

Latitude 38

VOLUME 451 January 2015

WE GO WHERE THE WIND BLOWS



THE YEAR IN PREVIEW —

What the heck? It's 2015 already? How did that happen?

Oh, well. A new year always brings a wealth of new opportunities for fun on the water. You'll see what we mean when you pick up a copy of the just-published *2015 Northern California Sailing Calendar and YRA Master Schedule*— available online and at many *Latitude 38* distribution points in the Bay Area.

As you peruse this 92-page resource, you'll see that there are both serious and not-so-serious races scheduled throughout the year for just about every type of recreational sailboat imaginable: one-design races, wooden boat races, dinghy races, schooner races, single-handed races, double-handed races, coastal races. . . you name it. In fact, the Coast Guard tells us that more marine events are given permits in the Greater Bay Area than in any other region of the country.

Of course, not all sailors care about competition. If you don't give a hoot about racing, or are new to the whole sailing scene, there are plenty of non-race events you might want to circle, such as boat shows and *Latitude 38* Crew List parties and cruising rallies.

No matter how you define your passion for sailing, we invite you to join us for a quick romp through the 12 months of 2015, and highlight events to transcribe to your 'must-do' list. And if you're into making New Year's resolutions, how

The annual Master Mariners Regatta is a spectacle of nautical beauty — and one of the only times most of these classics race.



LATITUDE / ANDY



about resolving to spend more days out on the water than ever before? Think of it as a big New Year's present to yourself.

Below are a variety of worthwhile events that jumped out at us. But by all means take some time to peruse the calendar on your own.

January

- 1/22-25 — The second annual Progressive San Francisco Boat Show will feature new and used boats in the water at McCovey Cove and a vast array of marine exhibitors and activities inside the Pier 48 venue.

- 1/31 — Although staged in mid-winter, the Singlehanded Sailing Society's Three Bridge Fiasco draws more entries than any other local race. But it's also the most frustrating. Out of 328 starters, only one boat finished the 21-mile Bay tour last year.

February

- 2/21 — Looking for a fun event with a great community spirit? Check out Robgatta, a memorial to longtime *Latitude 38* racing editor Rob Moore. It's a fundraiser for lung cancer research, and day three of the two-weekend Corinthian Midwinters, 1/17-18 & 2/21-22.

March

- 3/3-7 — Why not take a break from the rat race and fly down to Puerto Vallarta for the four-day Banderas Bay Regatta, the biggest cruiser-focused regatta in Mexico? It's easy to find a ride.

- 3/7-8 — The Big Daddy Regatta at Richmond YC is always big fun. Saturday buoy racing and big party; Sunday pursuit race.

- 3/11 — *Latitude 38*'s Spring Crew List Party at Golden Gate YC is the place to make connections if you're looking for crew or a ride on just



about any sort of sailing endeavor: day-sailing, racing, co-chartering or cruising.

April

- 4/9-12 — With an impressive roster of worthwhile seminars, fleets of new boats to view, and dozens of marine suppliers exhibiting their wares, no sailor should miss the West's largest sail-only show, Strictly Sail Pacific (at Oakland's Jack London Square).

- 4/18-19 or 4/25 — How about sampling racing on a sunny inland lake? Folsom Lake YC's Camelia Cup is on 4/18-19, and Konocti Bay SC's Konocti Cup is on 4/25 (trailerable boats and dinghies).

- 4/24-26 — Got sailing friends in the 'southland'? Join them for one of SoCal's biggest annual sailing events: the Newport to Ensenada Race.

- 4/26 — Opening Day on the Bay marks the symbolic start of the spring and summer boating season. You should be out there.

May

- TBA — If you plan to cruise any

12 MONTHS OF SAILING FUN



LATITUDE ARCHIVES

The Great Vallejo Race typically brings out a colorful parade of spinnakers heading north across San Pablo Bay. It's great fun!

part of the Delta this spring or summer, you won't want to miss the kickoff of the seventh annual Delta Doo Dah cruising rally (details to come in early 2015).

- 5/2-3 — Drawing a huge fleet of both hardcore and minimally serious racers in a wide variety of boats, the Great Vallejo Race has been a much-anticipated springtime tradition for more than 100 years.

- 5/22 — Take a break from Central Bay sailing and race down the coast to Monterey in the Spinnaker Cup.

- 5/23 — Catch a ride or view from the sidelines, but don't miss the annual Master Mariners Regatta, which showcases the Bay's splendid fleet of vintage wooden sailing craft.

- 5/23-24 — Looking for an escape from the Bay Area on Memorial Day weekend? Trailer your centerboard boat up to beautiful Whiskeytown Lake in the Shasta-Trinity National Recreation Area for the annual Whiskeytown Regatta, with camping nearby.

June

- 6/3-4 — If you're up for an offshore challenge, consider entering the Coastal Cup from San Francisco to Santa Barbara — the longest coastal race on the calendar.

- 6/6 — Throw up the chute and run all the way from Richmond to Stockton in the annual Delta Ditch Run, a 67-mile sprint with a great party at the end.

- 6/20 — Whether you sail a dinghy or a superyacht, you'll want to join mariners all over the world in sailing and partying on Summer Sailstice, which celebrates the longest day of the year.

July

- 7/11 — You can tell by its name that the Midnight Moonlight Marathon Madness isn't the most serious race in the

world, but with a course from Raccoon Strait around the Carquinez Bridge and back, it's guaranteed to be big fun.

- 7/11-12 & 7/18-19 — Thanks to the return of rain to parched California, the trailer-sailors will return to Huntington Lake for the High Sierra Regatta: 7/11-12 for centerboarders and 7/18-19 for keelboats.

- 7/13 — We're getting serious now: First starts of the Transpac from L.A. to Honolulu.

- 7/18 — And now, not serious at all — except about having fun. Bay View Boat Club's well-loved Plastic Classic is the only local race that utilizes a "T" mark.

August

- 8/1-2 — The YRA (Yacht Racing Association) hosts the 2nd Half Opener, a mixed-fleet race out to Point Bonita with the finish line in the Estuary and a great party at Alameda's Encinal YC.

- 8/22-23 — A favorite event of OYRA racers, and now SSS racers as well, is the Drake's Bay Race, a relatively short but often challenging offshore jaunt. The scenery is dramatic. (Not into racing? Consider a cruise to Drake's Bay and an overnight on the hook — but pick a different weekend!)

September

- 9/4 or 9/5 — Jump offshore with the 73rd annual Windjammers Race to Santa Cruz Yacht Harbor (9/4). (There's a cruising division in addition to racing divisions.) Or sail inland to Benicia

Water warm enough to swim in here in the Bay Area? Sure, just head upriver with the Delta Doo Dah and join the fun.



JAY HICKMAN

THE YEAR IN PREVIEW

(9/5) in the annual Jazz Cup.

- 9/17-20 — For serious racers, the Rolex Big Boat Series is the most prestigious regatta held on the Bay. Even if such focused racing is beyond your skill level, it's fun to watch the action from the yacht club spit off San Francisco's Marina Green.

- 9/19-20 — Every year more women get involved with every aspect of our sport. Upgrade your skills or start from square one at the Women's Sailing Seminar at Island YC.

October

- 10/6-12 — Fleet Week began as a time to view and honor US Naval vessels and their crews. For sailors the big deal is getting out on the water with friends to watch the Blue Angels do stunts overhead.

- 10/17-18 — Long a favorite event of shorthanded sailors, the SSS Vallejo 1-2 features a singlehanded race to Vallejo on Saturday and a doublehanded return race to Richmond on Sunday.

- 10/25-26 — Great Pumpkin Regatta, RYC. Same format as Big Daddy



LATITUDE / CHRIS

Dressing in costume and acting out your character's role is part of the fun at the Great Pumpkin's after-race party.

in March, with the addition of pumpkin hunting and nautical trivia while racing.

- 10/25-11/7 — Enter your boat, or find a ride via *Latitude 38's* online Crew List for the biggest cruising rally on the West Coast: Baja Ha-Ha XXII. This two-week San Diego-to-Cabo San Lucas, Mexico, funfest has catapulted thousands of sailors into the cruising life during its 21-year history.

November

- 11/1 — One of the most unusual Bay regattas is also great fun: the Jack & Jill + 1 race is a triplehanded women skippers' regatta hosted by Alameda's Island YC on the Estuary.

December

- Early to mid-December. One of the most festive Bay Area boating traditions is participating in one of the region's many lighted boat parades. If you want to make an impressive showing though, we suggest you start planning way in advance — some regulars go all out with Santa on the bow and reindeer in the rigging in order to impress the judges. Of course, simply watching the action from shore is great fun too.

We hope at least a few of these worthwhile events piqued your interest and made it onto your 'must-do' list. We wish you a rich and fulfilling new year — punctuated by many hours of happy sailing.

— *latitude*/andy & chris

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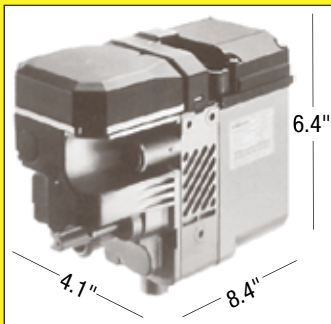
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Lower rates apply for off season and winter projects. (Dec-Feb)

We Take the Work Out of Owning a Boat

WINTER PROJECTS —

Whether your boat is made of wood, metal or fiberglass, she undoubtedly demands plenty of regular maintenance. And unless you bought her brand new yesterday, you've probably got a 'to do' list a block long of upgrades and repairs that you'd like to make to her.

Depending on what sort of projects you have in mind, the winter months can be an ideal time to tick some of those efforts off your list. In fact, here in the Bay Area even the wettest winters are typically punctuated by a few spells of

"The ol' gal has new gloss, and I can tell she is raring to feel the wind in her teeth again."

dry, moderately warm weather when you could even work in a quickie haulout. If you did, you might even get discounted rates, as most boatyards are slo-o-ow during the winter.

We asked readers to fill us in on some of their recent projects and, as you'll learn below, the list of their accomplishments is impressive — even though some extended well beyond a couple of winter months.

Patricia A — Before a recent winter haulout at Wilmington, CA, the bottom of Mark and Patti Miller's vintage Westsail 28 *Patricia A* had a bad case of 'boat acne'. That is, gel coat blisters. But her classic, full-keel underbody is as smooth as a baby's butt now, and she undoubtedly sails a bit faster too. Given the light breeze that's typical of her Long Beach homeport, that's undoubtedly a

The new main hatch on Alan Johnson's Westsail 32 'Sequoia' is a work of art. He launched her last month after a lengthy refit.

welcomed improvement.

Sequoia — Meanwhile, 500 miles north, *Patricia A's* distant cousin, the Westsail 32 *Sequoia*, has just completed a 'winter' restoration begun six years ago.

Luckily for owner Alan Johnson, his father has a ranch in the Gold Country of the Sierra, and he didn't mind the addition of a rather large nautical lawn ornament.

"Yeah, it was a total refit," says Alan. "It took me a year just to take it apart." Although he enjoyed the work, and the location was pleasant, logistics were sometimes a headache. "The biggest challenge was that it was in the middle of nowhere in the Sierra foothills, two hours from my home in South Lake Tahoe or the nearest marine supply." In addition, there was no way for Alan to consult with anyone until he got back into cell phone range. Once back on the grid, though, he found the Westsail Owners Association forum to be a great resource — especially advice, support and parts from Bud Taplin, the patriarch of Westsail.

Last month Alan arranged for a boat mover to haul *Sequoia* to Ladd's marina in Stockton, where his plan was to "step the mast, fire up the diesel and see if it will still float." As with every refit, large or small, there is still a big list of items to finish, but the ol' gal has new gloss, and I can tell she is raring to feel the wind in her teeth again."

Tamara Lee Ann — We know the boat name *Tamara Lee Ann* well, as she has done three Ha-Ha rallies. "Her galley was pretty dated," explains owner Doug Thorne, "and we've never been happy with the access to the refrigerator (one top-opening door). So we hired a craftsman through a *Latitude 38* ad (Art Kleiner, the 'BoatSmith'). He added another refrigerator door, put a new vinyl surface on the counter top, installed a new sink and water fixtures, and at the same time, we replaced the old AC-powered refrigeration system with a brand-new Sea Frost system that is much more efficient.

"We are just delighted with this major upgrade!" says Doug.

Addiction — Craig Russell has owned his 1981 Newport 30 *Addiction* for 14 years. Until recently, she was equipped with the original Yanmar 2GM diesel engine. But as Craig explains, "She started



showing signs of old age three years ago when the walls of the engine were so weak that she started leaking water, then eventually oil. After 33 years of faithful service, we decided it was time to put her to pasture." After exploring many options he and his boat partners decided to go with an electric replacement. "Think Tesla sailing," says Craig.

After consulting with Electric Yacht Pacific about the vintage sloop's power needs, Craig and his buddies placed their order for the motor, batteries and control system, then did the installation themselves. It took several weekends to take out the Yanmar and install the eight new batteries, the electric motor and the throttle. The final component was the coupler that attaches the prop shaft to the engine. "We took our first run out the channel and she was smooth and very quiet compared to the diesel."

Here's the setup: *Addiction* now has eight 12-volt, 100-amp-hour batteries installed. Pairs of them are connected in parallel to form four 'super' 12 volt 200 aH batteries." These are connected in series to produce 48 volts at 200 aH.

"This gives us a range of about 19 nautical miles at 4.5 knots," explains



NO TIME LIKE THE PRESENT

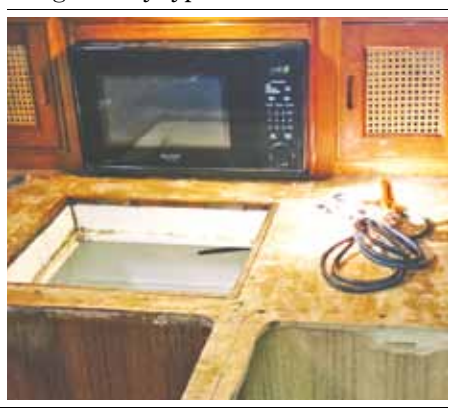


After a blister job and repainting, Mark and Patti Miller's SoCal-based Westsail 28 'Patricia A' was lookin' good.

Craig. Because they usually motor less than a mile on a typical day sail out of their Emeryville homeport, the new system easily meets their needs.

"We have been sailing the boat for the last two months and it has been wonderful," says Craig. "The engine is always ready to go when the throttle is pushed. Many days when we go for sunset sails, the wind is blowing 20 on the nose as we run up the channel in Emeryville and she always pushes through." They typically go out about 7-10 times a month, but their electric bill has only gone up \$4 to keep all those batteries topped up. The total cost of the upgrade was nearly \$10,000, however.

If your powerplant needs replacing, Craig recommends "going green" and eliminating the need for that noisy



diesel engine and its stinky fuel — especially if you're a daysailer, rather than a long-haul cruiser. The maintenance, Craig says, is "almost zero."

Concordia — "Winter projects are just an extension of long fall projects," says Craig Moyle sagely. With the help of his daughter Cydney, he's recently put the final touches on the remodel of *Concordia's* cockpit. He explains that



The prospect of doing a blister repair job on an old fiberglass hull may seem daunting, but with a little guidance it's really not so tough.

since the initial launch of this Cape North 43 in 1978, "the cockpit has seen many changes." She circumnavigated with previous owners Dwight and Maxine Isabell, then did the 2010 Ha-Ha rally after Craig bought her.

"The remodel included filling in holes from two previous autopilots," he says, "plus bulkhead holes from the speedo and depthsounder; re-painting; re-teaking; and replacing the instrument cluster."

Craig is lucky enough to have a shop at his home where he milled strips of new teak decking from "8/4 stock" bought from a hardwood supplier. He did the final fitting dockside, using a chop saw. "The teak is set in Teak Decking Systems," Craig explains, "an adhesive

After undergoing a thorough facelift, 'Tamara Lee Ann's' galley is more user-friendly than ever, and it looks great too.



MARK & PATTI MILLER

MARK & PATTI MILLER

DOUG THORNE

WINTER PROJECTS —

process similar to laying ceramic tile — you even use a notched trowel to spread it. To keep the 'stiles' (strips) in one place and pressed into the adhesive, the corners of the rails and stiles were screwed down, then pressed under 1,400 pounds of retaining wall blocks. We used the TDS caulking to fill the seams."

Now that the teak surfaces are complete Craig is tackling the final piece of this puzzle: building a new instrument panel out of carbon fiber. "Not because of the weight savings, but because it's cool looking!"

things: the canoe body, a new keel, rudder and rig.

"Because of the changes it had about 25% more righting moment, and about 25% more sail area. I bought a Melges 24 rudder, but found that in our

brisk

summer conditions it wasn't up to the task." So Patrick decided to design and build an all-carbon rudder in a spare room of his house that he calls the Skunkworks.

Sounds pretty ambitious, but we're happy to report that the new design has "tamed the beast," as Patrick puts it. "I can now sail in 25 to 30 knots of breeze in complete control."

Wildflower — Skip Allan wrote in to explain one of the most inventive upgrades we've heard of lately: A "winter" project I just completed on *Wildflower*, my 22-ft custom cat, involved converting the galley's two-burner, Camp Chef stove from using the one-pound, disposable, screw-on propane cylinders to something more long-lasting. The little canisters only last about 5 to 6 hours, always seem to run out at dinner time, rust in the bilge, and can't be recycled.

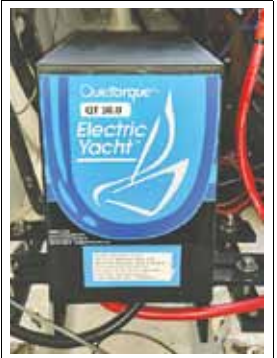
"The solu-



Skip Allan's nifty gas tank container.



Patrick's new rudder is on the right; the Melges rudder is on the left.



Craig Russell's new electric motor.

tion was to buy a refillable, 20-lb, propane tank and hook it up to the stove. The 20-lb tank holds enough fuel for a summer's worth of cooking. It cost \$30 at Home Depot. I also bought a 10-gallon Rubbermaid water cooler for \$45. The new tank sits snugly inside the water cooler for airtight stowage below decks. (I don't want to stow the new, steel propane tank on deck).

"To adapt the 20-lb tank to the camp stove, I bought a 5-foot conversion hose for \$25 at Outdoor World. Also a 1/4" mini-ball valve with on/off lever, two 1/4" hose barbs for the ball valve, and hose clamps at Orchard Supply, all for \$19.

"I spray painted the orange water cooler 'varnish' brown, and drilled a 1/2" hole through the side for the 1/2" propane hose. I cut the hose 2' feet from

the tank, inserted it through the hole in the water cooler, then installed the hose barbs into the cut ends of the hose, attached hose clamps, and connected them to the ball valve. I then tested the new system for leaks with soapy water.

"The 20-lb propane tank now stows inside the water cooler, secured about 6

feet aft of the stove. The propane can be manually turned on/off at both the stove and the nearby ball valve. The propane tank is insulated from the interior of the boat. The installation took about four hours. Of further benefit is the water cooler's spigot, with which I can check for propane accumulation.

"The whole setup cost about \$120. West Marine sells something similar for



One ambitious project that will extend through this winter and beyond is the repair of 'Merilon', which was hammered by Hurricane Odile.

