

Latitude 38

VOLUME 454 April 2015

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Come see us in booth #211-213-215 at the Strictly Sail Pacific boat show April 9-12

The Cat and the Canary, er, the Black-Crowned Night Heron

ERIK SIMONSON / WWW.PRESSURE-DROP.US



It took John Dukat five-and-a-half years to convert *Critical Mass* from a sloop to a cat-rigged boat. Starting as a mini-tonner, designed by Dave Mancebo to the old IOR measurement rule, *Critical Mass* was already fairly easy to handle, but John's love of single-handed sailing and bird watching inspired him to reconfigure the boat as a single-sail-powered cat boat.

Once rigged and ready, John ordered a Dacron sail from Pineapple Sails and began to sail nearly every day. The sail served him well for his daysailing and occasional racing. But, as he puts it, "the competitive juices resurfaced" and "with a big gulp" he ordered a carbon mainsail.

He recently won his division in the 2014-2015 Berkeley Midwinters, the Sunday short-handed series. He sees doing well as a bonus; the fun is in the sailing.

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Cover: One last look at light-air winter sailing before we
up-shift to breezy summer conditions.

Photo by Martha Blanchfield / www.renegadesailing.com

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

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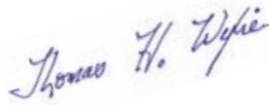
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Latitude 38

"we go where the wind blows"

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

Directions to our office press 4
Subscriptions press 1,4
Classifieds class@latitude38.com press 1,1
Distribution distribution@latitude38.com press 1,5
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CALENDAR

Non-Race

Apr. 1 — Corinthian Speaker Series featuring artist/racer Jim DeWitt, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

Apr. 1-27 — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Redwood City through 4/13; Eureka, 4/17-22; Crescent City, 4/23-27. Info, www.historicalseaport.org.

Apr. 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Apr. 1-29 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Apr. 4 — Laserpalooza, Alameda Community Sailing Center, 11 a.m.-3 p.m. Social for new and existing Laser sailors, free BBQ & sailing. Bring your Laser for help getting it ready for the season. Ryan, (510) 681-5815 or roguerigger@gmail.com.

Apr. 4 — Get Out on the Water Boating Event, Buckley Cove Launch Ramp, Stockton, 11 a.m.-4 p.m. Check out boats, accessories & clubs. Info, www.riverpointlanding.com.

Apr. 4 — Sail under the full moon on a Saturday night.

Apr. 4 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco 8 p.m.-midnight. Dress warmly. Free, but RSVP to Peter, (415) 561-7171.

Apr. 4-25 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — Easter Sunday.

Apr. 5-26 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 8 — Sequoia YC Beer Can Season Kickoff, 7 p.m. Dinner, seminar on using RaceQs to improve your tactics and boat handling. Will Paxton will discuss sail trim video analysis. Open to all. Info, www.sequoiayc.org/racing.

Apr. 9 — Single Sailors Association monthly meeting, Balena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

Apr. 9-12 — Strictly Sail Pacific, Jack London Square, Oakland. Info, www.strictlysailpacific.com.

Apr. 10 — Baja Ha-Ha, Pacific Puddle Jump & Circumnavigators' Reunion at the *Latitude 38* booth #219 at Strictly Sail Pacific, 6-8 p.m. Info, www.strictlysailpacific.com.

Apr. 10 — Eric Stone in concert, Oakland YC in Alameda, 8:00 p.m. Dinner & concert, \$40 inclusive; concert only, \$10. RSVP to Elaine, (510) 522-6868.

Apr. 10 — Polynesian Canoe Builders present ancient designs, building methods and instructions for a traditional Vaka o Lata at the Matthew Turner Shipyard, Sausalito, 5-6 p.m. Free. Alan, (415) 847-0426.

Apr. 10, 11 — Baja Ha-Ha How-To, a seminar by *Latitude 38* editor Andy Turpin at Strictly Sail Pacific, 1 p.m. on 4/10; 11:45 a.m. on 4/11. Info, www.strictlysailpacific.com.

Apr. 10, 11 — Tahiti and the Pacific Puddle Jump, a seminar by Andy Turpin at Strictly Sail Pacific, 3:30 p.m. on 4/10; 1 p.m. on 4/11. Info, www.strictlysailpacific.com.

Apr. 11 — Call of the Sea/Educational Tall Ship Fundraiser, Matthew Turner Shipyard, Sausalito, 6-9 p.m. Drinks, food, music, silent auction. \$75/adults; \$30/under 21. Info, (415) 331-3214 or info@callofthesea.org.

Apr. 11 — A Sailing Life Inspires a Celebration of Sailing and Ocean Conservation seminar by *Latitude 38* associate publisher John Arndt at Strictly Sail Pacific, 10:30 a.m. Info,

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2015 CATALINA 445

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CALENDAR

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Apr. 11 — Spring Swap Meet, Emeryville Marina, 8 a.m.-2 p.m. Buy, sell, trade. Info, (510) 418-1908.

Apr. 11 — Opening Day on the Delta, Stockton YC. Boat parade, dining & entertainment; dock space as available. Theme: Old Hollywood. Fundraiser for Hospice of San Joaquin. Info, (209) 946-9259 or www.stocktonyachtclub.org.

Apr. 11 — Wooden Boat Challenge at the Bodega Bay Fisherman's Festival, Westside Park. Construction begins at 10 a.m.; race starts at 2 p.m. Info, www.bbfishfest.org.

Apr. 11 — Berkeley Bay Festival, Berkeley Marina, 11 a.m.-4 p.m. Info, www.ci.berkeley.ca.us/BayFestival.

Apr. 11, May 9 — Amateur Radio Class, 9 a.m.-3 p.m., Petaluma. Cram Tech or General class/exam. \$25. RSVP required, (707) 762-9414 or wb6tms@arrl.net.

Apr. 11, May 17 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 12 — US Sailing Coastal Safety at Sea Seminar, Strictly Sail Pacific, Oakland, 9 a.m.-1 p.m. \$65 includes free show admission. Info, www.strictlysailpacific.com.

Apr. 16 — OYRA Pre-Season Get-Together & Skippers Meeting, Berkeley YC, 6 p.m. Kame Richards will talk about playing the currents, 7 p.m. Info, www.yra.org.

Apr. 18 — Club Nautique Open House, Alameda, noon-4 p.m. View the fleet, join a seminar, enjoy hot dogs & beverages. RSVP, (510) 865-4700. Info, www.clubnautique.net.

Apr. 18 — Opening Day, Stockton SC. Marine swap meet, free sailboat rides, boat parade & blessing, games, food. Info, (209) 951-5600 or www.stocktonsc.org.

Apr. 19 — Berkeley YC Swap Meet & Open House, 6 a.m. Flea market spaces, \$20; club tours. Info/space reservations, (510) 843-9292; info, www.berkeleyyc.org.

Apr. 22 — Celebrate Earth Day on the liquid part.

Apr. 25 — Club Nautique Open House, Sausalito, noon-4 p.m. View the fleet, join a seminar, enjoy hot dogs & beverages. RSVP (415) 332-8001. Info, www.clubnautique.net.

Apr. 25 — About Boating Safely, Del Rey YC, Marina del Rey, 8:30 a.m.-4 p.m. \$55/person or \$80/couple, including book, continental breakfast, and lunch. Reserve your spot at jonericedecuir@earthlink.net.

Apr. 26 — Opening Day on the Bay. Interfaith Blessing of the Pleasure Craft, Raccoon Strait, 10:30 a.m.-1 p.m.; info, www.cyc.org. Decorated Boat Parade, theme Youth in Boating, Crissy Field to Pier 39, noon; info, www.picya.org.

