortez.

We plan to stay in the Sea until late this year, exploring farther north, then sail to the Mexican mainland to explore the "Gold Coast." Until then, we will have plenty here to keep us busy. I also have some boat projects to do, including hauling the boat to replace the now 2-1/2 year old bottom paint.

"Either you decide to stay in the shallow end of the pool or you go out in the ocean."

— Christopher Reeve



One of two whales swimming near us off Isla Partida. We believe it's a humpback.



Rhonda found this bright red starfish near San Evaristo. After this picture was taken, she carefully replaced it.



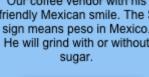
A Manta Ray leaping from the water near Isla Espirtu Santo. There were about five of these leaping repeatedly for about ten minutes.



Rhonda, Hannah (s/v Vida Rica) and Diane (s/v Prairie Oyster) with the anchor bronze on the Malecon in La Paz.



Our coffee vendor with his friendly Mexican smile. The \$ sign means peso in Mexico. He will grind with or without





Partida. Our new friends, the Whites, are on Vida Rica anchored ahead of us.







Wild burros near the salt ponds north of San Evaristo.



Angelito with his dog, Bobbi, pose at San Evaristo. His mother Cipriana runs the cantina at San Evaristo.



A scorpionfish caught at San Evaristo by Jordan White (s/v Vida Rica). Although the spines are poisonous, these fish are great eating.



S/V Vida Rica anchored near us at San Evaristo.



Augustine, one of the preeminent fishermen of San Evaristo, cleans his catch. These men net their own live bait every day they fish.



Our friends Jim and Kathy McCollum, visited from San Diego. We ate a great dinner at Catrina's restaurant. Martin was our host.



Rhonda with Mama Bonita. She has opened her home to homeless women and children, feeding and caring for 20–30 at a time.



Kids from San Evaristo visit us aboard for treats, Angelito, Cesar and Rodrigo. They are so well behaved and a pleasure to be around.



We caught lots of squid as they fed near shore at San Evaristo, then Cipriana made calimari ceviche for us. Yum! (Photo by Cathy Mcleod.)



Playing with the kids and Bobby, the dog.



Lunch at Timbabiche Courtesy of Manuel.



The mountains behind Timbabiche.







An old abandoned house at Timbabiche bought by a pearl fisherman who had found a large pearl and built it many years ago.



We caught this mahi mahi south of Nopolo. Lunch!



This humpback breached several times right behind us as we sailed near Agua Verde.



When they hit the water, it sounds like gunfire.



Firewood collection at Agua Verde. This is Fatima and her burro.



Swan anchored in clear 80° water at Agua Verde, one of our favorite places. We spent two weeks here. The village was very friendly.



Marisa goes to the little school in the village of Agua Verde where she learned to speak excellent English. She practiced with us.



Look closely and you will see the goats of Agua Verde that provide delicious goat cheese available for sale in the village.



Pyramid rock at Agua Verde. There is great snorkeling around it. We saw two large halibut in the sand there.