Joycity — Meanwhile, jumping from old-school to cutting-edge, Patrick Kohlman just finished fabricating a new carbon-fiber rudder for his quarter-tonner *Joycity* (ex-*Fun*). "I bought the boat, a Laurie Davidson one-off design, in 1997, then spent the next five years restoring/updating her," he explains. "I changed a few



Before and after: Craig Moyle recruited his daughter Cydney to help him completely renew 'Concordia's' cockpit with rich teak decking that should last for decades.



MICHAEL & TIKA

CRAIG MOYLE

NO TIME LIKE THE PRESENT

\$1,619." Skip may not score any points with our friends at West Marine, but we certainly admire his ingenuity.

Tulla — "I just had my two girls all painted up!" wrote Ken Wadsworth with obvious pride." The girls, in this case are his 1962 Folkboat *Tulla* and his 1967 Chris-Craft cabin cruiser. Yes, both are wooden.

Painting boats in wintertime may seem crazy, but as we mentioned ear-

"I can now sail in 25 to 30 knots of breeze in complete control."

lier, there are often weather windows of five-10 days — even in the Bay Area — when skies are clear and temperatures are mild. And because yards are generally slow, you sometimes get discounts and exceptional service. We remember

doing a quickie haulout of our old Ranger 33 one January when the yard guys were so bored they came over to chat about our job list, and asked if we needed to borrow any tools!

How often does that happen in summertime?

Merilon — Without a doubt the most ambitious 'winter project' reported by readers was the refit of the fiberglass sloop *Merilon*, which was thoroughly trashed by Hurricane Odile in September. It's a "doozy of a winter project," wrote owners Michael and Tika (no last names given).

Needless to say, their project is well beyond the scope of the winter projects most readers are facing, but we thought



KEN WADSWORTH

Ken Wadsworth's vintage folkboat 'Tulla' was looking particularly sweet after her recent paint job at KKMI in Richmond.

we ought to include the photo of *Merilon* (opposite page) to give all you do-it-yourselfers a frame of reference. "My project may be daunting," you might be thinking, "but at least it's more manageable than that!"

We wish you all the best of luck with whatever tasks you're tackling this winter.

— *latitude/andy*

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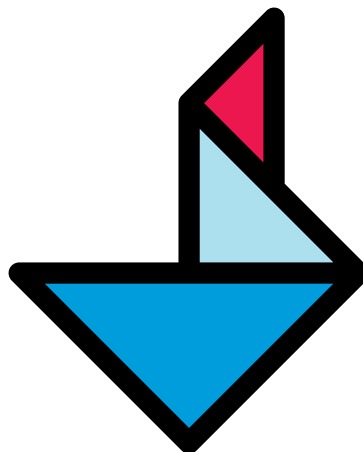
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SEASON CHAMPIONS, PART III —

The calendar year 2015 is upon us, but we're not quite done with 2014 just yet. At least, not until we bring you this third and final round of 2014 season champions, continuing the profiles we began in November and December.

This month, we showcase the champions of the Singlehanded Sailing Society, the Bay Area Multihull Association, and several more one-design fleets.

SSS Singlehanded Monohull — *Elise, Express 27* Nathalie Criou, RYC

A Pacific Cup veteran, Nathalie Criou sailed her first Singlehanded TransPac this year aboard her Express 27. The only woman to compete in this edition's San Francisco-to-Hanalei race, she got her boat back in time to complete the Singlehanded Sailing Society's 2014 eight-race, two-throw-out series, and topped the singlehanded monohulls.

"During the TransPac, it's hard to beat the days of surfing," she said. "Nothing comes anywhere close around here, so you can only get it out there. I enjoyed it so much that I am planning on doing it again."



Ruth Suzuki & Gordie Nash, Nathalie Criou

Her 'crew' on the TransPac was a hitchhiking juvenile booby she called *Clandestino*. "That bird was a highlight! I can't believe I talked to it for days, like 'sorry *Clandestino*, I have to jibe right now, might be a little bumpy. Hang on.'"

Criou attributes her success in the series to showing up and going around the course, as well as finishing the Singlehanded TransPac. "I think the Corinthian Race probably helped quite a bit, but I feel bad about that because my win was thanks to a bunch of boats that ended up in a wind hole ahead of me. All I had to do was go around it and pass them, and that was right at the finish line.

1) *Elise*, 2,558 points; 2) *Galaxsea*, Nauticat

44, Daniel Willey, SSS, 3,617; 3) *Temerity*, Olson 34, David Nabors, SSS, 4,178. (105 boats)

SSS Doublehanded Monohull — *Arcadia, Mod. Santana 27* Gordie Nash/Ruth Suzuki, RYC

This is Gordie Nash and Ruth Suzuki's third SSS Doublehanded championship. *Arcadia*, which Nash redesigned and heavily modified himself, also won the series in 2008 and 2013.

For Suzuki, the highlight was the Drake's Bay Race, a new regatta in the SSS season. "We had a spectacular return from Drake's Bay," she said. "Conditions ranged from keeping the boat moving in light air to keeping the boat under our butts with the kite up in 16-20 knots at the finish line."

In the series opener, the ill-fated Three Bridge Fiasco (only one boat finished out of 331 starters), the Arcadians sailed until the 7:00 p.m. deadline — "because it was such a beautiful evening."

"The racing of *Arcadia* can be described as a partnership between Ruth and me to sail the boat competitively," said Gordie Nash. "Ruth is looking for the things that I do not have time to, such as wind direction or mark drift, while I'm working on the mechanics of boat speed and tactics on the race course. When doublehanded, getting all the information is more difficult because there are only two brains gathering information compared to a full crew where five or more people see all kinds of stuff that helps on the race course."

The two are a married couple. "Ruth has 40 years of racing experience," said Nash, "while I have been racing for only 50 years. Racing the El Toro is also a help to practice for racing the big boat."

Suzuki cites as decisive factors in their success: "Showing up for every race, perseverance, not giving up until the deadline, eight seasons of experience with the boat, practice-practice-practice, monitoring weather patterns for two weeks prior to each race, and watching tide and current patterns."

"*Arcadia* gets lots of attention when it comes to maintenance and upgrades," adds Nash. "Each race is a little different, so each race requires planning and observations that can be different from last year."

1) *Arcadia*, 0.382 points; 2) *Outsider*, Greg Nelsen/Karl Crawford, SSS, 0.425; 3) *Freedom*, Worth 40, Jib & Will Martens, SFYC, 1.073. (200 boats)

SSS Singlehanded Multihull — *Tri N Fly, F-27* Dave Morris, HMBYC

Dave Morris has won this honor for the second year in a row. Frankly, he didn't have much competition. "It seems like most people don't like to race multihulls singlehanded," he observed. "But I find it easier than some monohulls."

He enjoyed flying the spinnaker under the Gate coming back in from the ocean races. "These boats will really go when they get a bit of wind," he said.

The low point this season was starting in front of the other divisions and not getting to visit with friends while sailing up into the pack. "Normally, if there is wind you are just gone. This year the race committee decided they should start the faster boats first and slower boats last, which I don't think anyone cares for.

"If more singlehanded multihulls don't come out, I will volunteer for race committee more this coming year," he added.

1) *Tri N Fly*, 2.6 points; 2) *Raven*, F-27, Truls Myklebust, BAMA, 7; 3) *Tri Chi*, F-27, Charles Jeremias, VYC, 8.5. (6 boats)



LATITUDE / CHRIS

Dave Morris

SSS Doublehanded Multihull — *Roshambo, Corsair 31R* Darren Doud/Chris Lewis, SSS

Darren Doud has been sailing *Roshambo* on the Bay for seven years, the first four with his father Dan. This was Chris 'Lew' Lewis' third year on the boat, and it was *Roshambo's* third season trophy, but Dan returned for the final regatta of the season, the Vallejo 1-2.

"It was a long grind of a race," Darren said, "and it was really great to spend the weekend racing with my dad, who taught me how to sail. The Vallejo 2 was the deciding race. We had to finish if *Ma's Rover* finished. It was a light-wind day, and I knew that Mark of *Ma's Rover* was not going to quit, so my dad and I had a blast sailing all over the North Bay looking for breeze to get us to the finish. We

SSS, BAMA, AND THE REST

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED

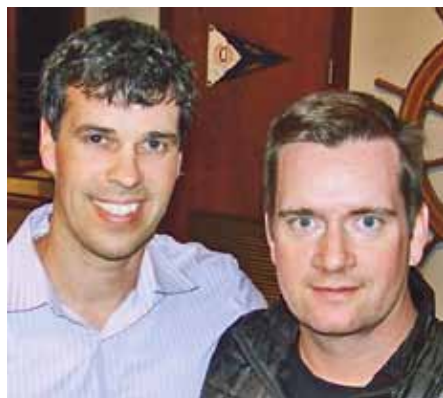


LATITUDE / ROSS

were among the lucky ones to finish that day.

"Another highlight was the Drake's Bay race with Lew. We saw a bunch of sunfish on the sail up and went ashore after the race for a hike. It was my first time sailing to Drake's Bay.

The 2014 season was a light-wind



Darren Doud & Chris Lewis

LATITUDE / CHRIS

year, which made it different from the previous two successful seasons. "I really had to focus on improving my light-air sailing," said Doud. "The SSS races are always fun to sail, with larger fleets and different sailing locations."

Lewis slipped us the secrets to their success: "We're friends and neighbors

Besides sailing in the Singlehanded TransPac, Nathalie Criou raced 'Elise' solo in the SSS series, including this Round the Rocks Race.

and just love to go out and sail fast, which the 'Shambo' was born to do. That and the mai tais. After each race, we head to Forbidden Island Tiki Lounge near Svendsen's to celebrate another day on the water."

1) **Roshambo**, 0 points; 2) **Ma's Rover**, F-31R, Mark Eastham/David Leech, BAMA, 1.567; 3) **Raven**, F-27, Truls Myklebust/Steve Petersen/John Rozwadowski, BAMA, 3.6. (25 boats)

The BAMA season drew some of the same players as raced in the SSS Multihull divisions, with varying results.

BAMA Cup — Ma's Rover, F-31R Mark Eastham, BAMA

"I've been thinking about why our multihull fleet — Corsairs specifically — is so great," said Mark Eastham. "It's versatility and speed, be it around the buoys, on the Bay or ocean, shorthanded or fully crewed. We do it all competitively. No fleet matches up as much across the board!"

This was Eastham's fourth year with the trimaran. The highlight of his season was the Doublehanded Farallones Race in March, which *Ma's Rover* finished first.

"It was incredibly windless," describes Eastham. "We drifted within 100 yards of the NOAA buoy for two hours, patiently waiting for the wind to fill. When it did, we got a super lift, and got to the island first with a bunch of boats on our tail. We rounded in big crashing waves — we could feel them thumping on the rocks. It felt like, this is serious stuff. We set and blew everyone away. After the race, we saw that the boat was a mess — a bunch of equipment was getting ready to fail from bouncing around in those heavy waves. It would have been bad. We didn't win anything on corrected time, but my crew Stephane won the Perpetual Trophy for crew on the first multihull to finish."

Crewing for the BAMA Cup races were David Leech, Stephane Lesaffre, Keith Dunlop, Richard Wodehouse, Cameron Tuttle and David Kinch.

Eastham calls the 12-race, no-throw-out series "a marathon, not a sprint. A new boat in the fleet, *Mojo*, came in second. They beat us in every race they sailed, but they didn't race offshore. *Roshambo* didn't show up for enough races to beat me because he's a good dad."



Mark Eastham

1) **Ma's Rover**, 40 points; 2) **Mojo**, F-25C, Christopher Harvey, BAMA, 34; 3) **Peregrine Falcon**, F-24, Bill Gardner, EYC, 29. (17 boats)

BAMA Fast Cat — Shadow, ProSail 40 Peter Stoneberg, StFYC

Peter Stoneberg first sailed *Shadow* in 2009 and has only missed one season, due to the loss of the rig in the 2011 Delta Ditch Run. Skip and Jody McCormack, Katie Pettibone, Carl Barkow, Dana Riley, John Hayes, Michael Easton, Craig Healy and Kyle Gundersen make up the crew.

"Sailing a fast cat in the Rolex Big Boat Series, flying past monohulls and watching their crews rail-hiking is always a highlight," said bowman and boat captain Kyle Gundersen, who has worked with Stoneberg on and off for almost 13 years, since his Farr 40 days.

"Sailing a boat that was built in 1987 has its own set of challenges," said Gundersen. "We push the boat as hard as we can, but when you compare us to the modern cats like the Extreme 40 and the SL33, their advances in design and construction are obvious." The crew has

SEASON CHAMPIONS, PART III —

a motto: "To be first to finish, first you have to finish!"

"Peter and the team love sailing the boat, so we tried to make every start and sail the boat as hard as we could,"



Peter Stoneberg

added Gundersen. "Having a great bunch of sailors and a really fun atmosphere onboard certainly helps!"

1) **Shadow**, 22 points; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck, StFYC, 20; 3) **Adrenaline**, D-Class cat, William Erkelens, RYC, 17. (15 boats)

Express 27 — *Wile E Coyote* Dan Pruzan, EYC

To qualify for the Express 27 Championship Series, a boat must race 50% of the races. In 2014, 33 races were completed, and only eight of the 35-boat fleet qualified. While Will Paxton's *Motorcycle Irene* topped the scoreboard



Allison Tinney, Larry Ho, Dan Pruzan, Mike Herbert, Tyler Rasmussen

and won the Nationals (again) and the Long Distance Series, it did not qualify for the Championship. The top qualifier was Dan Pruzan's *Wile E Coyote*, with regular crew Mike Herbert, Larry Ho, Tyler Rasmussen and Allison Tinney, and Eleanor Bonifacio, Lisa Anderson and Charlie Hart filling in. "Most of these guys have been sailing with me for 10 or more years," said Pruzan, who's been racing *Wile E* on the Bay for 15 years.

"This was a good, consistent season for us," he said. "Going into the Great Pumpkin, we were just slightly behind *Get Happy!!* and slightly ahead of *Peaches* for the season championship. In the first race of the weekend *Get Happy!!* broke their mast. They're great folks to

race with, and it was a tough way to end their season." *Wile E* went on to win two of the four races that weekend, which put them into first for the season.

The Express 27 Long Distance Series consisted of 10 races, with 33 boats racing and 11 qualifiers.

Points and throw-outs for both series are calculated using complicated formulae that you can find on the fleet website at www.express27.org/scores/series1.

EXPRESS 27 CHAMPIONSHIP SERIES (33r)

1) **Wile E Coyote**, 0.9 points; 2) **Get Happy!!**, Brendan Busch, StFYC, 0.89; 3) **Peaches**, John Rivlin, StFYC, 0.89. (8 boats)

EXPRESS 27 LONG DISTANCE SERIES (10r)

1) **Motorcycle Irene**, Will Paxton/Zachery Anderson, 0.88 points; 2) **Wile E Coyote**, 0.86 points; 3) **Abigail Morgan**, Ron Kell, CYC, 0.84. (33 boats)

Islander 36 — *Califia* Tim Bussiek, SSS

This venerable class of racer/cruisers just keeps chugging along. The Islander 36 season consisted of 11 races with two throwouts. Tim Bussiek topped the fleet in his fourth season with *Califia*. Crewing for Bussiek were Luc Simard, Danie Lupovici, Jim Chie, Katharina Rock, and Robert DaPrato. Their skipper called them "great crew all through the season, through all kinds of weather."

A high point for *Califia* was "the beautiful Bay, again and again. Races with overnight stays were true highlights. The Great Vallejo Race was very special, also the Season Closer at the Corinthian — you can't do any nicer than to race for such long stretches and then share good times with friends made across boats."

Bussiek calls the Islander 36 Association "a wonderful and very supportive group of sailors."

The lowlight of the season was "a race where one of the marks was unclear and it led to a protest



Tim Bussiek

and conflict, all for nothing."

Bussiek feels that *Califia* was not necessarily always the fastest, but overall the steadiest boat in the fleet this year. "Building experience over a number of years surely helped, as did having a seasoned, reliable and fun crew."

1) **Califia**, 27 points; 2) **Kapai**, Richard Egan, SSS, 48; 3) **Zingara**, Steve & Jocelyn Swanson, SBYC, 54. (7 boats)

J/111 — *MadMen* Dorian McKelvy, StFYC

The up-and-coming big boat design on the Bay is the J/111. The fleet sailed 27 races and threw out six. The winning mad men were Dorian McKelvy, skipper; Jeff Thorpe, strategist; John Hayes, mast; Kevin Moon, pit; Corey Schillaci, bow; Jim Zaky, offside trim; Rusty Canada, onside trim; and Max McKelvy, rail.



Jeff Thorpe & Dorian McKelvy

"The season win was cool," said Dorian, "however this was an intense learning curve for me driving every race. These boats are fast, going 18-20 knots off the wind, plus the fleet is comprised of lifelong sailors, PhDs, and some highly-motivated Silicon Valley folks." Rolex Big Boat Series was their best — and worst — regatta. "We led BBS until one of my most experienced guys decided to jump off the boat by accident at the weather mark rounding in Race 5. Race 6 began with anodized aluminum parts raining down from the rig-top furling system shortly after the gun. But hey, that's racing." *MadMen* finished that regatta in second place behind *Aeolus*.

McKelvy cites his mentor, Jeff Thorpe, who heads up the Quantum sail loft in Pt. Richmond, as a key factor in *MadMen's* success. "He's regularly in my face providing a steady diet of the 'TRUTH' about winning and racing!"

McKelvy will be back this year. "I'm in! I have gone from terrified to addicted. I don't think it gets better than this."

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SSS, BAMA, AND THE REST

1) **MadMen**, 32; 2) **Big Blast**, Roland Van der Meer/Grant McCargo, SFYC, 45; 3) **Aeolus**, Rob Theis, SBYC, 45. (9 boats)

Olson 25 — American Standard Bob Gunion, BYC

Gunion and his wife, Nancy Ceridwyn (who does pit and foredeck) bought *American Standard* four years ago and started racing immediately. Prior to that, it was a freshwater boat on Lake Folsom.

The first race day was a highlight of the 2014 season: "We arrived with lots of practice under our belts, sailed pretty well and worked the shifty, gusty conditions to our advantage, taking two bullets," said Gunion. "Later in the season we had a harder time — we all had very busy summer schedules, so we couldn't get out for practice and lost a step."

The best part of the Olson 25 season, which consisted of 12 races with no throw-outs, was the close competition between *American Standard*, *Shadowfax* and *Synchronicity*. "Those guys never let up, and we only just came out ahead!" said Gunion.

"It's all about having the right attitude," he continued. "We put safety first, having fun second, and winning last. When you have great people who keep those priorities, the wins often happen even when we don't expect it — and it's okay when they don't."



Nancy Ceridwyn & Bob Gunion

Robbie O'Brien (tactics/trim), Mara Gutman (foredeck), Steve Fisher (trim), and Andrew Hwang (trim) rounded out the crew.