May 2 — Opening Day on the South Bay. SeqYC, www.sequoiayc.org.

May 2 — Opening Day on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 2 — Nautical Swap Meet, Owl Harbor, Isleton, 9 a.m.-noon. Part of Delta Loop Fest. Reserve a free space at (916) 777-6055 or info@owlharbor.com.

May 2 — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Includes a 'Responsible Disposal Day' for electronics, appliances, computers, cushions, sails, small batteries, etc. No hazardous waste. Info, (619) 862-2835.

May 6 — Corinthian Speaker Series featuring Elaina Breen, crew on the Clipper Round the World Yacht Race, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

May 6 — Racing Rules of Sailing Seminar with Randy Smith, Long Beach YC, 7 p.m. Info, www.lbyc.org.

May 10 — Take Mom sailing.

May 16 — Delta Cruising Seminar/Delta Doo Dah Kickoff Party, Richmond YC, 6 p.m. Info, www.deltadoodah.com.

May 16 — Nautical Swap Meet, Marina Bay, Richmond, 8 a.m.-noon. Info, info@mbyachtharbor.com.

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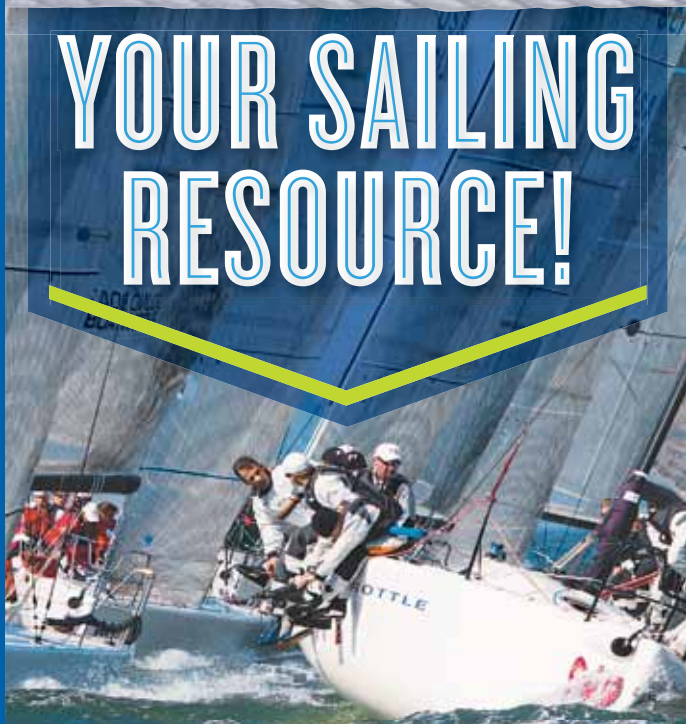
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CALENDAR

May 16-17 — Women's Sailing Seminar, Corinthian YC, Tiburon. Info, www.cyc.org.

May 17 — US Sailing Safety at Sea Seminar, Encinal YC, Alameda, 8 a.m. Info, www.pacificcup.org.

Racing

Apr. 4 — Andy Byrd Memorial. CPYC, www.cpyc.com.

Apr. 4 — Trans-Folsom. FLYC, www.flyc.org.

Apr. 4 — Bullship Race, in which 8-ft El Toros sail from Sausalito to San Francisco. Info, www.eltoroyra.org.

Apr. 4, 18, May 3, 16 — Races #5-12. Andreas Cove YC, www.andreascoveyc.org.

Apr. 4, May 9 — North Bay Series. VYC, www.vyc.org.

Apr. 4, May 9 — Summer Series. KBSC, www.kbsail.com.

Apr. 4-5 — St. Francis Interconference Collegiate Regatta. StFYC, (415) 655-7756 or www.stfyc.com.

Apr. 11 — Carmiggelt Regatta/Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

Apr. 11 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 11 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 11 — Doublehanded Long Distance. SSC, www.stocktonsc.org.

Apr. 11 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 11, 25 — Frostbite Series. ElkYC, (831) 724-3865 or www.elkhornyc.com.

Apr. 11, May 9 — South Bay InterClub Race Series. Info, www.jibeset.net.

Apr. 11-12 — Cal 20 Regatta. CYC, www.cyc.org.

Apr. 11-12 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 11-12 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 11-12 — Harken Opti Challenge Series #2. SFYC, www.sfyf.org.

Apr. 12 — Estuary Cup. EYC, www.encinal.org.

Apr. 12 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Apr. 12, 26, May 3, 17 — Spring Series Races #3-6. SSC, www.stocktonsc.org.

Apr. 18 — Spring Series Race #1. YRA, www.yra.org.

Apr. 18 — Round the Rocks. SSS, www.sfbaysss.org.

Apr. 18 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 18 — Intraclub Race #1. RYC, www.richmondyc.org.

Apr. 18, May 16 — Spring One Design #1 & #2. SCYC, www.scyc.org.

Apr. 18-19 — J/Fest. StFYC, www.stfyc.org.

Apr. 18-19 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 18-19 — Camellia Cup Regatta, with five races on Folsom Lake. FLYC, www.flyc.org.

Apr. 18-19 — High School Gold PCC Regatta. StFYC, www.stfyc.org.

Apr. 19, May 2, 16 — WBRA Races. YRA, www.yra.org.

Apr. 19, May 17 — Baxter/Judson Series Races #1 & #2. PresYC, www.presidioyachtclub.org.

Apr. 24-26 — Newport to Ensenada International Yacht Race. NOSA, www.newporttoensenada.com.

Apr. 25 — OYRA Lightship Race. YRA, www.yra.org.

Apr. 25 — Twin Island Series Race #1. Usually around Alcatraz and Angel Island, sometimes Angel and Red Rock, in either direction. SYC, www.sausalitoyachtclub.org.

Apr. 25 — 26-mile Konocti Cup and 13-mile Half Cup on Clear Lake. KBSC, www.kbsail.com.

Apr. 25 — SF Pelican Race on Lake Del Valle, Livermore. Kelly, (650) 445-8979.

Apr. 25 — Intraclub Regatta. StFYC, www.stfyc.com.

Apr. 25 — Anniversary Cup. SFYC, www.sfyf.org.

Apr. 25, May 16 — Cal Cup Series for windsurfers. BYC,

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CALENDAR

www.berkeleyyc.org.

Apr. 25-26 — Laser NorCals. SCYC, www.scyc.org.

Apr. 26 — SCORE #1. SCYC, www.scyc.org.

May 2 — Small Boat Races #2. EYC, www.encinal.org.

May 2 — Commodore's Cup Youth Regatta. HMBYC, www.hmbyc.org.

May 2-3 — Great Vallejo Race. YRA, www.yra.org.

May 2-3 — Elvstrom Zellerbach. StFYC, www.stfyc.com.

May 2-3 — Cinco de Mayo. Santa Barbara Sailing Club, www.sailsbsc.org.

May 3 — Monterey Bay Leukemia Cup, hosted by SCYC. Info, www.leukemicup.org/gba.

May 3 — Frank Ballentine Memorial Pursuit Race. CPYC, www.cpyc.com.

May 8-10 — Ficker Cup. LBYC, www.lbyc.org.

May 8-16 — International One Metre World Championship, hosted by South Bay Model YC on Central Lake, Foster City. Info, www.usaiomworlds.com.

May 9 — OYRA Farallones Race. YRA, www.yra.org.

May 9 — Single/Doublehanded Series Race #2. SeqYC, www.sequoiayc.org.

May 9 — Long Distance #2. SSC, www.stocktonsc.org.