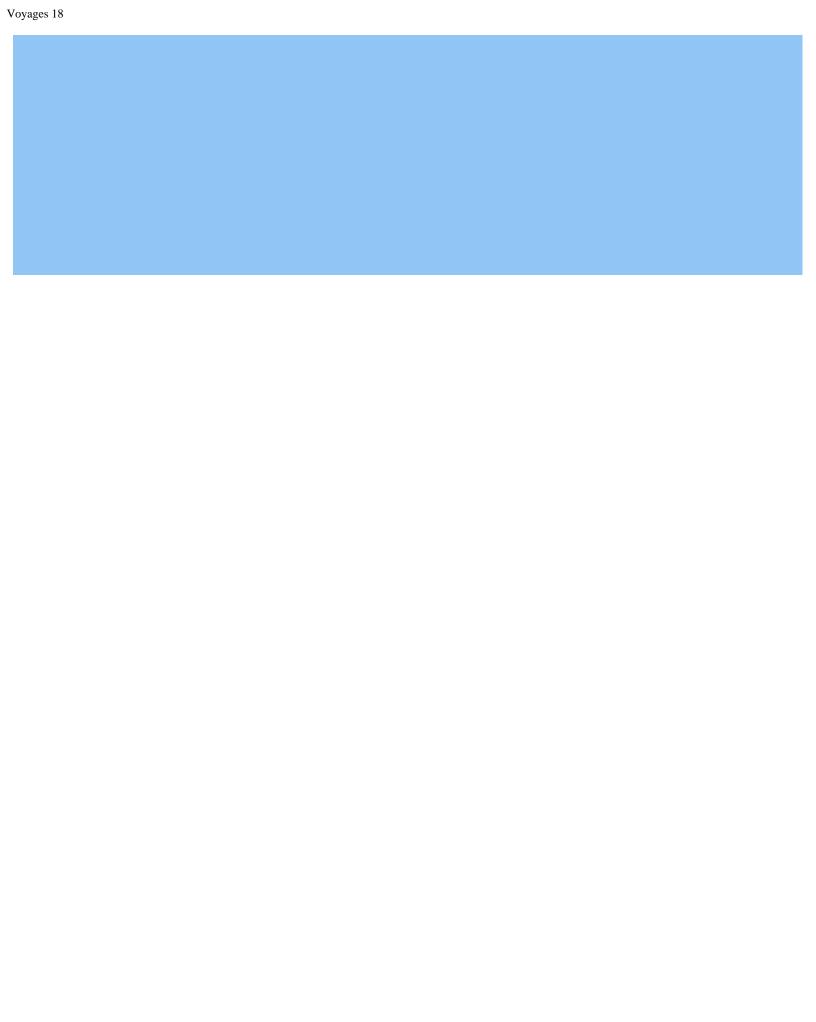
San Telmo, a lonely but beautiful refuge on the Baja coast. Look closely and you can see Swan anchored in the distance.



Wendy, a single-hander, anchored near us at Los Gatos on her 27 foot Pacific Seacraft Orion, Willow, that she has cruised for 17 years.



Ken (s/v Drifter) and Wendy (s/v Willow) join us for refreshments at the restaurant at Puerto Escondido.



Voyages: Mexico V

Back to Mexico Page IV To Mexico Page VI

january 4, 2014 to May 15, 2014 – We are back in La Paz after a two week cruise up the Sea of Cortez. The new places we saw were exotic and the sea life was all around us. Between Caleta Lobos and La Paz, two humpbacks swam within 50 yards of the boat, fluking and blowing. Awesome!

We've changed our minds about going over to the "Gold Coast" of Mexico this winter because we just haven't seen enough of the Sea of Cortez yet. We hauled out in La Paz and painted the bottom. So now we are ready to explore deep into the Sea, hopefully all the way north to Bahia de los Angeles later this year.

I've also got some boat projects to do. This is a perfect place for that because the climate is so dry and skilled craftsmen are plentiful. "The biggest
adventure you can
take is to live the
life of your dreams."

— Oprah Winfrey



Our friend John on Time Piece (left) and our friends Charlotte and Steve on Willful Simplicity, share an anchorage with us.



We never tire of the sunrises on the Sea of Cortez.



Charlotte transporting Rhonda back to the Swan.



The incredible anchorage at Isla San Francisco, 41 miles from La Paz. We were here with Willful Simplicity and Time Piece.



Rhonda examining a species of cactus we have not seen before—Isla San Francisco.



Cairns of rock and coral or Isla San Francisco.



Swan at anchor at San Evaristo with Isla San Francisco, an ancient volcano, in the background.



Charlotte (s/v Willful Simplicity) and John (s/v Time Piece) preparing to carve the turkey on Christmas Day. We are aboard Time Piece.



Rhonda and I aboard Time Piece, a Coast 35 and a beautiful boat throughout.