1) **American Standard**, 27 points; 2) **Synchronicity**, Steve Smith, HMBYC, 30; 3) **Shadowfax**, Mark Simpson, LTWYC, 34. (5 boats)

Moore 24 — Paramour Rowan & Vikki Fennell, RYC

"We are lucky to get to go sailing with family and close friends: uncle Justis

Fennell, cousin Walter Fennell Biggart, brother Nathaniel Fennell, and friends Harriet Lehmann, Clair Arbour, Mike McCarthy and 'Tequila Bob' Rynd," said Rowan Fennell.

The Fennells have sailed 10 of the last 12 seasons on *Paramour*. "We took



Vikki & Rowan Fennell

a couple of years off when the kids were born, although I have sailed plenty of events on other boats. This is our first full season back."

The Moore 24 Roadmaster Series varies a little bit from year to year. In 2014, the fleet's travels ranged from the Columbia River Gorge to Monterey.

Paramour had a rough first day at April's Santa Cruz Regatta in heavy weather. "We shook out a lot of rust that weekend. We had a wild incident that ended with my cutting the spinnaker halyard because the tail got jammed between the rudder and the boat in a wipeout. We went in, reassessed, recovered, and went back out and finished the day without a kite," said Rowan.

The crew's best moment by far was port-tacking the fleet in the first race of the last day of the season at the PCCs hosted by StFYC. "We crossed *Ruby* by

maybe two feet — whew! What was even more special was how the crew of *Ruby* was cheering us on for doing it! This fleet really pulls for each other; everyone feels like part of the family. That win helped us seal the season, as we had had a



Tim Russell

rough first day.

"We had a great Nationals in Monterey, losing to some great sailors on *Gruntled* by just one point, but the key factor was that two of the top boats in the Roadmaster Series didn't participate, effectively giving us a great opportunity to win the season, something we hadn't done in 10 years," explained Rowan. "We are stoked."

"What's great about this trophy, an original DeWitt painting I commissioned, is that it requires a unique set of circumstances to win: You gotta plan, prepare, motivate, participate and perform in key events throughout the year."

1) **Paramour**, 30 points; 2) **Gruntled**, Bart Hackworth, RYC, 30; 3) **Moore Wave*Ohs**, Kurt Lahr, RYC, 33. (33 boats)

Melges 24 — Insolent Minx Zhenya Kirueshkin-Stepanoff, SCYC

Zhenya Kirueshkin-Stepanoff has only been sailing in the Melges 24 class on SF Bay for 18 months. His first Melges 24, *Rusalka*, was totaled in 2013's Worlds at SFYC.

Persistence and perseverance were the keys to the success of *Insolent Minx* in 2014. "We kept sailing every weekend



'Insolent Minx'

all year long. We talked a lot amongst ourselves, and we have a website to communicate. Eventually we improved." His crew are Grisha Kuzmischev; Nick Firmani, a UC Berkeley undergrad; and "a rotating United Nations of third and fourth persons."

Rolex Big Boat Series was Kirueshkin-Stepanoff's favorite regatta this season.

1) **Insolent Minx**; 2) **Nothing Ventured**, Duane Yoslov, CYC, 30; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC. (8 boats)

Wylie Wabbit — Weckless Tim Russell, SFYC

Competition at the top of the Wylie Wabbit warren is so tight, there were ties for podium positions in two series. Colin Moore's *Kwazy* tied with Tim Russell's *Weckless* for the traveling trophy. Each boat had scored three firsts, three seconds, and a third — but since *Kwazy*

SEASON CHAMPIONS, PART III

threw out a fourth and *Weckless* threw out a seventh, *Weckless* won.

The championship series had 16 races with three throw-outs. Third place came down to a tie. *Kwazy* and Ron Tosten-son's *Keala* each had 58 points. "Colin won the tie, as with no throw-outs he had 91 points to Ron's 98," explained fleet captain Kim Desenberg.

Tim Russell also led this herd in 2009 and 2010. We received the Wabbit stats too late to interview him.

1) *Weckless*, 31 points; 2) **Mr. McGregor**, Kim Desenberg/John Groen, RYC, 42; 3) *Kwazy*, Colin Moore, RYC, 58. (16 boats)

Open 5.70 — *Frolic* Marc Finot, SeqYC

After having raced the Open 5.70 for five years, Marc Finot is the 2014 class champion. Among the highlights of the season for Finot — the fleet captain — is the growth of the fleet to 20 boats in the Bay Area.

"Another highlight was our first participation in the Trans Tahoe. The lowlight was the cancellation of the High Sierra Regatta due to lack of water in Huntington Lake."

Finot believes that the key to success is participation. "All the regattas were critical," he said. The season was comprised of eight events.

He gives a lot of credit to the second-place *Boaty*. "I think we have two champions this year. The Anderson brothers have been very close for all the regattas with very consistent racing. The championship was so close that just one place difference during the last race of the season would have changed the outcome." Indeed, *Frolic* won by a fraction of a point.

Finot had many crew this year, as his regulars have been busy. He lists "Rathnait, Stephen, Emma, Charlie, Ella, Dave, Patrick, Cyril, Jamie, Kenyon, and Milly."



Marc Finot

1) *Frolic*, 47.85 points; 2) *Boaty*, Ben & CJ Anderson, SSS, 47.5; 3) *Frisky*, Dale Scoggin, RYC, 36.26. (14 boats)

Mercury — *Fast Break* Randy Smith, SFYC

The Mercury fleet was also disappointed not to race at Huntington Lake

in 2014. "We hope the rain and snow this season will allow them to fill the lake for next summer," said the class champion, Randy Smith.

Smith's daughter Kathryn crews for him in the Southern California races and John Hayes sails with him in Northern California.



Randy Smith

Smith credits his success to sailing in several different fleets and boats — ranging from the SC52 to the J/120 all the way down to the tiny Millimeter.

1) *Fast Break*, 37 points; 2) *Axon*, Doug Baird, SFYC, 36; 3) *Frisky*, Dale Scoggin, RYC, 21. (27 boats)

Laser Standard — *Seaweed Magnet* Emilio Castelli, SRSC

Emilio Castelli won the standard-rig Laser series with an all-time record high score of 96 points. He hasn't been racing Lasers in the Bay Area all that long. "I used to race Lasers when I was young but stopped sailing completely in 1989 then picked it up again in 2011."

Besides the great sailing on the Bay, Castelli enjoyed visiting the lake venues included in the 10-regatta Svendsen's Grand Prix championship series. "I had never sailed at Whiskeytown nor at Scotts Flat Lake, and I enjoyed those venues. The low point was probably my usual downwind capsizement at the Elvstrom Zellerbach regatta on the Cityfront in the spring."

Traveling to the summer inland regattas was the key factor to Castelli's success, and something he tries to encourage his fellow Laser sailors to do.

The Laser sailors must compete in at least five events to qualify for inclusion in the final standings. The only other qualifier was Nick Roche, a recent transplant from Scotland. He said that he had a great time going around to all the different venues and meeting people.

1) Emilio Castelli, 96 points; 2) *Skywalker*, Nick Roche, East Lothian YC, 34. (69 boats/2 qualifiers)



Emilio Castelli

Laser Radial — #128247 Laird Henkel, NoYC

Laird Henkel of Santa Cruz was the only one to qualify for the final standings in Laser Radials. This was his third season sailing a Radial. "I did a lot of racing as a kid, in Connecticut, but after some racing on the UC Santa Cruz sailing team, I had a hiatus of about 20 years before getting back into it a few years ago. I'm glad to be sailing again! I have to thank my wife for buying me my classic 1987 Laser.

"Was it Woody Allen who said something like 90% of life is just showing up? That was my secret to success this season. One of the great things about the Svendsen's Grand Prix is that it forces us to sail in a variety of places.

"One of the highlights for me is always Monterey — a beautiful place to sail. But the variety is great. I encourage more Radial sailors to get out there in 2015 for the Grand Prix!"

The juniors were noticeably absent in 2014, which is why the Radial numbers were down from 44 last year to 31.

Seven sailors used standard and Radial rigs at different regattas, for a total of 93 in-

dividuals competing in Laser District 24 events. This winter, the fleet is discussing the conundrum of how to encourage more qualifiers in the series.

1) Laird Henkel, 19 points. (31 boats/1 qualifier)



Laird Henkel

And thus we close the book on 2014, another great year of racing in the Bay Area, and look forward to the adventures that await us in 2015.

— **latitude** /chris



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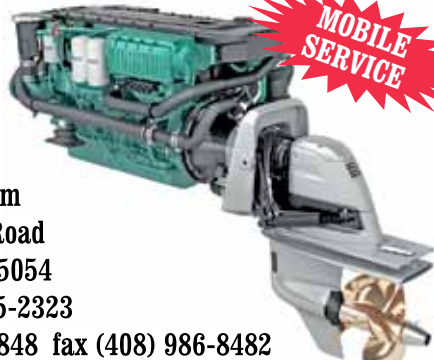


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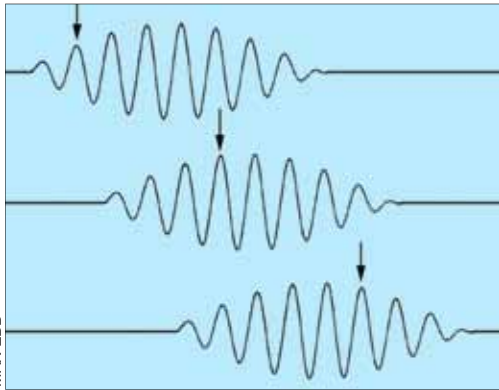
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DON'T MISS IT

I expected the wake of the big fish boat that crossed right in front of us to knock the wind out of our spinnaker. But I didn't expect to be able to catch the waves on the other side of the powerboat's wake, and then get some useful surfing effect from those waves.

"Lee, if we're going fast enough to catch that set of waves from behind," I asked, "how can we surf them? We have to be going faster than those waves to catch them, so they'd only slow us down."



In a group of waves, each individual wave form moves twice as fast as the group. New waves are always being born at the back of the group, and old waves are fading out at the forward edge of the group.

The question put a gleam in Lee Helm's eye. She was responsible for filling some crew spots on this very fast and modern race boat in a midwinter race. But she was so desperate to find talent that she actually invited me along to crew. And since it was quickly determined that I was useless on spinnaker trim with this big asymmetrical on a sprit, and since the owner was out of town, against all odds I ended up driving the downwind legs.

"It's simple, Max," she replied. "The group velocity of a set of waves is only half the phase velocity. We're sailing at around six knots. That set of waves is probably only going about four. But, like, the individual waves in that set are going eight knots, so there's a two-knot speed boost in it for us as soon as we catch them and start to surf."

"We might catch them faster if we head down a little," suggested the woman trimming main, who had no problem with the apparent contradiction. No surprise: she was one of the undergrads in a course for which Lee Helm was one of the assistant instructors.

I bore off as much as I thought I could without losing speed.

"Proving the relationship between the group velocity and phase velocity is a

good midterm problem for your class," added the spinnaker trimmer. Lee had apparently raided the naval architecture department to fill out this crew.

"Well it still doesn't make any sense to me," I said as I strained to see those surfable waves that we were supposed to be able to catch from behind.

"I can prove it," asserted Lee. "But, like, first we'll need to get some concepts down."

She pulled the Sailing Instructions out of the plastic sheet protector taped to the cockpit bulkhead, and found a blank back side to one of the pages.

"First, do you agree that the speed of a wave is proportional to the square root of the wavelength? That's an easy one for most sailors, because we all know the hull speed formula."

"Right," I said. "Even I know that. It's 1.34 times the square root of the waterline length."

"Actually it's square root of GL over two pi, but if L is in feet and you want speed in knots, you get 1.34 times square root of L ."

"Okay, I'll buy your formula for wave speed."

"Now we need to define some more terms. T is wave period, and F is frequency or one-over- T . But we'll use omega, which is just frequency times two pi, to make the math work out a little cleaner. So, like, omega (which looks like a script W) is the number of radians per second, if you think of each wave as representing circular motion.

"I think I can handle that one," I said. "Omega represents the wave frequency or the inverse of wave period."

"Very good. Now we also need a representation for wave length. Instead of L , we'll use one-over- L , times two pi, which is called the wave number or K . It seems a little less intuitive, but just think of K as the parameter that describes wavelength."

"Gotcha," I said. " K describes wavelength, but also in that inverse-times-two-pi way."

"Trim!"

I had allowed the course to creep up to a hotter angle and the spinnaker almost collapsed.

"Sorry, coming back down," I apologized, turning attention back to the speed and angle.

"Now the interesting part," continued Lee, drawing on the back of the race instructions. "You can represent a group of waves as the sum of two regular wave trains of slightly different frequencies.

Sometimes they reinforce each other and sometimes they cancel each other out. So, like, we get an envelope wave representing the wave group, and we can calculate how fast these envelopes travel. The rest is just arithmetic. Anyone want to show Max how it works?"

"I'll do it if you take over the spinnaker trim," volunteered Lee's student.

"You're on," Lee agreed.

"First we need an expression for the height of the combined wave surface as a function of time and position," she explained after they had traded the marking pen for the spinnaker sheet. "That's just the sum of two sine functions, one based on the longer wavelength and one on the shorter wavelength of the two regular wave trains that make up the packet."

It seemed reasonable enough, so far. Just the sum of two sine functions. But I didn't see how they could be combined or simplified.

"Now apply the sum identity for the sine function, and you see that the profile is defined as the product of two sine waves. The 'inside' wave has a frequency equal to the average of the two frequencies, and a wave number or wavelength about equal to the average of the two wavelengths. The envelope wave is the interesting one, and this has a frequency that equals the difference between the two original frequencies, and a wave number that equals the difference between the two original wave numbers. The resulting small frequency means a long wave period, and the small wave number means a long wavelength."

"I think I'm with you, but I'll have to look up that trig identity."

"Now for some calculus," she continued without stopping to explain in any more detail. "If the two initial wavelengths are reasonably close to each other, which is the case for a reasonably long wave group, then the ratio of the difference in frequency and the difference in wave number is just the first derivative of omega as a function of wave number."

This conjured up a very dim memory of the definition of a first derivative, but there was no time to ponder because there was a nice group of waves right in front of our bow, and we were gaining fast.

"Here they are!" cried Lee. "Head down a little when you see the bow dip into a trough. We'll pump sheets at the right time. And, like, remember that each

wave is always losing energy to the wave behind it, so follow a crest with the bow and that crest will shrink while the crest behind it grows."

"Cowabunga!" shouted the main trimmer as we accelerated down the first wave.

"Totally!" exclaimed Lee as she pumped hard on the spinnaker sheet.

"But that's not how I surf a breaking wave," noted the main trimmer after taking his one allowable pump. "I look back at the wave."

"For sure," confirmed Lee. "In shallow water the group velocity and the phase velocity are the same, square root of GH, gravity times depth, so the wave energy comes from behind. But, like, in deep water the wave energy comes from the waves in front, which is the real reason they say 'never look back' when sailing in waves."

"And I always thought it was just to keep the drivers from soiling their britches when the following seas are really big, if you follow my meaning."

After five or six good rides on the far side of the fish boat wake, we had moved out ahead of the waves and came back to our steady best-VMG course in smooth water. The spinnaker trimmer picked up her proof where she had left off.

"We need the first derivative of omega with respect to wave number," she said. "And since omega is the square root of

G K, we have..."

"Wait a minute," I interrupted. "How do we know that?"

"Oh, right. All we have is that hull speed formula, or V equals square root of G L over two pi. No problem, K is L over two pi, by definition, so we can simplify the hull speed formula to V equals square root of G over K. On the V side of the equation, we know that V is just frequency times wavelength."

She finally noticed that I looked confused.

"Look, for every wave cycle, the wave moves one wavelength, so the speed of the wave has to be frequency times wavelength."

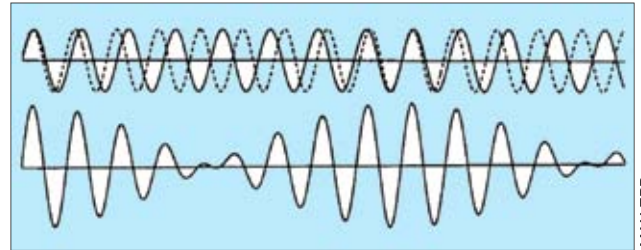
"Okay, that makes sense," I agreed, although that seemed like the easy part of the derivation.

"Now we can write it as length times frequency equals square root of G over K, and substitute omega for frequency and K for wavelength, keeping track of the inverses and the two pi, and we get omega equals square root of G K."

"Is this going to be over before we get to the leeward mark?" I asked.

"Almost done. We just need to differentiate, and we get d-omega over d-K, working out to one-half square root of G over K. Remember that we just showed,

from the hull speed formula, that V for a wave form is square root G over K. Since V for the envelope wave form is half that, the envelope - which is the same as a



Combining two wave trains of slightly different wavelength and period produces packets of waves that behave just like isolated wave groups. The internal waves have about the same wavelength and period as the average of the two constituent regular wave trains. The "envelope" wave is more interesting.

wave group - moves at half the speed of the waves in the group."

"Jib up!" shouted Lee. We were almost at the mark.

Lee took the helm and I went below to "squirrel," my job being to stay below and pull the spinnaker down the hatch as the halyard was let down. Then I took my place back on the rail for the upwind leg.

"He's really not a bad driver," said Lee, almost apologetically. "Just don't let him touch any strings."

— max ebb

DERIVATION OF THE GROUP VELOCITY OF DEEP WATER WAVES

First we need the "hull speed" relationship, $V = 1.34 \sqrt{L}$ where V = wave speed in knots, L = wavelength in feet.

In consistent units, this is $V = \sqrt{(gL/2\pi)}$ where V = speed of the wave form, g = gravitational acceleration, and L = wavelength.

The speed of a wave also = L/T where L is wavelength and T is wave period. This should be intuitive - a wave of length L feet (for example) that goes by every T seconds is going L/T ft/sec.

Now we need some more convenient ways to represent wavelength and wave period:

F is wave frequency, the number of waves per second.

ω (omega) is wave frequency in radians per second instead of full wave cycles per second. $\omega = 2\pi F$. This form just makes the trig functions work out a little simpler.

k is the wave number, or the inverse of wavelength times 2π . $k = 2\pi/L$. Again, the 2π just simplifies the trig functions. Think of k as a convenient way to describe wavelength.

It also follows from $V = \sqrt{(gL/2\pi)}$ and $k = 2\pi/L$ that $V = \sqrt{(g/k)}$

Now consider the two wave trains in figure 2. When they are combined they form a series of wave groups, with internal waves doubled in height where they reinforce each other, and disappearing where the two wave trains cancel each other out. The waves are bounded by an envelope wave, which has a much longer wavelength and moves at a different speed.

Our task is to calculate the speed at which these groups or envelopes of waves move, compared to the speed at which the internal waves move.

The combined wave profile can be represented as a function of time and position, thusly:

$a \sin(\omega_1 t - k_1 x) + a \sin(\omega_2 t - k_2 x)$ where a is the amplitude of the wave train, t is time and x is position in the longitudinal direction.