May 9 — Monterey Laser Championships. MPYC, www.mpyc.org.

May 9 — Homecoming/Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

May 9 — Flight of the Bulls, Lake Elizabeth, Fremont. Info, www.eltoroyra.org.

May 13-17 — Congressional Cup. LBYC, www.lbyc.org.

May 16 — Spring Series Race #2. YRA, www.yra.org.

May 16 — Women Skippers Race. Male and female crew welcome. SYC, www.sausalitoyachtclub.org.

May 16-17 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyc.com.

May 16-17 — Elite Keel & J/24 Westerns. SFYC, www.sfyyc.org.

May 16-17 — LYSA Spring Regatta, Lake Yosemite. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

May 22 — SFYC/MPYC Spinnaker Cup to Monterey. Info, www.sfyyc.org.

May 23 — Singlehanded Farallones, a stepping stone to the 2016 Singlehanded TransPac. SSS, www.sfbayss.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 3/20, 4/3, 4/17, 5/1, 5/15, 5/29, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness Spring Series: 4/13, 4/27, 5/11, 5/25, 6/8, 6/22 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night: 4/2-9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com. Vanguard 15 racing every Friday night, 4/3-9/25. Info, www.benicia15.org.

BERKELEY YC — Every Friday night: 4/3-9/18. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Every Friday night: 4/17-8/28. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/15-10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 4/10, 4/24, 5/8, 5/29, 6/12. Doug, (510) 867-8064



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FOLSOM LAKE YC — Every Wednesday night: 5/6-8/26. Friday Night Summer Sunset Series: 5/15, 6/12, 7/17, 8/7. Racing will be cancelled if the lake elevation falls below 400-ft. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Dennis, (510) 703-5779, or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 4/10, 4/24, 5/15, 6/5, 6/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/7. Info, www.tahoewindjammers.com or lt-wyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night: 5/1-9/25. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: May-Aug. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night: 3/25-9/30; Summer Solstice Fiasco Race: 6/17. Victoria Model Yacht Series, every Friday Night: 3/27-10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series, every Wednesday night: 4/29-6/17. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YACHT CLUB — Thursday night Crazy Eights: 5/7, 5/21, 6/4, 6/18, 7/2, 7/30, 8/13, 8/27. Anne, (415) 331-5335, www.presidioyachtclub.org.

RICHMOND YC — Wednesday nights: 4/1, 4/15, 4/22, 4/29, 5/6, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — J/22 Spring Series, Wednesday Nights: 4/1, 4/8, 4/15, 4/22. Windsurfing Series, Friday Nights: 4/3, 4/17, 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday Nights: 4/9, 4/23, 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 4/29, 5/6, 5/13, 5/20, 5/27, 6/3, 6/10, 6/17, 6/24, 8/5, 8/12, 8/19, 8/26. Melanie, (415) 563-6363 or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night: 3/11-10/28. Laser Friday Nights: 4/17, 5/15, 6/19, 7/17, 8/14. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 4/28, 5/12, 5/26, 6/9, 6/23. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night: 4/15-10/14; Hannig Cup: 8/26. Rick, (650) 255-5766, sycbeercan@sequoiayc.org or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 4/17, 4/24, 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 5/6-9/30. Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday Night: 5/25-8/24. Rick, (530) 581-4700. Beer Can Series, every Wednesday night: 5/27-8/26. Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/22-9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night: 4/2-9/10. Info, www.vanguard15.org or www.tilaserfleet.org.

VALLEJO YC — Every Wednesday night: 4/1-9/30. Dave, (925) 580-1499, fleetcaptainsail@vyc.org or www.vyc.org.



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 2003 38' Truth North 38.....**SOLD**
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40' Beneteau First 40.7 2001
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ALAMEDA
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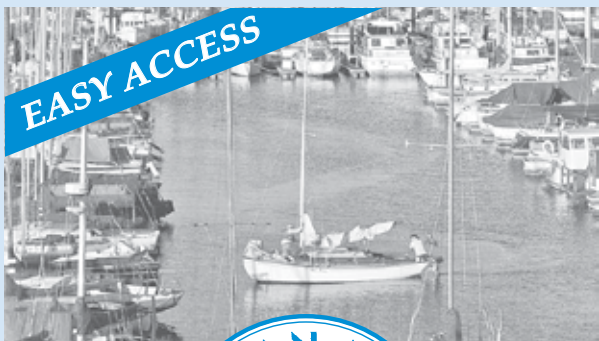
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CALENDAR

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Apr. 9-12 — 10th Annual La Paz Bay Fest for cruisers. Races, wine tasting, workshops, games, volleyball, bocce ball, a luau, a chili cook-off, raffle prizes, live music, arts & crafts and salty storytelling. Info, www.clubcruceros.net.

Apr. 13-18 — Les Voiles de St. Barth. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 15-21 — Antigua Classic Yacht Regatta. There are often opportunities to crew. Info, www.antiguaclassics.com.

Apr. 25-May 1 — Antigua Sailing Week, featuring serious racing on a variety of courses. Info, www.sailingweek.com.

May 1-2 — Loreto Fest, Puerto Escondido, Baja California Sur. Downsized and refocused this year, with food vendors, bay clean-up, swap meet, cruiser jam sessions, arts & crafts, games, and nightly potlucks. Membership is 100 pesos. Info, www.hiddenportyachtclub.com/events.

June 19-20 — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

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

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/04Sat	0016/5.4	0617/0.6	1243/4.9	1817/1.3
4/05Sun	0042/5.5	0649/0.4	1324/4.7	1847/1.5
4/11Sat	0444/5.1	1133/0.1	1907/4.2	2359/2.8
4/12Sun	0546/5.0	1239/0.0	2006/4.5	
	LOW	HIGH	LOW	HIGH
4/18Sat	0546/-0.6	1226/5.4	1748/0.8	
	HIGH	LOW	HIGH	LOW
4/19Sun	0015/6.4	0633/-0.9	1321/5.3	1833/1.2
4/25Sat	0501/4.7	1153/0.3	1926/4.6	
	LOW	HIGH	LOW	HIGH
4/26Sun	0046/2.5	0610/4.4	1254/0.5	2018/4.7

April Weekend Currents

date/day	slack	max	slack	max
4/04Sat	0113	0438/3.3E	0843	1113/2.4F
	1355	1700/2.9E	2021	2307/2.5F
4/05Sun	0133	0503/3.4E	0919	1155/2.4F
	1438	1739/2.8E	2052	2341/2.4F
4/11Sat	0049	0328/1.3F	0517	0913/3.0E
	1413	1702/1.9F	2016	2259/1.7E
4/12Sun	0207	0435/1.2F	0622	1028/2.9E
	1520	1803/2.1F	2115	
4/18Sat	0031	0350/4.3E	0755	1037/3.3F
	1331	1630/3.3E	1951	2238/3.3F
4/19Sun	0108	0433/4.5E	0845	1128/3.3F
	1427	1721/3.2E	2035	2322/3.1F
4/25Sat	0136	0340/1.3F	0540	0944/2.6E
	1432	1703/1.9F	2021	2321/2.1E
4/26Sun	0256	0444/1.1F	0654	1107/2.4E
	1531	1808/1.9F	2117	



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LETTERS

↑↓ WHERE DO YOU DRAW THE LINE?