Steve (Willful Simplicity) and I. It was a great day. We all pot lucked to Time Piece and John cooked the turkey. He had the biggest oven!



Sunset over the Malecon in La Paz.



Swan in the south lobe of Ensenada Grande, Isla Partida. This is a great anchorage. We are in 25 feet of soft sand.



The kayak at anchor on the beach at Ensenada Grande. The water visibility was about 35 feet.



Turtles, dolphin and sea lions visited during our week here. The turtles eat the vegetation on the bottom here.



Where is a geologist when I need one? The bay is a quandary of rock formations.



Swan from seaward. There is a trail that leads over the ridge to the other side of the island.



The Gigantes at sunrise at Playa Panteon. When cruising, we rarely miss a sunrise or sunset. It is the exclamation point of the day.



Swan anchored near Sea Bird, a National Geographic ship. We were invited to their beach party during their stay here at Isla Partida.



Rhonda caught these three images of a gray whale fluking near Punta Prieta only 50 yards from us.



It had a piece of a fishing net draped around its shoulders. Local divers were following it in another boat, hoping to get a chance to cut the net off.



The marking and configuration of a whale's tail is as unique as a fingerprint and can be used to catalogue and identify it.



Moonrise at anchor at San Evaristo.



Our friend Betty, the manager of the little tienda (store) at San Evaristo.



Betty, making one of her famous whole wheat tortillas. Whenever we are in San Evaristo, we stock up on them.



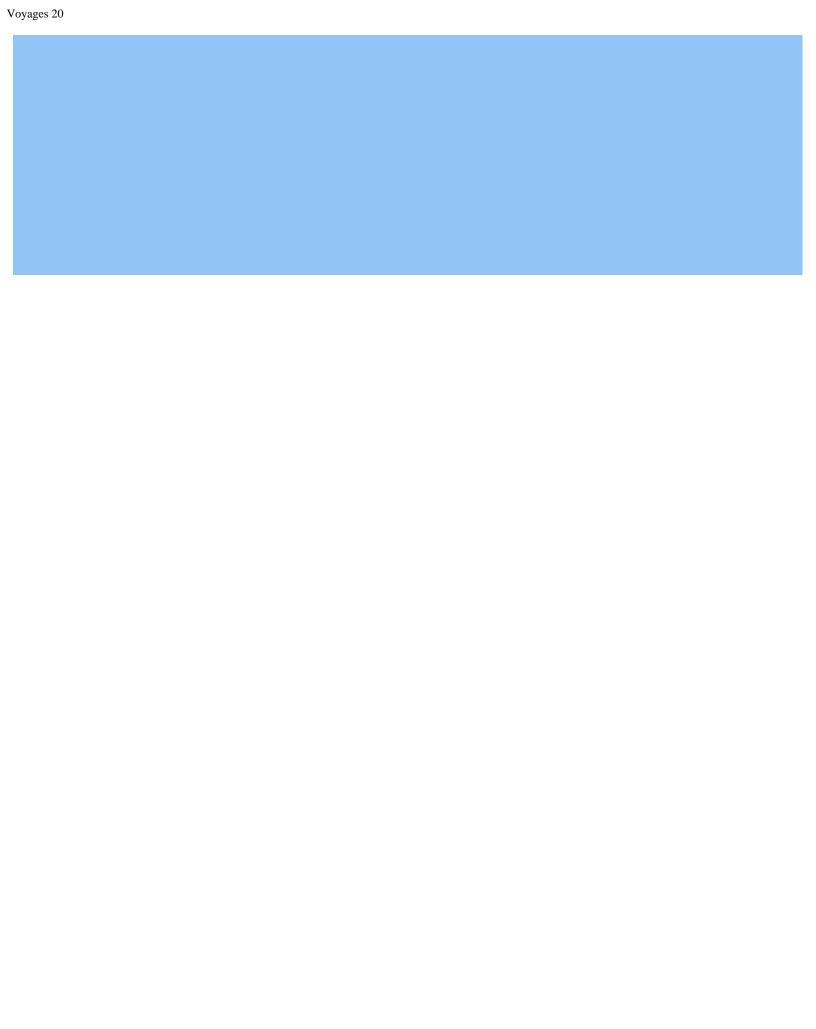
A 15 foot long oarfish, a very rarely seen deepwater fish. For some reason, it died and washed up at San Evaristo.