Now we need a trig identity: $\sin(a) + \sin(b) = 2 \sin((a+b)/2) \cos((a-b)/2)$ so we have:

$2a \sin[t(\omega_1 + \omega_2)/2 - x((k_1 + k_2)/2)] \cos[t(\omega_1 - \omega_2)/2 - x(k_1 - k_2)/2]$

This is the product of two trig functions, and has the expected form. The internal waves have a frequency that is the average of ω_1 and ω_2 , and wave number (wavelength) that is the average of

k_1 and k_2 . But this inner wave function is multiplied by the envelope wave function, which has a frequency equal to the difference between ω_1 and ω_2 , and a wave number equal to the difference between k_1 and k_2 .

How fast does this envelope wave move?

We know that $V = L/T$. But since k is defined as $2\pi/L$, $L = 2\pi/k$.

Similarly, since ω is $2\pi/T$, $T = 2\pi/\omega$.

Then $V = \omega/k$

From the cosine term of the equation for the combined wave,

$\omega/k = (\omega_1 - \omega_2)/(k_1 - k_2)$

Now we get to use some calculus. Remember that in the limit, for ω_1 approaching ω_2 and k_1 approaching k_2 , $(\omega_1 - \omega_2)/(k_1 - k_2)$ is the first derivative of ω as a function of k.

Going back to the hull speed formula, we know that $V = \sqrt{(gL/2\pi)}$

Replace V with ω/k on the left and $L/2\pi$ with $1/k$ on the right.

Simplify to $\omega = \sqrt{(gk)}$, take the first derivative, and we have

$V_{\text{envelope}} = (\omega_1 - \omega_2)/(k_1 - k_2) = d\omega/dk = (1/2)\sqrt{(g/k)}$.

But from the hull speed formula, $V_{\text{wave}} = \sqrt{(g/k)}$.

Therefore the envelope speed is half of the waveform speed.

THE RACING

During December, we gorged ourselves on Midwinter racing. Here we serve up a heaping helping of reports, in chronological order, from Golden Gate, Vallejo, Monterey Peninsula, Sausalito, Berkeley, and Island Yacht Clubs, plus a side dish of RegattaPRO. Then we turn the calendar back to late November for two servings of leftover Turkey. For dessert, we present a tasty assortment of Race Notes.

San Francisco Seaweed Soup

Golden Gate Yacht Club's second Manuel Fagundes Seaweed Soup Series race of the 2014-2015 midwinter season got underway on light easterly wind and a heavy, growing ebb. The race committee set temporary marks near Aquatic Park and just west of Anita Rock to create a windward/leeward course about three miles long. The larger boats were sent twice around while the smaller boats received a once-around course.

The first five fleets inched their way eastbound across the start line, hugging the Cityfront and sailing through a large fleet of Optis racing in Gas House Cove for their Winter Series, run by St. Francis YC. None of the GGYC boats had reached the windward mark before the wind shifted 180 degrees and the beat became a run, with the boats farthest west benefitting first as spinnakers bloomed on what was now a first-leg run.

The result was a bunched-up rounding with small boats mixing it up with large boats, at least one collision, and the requisite yelling. Things became even more interesting after the beat up to Anita Rock, where the wind diminished as

When the wind came up a little, spinnakers filled, non-spinnaker boats winged out, and a mixed fleet headed back toward either the finish line or their second rounding of the Fisherman's Wharf mark.

Most single-lap boats took about an hour to finish, while most double-lap boats took an hour and a half or more.

The next GGYC race is scheduled for Saturday, January 3. Series standings can be found at www.ggyc.org.

— pat broderick

Tiny Robbins Midwinter

It was a spinnaker start on Saturday, December 6, for Vallejo YC's 7-mile second midwinter race. Eleven boats in two divisions (spinnaker and non-spinnaker) glided down the Napa River on the start of an ebb in 1-3 knots of wind.

Steve Strunk's crew on the Newport 33 *Cold Drinks II* popped a brand-new chute early on and enjoyed a little criss-cross down river. Chris Mendonca of the Hunter 376 *Seawolf* hopped on the radio to alert racers to a collection of floating logs and boards from the recent storm.

Tom Och's Schock 35 *Somewhere in*

Time easily slid past the first mark near Cal Maritime, missing out on the tea party that gathered there a few moments later. Still carrying spinnakers or wing-on-wing white sails, boats headed toward the second mark below the Carquinez Bridge, rounded it, then pointed head-to-wind for a slow glide to the channel mouth. Most cut wide to hug the western side of the channel,

but all boats soon fell victim to a 3-knot ebb and lessening wind.

After forty minutes of floating or slowly sliding backward, skippers began turning their ignition keys — no finishers, but then again, no busted halyards.

They'll try again on January 3. For



Spread: Folkboats on the run in the light-air December GGYC midwinter on the Cityfront. **Inset:** The crew on Gregory Demetrulias' Beneteau First 40.7 'Argo' concentrate on the race.

more info, see www.vyc.org.

— martha blanchfield

Mercuries in Monterey

Monterey Peninsula YC's Perry Cup Midwinters found a hole in the weather between the much-needed rain storms on December 6. Under warm sun with a max 5-knot breeze that was not always there, seven Mercuries raced the three scheduled races on a pretty smooth sea.

Race one was a double-sausage finishing downwind. The breeze was from the north with some shifts, but in the light air too much tacking would be a no-no. On the second lap, Dave West and his crew, Chris Krueger, came from far back to pick up a little lift on the port tack and went on to win the race. Jim Bradley and Ben Gerber also had a nice recovery to place second.

Race two was aborted shortly after the start, as there was suddenly no wind. However, within several minutes one could see a nice southerly breeze filling. When the south wind blows on Monterey Bay it is shifty with numerous holes.

ERIK SIMONSON / WWW.PRESSURE-DROP.US



StFYC's Opti Winter Series races shared part of the Cityfront course with the much bigger GGYC boats on December 6.

the current continued to build. Another bunch-up resulted, with boats rounding the mark then sailing backward into the paths of new arrivals.



BOTH PHOTOS WWW.NORCALSAILING.COM

Bradley was in last place at the leeward mark rounding, but recovered nicely to win the double-sausage race. Pax Davis and crew Dave Morris also came from behind to nip West and place second.

Race three was once around finishing downwind. West went right, but there always seemed to be less wind on that side of the course. Not so — West won easily. Kate Conway with Doug Baird crewing placed second on the short course.

West is tied with Davis for the series lead after nine of the scheduled 15 races, with West in the top spot due to his first-place finishes.

The series continues on January 3. See www.mercury-sail.com.

— pax davis

Sausalito Sunday

Sausalito YC Midwinter #2 on December 7 began with two postponements as the variable wind came and went. After about half an hour, a light northerly filled in and boats were sent on a windward/leeward course from near the Little Harding buoy to Sausalito channel marker

#2, back to Harding Rock, and finally to the finish back at Little Harding. The first two divisions encountered a major header and aimed for Belvedere instead of Sausalito, while the last divisions benefitted from a westerly shift filling in and sailed a close reach headed for the first mark. The two fleets met at Sausalito #2 for an interesting rounding.

The wind continued to increase into the low teens, and it stayed westerly, turning the second leg into a broad reach across an increasing ebb as the current pushed boats away from Harding Rock. Symmetrical-spinnaker boats had a difficult time keeping their sails filled until halfway down to Harding Rock when the wind shifted farther aft.

The final leg back to the finish was a close reach, again with the ebb pushing boats away from the favored pin end of the line, while the wind began to die. Several smaller non-spinnaker boats were not able to finish, having been pushed away from the finish line by the ebb. Most boats sailed the 3.5-mile course in about half an hour.

The next SYC Midwinter race is scheduled for Sunday, January 4. Series standings can be viewed at www.sausalitoyachtclub.org.

— pat broderick

RegattaPRO Winter One Design

Saturday, December 13, was the second installment of the RegattaPRO Winter One Design Series west of the Berkeley Circle.

Talk about luck — race day fell one day after the big storm and two days before the next storm. The forecast from most websites called for no breeze, but the day provided a nice 6 to 10 knots. There were shifts of 20 to 30 degrees throughout the day, but for the most part the wind came from the northwest.

Halfway through the six fleet starts of the day's first race, only the right side of the course saw a sustained shift to 030°, while the left side of the course remained in the 320° range. Looking up the course, many of the race committee members and sailors were saying, "What the...?" Fortunately, after about 25 minutes the right side got back in line with the left and all was good.

Racing was very competitive but very polite at the starts, with only two boats over early the entire day.

Peregrine is still out in front in the J/120 fleet, but *Chance* is only 3 points behind. *Hazardous Waste* has a 5-point lead in the J/105 fleet, with *Joyride* and *Wonder* only 5 and 6 points behind. *Personal Puff* is top dog in the Melges 24 fleet. *Bottle Rocket* in the J/70 fleet is out front with three bullets and a fourth, but *Little Hand* and *Rampage* are well within striking distance. *Banditos* has just a 1-point lead over *Legs*, with the two of them way out front in the 11-boat Moore

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com

December's racing stories included:

- Volvo Ocean Race • America's Cup
- Banderas Bay Blast
- RORC Transatlantic Race
- GGYC, VYC, SYC, RegattaPRO, BYC and IYC Midwinters
- SOLAS Big Boat Challenge
- Extreme Sailing Series
- News from the YRA & US Sailing

Plus previews of Midwinter races, the Melges 32 Worlds, Rolex Sydney Hobart, and more!

THE RACING



ALL PHOTOS THIS PAGE MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM

This page, clockwise from top left: Vallejo racers round the mark at Cal Maritime in a doomed midwinter race; here come the J/70s in RegattaPRO's Winter One Design; Moore 24s, a J/105 and a J/120 round a RegattaPRO windward mark; doin' the mystery dance aboard the J/105 'Javelin'.

24 fleet. And things are really tight in the J/24 fleet, with *Snow Job*, *Evil Octopus*, *Little Wing* and *TMC Racing* all close, but as a group way out from the rest of the 12-boat fleet.

The race committee had some challenges due to competitors sharing sails, but that's being taken care of. However, results at this point are provisional.

Things will get interesting next month. With the completion of one more race each boat will get a throw-out, which will tighten some things up a bit.

The next races will be held on January 10. See www.regattapro.com for more.

— Jeff Zarwell

Berkeley Yacht Club Midwinters

The race committee boats, *Wind Dance* and *Bobbi Tosse* (aka "mark-set boat") arrived at XOC on the morning of Saturday, December 13, to find — nothing. The yellow Bob Klein Memorial buoy had taken a hike, presumably during Thursday's big storm. Racers coming down from Richmond spotted it on the

breakwater there.

After Saturday's racing, the mark-set boat took a dash up there to see what could be done to repatriate the AWOL buoy, but it was apparent that more manpower would be required to effect a rescue. In the meantime, BYC used one of their inflatable marks to stand in for XOC as the pin end of the start-finish line.

With 5 to 8 knots of breeze from the northwest, all the divisions started on time. The wind was pretty consistent, but minor variances in velocity were critical to successful strategies.

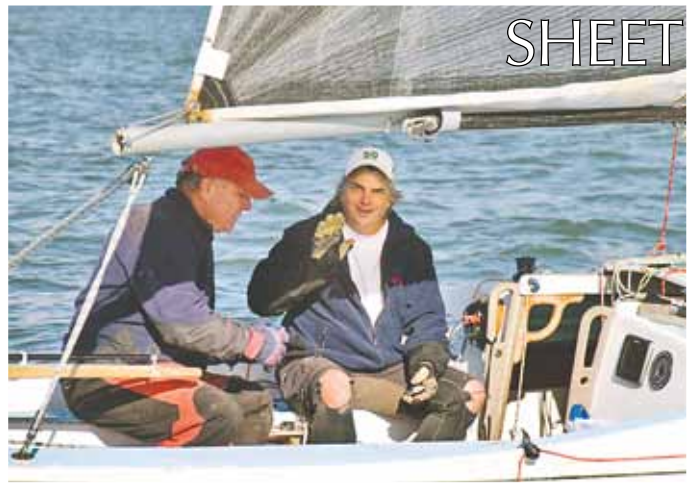
Despite the easy conditions, the Islander 36 *Vivace* and the Newport 30 *Achates* were involved in a startline collision that resulted in a gruesome injury on *Vivace* — part of the bowman's toe was severed. "I chatted with Bill O'Conner, the skipper of *Vivace*, on Saturday night, and he reported that the crew was doing okay," said race committee volunteer Bobbi Tosse. "He was transported from Richmond YC to John

Muir in Walnut Creek and had his toe re-attached." *Achates* filed a protest.

Around 2:30, after the faster boats had completed the 8-mile course, the breeze dropped to almost nothing, prompting some competitors to drop out. A notable exception was the entire six-boat Cal 20 class, which hung in the race until a new breeze carried them to the finish.

On Sunday, *Bobbi Tosse* (the mark-set boat, not the person), went buzzing around the Bay in search of wind. Twenty minutes before the scheduled 11:55 first warning, the explorers found a southwesterly breeze west of the starting area. It may have been generated by some big black clouds, though, not the ocean, as it died when the darkest clouds dissipated before the start time. Bang, bang — up went the postponement flag.

More than two hours after the scheduled start time, the fleets were finally sent off on a shorty with a windward mark to the north. The wind veered 40 degrees during the race. "The course turned out to be a less than 4-mile beat-run-reachy thing that took the lead boats only 35 to 40 minutes to finish," said Tosse.



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

Black clouds notwithstanding, the rain held off until after dark.

Racing resumes on January 10-11. Results, series standings, and more, can be found at www.berkeleyyc.org.

— latitude/chris

Island Days in Alameda

Island YC held its second race of this season's Island Days Midwinter Series on Sunday, December 14. Nineteen boats were happy to play on the Oakland Estuary after the huge storm three days earlier, flotsam from which still remained. The fastest boats, in Division A, ranged from Bill Mohr's 41-ft J/124 *Spirit of Freedom* to Brad Cameron's 19-ft Thompson 590 *Aquaholic*. Small boats like Paul Mueller's 18-ft Mercury *Loco2* and Steve Ritz's Ideal 18 *Proverbs 21:21* competed in the C and D divisions.

Conditions were atypical for the Estuary, with winds out of the south at 6 to 8 knots. The race committee had to choose a backward course in order to have a windward start. RC volunteer Glenn Krawiec stated that IYC hadn't flipped direction in three or four years! This orientation made for a short weather leg that had the A and B fleets crossing back

This page: BYC Midwinters. Clockwise from top left: Division B start on Saturday; Richard von Ehrenkrook and Paul Sutchek on the Cal 20 'Can O'Whoopass' prepare for their one-design start on Saturday; Sunday's long postponement; the Cal 39 'Sea Star' chases the Santana 35 'Ahi' on Saturday.

under spinnaker alongside the narrow starting area, while C and D were still on the beat to the startline. Jennifer McKenna, who crewed on the Santana 22 *Meliki* and doesn't race often on the Estuary, remarked, "I lost where I was for a while," before she identified Coast Guard Island on the "wrong" side.

The downwind leg took the fleet northwest toward Jack London Square, around a couple of wing marks, and back south for the upwind finish.

Sparkly highball cups were awarded to the first- and second-place finishers. For results and info about the next race, on January 11, see www.iyc.org.

— kristen soetebier

Wild Turkey in Tiburon

The last race of Tiburon YC's 2014 season was the Wild Turkey Race on Friday, November 28, the day after Thanksgiving. It's TYC's annual alternative for those who prefer a sailboat race over a day at a crowded shopping mall. Nine boats, split into spinnaker and non-

spinnaker divisions, came to the line for a 1:05 start. The weather in the North Bay was perfect — blue skies, a steady 10 knots of wind from the west, and a moderate flood.

In keeping with tradition, the post-race awards included a shot of Wild Turkey for each competitor and a small bottle of the brew to each division winner. It was a fun way to wind up the season.

— jim bliss

WILD TURKEY RACE, TYC, 11/28

SPINNAKER — 1) **Mooretician**, Moore 24, Peter Schoen; 2) **Joyride**, J/105, Bill Hoehler; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (4 boats)

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 2) **Cinnamon Girl**, Bailey 26, Mariellen Stern; 3) **Chris Anna**, Catalina 30, Budd Van Winkle. (5 boats)

Full results at www.tyc.org

Turkey Day in Long Beach

The largest of Alamitos Bay YC's popular holiday race weekends, the Turkey Day Regatta, drew nearly 300

THE RACING SHEET

sailors, several of them world champions taking the weekend more seriously than one might think given the name of the event, and the prizes — turkeys, not trophies. The weekend delivered the kind of mild, sunny conditions favored by the more casual sailor, but for a few others it served as a stop on the road to Rio and the 2016 Olympics.

Chris Barnard of Newport Beach and Erik Bowers from Minnesota are ranked second and third behind Charlie Buckingham (who didn't compete) in the U.S. Laser fleet — and the U.S. will only send one standard rig Laser sailor to the Olympics. Barnard beat Bowers in seven of the eight races. See complete results at www.abyc.org.

The Turkey Day Regatta was also the second event in the Laser class's 2014-2015 Ullman/Frost Series (see www.scygra.org).

— *latitude/chris*

Race Notes

San Diegans took two medals at the **ISAF Sailing World Cup Final** in Abu Dhabi on November 26-30. Finn sailor



KRISTEN SOETEBIER

Steve Ritz with his sparkly highball cup (the base changes colors) from the Island Days midwinter race on December 14.

Caleb Paine earned a bronze, as did Stuart McNay of Providence, RI, and David Hughes of San Diego in the Men's 470. Another San Diegan, Briana Provancha, finished fourth crewing for Annie Heager of Wisconsin in the Women's 470. Find

full results at www.sailing.org.

The Bay Area's **Paul Cayard** appears to be having a blast not being involved in the current edition of the America's Cup or the Volvo Ocean Race, events with which the 55-year-old professional sailor has a lot of history. On December 13-14, Cayard and crew Brian Terhaar won both overall and the masters division of the Commodore's Cup at Coral Reef Yacht Club in Miami, where they topped an international 23-boat fleet of Stars. The Commodore's Cup is the second event in the Miami Star Winter Series.

Speaking of Florida — are you going east to Key West? If you're among the West Coast sailors traveling to **Quantum Key West Race Week** on January 18-23, we'd love to hear from you. Email racing@latitude38.com.

The America's Cup may not be coming to San Francisco, but the 2016 **J/70 Worlds** is. St. Francis YC will host the event, with a target date of September 22-25. The 2015 J/70 North Americans will be held in San Diego this September.

— *latitude/chris*

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Winter Series (Saturdays)
#3 - 1/3, #4 - 2/7, #5 - 3/14*

Single/Double-handed Series (Saturdays) #1 - 2/28

* St. Patrick's Day Race

Social

- Friday Drop-In Dinners**
1/9, 1/23, 2/13, 2/27, 3/6, 3/27
- Super Party** 2/1
- Chili Cook-off** 2/21
- St. Patrick's Day Party** 3/14

** Members and Guests Only Events

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- Cruise-Outs:
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Jack London Square: 2/14-2/15
Treasure Island: 3/28-3/29
- Junior Sailing

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WORLD

*This month we'll take our annual look at the splendid **Chartering Grounds of the Pacific Northwest.***

Exploring the Wonders of the Northwest's Salish Sea

If you think you have to fly halfway around the world to reach a spectacular venue for a sailing vacation, you're dead wrong. A two-hour flight from the Bay Area — or a three-hour flight from L.A. — will transport you to the majestic cruising grounds of the Pacific Northwest.