Latitude seems to be very selective regarding which sailing fools rescued by the Coast Guard it chooses to pan and which it chooses to sensationalize. Take, for example, the rescue of Australians Reg and Jason McGlashan, 38 and 65



'Sedona' was lost when the new owner underestimated winter weather.

respectively, who sailed into a February storm off Nantucket on a newly acquired \$10,000 sloop they hoped would make it home to Port Macquarie in as little as six weeks. How is that different from the manifestly unsafe voyage of James 'Hot Rod' Lane's homebuilt 65-ft catamaran *Flyin' Hawaiian*, which *Latitude* seemed to salute in at least one edition of 'Lectronic, even though they also had to be rescued by the Coast Guard?

I can't recall the name of the singlehander *Latitude* wrote about a while back who is attempting to circumnavigate in a Moore 24, or some such vessel, but he is another good example of an equally misguided fool. If he hasn't required help yet, it's only because of good fortune.

Where do you draw the line between someone with an indomitable spirit for adventure — that I agree with *Latitude* in saluting — and the reckless fool who dreams of an adventure that he is totally unprepared for, and whom the public has to pay to rescue?

I love *Latitude*, and I love the stories of adventure and accomplishment. But I also spend a huge amount of time on the water around San Francisco Bay, as well as having done 50,000 sea miles up and down the West Coast. I am constantly amazed at some of the folly I both see and read about.

For instance, just last weekend I happened across a fellow who had just purchased a 47-ft boat. He'd never set foot on a boat before in his life, at least to the best of my knowledge. And while I know he intends to take some 'lessons' from a captain he has hired, some marketing wizard, hot boat salesman — or maybe magazine publisher — convinced him that he merely needed to step aboard and set out on his dream voyage. It is really scary out there, *amigo*.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — Want a perfect illustration of how hard it is to draw that line between an "indomitable spirit" and a "reckless fool"? Which of the 'misguided fools' in your letter has accomplished the following:

1) Sailed east around the world with just two stops aboard the Ericson 37 Egregious.

2) Did a second circumnavigation aboard the 18-ft open boat Drascombe Luggers Chidiok Tichborne I and II, and the 36-ft sloop Resurgam. (He had to use two of the 18-footers because the first was taken from him when he was imprisoned as a spy in Saudi Arabia.)

3) Did a third circumnavigation aboard the 36-ft sloop Resurgam.

4) Did a fourth circumnavigation with Resurgam and The Hawke of Tuonela, a Heritage 37 sloop. (He had to buy Hawke to replace Resurgam after the latter went down off Florida and he had to float and swim for 26 hours and 125 miles in the Gulf Stream.)



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5) Did a fifth circumnavigation with Tuonela.

6) Is attempting a sixth circumnavigation with a boat he told Latitude "is like the Queen Elizabeth II compared to the 18-ft open boats."

This 'reckless fool' would be Webb Chiles with the Moore 24 Gannett. Now in his 70s and with failing eyesight, he did all but a few miles of the five circumnavigations singlehanded. (Although, off the subject, we find it impossible not to mention that Chiles has also been married more times than he's circumnavigated. The marriages were to Mary, Lynne, Suzanne, Suzanne again, Jill, and currently Carol.)

If Chiles were French, we believe he'd be a national hero. We suppose the reason he's not more celebrated in the United States is that what he's accomplished is so unusual, and



STEVE EARLEY

has been done with such ordinary boats, that it's hard for most sailors — ourselves included — to fully appreciate his accomplishments.

Nonetheless, when we interviewed Chiles about 18 months ago in San Diego as he was preparing Gannett for a possible circumnavigation, how

Webb Chiles should be considered a national hero, not a reckless fool.

appropriate would it have been for us — or anybody else — to caution him about the dangers of his proposed voyage or try to stop him?

While on the surface it may seem as though it would be difficult to distinguish between his voyages and the three 'foolish' voyages mentioned above, we think it would be relatively easy. The McGlashans and the Lane family were taking off at the 'wrong' time of year, and were new to what they intended to do. We wouldn't have had any problem with the Coast Guard declaring either of those voyages to be 'manifestly unsafe', particularly the one featuring the Flyin' Hawaiian, which we doubt any marine surveyor would have approved for use on the open ocean.

It's true that Managing Editor Andy Turpin gave something of a tepid salute to the Lanes in a Sightings piece. We suspect



LATITUDE / ANDY

it was because he'd sort of come to know Lane personally, and didn't want to come across as having stabbed him in the back. Having not met Lane, the Publisher/Wanderer believes he could have given a more realistic assessment.

As for someone buying a 47-footer as their first boat, we don't have a problem with it — as long as they get the proper education and training. We base this opinion on having known many sailors whose first boat was over 40 feet, and who went on to make long and successful cruises.

↑↑"MY LIFE IS SIMPLE, FREE AND JOYOUS"

I've got a 'whatever happened to?' question. I'm trying to remember the name of and find out what happened to a well-known San Francisco sailor/juggler. The name Jesse or Jessie keeps popping into my mind. I remember that he cruised on a small boat, and would make a few bucks juggling and doing

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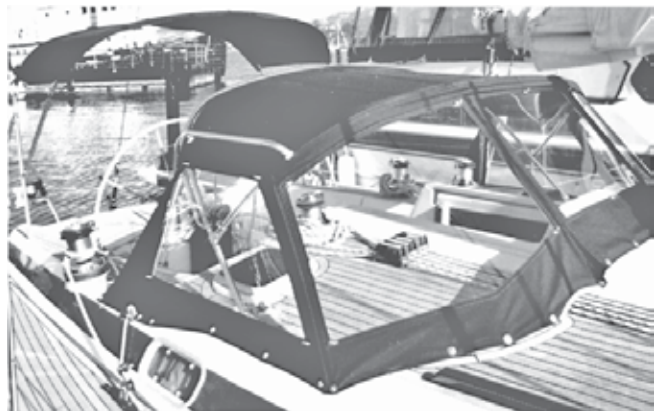


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LETTERS

most anything to entertain people.

Jim Cox

Don't Have a Boat, but I Charter in the Northwest a Lot
Beaverton, Oregon

Jim — We presume you're referring to Ray Jason, who did lots of cruising aboard his Farallon 29 Aventura, and also juggled at 49er games and other places. In fact, back in 1994 he



COURTESY SEA GYPSY

taught the Wanderer and his kids to juggle when we had our Ocean 71 Big O anchored off Fantasy Island in Costa Rica.

You'll be happy to learn that Jason, who did a stint running charter cats out of Key West, is still cruising aboard Aventura, most recently along the Caribbean coast of Mexico.

These days Ray Jason juggles boat jobs more than soccer balls.

"I live aboard my beautiful sailboat," he writes, "and wander the wide waters as an itinerant philosopher. My life is simple, free and joyous. My life motto is as follows: 'Help many. Harm none. Be amazed!'"

The simple life can be a very good one, and it sounds as though Ray is doing just great. You can email him at seagypsyphilosopher@gmail.com.

↑↓ DIRECTLY BENEATH THE DANGER ZONE

Now that the main span of the old Bay Bridge has been completely removed, it would seem that the safest way to transit beneath the span



JIM CONGER

would be through the large open section just east of Yerba Buena Island. However, during the week of March 5, a patrol boat continued to block the larger opening, and directed us to sail through a narrow passage to the east — which put us directly beneath a portion of the old bridge

Naturally, authorities believe transiting under a construction zone is safest.

that is actively being demolished. Is there some logic to this?

I must admit my interest in this was piqued when a knowledgeable source told me that the officers on the patrol boat are receiving overtime pay for this duty.

Jim Conger
Oakland, CA

Jim — It seems logical that it would be less dangerous to transit an area with nothing overhead but blue sky as opposed to an area that was beneath a demolition area, but surely the government, which always has the interests of citizens as its highest priority, knows something we don't.

↑↓ WHO IS CALLING WHOM 'PRETENTIOUS'?