Sailing toward Isla Partida and the anchorage at Ensenada Grande.



Sorry, but I just cannot pass up a picture of a sunrise. This one was taken while anchored at Caleta Lobos.





Voyages: Mexico IV

Back to Mexico III Page To Mexico V Page

July 1 to January 4, 2014 – We sailed back in La Paz after a two month cruise up the Sea of Cortez. We didn't see nearly enough and plan to return and extend our range north next year. We plan to sail over to the mainland and cruise the "Gold Coast" before that.

Meanwhile, we will stick out the hurricane season near La Paz within a safe distance for return should something start to blow our way. We also plan to haul out and paint the bottom. The old paint is almost three years old and starting to become a lot of work to keep clean with just a mask and snorkel.

La Paz is a great place to be. There's much to do and the weather is not as hot as many other places. The unique Coromuel wind cools the late afternoons and nights and makes the tropical summer bearable. Besides, we have many friends here!

"It isn't that life ashore is distasteful to me. But life at sea is better."

- Sir Francis Drake.



Exploring ashore at a cove east of Agua Verde. Rhonda found the intact jaw of a small shark and lots of puffer fish skeletons.



The sunrises and sunsets of the Sea of Cortez never cease to amaze. This is south of Nopolo.



Anchored east of the village of Agua Verde.



Gorilla mountain, part of the Gigantes Sierra behind Puerto Escondido, south of Loreto. We took on water and provisions here.



The first mission in the chain of missions built along the El Camino Real. This was built in 1698 at Loreto.



One of the walls of the mission, built by indians supervised by Jesuit missionaries 300 years ago.



Anchored near Agua Verde. Roca Solitaire in the distance looks like a Humpback breaching.



The unmistakeable fluke of a humpback. This one was near Agua Verde.



Pufferfish skeletons at Nautilus Cove near Agua Verde. You have to be very careful walking on the beach here.



Swan making sail for Puerto Escondido from Bahia Candeleros. (Photo by Wendy Cummings of s/v Willow. Wendy is a singlehander.)



Swan and Willow at Agua Verde. Willow is a PSC Orion 27, a sweet pocket cruiser, (Photo by Wendy Cummings of s/v Willow.)



A turtle in the anchorage. (Photo by Wendy Cummings of s/v Willow.)



Mama Bonita and Giovanni selling homemade jams and jellies for her homeless shelter.



Back in La Paz, it was good to see our old friends with their farm fresh fruits and vegetables for sale.



Marina Palmira, La Paz, in the evening light when the night time Coromuel wind has kicked in and the heat of the day mellows.



Swan covered with tarps and covers in an attempt to moderate the 100° heat of La Paz in August.



Marina friends: (L–R) Ramón and Felipe, Carmelo and Carlos.



Another marina friend: Jesus.







Another marina friend Rocendo.



David, who works at the marina tienda



We took David, his wife Monserrat and their little girl, Frida, sailing out to Caleta Lobos near Roca Lobos.



David also did a lot of snorkeling with us in the clear waters at Caleta Lobos.



Beautiful Frida.



Rocas Lobos



We hauled out at Bercovich Boat Yard in La Paz. Notice the hydraulic trailer rather than a travel lift. Works great.



Anchored in 20 feet at Caleta Lobos, north of La Paz. This is a very well protected spot. The water is clear and we usually have it to ourselves.



Another day at Caleta Lobos. We really like thia place for its beauty, protection from most winds and good holding.