We're referring, of course, to the maze of waterways, islands, fiords and cozy anchorages that was recently dubbed the Salish Sea. It's a 200-mile-long boaters' playground that extends from Vancouver Island east to the mainland of Washington state and British Columbia, and from Seattle north to the narrows beyond Desolation Sound.

Although this region may not have white sand beaches and islets peppered with coconut palms, it holds a great variety of natural wonders and shoreside attractions that make chartering there an outstanding experience for sailors of any age. With densely forested mountainsides that descend into deep blue channels, dramatically cascading waterfalls, jewel-like mountain lakes, and a seemingly endless variety of natural anchorages, this watery wonderland is a brilliant example of Mother Nature's handiwork.

Due to the region's northerly location, between latitudes 47° and 50°N, the sun doesn't set until 9 or 10 at night during the prime sailing season, which runs

Being surrounded by lush green scenery can't help but relax you. There's a picture-postcard image everywhere you look.

May to September. So you'll have four more hours of 'playtime' than in the tropics. But because the season is relatively short compared to so-called year-round destinations such as those found in the Eastern Caribbean, it's important to book well in advance (like *right now*) in order to secure your favorite boat type and preferred dates.

Bareboat charter bases are sprinkled throughout the region, at harbors including Seattle, Bellingham, Friday Harbor, Vancouver and Comox. Fleets are not huge, but boats tend to be very well maintained. You'll find many makes of late-model monohulls listed, but only a few catamarans. (And if we weren't a sail-only magazine, we might mention that lots of stinkpots are offered also.)

The three primary chartering areas of the Salish Sea are the American San Juan Islands, the Canadian Gulf Islands — both belong to the same archipelago — and the Desolation Sound region of British Columbia, which lies about a hundred miles farther north.

Streamlined clearance procedures on both sides of the border make it easy to charter in both the Gulf and San Juan Islands during a single cruise. But if you've only got a week, you'll probably want to pick one or the other. After all, the last thing you want to do while sailing amid these lush, green surroundings is get stressed out due to an overly ambitious schedule.

If you can spare 10 days or two weeks, do it, as there are plenty of places to explore, and once you get a taste of this region you'll wish you could stay for a month — or perhaps forever. For those who relish the idea of spending time in unspoiled natural cruising grounds with virtually no development, a visit to Desolation Sound should definitely be on your bucket list. Its glacier-carved fiords will make you feel as though you've time-traveled back to a primeval era,



EAGER DREAMER

and its anchorages are much less crowded than in the San Juans or Gulf Islands.

While there are a few distinct challenges inherent in sailing these waters, we would not hesitate to recommend them to first-time charterers. Distances between islands and anchorages are short, and winds tend to be light and variable, so these inland waterways are always relatively flat. Aids to navigation are abundant, and charts seem to be very accurate. Given the close proximity of the islands and anchorages, a typical day's sailing destination will often be within line of sight. But these days, most if not all rental boats come equipped with chartplotters, which are a comfort, as many forested headlands look alike.

The somewhat challenging aspects of piloting here have to do with tides and currents. Tidal variations are much more extreme than anywhere in California, so before anchoring or grabbing a mooring ball — there are many of these for public use — you need to scrutinize the tide charts to be sure you don't bottom-out before breakfast. Currents can be very strong, especially in narrow passes, but the current "atlases" for this region are



LATITUDE / ANDY

OF CHARTERING



realm is abundant with wildlife also. There's great fishing and crabbing in these latitudes. In fact, some bareboat companies will provide crab traps on request. There's not much to catching them: just drop in some bait, lower the trap to the sea floor, and with any luck you'll have fresh crab for breakfast. If not, there's plenty to be had from local fishermen in waterside towns and marinas. Needless to say, fresh salmon is abundant and mouth-wateringly delicious also.

For most sailors, water temperatures are a bit too cold for swimming and snorkeling — although they do get up to 70° or higher in Desolation Sound. But if you're hardy and don't mind donning a thick wetsuit and scuba gear, you can witness some amazing flora and fauna beneath the surface.

Most sailboat vacationers prefer less challenging pastimes, though, such as gunkholing through the shallows via kayak (they can be rented from your charter outfit or at a waterside resort), or hiking on well-tended trails that lead to overlooks with jaw-dropping panoramic views, or to gin-clear, fresh-water lakes that are warm enough to swim in.

No luck with your crab trap? No worries. Local fishermen like these guys will be happy to sell you all the seafood you can eat.

What's at the end of the rainbow? No, not a pot of gold. But some would say a visit to Prudeaux Haven in spectacular Desolation Sound is equally as enriching.

the most thorough we've ever seen. The bottom line is that you generally need to pre-plan your day's travel based on the timing of the currents. Once you get the hang of it, though, you can use favorable currents to nearly double your speed over the bottom.

What's summer weather like? In a week of summer sailing here you are likely to get several beautifully sunny days and a few with patchy clouds or worse. It's impossible to give a definitive answer, especially in this era of 'global changing'. We can tell you, though, that we've seen summer days in the Salish Sea with air temps in the 90s, and we've also had some summer rain. From our perspective, though, when cloudy weather rolls in from the northwest that's not a bad thing, because that's when the wind might pipe up into the 12- to 15-knot range. By contrast, on a beautiful sunny day you might see a breeze of 6 to 12 knots. You won't find trade wind conditions in these latitudes, but the sailing can be sweet nonetheless.

While we're on the subject of changeable weather we should mention that many charter boats offered in these latitudes come equipped with fume-free diesel heaters, which keep their cabins toasty during stints of chilly weather.

As mentioned earlier, we think of the Salish Sea as a "playground" for boaters of all stripes. But it's also a playground for all sorts of wildlife. In addition to prolific numbers of seals, dolphins and seabirds, it's also very common to spot families of orcas — especially when traveling through Haro Strait between British Columbia's Vancouver Island and Washington's San Juan Island. And, believe it or not, you can often spot bald eagles surveying their surroundings from the treetops.

The underwater



LATITUDE / ANDY

WORLD OF CHARTERING

The entire region is peppered with parks, many of which include anchorages with overnight mooring balls that can be used for a small fee. (Some charter companies cover these fees by purchasing an annual sticker.) Hooking up to one could not be easier, but in any given anchorage there's a finite number of them. So in mid-summer the smart play is to arrive early, snag a buoy, then spend the afternoon and evening exploring ashore.

One of the things we like best about chartering in this region is that it's easy to put together itineraries that include stopovers at sleepy, secluded anchorages with little or no shoreside infrastructure, balanced by visits to picturesque villages, waterside resorts with marina facilities or even a full-blown city such as Victoria, the charming capital of BC. If your timing is right you can get a berth in Victoria



DAVID KORY

The Salish Sea may not have white sand beaches, but the region has plenty of other alluring attractions, like anchorages next to waterfalls.

Harbour right in front of the landmark Empress Hotel, which will put you within walking distance of friendly pubs, great restaurants, endless shopping, and the

splendid Royal BC Museum with its adjacent IMAX theater. If you'll have kids along, you'll probably want to spend some time where they can find some shoreside entertainment, such as a pool or playground, and perhaps get to know some other kids. In the San Juans, Roche Harbor and Friday Harbor come to mind — both are on San Juan Island — and in the Gulf Islands Bedwell Harbor on South Pender Island would be fun, as would Ganges on Salt Spring Island. Would we take kids to Desolation Sound? We did once: Two dads and four adolescent boys. As we wound our way through the spectacular scenery of Toba Inlet, just north of Desolation, the kids weren't nearly as awe-struck as we adults were. But to this day, they still talk about how amazing that trip was. Beautiful places yield beautiful memories.

— latitude/andy



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CHANGES

With reports this month from **Witch of Endor** on the bottom in La Cruz; from **Geja** on adventures in Venice and other northern Adriatic ports; from **Camelot** in San Diego on a total refit in anticipation of a South Pacific cruise; from **Benevento** on cruising from San Francisco to the Spanish Virgins; from the **Riviera Nayarit** on opening the season in Mexico; and **Cruise Notes**.

Witch of Endor — Vagabond 47 Steve Cherry Sinking at the Dock (La Cruz, Mexico)

It is with a profound sense of sadness that I inform my friends that my Vagabond 47 *Witch of Endor* sank alongside



the dock at Marina Riviera Nayarit sometime during the wee hours of Nov. 17-18.

I got the call on the 18th, and flew to the boat to assess the situation and do whatever had to be done to make things right with the marina, the port captain and others.

A much loved and traveled ketch sank at the dock — that's one sad sight.

When I arrived on the 20th, Victor Rodriguez, my mechanic, had things well in hand. In fact, he was in the process of refloating the boat using 55-gallon drums. By the 21st we had the *Witch* floating again, and on Saturday she was on the hard at the La Cruz Shipyard.

The cause of her sinking has still not been determined. After she was pumped out, she "floated like a swan" through the night. There was no immediate indication of why she didn't do so on the night of the 17th. Victor is in the process of cleaning up the inside, and then will hang her in the straps and try to determine the origin of the water intrusion.

As far as recovery goes, there isn't any. I had no insurance, so there is no **The 'Witch of Endor' drying out after a couple of days on the bottom. Cherry, her former owner, hopes she goes to sea again.**



relief there. The marina had no exposure in the sinking. Victor had been replacing the fresh-water tanks and removing teak from the deck, but there is no reason to believe any of that work could have caused the problem.

Regardless of the cause, the effect has been to put me out of the sailing business. The cost of salvage and various expenditures related to this incident pretty well depleted my cruising kitty. The cost of rehabbing and refitting the *Witch* is way out of my reach.

That being the case, Victor is now the proud owner of the *Witch of Endor*. He's not sure what he will do, either rehab her and do day charters or part her out. My hope would be that he finds a way to put her back into service, as she was a fine vessel and did very well by me.

So I'm sitting here at my sister's house in Ocala, chilling out and thinking about what's just over the horizon for me. There are a lot of baseball parks I'd like to visit, and the USA is a pretty big country to explore — although I might need a newer Corvette to do that.

I've offered to crew for my newfound shipmate Gene Brown on *La Brisa*, whose hospitality I accepted while I was sorting things out, when he starts meandering south and east from La Cruz. And, of course, there is my longtime friend Bob Willmann of *Viva!*, who will be floating around out there again soon on his Casamance 47 cat and will need my input at some Palapa of Knowledge somewhere.

Here is a summary of my sailing adventures:

July 2000 — Departed San Diego on my Formosa 41 *Witch of Endor*.

May 2001 - June 2002 — Puerto Barrillas, El Salvador.

June, 2002 — Meandered down the coast to Corinto, Nicaragua. There I met 2000 Ha-Ha vet Bob of the *Islander 37 Viva!*. He and I would basically buddyboat until my second *Witch* went down in La Cruz 12 years later.

2002 - 2003 — Continued south and east, hitting all of the usual spots, and some unusual ones, too.

March - June 2004 — Bahia de Caraquez, Ecuador.

August 2004 — Transited the Canal



2004 - 2005 — Cruised Panama, the San Blas Islands and Cartagena.

2006 - 2009 — Rio Dulce, Guatemala.

Jan. 2006 — Bought the new *Witch* in Carriacou, then took her to Fort Pierce, Florida for a re-fit. This was about the time *Viva!* Bob bought a new-to-him Casamance 45/47 catamaran following the loss of his *Islander 37* to a hurricane at Isla Providencia.

April 2006 — Took the old *Witch* from the Rio Dulce to Annapolis to sell her.

2007 — Boat refit and cancer hiccup.

March 2008 — Took the new *Witch* back to the Rio Dulce in company with the new *Viva!*

May 2008 - April 2010 — Rio Dulce.

April 2010 - July 2012 — Cartagena and the San Blas Islands

July 2012 — Transited the Canal back



Spread; The isola di San Giorgio Maggiore, home to the San Giorgio Sailing Club where 'Geja' got a berth. Insets from top left: Vik and crew joined the gondolas with their inflatable. The view of St. Mark's Square from 'Geja's slip. The famous 300-year-old Rialto Bridge over the Grand Canal.

to Pacific. My *Witch* was the only vessel in the locks on the way down!

Sept. 2012 - Feb. 2014 —Puerto Barrillas, El Salvador.

May 2014 — La Cruz, Mexico.

Now you're up to date. Stay in touch if/when you feel the urge, and I threaten to do the same.

— steve 11/26/2014

**Geja — 1976 Islander 36
Andrew Vik
A Wet and Stormy Med
(San Francisco)**

Not to repeat what I reported last month, but for the seventh straight summer my salty old Islander 36 *Geja*

and I, both hailing from San Francisco, enjoyed an exciting voyage in the Med. More specifically, it was in the northern Adriatic Sea. Croatia's Dalmatian Coast had been an excellent foreign home to *Geja* for five summers, so I'd already covered much of the Adriatic Sea at least twice. The one region that I'd only visited once was the far northern Adriatic, so this year it was Venice or bust!

The entrance to the Venice lagoon is about 50 miles due west of Piran, and getting there was a mellow light wind sail. Just as I'd observed in 2009, construction of the enormous gates that will prevent the Venice lagoon from flooding was still ongoing.

Inside the lagoon, of which the city of Venice is just a small part, things get a little crazy. While watercraft of all types zoom around, one must also monitor

Outrageously colorful Burano, which was 'Geja's stop before Venice, shares the same lagoon as the 'City of Canals'.



CHANGES

the depthsounder and heed the various aids to navigation. Dredged routes are marked by rows of pilings, but not all routes are deep enough for a sailboat. I found it hard to distinguish between those routes that were deep enough and those that weren't.

With both trepidation and excitement, we made it over thin water to Burano, the colorful little cousin of Venice. Unsure of where to moor, we were motioned by an older fellow over to a great side-tie, where we carefully aligned *Geja* to some vertical wooden pilings. The mooring was free, and permitted us to step off *Geja* into the

heart of Burano, which is world-famous for lace-making.

We backtracked a bit in the lagoon the next day, motoring nine miles into the heart of Venice. We couldn't help but get goosebumps while motoring around the sights of one of the most celebrated cities in the world. I did have to pay careful attention to traffic, however, as water buses, water taxis, gondolas, private boats and cruise ships all share the waterfront in front of famous St. Mark's Square.

There are several marinas in or near Venice, and we grabbed a spot at the sailing club on San Giorgio Maggiore, an island opposite St. Mark's Square. Berthed there, we had a priceless view of Venice from the cockpit. The fee was the same 70 euros — about \$100 — that we had become accustomed to paying in Croatia.

Despite all of my talk about summer **Forever crowded Piazza San Marco, the most famous plaza in the world, was just across the lagoon from 'Geja's berth.**

storms, I'd yet to be caught in anything really nasty while underway. Shortly after tying up in Venice — which is less than fun when the harbormaster is guiding you by dinghy while screaming in Italian — the skies opened up once again. Our view of Venice disappeared, as did our need to rinse *Geja's* decks. But it was a mellow, short-lived little cell that I won't add to the summer thunderstorm tally, which then still stood at five.

When the sun returned, we boarded the dinghy for a very special experience — roaming the famous canals of Venice on our own little boat. We first had to cross the lumpy waters in front of St. Mark's Square, pushed by my little 3.5-hp two-stroke outboard, before choosing one of several entry points to Venice's internal waterways. Once inside, we then had to steer clear of all of the gondolas, which were mostly full of Chinese tourists. We spent much of our two days in Venice exploring the canals by dinghy.

We began Week Five by exiting the Venice lagoon at its southernmost point near Chioggia, from where it was a 57-mile sail down to Ravenna. The Italian side of the Adriatic is pretty much the opposite of the sailing paradise found on the Croatian side. It was goodbye to clear water and cute island towns, as the Italian coast is one long, unprotected, low-lying beach with murky water. Shallow water extends far out, and most harbors are expanded river basins with extensive seawalls. When the wind blows hard onshore, as it did on that day, the entire coast is a nasty lee shore. Our final 30 miles to Ravenna was a close reach, and it took some effort to point high enough into the confused seas to avoid getting pushed ashore.

After the rough ride, I was more than happy to tie up in Ravenna's enormous marina. But what a soulless place it was! Instead of festive charterers coming and going every day as in Croatia, this was essentially a massive parking lot

for boatowners from the entire region. On the plus side, it is a superbly protected marina without any morning commotion, allowing us to finally get some proper sleep. Sleep is a precious commodity on *Geja's* summer trips.

While my all-male crew enjoyed the beaches and many beach bars just south of the marina, I decided to finally solve an intermittent starting problem that I'd had for years with *Geja's*



old Yanmar 3GMF. The new battery I'd picked up in Opatija didn't make a difference, so I worked my way toward the starter, cleaning and troubleshooting all of the connections. Finally I gave up and hired some electricians from the marina. They poked and prodded, and finally emerged with the starter in their hands. It was shot, so they managed to swap in a factory replacement by the end of the day at a very fair price. I was happy to spend the money to solve that problem.

Another 30-mile sail south, this time with a stiff offshore breeze, brought us to Rimini, one of the original Mediterranean party destinations. A local yacht club in the river basin invited us to a free berth just steps away from Coconuts, one of Rimini's main nightclubs. Strangely, most of the girls we met in Rimini were Russian, not Italian. Go figure.

With four guys onboard and Week Five ending, the unthinkable happened. The head clogged for the second time in seven

GEJA



A free berth at Burano after sunset.

GEJA



IN LATITUDES



ALL PHOTOS COURTESY ANDREW VIK

Clockwise from top left: Helping Italians with their nutrition. With Rob and Christine Aronen, vets of the 2006 Ha-Ha. St. James Cathedral, Sibeni, Croatia, a UNESCO site. Marikken of Norway on wheels. The big FW in Rimini, Italy. Typical lunch fare aboard 'Geja'. The individualistic beach scene in Rimini. Toilet troubles. Center photos; Kornati National Park, Croatia. Flipping out in Ravenna.

seasons. Not at the pump, but once again at the thru-hull end. (*Geja* has no holding tank, nor has anyone ever asked about it). As my female crew arrived for the final leg back to Croatia, there I was still trying to get things flowing again.

Finally, with the toilet end of the big discharge hose disconnected and leading into a bucket, I jumped into the water with a running water hose. Using a specially made rubber gasket, I jammed it up the thru-hull from the outside. That finally broke through the clog, backfilling the bucket inside with pure nastiness. But problem solved with minimal fuss and stink.

Although the east coast of Italy is featureless — aside from tens of thousands of beach umbrellas organized in neat, color-coded rows — we enjoyed a few

more stops down this coast as part of this summer's counterclockwise Adriatic tour. The food was delicious, towns were interesting and bustling, and the people were extra-friendly.

Fano was our departure point for the 100-mile overnight crossing back to Croatia. The weather had been unstable, and the forecast not great, but we gave it a try. But after a couple of hours of the waves not letting up, and an amazing but scary lightning storm brewing dead ahead, we changed our minds. We hung a right and enjoyed a lovely nighttime broad reach back to the Ital-

ian coast, a bit farther south than where we'd begun. All the while, the lightning show out over the sea became ever more intense.

We departed again the next morning from Senigallia, sailing part of the way in calm seas and clear skies, completing the overnight trip back to Croatia. At midday the next day, Med-moored in Sali with passports freshly stamped, we were hit by a massive thunderstorm that blew through, dumping ridiculous amounts of rain. Let's call this thunderstorm number six.