Years ago, when I was exchanging boat cards with fellow sailors, a Brit chastised me for the 's/v' in front of my boat name.

"You Americans are so pretentious," said he. "A vessel is a ship. Your boat is a yacht!"

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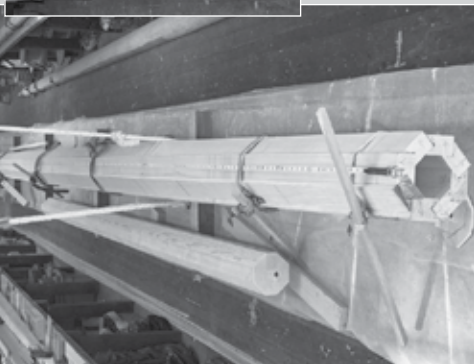
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LETTERS

Silly me! I thought calling our boat a yacht would have been pretentious. But nobody puts 's/b' in front of their boat name.



COURTESY QUEEN EMMA

Lance Bowman performs unpretentious maintenance aboard 'Queen Emma'.

Queen Emma, our Oyster 45, is still enjoying the Eastern Caribbean, and we're currently cruising beautiful Antigua. *Queen Emma's* homeport is Berkeley, but in all our years of owning her she's never been there.

Susie Bowman
Queen Emma, Oyster 45
Berkeley / Currently in
Antigua

Susie — *Having once been married to a Brit, we know that they can be soooo proper. Sometimes we think the older ones at least are compensating for the fact that in the last 100 years they've gone from the largest empire in the history of the world — a quarter of the earth's land and a fifth of the world's population — to something of an also-ran.*

Be that as it may, according to the Cambridge (England) unabridged dictionary, a yacht is "a boat with sails and sometimes an engine, used for either racing or travelling or for pleasure. Thus your Oyster 45 is a yacht, as are our Olson 30 and our Surfin' 63 catamaran Profligate.

While all recreational sailboats are 'yachts', we never hear anyone refer to them as such. Most Americans at least refer to "my boat" instead, precisely because it sounds so much less, not more, pretentious.

There is nothing improper about using 's/v', as it's the abbreviation used by the U.S. Coast Guard to distinguish sailing vessels from other types of vessels.

⇕ **THIS JUST IN FROM ISTANBUL**

I agree with Capt. Landmann's comments about the guy who complained about the Ha-Ha. The way I see it, working on the holding tank of my last boat at the dock was more enjoyable than anything I did when I wasn't floating.

Whenever we invited guests to go sailing, the first condition for them was to leave their watches ashore and forget about any appointments because we never had any idea when we'd get back to shore. And we never had any complaints.

Sometimes my wife would get antsy while I was working on the boat and demand that we go out sailing. "No problem," I'd tell her, "just holler down so I know when I need to tack my tools."

P.S. I've done three Ha-Ha's — if you count the pre-Ha-Ha one aboard the Chrismans' Nordic 40 *Wild Goose* against *Latitude's* Ocean 71 *Big O*.

P.P.S. I used to keep the C&C 38 *Alliance* at Sausalito Yacht Harbor, but I'm now boatless until a slip becomes available here in Istanbul.

Brooks Magruder
Istanbul, Turkey

Brooks — Did you not think that inquiring minds would want to know what you're doing in Turkey, and what type of sailing you intend to do there?

⇕ **ECO-ANCHORING**

With regard to repositioning one's anchor as Liz Clark was shown to be doing, we have employed a similar technique in

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LETTERS

several locations from Cooper Island and Jost van Dyke in the British Virgins, where there is a mix of sand and grass, to Isla Isabela between Mazatlan and Punta Mita.

I am getting older and slower, so I can only reposition the anchor in about 20 feet of water. However, just last weekend I took a cool free-diving class from the Mexican free-diving champion Alejandro Lemus here in Zihuatanejo. Maybe that will help me in my next eco anchoring effort!

By the way, we — my wife Heather and I, and the five kids — are having a great time on our Lagoon 470 *Family Circus* and are digging life. We are over four months into our cruise since the Ha-Ha and have really been enjoying Mexico. We will Puddle Jump from La Cruz next month, and while a tad anxious about the crossing, are super excited about the South Pacific.

All five kids are doing well and constantly entertain themselves — and us. We had a great dance party in the cockpit last night that spilled onto the trampolines out front. We even had a 'doing the Worm dance contest', which is definitely more appropriate for the younger and more flexible crowd. Heather, however, made an impressive effort, which I captured on blackmail-worthy video.

Thanks once again to *Latitude* for all the inspiration it's given us.

Chris Tzortzis and Family
Family Circus, Lagoon 470
San Francisco

↑↓ IS THERE A CHANCE OF ANOTHER TA-TA THIS YEAR?

What about another SoCal Ta-Ta, a Ha-Ha style rally from Santa Barbara to Catalina, this year? Will there be one?

Kevin Belcastro
Toucan, Tanton 43
San Francisco

Readers — In the March 5 'Lectronic we asked for expressions of interest in another Ta-Ta, and in the next few hours got a bunch of positive responses such as those that appear below. They convinced us that a third SoCal for September 13 to 19 is in order.

"Count me in for the 2015 Ta-Ta," wrote Greg Carter, "except that this year the little F-27 Origami will stay home while my new F-36 trimaran should be making her maiden voyage to Southern California for the Ta-Ta and then the Baja Ha-Ha. My new trimaran is not very photogenic yet, what with fairing splotches all over. But the exterior build is done, the interior is 75% done, the sails have been ordered, and the rig, engine and hardware have been installed and then removed for painting. I just need to cross the finish line."

"We did the first two Ta-Ta's and had great times," wrote Pat McCormick of the Alamitos Bay-based Beneteau 440 St. Somewhere. "You can count us in."

"We're not only in, we've already purchased our reggae outfits for the costumes-mandatory Ta-Ta Kick-off Party and awards ceremony," report John and Gilly Foy of the Alameda/Punta Mita-based Catalina 42 Destiny.

"Hell yes, I'm in," advises Wayne Wright.

"I'm interested as long as the Ta-Ta is not the same week as Labor Day, since I need to be in Catalina then," writes Philip Kumpis, who did the 2009 Ha-Ha aboard the Valiant 40 Sab-batical. Good news Philip, as this year's Ta-Ta will start the weekend after Labor Day weekend.

"Debbie and I on the Lagoon 380 Beach Access want to do another Ta-Ta this year," writes Glenn Twitchell, "but can we please get burgees this time?" Yes, Ta-Ta burgees — if not

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LETTERS

battle flags — will be included in this year's entry fee.

"We missed the last Ta-Ta due to scheduling issues, but definitely want to give it a try this year," writes Bob Schilling of Tuckernuck. "And we think the \$275 per boat entry fee is reasonable for a week-long event."



LATITUDE / LADONNA

Denise and Stuart from the Newport 30 'Saoirse' practicing 'Puff Puff Pass' at the SoCal Ta-Ta kickoff party.

"I've already taken off work September 3-14 to do the Ta-Ta, so you can most likely count me in," reports Jeff Kennett. Santa Barbara Yacht Harbor would not allow us to reserve berths for Labor Day Weekend, so this year's dates are September 13-19, although through the Ta-Ta you'll

be able to reserve a berth in Santa Barbara for both the 12th and 13th.

"My wife and I are seriously interested in the Ta-Ta, but we would need special dispensation for our Lyle Hess-designed Balboa 26, as she's not the requisite 27 feet," writes Scott Arnold. "But we've already sailed her to Santa Cruz and Catalina Islands. And when my father owned her, he used to trailer her to Florida and cruise her in the Bahamas. We can have a survey done, if necessary." No survey necessary, as you've been awarded dispensation.

"We'd love to enter our new sail training/charter boat Vanishing Girl in the Ta-Ta," write Paul and Jared of Pierpont Performance Sailing, both of whom have done Ta-Ta's before. "And yes, this will be our first time with a 'monomaran'.

"We are sailing our Sabre 38 Aegea down to Southern California from San Francisco this summer, and the Ta-Ta would be the perfect centerpiece for our cruise, so we'd love to join," writes John Zeratsky.

"Count us in again for sure!" exclaim Rog and Di of the Catalina 470 Di's Dream, vets from last year.

Given these and other positive responses, how could we not host a Ta-Ta III? See this month's Sightings for details.

IT MIGHT BECAUSE I'M DUMBER THAN ROCKS

Greetings from Kaneohe Bay, Oahu! I've been in more than my share of boat partnerships — and regretted every one. The



JOHN TEBBETTS

John Tebbetts has no desire to share his current boat, 'Ichi Ban'.

failures might primarily be due to the fact that I'm dumber than a box of rocks and take things way too casually.

My hunch is that the Wanderer would probably do fine in a boat partnership. But based on my experience, I'd be leery of getting involved with a close friend. I did it twice, and although I did manage to salvage the friendships, it was tough sledding for awhile.

My current boat is mine, all mine!

John Tebbetts
Ichi Ban, Yamaha 33
Kaneohe Bay, Oahu

Readers — The subject of boat partnerships came up as a result of the publisher's Leopard 45 cat coming out of the yacht



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LETTERS

management program on August 1. One of the possible options was/is to seek a 50% partner for high-season use of the boat from November to February. It's something the publisher might consider, but since we've secured an off-season berth behind a friend's house in Antigua, where 'ti's engines and systems will be operated on a weekly basis, there is no urgency to change the status quo.

Nonetheless, we received a number of other interesting letters on partnerships, both those that were successful and those that weren't. Some letters appear below; others will appear next month.

↑↓ **THE PARTNERSHIP ALLOWS US A MUCH NICER BOAT**

I own an Alerion Express 38 yawl with my brother Thomas, brother-in-law Geoff, and a longtime friend Rick. All are experienced sailors, and all of us have spent time together on



COURTESY SURPRISE

vacations, building homes, and drinking wine. The partnership allows us to own a much nicer boat and to keep her in much nicer condition than if we tried to do it individually.

Chuck Hawley's partnership in his Alerion Express 38 yawl is casual and very successful.

We don't have an official partnership agreement.

The boat is entirely in my name, and we split expenses evenly. The big expenditures are discussed before the money is spent. Boat expenses are about \$18,000 per year, or perhaps 12% of the value of the boat. The big expenses are the slip in Santa Cruz, the varnish work, dive services, and the amortized costs of haulouts.

We generally daysail the boat, and sail with the other partners. But some of the best times are working on projects together. Rick and I, for example, just installed a Jabsco electric head.

Chuck Hawley
Surprise, Alerion Express 38
Santa Cruz

Readers — Chuck Hawley worked for West Marine for decades and, among other things, was their technical expert.

↑↓ **FOUR SUCCESSFUL PARTNERSHIPS IN FOUR DECADES**

My buddy Rimas and I are in our fourth decade of owning boats together. We started in the late 1980s with a 17-ft aluminum skiff that we used for diving and camping adventures at and around Catalina. We quickly realized that a boat with six inches of freeboard that is carrying two divers, six tanks, and camping gear is not big enough for the Catalina Channel on blustery afternoons. So we moved up to the Silverton Mainship 34 *Hydrophillic* and took her to all the coastal islands.

But we both had dreams of going even farther, so in 2003 we purchased the 35-ft catamaran *Kat Atomic*. We took her as far as Mexico. In 2008 we chartered a Sunsail Lagoon 410 in the BVIs and fell in love with the boat. So after saying goodbye to our little cat in 2014, we purchased a well-used 2006 Lagoon 410 from a third-tier charter fleet in the Bahamas. It required adding another partner for us to be able to afford her, but she is ours. We were able to keep her in the charter fleet — shudder! — for the required year, and are now making arrangements to bring her back to SoCal. She's paying her bills in charter

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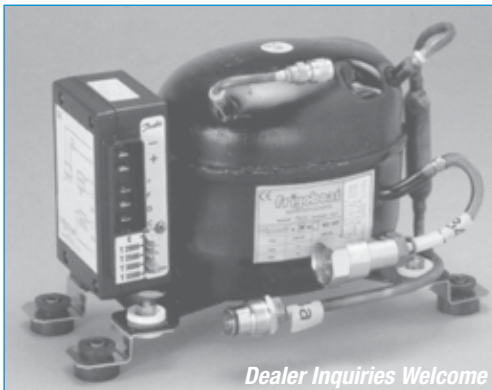
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LETTERS

and is helping us save up funds for the trip to California.

Our wife and girlfriend, respectively, have been very understanding. His lady isn't comfortable on boats, while mine loves them. This last boat will be our retirement boat — where have you heard that before? Our dreams are to cruise Mexico and the Pacific after we say *adios* to the rat race.

That is four boats we've owned together, and I couldn't have afforded any of the last three without a partner.

Why have our partnerships been successful? I'm good at mechanical and electrical. Rimas excels in woodworking and fabrication. He catches fish while I can fillet like nobody's business. He's a good cook while I am a demon dishwasher. Neither of us tries to do it all, but rather what we each know best. This approach keeps us using the boat together. And if significant others and friends and family come along, so much the better!

Patrick Shuss
O'Mer, Lagoon 410
Currently in Nassau, Bahamas

↑↓ YOU EITHER AGREE OR YOU DON'T

I've been in two 50/50 partnerships, and crewed on two boats that were in partnerships. All four worked. With no majority owner, you either agree or you don't.

In my two partnerships, and the other two, the partners were also good friends, so the schedule was loose and forgiving. If something broke as a result of normal wear and tear, both partners paid. If something broke because someone did something stupid, it was on the person who broke it.

I think the boats benefitted from extra eyes, too.

Brad Belleville
Intermission, Hawkfarm
Brisbane

↑↓ MAKING A PARTNERSHIP LEGALLY BINDING

I am writing *Latitude* because the publisher is one of the most knowledgeable people regarding marine and marine legal matters. And I love *Latitude*.

A friend and I are forming a partnership to buy a Ranger 23 to race and play around on the Bay. We are looking for a legal contract to bind this partnership. Is there a database for this type of document?

We all love lawyers — when we need them. But they can easily cost as much as a used Ranger 23. One friend who was involved in a four-way partnership was good enough to share his contract with us. But much of it doesn't pertain to a simple two-way split. Any suggestions?

Steve Cosby
San Francisco

Steve — Our first suggestion is to refrain from believing that Latitude has any expertise when it comes to marine legal matters. We know a little bit, just enough to get into trouble.

Our second suggestion is to read the following letter from attorney Linda Newland.

↑↓ A SAILING LAWYER ON PARTNERSHIPS

Sailors thinking about partnerships might be interested in reading a very useful older guide I have used in preparing yacht co-ownership agreements for people sharing a boat. It has an extensive layman's discussion of a proposed contractual agreement, clause by clause. Even if one doesn't use the suggested sections in their entirety, the discussion and consideration of them is very informative, and may be useful in deciding if co-ownership is for you.



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LETTERS

Although the *Yachtsman's Legal Guide to Co-Ownership* by Dexter and Paula Odin was published in 1981, it is available used on Amazon.