My Norwegian crew and I spent the remaining days casually island-hopping down the coast toward Split, with sunny skies and excellent sailing conditions. At 80 degrees, the sea temperature was still quite warm for late August. (I'd seen it as high as 85 during the trip). Maybe the unusually warm sea contributed to this summer's strange weather.

But it was while back in Trogir, getting *Geja* put away for the winter, that I was hit by the mother of all storms. Anchored near the castle, I spent an entire night getting blasted by wind and rain. The lightning, which came in multiple flashes per second, came closer and closer. So I shut everything down aside from my iPhone, which I used to research what happens to humans when lightning strikes a boat. The results were not encouraging, but I survived uninjured. Call me a wimp — I was freaked out — but we just don't experience this in California. Nor do I expect such weather at the peak of the peak season in the Med.

The anchorages of Kornati National Park were so great that 'Geja' hit them at both the beginning and the end of the cruising season.



What could possibly be wrong with this starter?



GEJA

CHANGES

To remove *Geja's* sails for the winter, I pulled alongside the bustling quay in Trogir. There was no shortage of assistance, with competent folks eager to help get the sails down and folded. One such fellow was a higher-up at Ireland's

Royal Cork YC, the oldest yacht club in the world. Apparently they're having a big 300th anniversary celebration in 2020.

Communications technology has evolved enormously during my past seven summer cruises.

Just a few years ago, foreign travelers would sometimes pick up a local SIM card in order to make local calls and texts. Now, the main thing that matters is that the SIM card offers an Internet connection for our SIM-unlocked smartphones. Most communication is done in writing these days, and I'm not talking email or even standard SMS. These days one needs to have Whatsapp, Facebook Messenger, Viber, Snapchat, and Tinder in order to keep in touch with old and new friends.

Tinder is an interesting app for the single traveler, as only people within a certain distance who each find the other attractive can chat with each other. During one of the stops this summer, in a small and quiet little town, one of my crew managed to connect with some backpacker girls that were Tinder-ing at a bar just a few minutes away from the boat. Tinder isn't always this extremely

In addition to having one of the best beaches in Croatia, Primosten is known for its huge and beautiful vineyards.

efficient, but stands to have a big impact on dating life, both at home and when 'travel dating'.

The problem with all this connectivity is that I often find my crewmates looking down at their devices. Few read books, probably because they no longer have the attention span to last past 160 characters. They devote so much attention to their Facebook 'friends' and Instagram 'followers', and although Tinder can deliver results, the time spent swiping through possible matches and sending pointless messages is huge. Hopefully the connectivity fad will fade; otherwise I'll install a data-jamming device on *Geja*.

Despite the constant weather watch, I enjoyed an awesome 790 miles of summer cruising, 40% of which were sailed with the engine off. Ten crewmembers from eight different countries joined me this summer. *Geja* was underway for 38 out of 50 days, overnighing in 34 different locations, 12 of which were new to me. Due mostly to Croatia's infamous anchoring fees, we paid overnight fees in all but eight places.

I'm a really lucky guy to have stumbled across such an inexpensive but capable sailboat as *Geja* in the Med. Even luckier still to have so many good friends with whom to share the cruising experience. Life ain't bad.

— andrew 11/12/2014

Camelot — Islander 37 Claude Martin & Dana Ferris Getting a Boat Ready to Cruise Cork, Arizona

Typically, most people who go cruising have a decent amount of sailing experience, but their boats aren't as ready as they would like them to be. The opposite is true with Claude Martin and Dana Ferris, who are from Cork, Arizona, "a whistle stop west of Saffron." Claude was a powerboater years ago, so he has very little sailing experience. But as the owner of a machine and welding shop who has spent seven years working on his Islander 37, Claude has his boat about as prepared and customized for sea as any boat we've seen.

Claude is a do-it-yourself guy. For example, when he bought the Islander 37 in San Diego 20 years ago, she needed a lot of work. "I couldn't afford to pay yard rates, so I pulled her out of the water, measured her,



went back to Arizona, and built a custom trailer for her. My brother had a semi-truck at the time, and we towed her home with that."

The 46-year-old boat sat in the desert sun for about 13 years before Claude started to work on her, at which time he built a shed so she could be partially covered.

"You can't tell from looking at her," he says, "but she needed a lot of structural work. For example, the foredeck was old and a little soft. I used half-inch fiberglass board that I glued and bolted on the bottom. It's solid now."

To make sure the bow wouldn't be damaged, he added six layers of epoxy and cloth from the stemhead fitting all the way down to the keel.

One of the boat's most unusual additions is the swim platform with a swim ladder, which can easily be lowered to sea level and raised back up. The dinghy sits atop the apparatus, as do the solar panels. The quality of work is excellent.

Claude built a horse for the main-sheet, and hard dodger that he powder coated. "I found out that powder coat-



Vik concurs with the belief that talking to people is better than texting them.



GEJA

IN LATITUDES



LATTITUDE/RICHARD



Clockwise from top left: The rebuilt compass and custom stainless cockpit table The swim platform. LED lights are everywhere on 'Camelot'. Elmer, left, with Claude. The shade supports store on the lifelines. The swim platform/dinghy hoist/solar panel support. A homebuilt monogrammed anchor.

ing isn't hard to do at all. We built our own oven using a metal frame and a tin cover. We used a weed burner to heat it. It worked like a charm. Powder coating is so much better than painting, and you don't have to wait for it to dry. It just has to cool off." Because it's so expensive to rechrome things, Claude also powder coated the port lights.

Camelot's electronics are inside the hard dodger and include an analog — no kidding — radar, an analog knotmeter, a forward-looking sonar, plus all kinds of light switches — including the new underwater lighting for the boat. Need we state that Claude made the underwater lighting — which is brilliant — from scratch?

This is not to say that Claude did everything. He had the boat's compass, a beauty by modern standards, rebuilt "by someplace back east."

For safety's sake, he had his Arizona friend Elmer Prophet make stainless steel railings. "They are taller than the

typical ones, which don't make sense because they are more likely to trip you overboard than keep you aboard."

"The stanchions and rails are double-reinforced for the bottom 12 inches and are super-strong," says Elmer.

The stanchions hold a series of long tubes, the purpose of which mystified us. "When we're at anchor, we'll assemble them to make the frame for shade screens that will enclose the entire back of the boat," says Claude.

All the winches and padeyes were so bright we almost got blinded. "I had them all rechromed," Claude explained.

Working in his machine shop, Claude built a custom cockpit table out of stainless — with a cowboy and buffalo engraved in it. He also built a custom fish-cleaning station out of stainless that folds out from the stanchion and rail, and there's a similar stainless

cleaning station in the galley.

Why stainless?

"It's what we had laying around in the shop."

The sliding hatch for the top of the companionway? Stainless.

The boat is equipped with a compost toilet. The vent is made of . . . stainless.

When we asked Claude how many hours he spent on the boat, he just laughed. Obviously it's been a labor of love.

The ancient Wayfarer Marine electrical panel was replaced with a custom panel with circuit breakers. Claude built a custom cabinet for his new SSB radio. "The old radio wouldn't work with a Pactor modem, so I got rid of it," he says.

He also got rid of the settee bunk on the starboard side, and made cabinets with carvings on them. "We have lots of storage now, but you can't imagine the time it took to make the cabinets."

Claude built a wood cabinet in front of the salon table to house the flash water heater. You can imagine what the overhead on a nearly 50-year-old boat might look like. So Claude not only did a professional job of replacing it with fiberglass board, he put in one inch of insulation.

Claude is big on bright and energy-efficient LED lights, for both inside and outside. His deck-level navigation lights are LED. His masthead light as well as steaming light and deck lights are all LED. He even put a junction box up on the port spreader in case he feels the need for more aerial lights.

"The deck lights cost about \$10 each, and they are really, really bright," says Claude. "The LED dimmers for the inside lights only cost \$5 each."

Twenty years ago Claude brush painted the boat with "a one-part Interlux polyurethane product" that we had a hard time telling from a spray job. After two decades in the desert sun, it looks

'Camelot' has a custom aluminum hard dodger that is more a hard enclosure. It's powder coated rather than painted.



LATTITUDE/RICHARD

CHANGES

astonishingly good.

Camelot has Treadmaster all around. "There was some on the boat to begin with, but it was in bad shape. And it was really hard to get off, requiring scrapers with sharp blades and lots of sanding. I put new Treadmaster everywhere. It's not cheap, but it's good."



The companionway step doubles as a galley drawer.

The engine, located behind custom-built companionway steps with a large utensil storage area, is a rebuilt Perkins 4-107. "We moved it back six inches to make some room. We tried moving some of the tanks to the starboard side of the boat for more room, but had to undo it as it had the boat heeling to one side. We thought about putting a 25-gallon tank in the bow, but needed that room for water. After all, water is more important than fuel on a sailboat."

The galley has been completely rebuilt, with a new fridge and thick insulation. "Elmer did all the stainless counters and the stove with ceramic coating paint. Works great.

Claude and Dana hope to sail to Mexico this year and stay about a year. "We're going to be full time cruisers, and after Mexico head across the pond."

— latitude/rs 12/16/2014

Benevento — Pacific Seacraft 40 The Massaro Family The Other Latitude 38 (San Francisco)

It's been more than 12,000 nautical miles since we — my husband Darold,

Darold, Dante and Jennifer. The family that cruises — and transits the Panama Canal — together, has a lot going for it.

our 10-year-old son Dante, and I — left San Francisco in late September 2013 for a two-year cruise. We sailed beneath the Golden Gate Bridge, turned left, and a little over a year later sailed under its sister bridge in Lisbon, Portugal — 'the other latitude 38'.

During the first year of our cruise we rode out the remnants of hurricane Raymond in Mag Bay, dodged a tropical depression at Cabo San Lucas, rode the bucking bronco-like Papagayo winds of Central America, got beat up by the wind and waves off the Dominican Republic, encountered a nasty thunderstorm off North Carolina, and hid from hurricane Arthur in the Great Dismal Swamp in Virginia. Other than that, our cruise has been great fun.

Truth be told, while all of those weather events were fatiguing, we never felt unsafe. And the great experiences we've had have far outweighed the challenges. We love to look back at our photos to remember all of the amazing things that we've seen and people that we've met — some of whom will be friends for life. There is a great camaraderie among cruisers that makes traveling this way so much fun.

It took us a few weeks to cruise down the coast of California, and then we spent about six weeks cruising Mexico. We loved the Sea of Cortez and the Gold Coast of the mainland, and could easily have spent our two years just cruising in Mexico. But we wanted to see more, so we made tracks south.

After a straight shot from Puerto Chiapas in southern Mexico, we transited the Panama Canal three months to the day after leaving San Francisco. The Canal is an engineering marvel. The experience of taking your own boat through it, along with a 900-foot container ship, will make you appreciate both the importance of world commerce and the relatively small size of your boat.

After transiting the Canal, we visited the San Blas Islands — which we still consider to be one of the major highlights of our cruise. The San Blas Islands are an archipelago of about 378 islands and cays, of which only 49 are inhabited. They are governed by the lovely Kuna Yala people.

Imagine the stereotypical vision you have of the Caribbean: azure seas, puffy white clouds dotting the sky, and islands with coconut palms and white sand beaches scattered every-



where. That's the San Blas Islands. There is great snorkeling around the reefs, beautiful anchorages, and enough wind to keep the mosquitoes away and the wind generators spinning. Yet the islands are behind the reefs, so the seas whipped up by the constant 20-knot winter trades break on the windward side of the reef. The waters on the leeward side of the reefs are calm and protected.

We wore our bathing suits all day in the San Blas, and slept without any coverings at night. The temperature is so comfortable all the time! We anchored in 10 feet of water that was so clear that we could easily see that our anchor was set correctly. Although the islands are isolated, fresh supplies were delivered to our boat by Kunas in dugout canoes.

The trades continually charged our batteries and ran the watermaker, and there wasn't any laundry to do. It was so nice it makes you wonder why anybody leaves! As it turns out, we met a few cruisers who have been on the hook in the San Blas for years — and have no intention of ever moving on.



IN LATITUDES



PHOTOS COURTESY BENEVETO AND JAMAICA TOURISM



Clockwise top left, from the first year of the cruise: Dante with a new discovery. One of the San Blas Islands, a trip highlight to date. Beautiful YS Falls in Jamaica. Dante plays with an unidentified toy. Swinging on a halyard over turquoise water. A visit to the Bob Marley Museum.

Our next stop was the Greater Antilles, starting with Jamaica. It was a seven-day beat against the trades to make landfall, but it was definitely worth it, mon. Jamaica is off the beaten cruiser's path, but it was lovely, the food was delicious, the people friendly, and the music as great as you would expect. And it wasn't crowded.

We stayed in Montego Bay for a little over a week, taking a road trip inland to see some of the wonderful sights. We happened to be there for Bob Marley's birthday celebration, and attended a reggae concert in his honor in Negril, the self-proclaimed 'Capital of Casual'. Needless to say, there was a lot of smoke in the air at the concert. "Are we going to get cancer because of the smoke?" our son asked. "No," we replied, "but we might get the munchies."

We also went on a riverboat tour to see crocodiles, jumped off rope swings at YS Falls, and had our fill of Jamaican

patties, Red Stripe beer, fantastic fruits and vegetables, and all kinds of 'jerked' stuff.

After Montego Bay, we spent several days anchoring along the north coast on our way to Port Antonio, which is a beautiful and protected harbor. Port Antonio has a lot of nice attractions within walking distance of the anchorage and yacht club, as well as a wonderful vegetable market, restaurants and an ice cream shop.

We took another road trip to Kingston to visit Port Royal, the former pirate capital of the Caribbean, and the Bob Marley Museum. Both were well worth the visit. By the way, being on the roads of Jamaica was more dangerous than anything we've faced at sea.

Our next stop was San Juan, Puerto Rico, where we would

meet up with friends. It took us 12 days to get from Port Antonio to San Juan because it was upwind against the trades. On the way we got pinned down by near-gale-force winds for several days on the coast of the Dominican Republic near Cabo Beata. The anchorages we stopped at were beautiful, and we passed the time swapping recipes with other cruisers.

We had a great time exploring the walled city of Old San Juan, which has fantastic forts. We even took a seaplane ride over Old San Juan to get another perspective of this amazing city.

The Spanish Virgins is the Tourism Board's name for Culebra, Culebrita and Vieques, all of which used to be owned by the U.S. military and therefore had been off-limits. Because of that, there aren't anywhere nearly as many boats as at the 10-mile-distant U.S. Virgins. Nice.

Culebra is a laid-back island of just 2,800, and it has some of the most beautiful beaches in the Caribbean. Playa Flamenco, a large half oval of a white sand beach with palm trees and crystal clear azure water, certainly fits that bill. A tank tastefully spray-painted with graffiti on the beach is an incongruous remnant of the former military occupation. The beach isn't crowded and the snorkeling is fabulous. The beach at the nearby island of Culebrita is even less crowded, and just as beautiful. Hawksbill turtles frequently swim through the anchorage.

We met a cruiser at Culebrita who told us that after 21 years of cruising all over the Caribbean, it's his absolute favorite spot. It was also at Culebrita that someone on a passing boat yelled out to us: "Didn't I see you guys in the March 2013 issue of *Latitude*?"

After Culebrita it was decision time. Where should we go next? One choice would have been to continue east toward the U.S. and British Virgins, and maybe even as far as St. Martin or Dominica. But that meant we would have to double back to sail to the East Coast. Our insurance required that we be in Georgia

Some think that the 'Spanish Virgins' has some of the most beautiful anchorages in the Caribbean. It's hard to argue with Playa Flamenco.



CHANGES

by June 1, So we headed toward the Bahamas instead.

More next month, including our trip across the Atlantic to Portugal.

—jennifer 12/01/2014

The Splash /BB Blast/ PFPSRFC Riviera Nayarit, Mexico

The mainland cruising season officially opened on the Riviera Nayarit half of Banderas Bay on December 12 with the grand reception at the chic Eva Mandarin beachfront restaurant and bar in La Cruz. Hosted by Riviera Nayarit Tourism, there were free t-shirts, food and beverages, live music, and a bonfire, all of which attracted 200 new, old and former cruisers. The bonfire was for effect only, as it was in the high 70s well into the evening.

Sunday the 14th was the start of three days of Banderas Bay Blast rally-racing. The first 'race' from La Cruz to Paradise Marina and back had to be cut short because of a lack of wind. But it was beautiful out on the water, and the sailing was followed by the traditional 'Water Balloon Drop for Pizzas'.

The second race from La Cruz to Punta Mita was a beaut, for after light winds in the very early going, it blew up to about 17 knots on the typically flat waters of the Bay. The stars of the day were doublehanders Barry and Sylvia Stomp and their totally rebuilt dark-blue hulled Hughes 48 yawl *Iolani* from Sausalito. Although not familiar with the area, the couple were the first to tack to get inside the classic shift, and thus crossed the finish line first by a comfortable margin.

The 'racing' was followed by the initiation of new members into the Punta Mita Yacht & Surf Club, with new Commodore Debbie Monnie Rogers of the San Diego-based Deerfoot 62 *Moonshadow* swinging the initiation paddle with skill — and an alarming amount of enthusiasm.

The final rally race of the Blast was **Lifetime membership in the prestigious Punta Mita Yacht & Surf Club is inexpensive — \$1. But when Debbie is commodore, it can be painful.**

the 12th running of the Pirates for Pupils Spinnaker Run for Charity from Punta Mita to Paradise Marina, preceded by a dance performance by local kindergarten children, who are among the main beneficiaries of the event. Until the last few miles of the 'race', when the wind got light and shifty, and the brilliant blue skies were overtaken by some gray, it was a typically fabulous Banderas Bay spinnaker run. This was followed by a wrap-up party at the Puerto Vallarta YC.

As great as the sailing was, the fundraising was even better. All proceeds — and we mean all — go to the kindergartens, special needs schools, and medical programs in the Punta Mita area. Ronnie 'Tea Lady', the very incarnation of probity, accepts requests for needed materials from the organization, then buys them herself at the best prices. If only all charities could be half as transparent and efficient. One thousand dollars was donated in the name of the participants in the 2014 Baja Ha-Ha.

Both the Marina Riviera Nayarit in La Cruz and Paradise Marina in Nuevo Vallarta deserve shout-outs for donating overnight berthing to participants, as does Frascotti's Restaurant at the Marina Riviera Nayarit, for donating adult beverages.

The only real bummer of the event is that only 15 of the hundreds of sailboats in the area participated. Sure, some folks were dealing with repair issues and other distractions, and others were out of town. But to have a boat and miss the chance to sail with — not against — other great folks in some of the most pleasant sailing conditions in the world . . . well, that strikes us as unfortunate. As such, the clear winners in the event were all who participated.

— latitude/rs 12/20/2014

Cruise Notes:

Mexico on sale! Thanks to the plunge in the price of oil and other factors, the Mexican *peso* plummeted to 14.78 to the dollar on December 16. Exactly one month before, it had been 13.50 to the dollar, meaning cruisers pretty suddenly got a 9.1% discount on everything. Everything but marina slips, where the prices are usually in dollars, not *pesos*.