Linda Newland
Port Townsend, Washington

Readers — Linda Newland is a lawyer, and a veteran of the Singlehanded TransPac and a singlehanded passage to Japan.

↑↓ CARBON FIBER DOESN'T REPLACE COMMON SENSE

Having delivered lots of multihulls, I liked *Latitude's* article on the dismasting and (apparent) disappearance of Gunboat 55 hull #1 *Rainmaker*. It seems that many experienced monohull sailors have trouble understanding the loadings on a boats that don't heel. I wish there were some easy way to teach the difference, but carbon fiber is no replacement for common sense.



GUNBOAT

A microburst was the cause of 'Rainmaker's' ultimate loss.

Gary Hoover
Tradewind Yachting
Big Island, Hawaii

Gary — According to the skipper of Rainmaker, who had done 30,000 miles on various Gunboat catamarans, the relatively new cat was hit by a sudden estimated 70-knot gust that created such a whiteout that the crew couldn't see the storm sail even though it was just a few feet in front of their eyes. And the gust brought the carbon mast down. Within a minute or so, the wind was down to a reasonable 45 knots and the visibility had improved dramatically. In the skipper's opinion, the estimated 70-knot gust/microburst was just a freak occurrence.

Regardless, the dismasting crushed the cat's house, which led to one engine's being knocked out and the other being unreliable. As if that weren't bad enough, the cat and a large ship attempting to rescue the crew collided, and the cat came within feet of being chopped up by the ship's massive prop. With the weather expected to deteriorate even further, and the cat at the extreme limit of a Coast Guard helicopter's range, Rainmaker was abandoned and the five crew rescued by a Coast Guard swimmer and chopper.

The big mystery is what happened to Rainmaker. Although the obvious damage wasn't enough to sink her, a search by potential salvors in boats and by air, hired by the owner, revealed debris but no cat. Curious.

If there was a lack of 'common sense', in our opinion it was being 200 miles off Hatteras at that time of year more than the amount of sail the three pros, owner and owner's son had up at the time. Most West Coast sailors have no idea how much more difficult and dangerous it is to get from the East Coast to the tropics than from the West Coast to the tropics.

↑↓ A CHILD'S TOY RATHER THAN A NAVIGATION TOOL

We agree with the Wanderer's complaints about the newer Navionics software, finding the software we just downloaded to our Nexus tablet to be mostly useless. In fact, I'd describe it as a child's toy.

For example, if you want to enter waypoints at specific lat/long positions, then navigate to them, you can't. Waypoints can be created only while creating a route, and then you 'tap'

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LETTERS

the screen. You cannot specify the lat/long, and you can't even tell what lat/long you tapped on. Useless for us.

Another example: If you have a route and you want to insert a waypoint to bypass a rock or a point of land, you can't. It just can't be done.

Yet another example: You want to delete a waypoint in a route? You can't. Oh, you can start deleting waypoints from the end back to where you want to make a change, then start forward again, but that's a joke.

My last example is when you search for a lat/long position, then save it as a 'favorite'. If you then want to navigate to it, you can't. You can't even display the name you just gave to that spot.

Navionics seems to have done a good job of integrating Twitter and Facebook, and they have received a lot of fluffy, gushing reviews — but not from sailors and navigators such as ourselves. In my opinion, the Navionics software for Android is not a serious tool. If anyone has solutions to these issues, I'd love to hear them.

Fred Roswold
Wings, Serendipity 43
Seattle / Puerto Vallarta

Readers — Even if Navionics has solutions for Roswold's questions, the fact that he even has them would suggest to us that they have a problem that seriously needs addressing. After all, Roswold has been sailing around the world for the last 19 years. If their software isn't intuitive to someone with his experience, it's going to be even more oblique to less experienced sailors.

↑↓ I DECIDED TO HAVE MY OLD GPSs REBUILT

Oh yes, I agree with the Wanderer that newer electronic chart software is often less user-friendly than the old stuff. In fact, after purchasing Garmin's newer GPS 72, which I found to have a less usable track feature and an inscrutable menu, I had my old Garmin handheld GPSs rebuilt.

Jon Doornink
Seadream, Morgan Out Island 37
La Paz, BCS Mexico

↑↓ PEOPLE WILL STOP BUYING IT

Companies needlessly 'upgrade' software all the time. The techies responsible for those so-called upgrades need to keep doing this in order to justify their jobs, and the companies can sell the software for more money because it's supposedly better. (Usually it's not.) So everyone is happy except for the customers. The only limitation is that the needless upgrades can't make the software too dysfunctional or people will stop buying it — unless there's a monopoly and people have to buy that brand. I realize that this doesn't directly respond to your issues with Navionics, but it's my opinion about all these constant upgrades to everything.

Jeff Hoffman
San Francisco

Jeff — We wouldn't say that the Navionics upgrade is needless because it provides a lot more information than previous versions. Our complaint is that a combination of the complexity and new information makes it much less user-friendly for the most basic stuff. At the very least, we think they need to have an online Dummies Guide to Navionics.

↑↓ WHERE I AM. WHERE I WAS. WHERE I'M GOING.

Unfortunately, 'keep it simple' is not a concept program-

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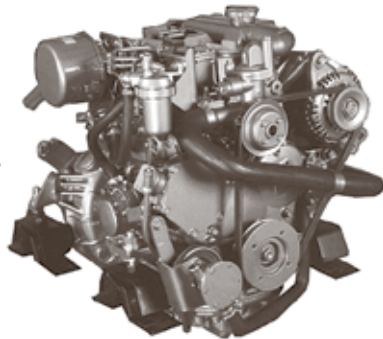
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LETTERS

mers and application designers understand. More is better to them, and in some cases it may be true. However, when it comes to navigation, if I can't do the basics in a quick and simple way, I would rather revert to analog methods. When I'm on watch at 3 a.m., I want to know where I am, where I've been, and where I'm going. I don't want my head down, messing about with recalcitrant electronics or confusing software. I want it up doing what it is there for.

Even on the most sophisticated vessels I've served on, we always had the habit of pricking a paper chart at least once every watch, as an overreliance on electronics can bring about a lack of situational awareness — which has brought more than one vessel to grief.

Great work, *Latitude 38*, as I could live without electronic charts, but I'm not sure I would want to live without *Latitude*.

Paul Guthrie
 Brunswick Heads, Australia

↑↓ THAT SAID, IT'S JUST A 'FIRST WORLD PROBLEM'

I'm absolutely with the Wanderer on this. And the new tides and currents function — once my favorite aspect of the Navionics program — is a major step backward as well. The little strip of info at the bottom is too small on the phone version, at least for eyes older than 30 years. It's a bit better on the iPad, but I still miss the full-page pop-out of the old 'ware.

Then again, if this ain't a 'First World Problem', I don't know what is. These charts are stunningly accurate, affordable, and reliable next to what we were all using just a few years ago.

Burke Stancill
 Dreamer Be, Cascade 42
 Piers Island, B.C., where charts bloody well matter

↑↓ I LIKE THE APP BUT NOT MY EX

I use the Navionics navigation app through iNavX and like it a lot. On the top right there is a sprocket, and when opened, it allows you to change your position setting to "center, offset or none." If you choose 'none', it won't return you to your position when you are looking at other areas. This should solve one of the Wanderer's problems with the app.

That said, I have to agree with the Wanderer that the 'touch the screen' process to measure a distance between two points is inconsistent — to say the least. I wonder if he's using Navionics through iNavX on his iPad like me. It's the least expensive navigation platform around.