"We're now nine months into our around-the-world sailing adventure with the World ARC," report Charlie and Cathy Simon of the Spokane- and Puerto Val-



larta-based Taswell 58 **Celebration**. "We just came back from a wonderful safari in northern South Africa, during which time we took a ride on an elephant."

The **World ARC** circles the globe in 15 months, starting and finishing in St. Lucia. Despite the fast pace and the approximately 20k entry fee, the World ARC and similar rallies are quite popular. Forty-two boats are participating in half or all of the World ARC 2014-2015 in which the Simons are sailing. Nine of the boats are from the U.S., and seven boats in the fleet are multihulls.

Shortly after President Obama announced plans to "defang" the already partly defanged embargo on **Cuba**, which would almost certainly lead to more normal relations, Jose Escrich, Commodore of the **Hemingway International Yacht Club**, made his thoughts known.

"It's my greatest desire that the normalization of the diplomatic relations between our two countries would give us



KATRINA LIANA

IN LATITUDES



ALL PHOTOS/LATITUDE/RICHARD



Scenes from a Blast on the Riviera Nayarit, clockwise from top left: The bonfire wasn't needed for heat; Barry and Sylvia's 'Iolani'. 'Joyride' and 'Sea Level'. John and Debbie's Deerfoot 62 'Moonshadow', with 'Bright Star' in the inset. Grabbing for pizzas. 'Verella' and another boat on the run.

the opportunity to strengthen the already friendly relations between our club and the American boating community and to organize boating events," wrote the old friend of *Latitude*. "We are already very happy to have friendly relations with dozens of American yacht clubs, and already represent the Seven Seas Cruising Association, the Texas Mariners Cruising Association, and the International Game Fish Association in Cuba. I am also Honorary Conch & Citizen of the Fabulous Florida Keys."

Just so nobody gets the wrong idea, Cuba is not even remotely ready to welcome countless U.S. mariners, almost all of whom have no concept of how impoverished Cuba is, and how instilled the 'everything not specifically allowed is prohibited' authoritarian mindset is. It's going to take some time.

It's lucky when you're a cruiser who lives on the West Coast. Want proof? **Cam Lewis**, noted maxi cat racer, reported that he was about to depart Newport, Rhode Island just before Christmas on an unnamed Gunboat catamaran for the 1,500-mile-distant Virgin Islands. "It's frigid up here," he reported. By that, he meant the Newport highs were about 40 degrees and the lows were about 30 degrees.

The only good news for Lewis and crew was that about 24 hours into the trip they would be in the Gulfstream, where the tropical water would warm the low-altitude air. Ah yes, the Northeast, where sailors headed for the tropics have to be worried about *both* hurricanes and winter snow storms.

Here's why technology sometimes drives us crazy. Just before our leaving on the Ha-Ha in late

October, a familiar face stopped by **Profligate**. We couldn't immediately place the face because we hadn't seen it in nearly 30 years.

After being given some hints, we realized that it was 'Fearless Fred' Denton, whom we hadn't seen since our Clipper Yacht Harbor days in Sausalito in the early 1980s. So we whipped out our brand-new iPhone 6+ and recorded a short interview and took a number of fine photos. We don't know whether it was operator error or



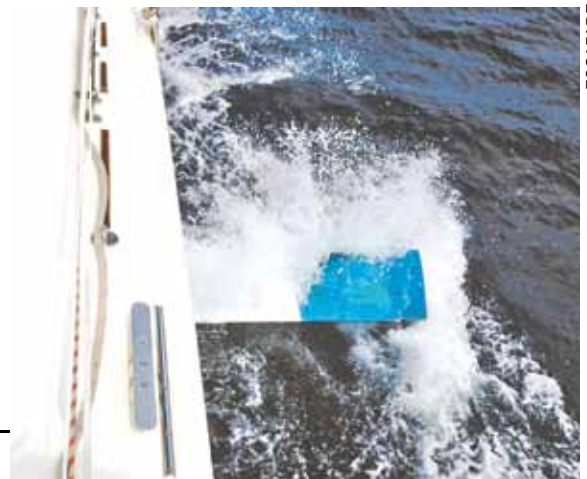
Fearless and fit Fred is going for a third.

a crap app, but the entire interview and all but one photo were lost. Grrrrrrrr!

What we can tell you from memory is that Denton had been in the military, and then had worked everywhere from Wall Street to Alaska. After showing up in Sausalito, he did two circumnavigations with his Tartan 37 **Francesca**. For the last decade or so he's been living in Las Vegas, where despite being in his sixth decade, he was hanging off the side of skyscrapers doing construction. Fred admitted he was by far the oldest guy doing that kind of risky work, but explained "I'm not your average guy." No kidding. For despite approaching 74 years of age, he does three sets of 50 push ups every morning.

Fred's big news was that he recently bought a used Nordic 40, christened her **Serafina**, and is heading around the world for the third time. "It will be interesting to see how it goes, as I haven't done a circumnavigation in 20 years," he said.

"We broke both our daggerboards sailing in rough seas from our boat's **Something doesn't look quite right here. Aren't daggerboards supposed to go down rather than sideways? This can't be effective.**



ESCAPADE

CHANGES

summer home in Curaçao to St. Barth in the Eastern Caribbean," report Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 **Escapade**. The replacements cost \$9,300, plus shipping from France. Ouch! St. Barth looks good despite losing 42 boats when its residents were somewhat surprised by hurricane **Gonzalo** in mid-October. One boat is left half submerged in the harbor, two are on the rocks at Public Beach, and one is on the rocks at *quartier* Corossol. While walking around the inner harbor of Gustavia this morning, we noticed a lot of damage to the smaller boats moored to the quay. The anchorage is quiet, but it is early in the season.

"The bigger concern right now is the spread of infections from the **Chikungunya virus**," the couple continue. "Our friend Alf, who has done a lot of work on our cat, told us over 1,000 people on the island of 12,000 have been infected. The virus, which causes severe headaches and immobility for two to seven days, followed by weeks, months or even years of joint pain, has hit the British Virgins and is bad in St. Martin, too. It's scary



ESCAPADE

Boats left on beaches aren't a pleasant sight. Not for the boat owner, the people with views of the beach, or the tourism industry.

because there is nothing you can do but try not to get bitten. The supposedly good news is that the mosquitoes carrying 'the Chink' are only out during the day, but — whoa, you wouldn't believe the mini/micro skirt that just hopped out of the Bar d'Oubli! — the bad news is the

nighttime mosquitoes carry the dengue fever."

'The Chink' has reportedly made its way to the mainland United States.

Aussie news sources report that the four-person crew of the Moody 54 **Red Sky** were taken aboard the tanker *British Loyalty* December 13 after their sailboat began sinking about 14 miles off Evans Head, New South Wales, Australia. Bilge pumps could not keep up with the inflow of water after the boat hit an unknown object. The crew set off their EPIRB at 3 a.m. Before a rescue helicopter was able to get to the boat, the oil tanker already had the stricken boat in its lee. Despite 30 knots of wind and 10-foot swells, all four sailors managed to scramble up rope ladders to safety and *Red Sky* was left to sink. Much to the surprise of the crew, though, she drifted ashore near Evans Head intact, but was soon heavily stripped.

If the boat name **Red Sky** sounds familiar, it's probably because Aussies John and Leanne Hembrow, known for their boundless energy and enthusiasm,

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had sailed her in the 2010 Baja Ha-Ha. However, reader Mark Reed reports that they sold the boat to one Michael Cramb a year ago.

By the way, do you have a chart posted in plain view showing **the location of all the thru-hulls** on your boat? It's a good idea best appreciated in an emergency.

Protecting the **"liberty" of convicted Somali pirates**. It's being widely reported that France has been ordered by the European Court of Human Rights to pay compensation to convicted Somali pirates. The court said France violated the rights of the pirates — who took hostages from French ships — by keeping them in custody 48 hours too long, even though most of them were later convicted. One of the nine men is to receive 9,000 euros, while others will get up to 7,000 euros. The gang had held French citizens hostage after seizing a cruise ship and a yacht in 2008. The French military captured 12 pirates on the Somali coast in two operations, after the hostages had been released for ran-

soms of around 1.8 million euros. The extra 48 hours of custody on French soil violated the pirates' rights to liberty and security under the European Convention on Human Rights, the court ruled.

The installation of **Profligate's** new hardtop required **165 4-inch bolts** and the same number of washers, lock washers and acorn nuts.

We wanted to buy them locally in Northern California, so we called Fasco Fasteners in Alameda. Unlike a few years before, they wouldn't sell to us peons, so we spent \$500 with McMaster-Carr of Santa Fe Springs. Rich and Sheri Crowe, who ran the S&S 65 **Alaska Eagle** for decades, and who are now building a home near Glen Ellen, always raved about McMaster-Carr. "They've got everything and deliver fast," they said. They sure did for us.



Over 750 fastening items slipped right through customs. They would have been duty free anyway because of the \$500 allowance.

Then we had to get the stuff to Puerto Vallarta. The collection of fasteners weighed about 35 pounds, but fit nicely into an old Pelikan camera case and was only a couple of pounds overweight when put into a rolling duffel. Our next concern was whether customs in Mexico was going to hit us up for duty. It turned out to be a non-issue for three reasons: 1) We got a green light when we pushed the button at customs, so they didn't

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CHANGES

even inspect our bags. 2) Even if customs had found the fasteners there wouldn't have been any 16% duty owed because 3) It turns out that if you arrive by air or sea — but not land — you get to bring in \$500 worth of stuff in addition to your personal belongings, duty free. You are supposed to have a receipt for the stuff to prove the value. The exemption does not apply to booze, ciggies or fuel.

What we'd like to hear about now are the experiences cruisers have had trying to bring in expensive replacement stuff — outboards, engines, watermakers, electronics — duty free into Mexico because they have a Temporary Import Permit.

"We got a first-hand opportunity to learn about the quality of Mexican health care when 'Stewball', one of **Moonshadow's** Baja Ha-Ha crew, fell in the cockpit and injured his rib." report John and Debbie Rogers of the San Diego-based Deerfoot 62. "He gave us a scare a day after the fall, as he fell into near unconsciousness, necessitating an ambulance ride to the emergency room of the extremely clean San Javier Hospital in Nuevo Vallarta. Stewball was given a



MOONSHADOW

After a fall and later passing out, Stewball got a complete check-up at the shockingly modern San Javier Hospital. He's fine.

CAT scan to see if there had been any damage to his organs, X-rays to see if his rib was broken, and blood tests for something else. He also had a consultation with an orthopedic surgeon. We were all

impressed with the modern facilities and health team ready for any emergency. Fortunately, Stewball's organs and bones are fine, and he's now recovering aboard *Moonshadow*, dreaming about the SUP competition at Turtle Bay during next year's Ha-Ha.

Donald Mitchell of the Bayliner 32 **Sarah Ann**, a two-time commodore of the Club Cruceros, passed away in his sleep on December 6, an indirect victim of hurricane *Odile*. The 69-year-old former resident of Sunnyvale had been a stalwart of the club until he slipped on a tile and hit his head in October while cleaning up debris from *Odile*. He underwent emergency brain surgery at the Fidapaz Hospital in La Paz to relieve the pressure of a hematoma. Although Mitchell officially came out of the induced coma, he never really woke up. He was life-flighted to a hospital in the Bay Area several weeks later, where he would ultimately pass away.

'Cut the red tape', seems to be the mantra of **Joko Widodo**, who in late October was inaugurated as the seventh

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president of Indonesia. The 'Peoples' President' somehow managed to defeat the candidate backed by wealth and entrenched interests, and is determined to crank up the Indonesian economy. One of the ways is by — duh — cutting the bureaucratic red tape required to do things like start businesses and allow cruise ships and yachts to enter the country. The owner of a yacht currently needs to get permission from at least 16 institutions to visit Indonesia. Sixteen! You can imagine the time, expense and frustration.

"The government will expedite permitting for yachts wanting to enter the country's ports, from taking weeks to taking only one day, with an online one-stop service protocol under the management of the Foreign Ministry," said Coordinating Maritime Affairs Minister Indroyono Soesilo. The government is also planning to lengthen the time yacht permits would remain valid, from a period of six months to a whole year of multiple entries." Maybe the Schengen Area countries of Europe, where Ameri-

cans have to leave for three months after visiting for three months, should hire Widodo as a consultant. By the way, the new president has also vowed to stop the destruction of rain forests. As you know, Indonesia has the fourth largest population in the world and the largest economy in Southeast Asia.

There is nothing like a newly painted boat. Starting in 1995, Bill Anderson, formerly of Squaw Valley, started what would turn out to be six years of hard work building his canary-yellow Hughes 36/38 **Feet**, the hulls of which are three layers of 1/8" doorskins. He then sailed to Mexico, where he's been living happily on about \$500 a month. Having come into some money, he decided to have Sea Tek of La Cruz remove all the gear



'Feet' about to get wet once again. She has a very long bowsprit that Anderson only broke twice on San Francisco Bay.

from the hull and deck and give the cat a shiny new paint job. He also got a new sled-mounted outboard and a power windlass.

"The windlass should add at least another five years to my cruising career," Anderson told us. He also said he had no regrets in life — "other than the four years I worked for IBM". He later became a ski instructor, his most famous student being Sonny Bono. Most of you

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know that the less famous half of Sonny & Cher died as a result of skiing into a tree. Oh well.

Bill Lilly of the Newport Beach-based Lagoon 470 **Moontide** reports that the immigration office in Cabo San Lucas — like many government offices in Mexico — would be/was closed from December 20 to January 5 for Christmas vacation. "They posted a sign on their door saying that those needing docs should go to the airport in Cabo."

"In late November, we returned from six weeks aboard our boat in the Puerto Escondido area, then caught up with the November issue of *Latitude 38*," write Dave and Merry Wallace of the Redwood City-based Amel Maramu **Air Ops**. "In the *Changes* section, there is a letter from an anonymous cruiser sparking the debate as to whether Fonatur, with its mooring balls taking up so much room, has ruined Puerto Escondido as a hurricane hole. A worthy debate, perhaps, but the letter contains some inaccurate information.

"It's true that right now there are only about 10 moorings that are safe in the harbor, but Fonatur is ready to

completely renovate the entire mooring field. They have the chain, shackles, buoys, pendants and floats — all U.S. stuff — and the money to pay Carlos, a professional diver, to do the work. This, of course, will not improve the situation regarding being able to lay out an extremely long anchor line, but that shouldn't be needed if the moorings are all redone.

"The writer was correct that three boats on Fonatur moorings did go ashore, but each one went off the mooring after their own lines chafed through. One mooring in the inner harbor did fail, but it was a private mooring left from the old days, one that a cruiser who normally moors in the Waiting Room took for the storm. *Air Ops* was on a Fonatur mooring for Odile — as well as Jimena in 2009 — and had no problems.

"In many regards Puerto Escondido is," the Wallaces continue, "in sort of a down cycle mess, but hopefully the corner is being turned and things will get better. Hey, there's hot water in the

showers for the first time in about three years! Now if Pedro will just return and open his restaurant again . . ."

A boat owner putting his/her boat on an unknown mooring is an enormous act of faith. Unfortunately, too frequently that faith isn't justified. In recent memory, for example, we can recall a catamaran at Niue, a monohull at Dominica, and a catamaran at Tahiti, all being set free after trust was put in recommended mooring balls. Two of the boats were complete losses.

And is it just us, or does it seem as though many of the moorings at **Puerto Escondido** are perpetually in need of replacement or renovation? And if a place has over 100 moorings — about 75% of which are never used — what's the point of 75 unneeded ones? That said, we hope that Puerto Escondido will rise again, for we started our Mexico cruising from there in 1977 when it was still a magical little spot with room for everyone to anchor.

The **cruising season** is in full bloom, so we'd love to hear from you. No need to send a book-length submission; a photo or two and a short note is fine. Thanks.

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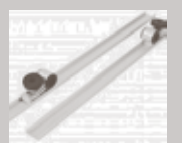
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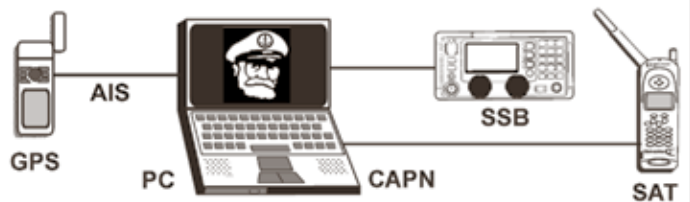
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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

22-FT J/70, 2014. Grass Valley. \$49,500. Like-new J/70 for sale, loaded with extras including trailer, 2 sets of Quantum sails, brand new and 8 months old, full Harken travel covers, ready to race. Contact (530) 575-0261 or swmack@gmail.com.

24-FT STONE HORSE. By Edie & Duff, 1976. Alameda Marina, CA. \$14,000. 2005 new Beta Marine 14, Awlgrip hull and mast. New 2014: standing and running rigging, staysail, two furlers, shaft, prop, stuffing box, bottom paint, berth cushions. Contact flickasf@aol.com or (510) 703-7050.



22-FT SPINDRIFT, 1984. San Francisco. \$7,500/firm. Excellent trailerable sailboat. Totally rebuilt - new sails, rigging, mast, electrical, GPS, depth, cover, and more. Includes trailer. 9.9 Bigfoot Mercury outboard - electric start/autotilt. Comfortable cabin, stable, easy to sail. Perfect on extended trips. Sailed: Great Lakes, California, Arizona, British Columbia. Reviewed in *Small Craft Advisor Magazine* Jul/Aug 2013. \$30,000 invested. Must sell due to medical condition. (602) 264-8100.



25 TO 28 FEET



27-FT HUNTER, SEQUIM, WA. \$8,500. Well maintained. Yanmar 8hp diesel, tiller steering, galley, head, sleeps 5. Hauled 2013 anti-fouling paint, new anodes. All new SS standing rigging installed 2014. Includes Garmin GPS, Autohelm, VHF radio, upgraded electrical systems, all safety gear, 140 genoa, West inflatable dinghy. Boat in great sail-away condition. Contact (360) 582-9150 or (208) 451-4490.



25-FT NORDIC FOLKBOAT, 1992. SF Marina-East. \$18,800. Nordic Folkboat US 115, built in 1992 at Classic Boatworks. Fiberglass hull, wood cabin house. Very good condition. Raced in fleet. Possible berth transfer. Call (415) 271-6267.

28-FT NEWPORT, 1981. Alameda OYC. \$7,500. Universal M3-20 18hp diesel. Bottom job 1/2014. Asymmetrical spinnaker, sock, pole. Roller furling jib. Tiller pilot. Head and holding tank. Good weekend Bay boat. (209) 988-4260 or (209) 605-0018 or margabel@yahoo.com.

28-FT WYLIE HAWKFARM, 1977. Sausalito. \$7,500. A classic in great sailing shape! New bottom March 2014. Good sails New running rigging, etc. A great choice for shorthanded racing or cruising! Ready to go for the New Year! (415) 845-6309 or oceanslogic@gmail.com.



27-FT CAL 27-3, 1985. Coyote Point. \$8,000. Halsey Lidgard main, 3 jibs. Awesome Bay boat, good condition. Fin keel, fast and fun. Yanmar 1GM, but won't start. For more info lkang@sbcglobal.net or call (650) 464-9797.

27-FT ANTRIM, 1999. Pt. Richmond. \$33,500. *Always Friday* is for sale. Great race record - both ocean and Bay. Recent standing rigging and running rigging replacement. Navigation instruments (no wind) and GPS. Zieman tandem trailer. For more info Liebenberg27@gmail.com or call (925) 989-2747.

24 FEET & UNDER



16-FT BALBOA, 1983. Fortman/Alameda. \$2,200/offer. Daysailer/overnighter. Main, jib, genoa. Electric motor/oars. Lots of gear. Great first boat. Sleeps 4. Easy to sail. Singlehanded-rigged. Overbuilt and solid. Trailerable/no trailer. Rare boat/good condition. Call (408) 718-8447.

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26-FT MARIEHOLM. International Folkboat 2149, 1975. Richmond Yacht Club. \$18,000. Boat purchased new. Original owner. Never abused; always finished near last when raced (not the boat's fault). In excellent condition. Original finish, fiberglass hull, aluminum spars, rigid vang, self-furling jib, Dutchman system for main, two spinnakers and poles. Autohelm, toilet, Volvo factory MD-7 diesel, dodger, full and sail covers. I love this boat. Wife threatens divorce if no ad! Contact me at (415) 297-7262 or (415) 775-5131 or email arhat60742@mypacks.net.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$26,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://www.sites.google.com/site/norsea27forsale/home?> Contact (831) 345-9384 or email lewiskeizer@gmail.com.

29 TO 31 FEET



30-FT ERICSON, 1986. Redwood City. \$17,900. Good singlehanding with self-tacking jib. Harken roller furling. All lines led to cockpit. Raytheon autopilot. Main sheeting traveler on cabin top. Universal M-18 diesel. Teak and mahogany interior. Call (408) 243-2659.

30-FT PEARSON, 1974. Brisbane, CA. \$11,250. Shaw design. Performs well in all points of sail. Hand-laid fiberglass hull. Main, 3 headsails, well maintained Atomic 4. Mast pulled, rewired, rigging done. New bottom 2014. dodger, new head, Autohelm. For information, email bh.hackel@gmail.com.

31-FT HUNTER, 2008. Sausalito. \$76,500. Perhaps you sailed her and loved it, now you can own her! *Gute Fahrt II*, always professionally maintained, great condition, one-year-old main and bottom paint, dodger, wheel steering, Yanmar diesel, in-mast furling main, roller furling jib, completely outfitted with everything you need for a great daysail or weekend on the Bay/Delta. Call (916) 424-0444 or barmo@hotmail.com.

30-FT CAPO, 1984. SFYC. \$15,000. A Carl Schumacher-designed racer/cruiser with standing headroom. Boat is in great shape, but the mast has a crack and needs to be replaced. Great value for project-minded buyer. <http://www.tinyurl.com/toybox1>. Call (415) 488-3317 or pjcampfield@yahoo.com.



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31-FT FAR EAST MARINER, 1972. Brickyard Cove, Pt. Richmond. \$34,000. Capable cruiser. Thoroughly restored in Bay Area between 2003 & 2010. Full-keel ketch, solid glass hull insulated between deck and waterline, encapsulated ballast. New chainplates, standing & running rigging. Monitor windvane. Lowrance Chartplotter, HD radar, Standard Horizon AIS, Icom M710 SSB. Has called on Mexico, Tahiti, Alaska with current owner since 2010. Consider if you want to go... More information online at <http://www.figure8voyage.com/a-capable-cruiser-for-sale/>. Call (415) 999-7698 or email reeves0802@gmail.com.

30-FT CATALINA, 1979. South Beach Harbor. \$14,900. *Saba Run* has over \$13,000 of upgrades including a newly rebuilt Universal M-18 diesel, wheel steering, furling jib, oversized winches, new lifelines and upgraded interior. More info at <http://www.sabarun.com>. Contact (650) 380-0401 or sabarun@roweweb.net.

32 TO 35 FEET



35-FT CHEOY LEE. Robert Perry design, 1981. Barra de Navidad, Grand Marina. \$25,250. Price just DROPPED on this actively cruised and upgraded sailing classic, because our circumstances dictate we must change our plans. *Encore* is ready for you to step aboard and enjoy this season sailing Mexico. EVERYTHING is onboard, from dinghy and outboard, new radar, EPIRB, pots and pans, PFDs, and more! Check out all details, we may take a small trade. More information at <http://www.integratedmarketings.com/sailboat-4-sale>. Call (916) 458-1882 or espiritu430@yahoo.com.



32-FT FUJI, 1976. Sausalito. \$18,500. A project boat you can have fun with right now. Nearly new Beta diesel. New head and sail covers. Good sails with furling jib. Hot/cold pressure water. CNG stove. Everything works. Needs new wood in cockpit and paint. Call (415) 272-1602 or ashirek@sbcglobal.net.

35-FT J/105, 1998. Berkeley Marina. \$64,500. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race-ready. More information at <http://www.picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email: gnuggat@gmail.com.

35-FT ERICSON, 1977. Stockton. \$21,000. Ready to cruise or race. New 110 jib on new roller furling. Wheel steering, Garmin GPS/radar, autopilot, wireless wind indicator. Garhauer boom vang, low engine hours, many extras. Call (209) 478-3474 or b_mohr@sbcglobal.net.



33-FT CS, 1981. Sausalito, Ca. \$15,000. Sails fantastic. New mainsail, autopilot and new two-burner stove. Interior needs some cosmetic fixes and upgrades. Great opportunity to get into a fun sailing boat at a good value. Email wagskim@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. Contact by phone at (650) 303-3901 or (650) 712-1425 or email: pgclausen@gmail.com.



33-FT HOBIE, 1983. Healdsburg, CA. \$16,500. Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single-/doublehanding. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter. About the biggest bang for your racing buck. Contact by phone (707) 433-3692 or email: dijon1@sonic.net.



35-FT RM1060, 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition: high-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. Contact travesiagalicia@gmail.com or (521) 551-268-4306.



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33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or ngolifeart@gmail.com.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info. Please contact if questions. (707) 832-3734 or (707) 725-2028 or email krs1147@aol.com.

35-FT BENETEAU, 2006. Emery Cove Marina, Emeryville, CA. \$198,000. Excellent opportunity. Fully equipped, only has 100 hours of usage, well maintained. Pay discounted price of \$198,000 for this 98% new boat. Call Mr. Lau for discussion and viewing appointment. You could be the next lucky owner. (415) 200-7012 or lausinvestment@yahoo.com.



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

CATALINA 34 MK II, 2001. San Pedro. \$91,750. Loaded, well maintained. 35hp low hours, folding prop, roller furling genoa, asym spinnaker w/dowser, dodger, sunshade, cockpit table, cushions, electric windlass, Raymarine chart, radar, speed, depth, GPS, wind, Autohelm, VHF radio w/cockpit mike, AM/FM stereo-CD w/Bose speakers, BBQ, stove/oven, Ultraleather upholstery, fridge/freezer, cedar-lined lockers, safety equipment. Many extras, ready for serious cruising. Contact sail4dale@alumni.calpoly.edu or (310) 519-9119.

34-FT CATALINA, 1987. Emeryville. \$35,000. Hood sails 5 years old, Dodger, Universal 25 with 950 hours, needs electronics update but the old SIGNET stuff still works, Engine professionally maintained, along with quarterly bottom cleaning. Contact beatys2@aol.com.



CATALINA 34 MK II, 2001. Long Beach. Comfortable accommodation for seven. Walk-through transom and swim step. Many upgrades in sails and equipment for coastal cruising. See website for complete specifications: www.catalina34.com. More information at (949) 573-4225 or ahays@alum.mit.edu.

32-FT COLUMBIA 9.6, 1976. Richmond Marina. \$8,000 or best offer. Working Volvo Penta MD6B engine. Full suite of sails, including blooper. Monitor windvane. Potential great liveboard. AS IS: needs work. (510) 205-1590 or (510) 290-0797 or a-harkness@sbcglobal.net.



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



34-FT HALLBERG RASSY, 2000. Emery Cove. \$150,000. Documented. Original owner. German Frers-designed. CE-certified for category A (unlimited ocean voyages) by Germanischer Lloyd. Volvo MD2030 (1100 hours), sail drive, Selden rig, windshield and dodger, teak decks and almost every available factory option: wheel steering, Webasto heater, hot water, electric windlass, Raymarine, more. KKMI-serviced. Please contact good_scout@sbcglobal.net.

36 TO 39 FEET

37-FT GULFSTAR. Mazatlan, Mexico. Gulfstar 37 AC, well equipped, located in beautiful Mazatlan. Excellent sails, strong 4-108, 10' RIB, 15hp Yamaha, Icom 706, radar, AIS, 220' chain, Rocna 45. Continually updated and ready for its next adventure. More information at: <http://www.gulfstar37forsale.blogspot.com>. Email: gulfstar37forsale@yahoo.com.



37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. Call (510) 253-5883 or email for more information: ericson37sail@gmail.com.



38-FT HANS CHRISTIAN 38T, 1977. San Carlos, Sonora, MX. \$72,000. She is rated above average on a survey done Dec. 2014. We have enjoyed her for the last 8 yrs. in the Sea of Cortez and she is ready for more. See our website for full details and contact info: www.hanschristian38.com. Call (303) 895-0383 or (303) 895-4208 or ezdaze@msn.com.



37-FT TAYANA, 1978. Redwood City. \$40,000. Got an ocean to cross? Tayana 37 in bluewater shape priced to sell. Monitor windvane, radar, big water tanks, Perkins diesel, solar panels, wind generator, etc. More information on website: <http://about.me/a.f.garcia.martinez>. (917) 628-4497 or a.f.garcia.martinez@gmail.com.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details. (925) 324-4226 or daltonm@scantonlawfirm.com.



36-FT CAPE GEORGE, 1975. Moss Landing. \$16,000. Junk rig. Solid cruising boat. Hawaii, AK, West Coast vet. North sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor cookstove, 10-ft dinghy. VETUS diesel. Lots more gear. (831) 682-1620 or svhaiku@hotmail.com.

38-FT WATERLINE, 1980. Poulsbo, WA. \$49,000. Professionally built steel sloop, 44hp Yanmar, Hase sails, So Pac vet, cruising equipped, great liveboard. For information, pictures and details email us at ironb4sale@gmail.com.



37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12v refrigeration, teak interior, no teak decks, excellent condition, many extras. (775) 345-0170 or Altajake@aol.com.

39-FT ROBERTS 40, 1980. Mazatlan. \$45,000. Ready to go cruising... AND already in Mazatlan waiting for you! Roomy, sails well. Isuzu diesel, watermaker, solar, wind generator, radar, chart plotter. New 10/2014: bottom paint, dodger, mainsail cover. For more information check <http://svendeavour-ca.webs.com/>. Contact on email: mangoman2@gmail.com.



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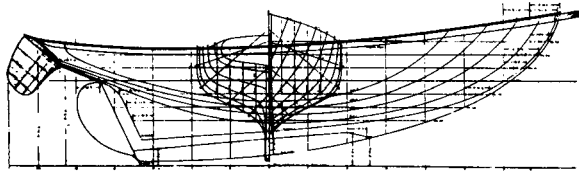
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ADVERTISERS' INDEX

AB Marine6	City Yachts7	Flying Cloud Yachts121	JK3 Nautical Enterprises21	Marine Outboard Company.....10
Almar Marinas37	Club Nautique.....12	Fortman Marina34	Johnson-Hicks57	Mariners General Insurance91
Alpenglow Marine Lights.....109	Conch Charters94	Gentry's Kona Marina111	KISS-SSB/Radioteck111	Maritime Institute.....57
BVI Yacht Charters94	Corinthian Yacht Club.....90	Gianola Canvas Products.....95	KKMI - Brokerage.....119	Marotta Yachts.....122
Bay Marine Boatworks.....33	Cover Craft51	Grand Marina2	KKMI - Boatyard124	Mast Mate118
Bay Marine Diesel.....109	Coyote Point Marina72	Hansen Rigging42	Kissinger Canvas56	Mathiesen Marine116
Berkeley Marine Center43	Cruising Yachts13	Helmut's Marine Service119	List Marine Enterprises45	McDermott Costa Insurance55
Blue Pelican116	DeWitt Studio111	Heritage Marine Insurance48	Loch Lomond Marina55	Minney's Yacht Surplus109
Blue Water Yacht Insurance110	Doyle Sails.....31	Heritage Yacht Sales ...121	Mack Sails46	Modern Sailing School & Club.....116
Boat Yard at Grand Marina, The16	Dr. LED46	Hogin Sails44	Makela Boatworks119	Napa Valley Marina54
Boome, Chris, Insurance41	Easom Racing & Rigging.....47	Hood Sails9	Marchal Sailmakers.....91	New Era Yachts120
BottomSiders95	Emery Cove Yacht Harbor39	Hotwire Enterprises111	Marina Bay Yacht Harbor48	Norpac Yachts.....123
Brisbane Marina41	Emeryville Marina83	Hydrovane108	Marina de La Paz110	North Beach Marine Canvas.....27
CDI/Cruising Design42	Equipment Parts Sales....91	Intercoastal Financial Group20	Marina El Cid.....51	
	Farallone Yacht Sales....11	Iverson's Design44	Marina Isla Cortez108	
	First Watch Marine.....109		Marina Vallarta57	
			Marine Lube118	

CONTINUED

			
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ADVERTISERS' INDEX – cont'd

North Sails.....25	Punta Mita Beachfront Condos.....118	San Juan Sailing95	Stem to Stern73	Wedlock, Ramsay & Whiting Marine Surveyors.....91
NW Marine Trade Assoc./ Seattle Boat Show23	Quickline47	Santa Cruz Harbor.....73	Strictly Sail Pacific35	West Coast Multihulls29
O'Connell Electric Scooters.....56	Raiatea Carenage Services.....106	Scanmar International.....8	Suncoast Yachts49	West Marine40
Oakland Yacht Club50	Rainman52	Schoonmaker Point Marina30	Svendsen's Boat Works19	Westwind Precision Details27
Opequimar Marine Center49	Richardson Bay Marina47	Seacoast Marine Finance45	Svendsen's Marine26	Whale Point Marine Supply.....36
Outboard Motor Shop53	Rubicon Yachts39	Seashine53	Swedish Marine.....73	Yachfinders/Windseakers8
Owl Harbor Marina49	Sail California17	Seatech111	Swi-Tec America110	
Oyster Cove Marina.....51	Sail Warehouse, The ...118	Sequoia Yacht Club.....90	TMM Yacht Charters.....9 5	
Pacific Crest Canvas.....38	Sal's Inflatable Services.....52	South Beach Harbor22	ThunderStruck Motors55	
Pacific Offshore Rigging.....50	San Diego Sunroad Marina Boat Show.....28	South Beach Riggers.....27	Trident Funding4	
Pacific Rigging.....8	San Francisco Boat Show.....15	Spaulding Wooden Boat Center.....14	Twin Rivers Marine Insurance83	
Pacific Yacht Imports.....24	San Francisco Boat Works77	Spectra Watermakers ..107	Ullman Sails - S.F. & Monterey Bay.....32	
Passage Yachts5	San Francisco Marina....18	Star Marine Electronics.....53	Vallejo Marina.....45	
Peterson Power43		Starbuck Canvas.....41	Ventura Harbor Boatyard.....95	
Pineapple Sails3		Start Line Strategies118	Volpar83	
			weatherguy.com110	





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41' KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. Starfinder is a great example of a great design. **\$134,000**

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43' HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6'6" headroom and lots of light and storage. Lying Oxnard. **\$97,000**

See at: www.marottayachts.com



42' PT PERFORMANCE TRAWLER, 1986 Cockpit motoryacht. Really nice, heavily built trawler with twin diesels, shows bristol inside and out. **\$95,000**

See at: www.marottayachts.com



41' SCEPTRE, 1987 Substantially built cruiser with inside steering station, Leisure Furl in-boom main, Yanmar diesel. Priced WAY below market. Call for details. **\$94,000**

See at: www.marottayachts.com



31' PACIFIC SEACRAFT, 1988 Designed and built by actual cruisers. Shows very nicely. Yanmar diesel, radar, chartplotter, autopilot, offshore dodger, wheel, roller furling. **\$78,000**

See at: www.marottayachts.com



44' FELLOWS & STEWART, 1946 Repowered beauty owned by professional shipwright and maintained at Sausalito's Arques Shipyard many years. Shows bristol inside and out. **\$69,000**

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28' ALERION EXPRESS, 2000 Lovely little daysailer shows as new for a fraction of the price. Very well equipped; potentially transferable Sausalito Yacht Harbor slip. **\$52,000**

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36' ISLANDER, 1979 One of the nicest Islanders we've seen in years, this boat has been extensively updated inside and out and is a MUST SEE! **\$49,000**

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35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$49,000**

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37' CHOATE, 1976
Nice example of very successful IOR racer/cruiser.
\$29,000

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32' DREADNOUGHT, 1978 Classic Crealock-designed California-built cutter. These double-enders have sailed all over the world. Potentially transferable Sausalito YH slip. **\$24,500**

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39' CAL Very nice one. Diesel rebuilt by British Marine. Rig overhauled 2013 incl. new standing/running rigging, new batteries/charger, CNG range w/oven, 6'5" hdrm, sleeps 8. New VHF, AIS, new radar, GPS, VHF, depth. Lines led aft. Cabin heater, cockpit table, wheel, dodger, MORE. Asking **\$59,950**



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. **Must see!** Asking **\$37,750**



34' PETERSON Sloop. Doug Peterson's renowned Performance Cruiser design. Great boat. Well cared for and nice above & below. Yanmar dsl, roller furling, 3 spinn, 2 mains, 5 jibs, new batteries, full galley w/reefer/freezer, 6'6" hdrm, AP, more! Asking **\$19,900**



28' ERICSON Sloop. Diesel, roller furling, wheel steering. Accommodates five. Teak joinery, super storage space, twin settees, 6'1" headroom. A great performance cruiser for the whole family. Asking **\$21,500**



37' RAFIKI Meet the Ha-Ha in Mexico. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$47,000**



39' GULF PILOTHOUSE Sloop/Motorsailer. Inside and outside helms, very clean, only 280 hours on diesel engine, RF, lines led aft, spinnaker, rod rigging, running rig new. Lots of other new equipment/gear. 2 double staterooms, +. Asking **\$96,500**



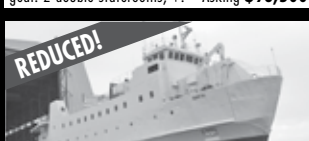
34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed maine head w/shower, full galley & MORE! Asking **\$89,500**



45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genoa, autopilot, reefer/freezer, more! Asking **\$99,500**



50' HERRESHOFF CENTER COCKPIT Ketch. Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy-ro/b, more! A big, comfortable, strongly-built, GLASS, bluewater world cruiser from a fine designer, FAITH comes with a lot of gear. Asking **\$82,500**



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46' GARDEN PORPOISE Ketch. Bill Garden's magnificent all-teak world-beater design. She's circumnavigated before & ready to do it again. Fully equipped to take on the world's oceans in safety & comfort. Try **\$79,950**

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