I have a mooring in Matauwhi Bay next to Russell, New Zealand, which is a lovely area. But right now I'm sailing to Auckland from the Bay of Islands, and will stop at the Great Barrier Island, which is amazing. This is my second season slummin' in Kiwiland and I love it here. But I'll head to Fiji in May and continue on to Vanuatu and New Caledonia before heading to Sydney in November. Life is good!

I started out with the 2012 Ha-Ha. You might remember me as the guy who, at one point, kicked his girlfriend and her seven suitcases off his boat. Then I did the 2013 Puddle Jump.

P.S. Both my sons are graduating, including Sean from the publisher's alma mater, UCSB. Life is good!

Michael Bowe
 Patanjali, Catalina 42
 New Zealand

Michael — The Wanderer does use Navionics through iNavX on an iPad. Thanks for the helpful tip, but we still prefer the less sophisticated earlier Navionics app because it did what it promised, something we can't make the newer version do.

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LETTERS

We certainly do remember you and the unpleasant situation between you and your (former) girlfriend with seven suitcases.

↑↓NOT TO CHANGE THE SUBJECT

In John Larsen's March issue letter about hitting a rock near Punta Mita with his Westsail 42 *Danika*, he mentioned that after nearly 40 years, he was nearly done building her.

I had been under the impression that Westsail 42s, like the one once owned by legendary CBS news anchor Walter Cronkite, were production boats. Was Mr. Larson referring to some other boat he built? A clarification would be greatly appreciated.

Peter Hartmann
Ahaluna, 52-ft Michel DeRidder sloop
Ensenada, Mexico

Peter — Westsail built 28s, 32s, 42s and 43s. Many of them — in fact, we think a majority of them — were kit boats. This often included the hull, deck, some bulkheads and maybe the engine. The final results were all over the spectrum of quality. A number of manufacturers, including at different times, Islander and Columbia, also offered some of their boats as kits. Attempting to complete a boat from a hull and deck was fairly common in the 1970s and 1980s. These days people seem to have a much better idea of just how long, hard and expensive such a process really is, and what better deals can be had in used boats that were professionally built.

For what it's worth, Cronkite, "America's most trusted man"



WEBB LOGG

'The Most Trusted Man in America' took the Clintons out for a sail

the anchor for the CBS Evening News when that was the country's primary source of news, didn't start sailing until his 50s. But once he started, he really took to it. Walter started with a Westsail 42 in the early 1970s, moved up to a custom Sunward in the 1980s, then to a Camper & Nicholson 60 in the 1990s, and finally a

Hinckley 64 ketch in the early 2000s. All of them were named Wyntje. And that's the way it was.

↑↓AT THE MERCY OF MY STRONG, STEADY CAPTAIN

I crew on our F-31 trimaran *Tumbleweed*, which has a



COURTESY TUMBLEWEED

Tricia is no stranger to going aloft aboard 'Tumbleweed'.

42-ft rotating mast that tops out at 48-ft above the water. Yes, I'm the one who has gone up and down that sucker to unfurl lines, raise flags, you name it. I'm not afraid of heights, but that doesn't keep me from clinging onto the mast and spreaders as I'm being hoisted.

There's something about me — I am 5'11" and 145 lbs — the halyard, and the bosun's chair that make it seem as if it's not possible to do, but being at the mercy of my very strong, steady, trustworthy captain, it's actually fun.

We've been cruising the Bahamas for the winter. There has been tons of wind, which means

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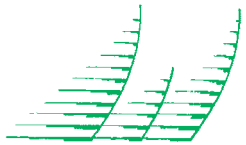
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LETTERS

lots of reasons to go aloft.

Tricia Sandstorm
Tumbleweed, Corsair F-31
Seattle, Washington

Readers — This is the latest in a string of letters about women sailors who go 'up and down' — meaning either go up masts and/or dive down on bottoms, that we've been delighted to publish. We'll have more next month.

↑↓"I THOUGHT IT WAS RISKY SO I SENT MY WIFE UP"

My wife Annette does not want to toot her own horn about being an 'up and down woman', so I'll have to do it for her. She painted the spreader tips soon after we launched our cata-



MIKE REED

Annette still looks beautiful, despite the grinding dust — or maybe because of it.

maran *Rum Doxy* in Thailand. I would have done it myself, but I didn't as yet trust the rig and thought it might be dangerous.

Annette also jumps in and cleans the bottom pretty regularly. She doesn't seem to mind — except when she gets covered by skeleton shrimp.

Not only does she go up the mast and dive on the

bottom, but she is our chief fiberglass laminator and grinder — as well as painter.

Mike Reed
Rum Doxy, Custom 46' cat
Santa Barbara

↑↓SINCE I WAS THE LIGHTEST, I WOULD GO UP

I was always going aloft in my younger days. From 1986 to 1989, I crewed on the Naval Academy's offshore boats. These boats were used hard, so every Monday was maintenance day. Since I was about the lightest crew at the time, I would be the one going up. One of the pit guys who winched me up told me that he preferred that I go up because I would climb most of the way on my own. There weren't many women on the boats, so who knows, he may have just been liking the opportunity to look up my shorts.

As I was usually the only woman aboard, it was always expected that I would do the maintenance on the head, too. That's a job I have gladly relinquished to my husband on our boat. But I also did — and still enjoy — taking apart, cleaning, and putting together the winches, which is normally a blue job.

As for 'going down', the only time I was 'up' for it was when we were in *La Paz* and the water was warm. These days it's either a blue job or we pay to have someone else do it.

I love *Latitude* online! And I've already blocked out the calendar for the next Ta-Ta!

Julie McShea
Always, Seawind 1160
Lihue, Hawaii

Readers — We were curious as to what kind of boats were being raced at the Naval Academy in the late 1980s. Julie responded as follows:

"At that time, the Naval Academy raced a mixture of donated boats. They also had a fleet of Luders 44 yawls that were raced in one series in the fall and used by the midshipmen for summer training. The now-aging Navy 44s were just coming in as I was going out. I also raced on a New York 36 and a Swan

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LETTERS

42 (maybe a 46), as well as Seahawk, the last IOR boat the Navy raced. I also crewed Rattlesnake, a 68-ft sloop, for my summer training.

"Back then, I didn't pay much attention to the different types of boats I was sailing on because I'd grown up in Missouri and had never sailed before. I just wanted to go sailing on any boat with good crew."

Just a note to Julie and everyone else interested in the SoCal Ta-Ta III. Because of Labor Day, this year's dates have been changed to September 13-19.

↑↓ **SHE LUNGED AND LIVED TO TELL ABOUT IT**

I'd like to tell an 'up the mast story' on behalf of my wife, Bridget. We were married in the early 1980s, which was about the time I'd gotten my first captain's license, and we regularly chartered a Catalina 30 for weekends. We would take a paying group out one day, and have the boat for ourselves both nights and the second day.

One morning, we sailed halfway up the Petaluma River, and were returning to the Bay with the ebb. We were making short rough tacks in the narrow channel into steep two- to three-foot wind-against-current chop when the main halyard broke. After securing the mainsail, we motored and got nowhere fast in considerable discomfort. It didn't take long to recognize the danger of being driven out of the channel into the mud, something that was possible without a main, as we were well out into that shallow part of San Pablo Bay.

The choices were to run back into the river, which would make for a very late return of the boat to Alameda, or reconnect the halyard where we were. A thorough search of *Magee's* locker yielded no bosun's chair. At the time, my wife, who is still a slender, delicate creature, was not known as a sportsman-adventurer type, but she was game. So I fashioned a chair out of some bow lines, tied her in, and up she went.

The upper knot on her 'bosun's chair' two-blocked at the masthead, leaving her outstretched hand about a foot below the broken halyard. For a few tense minutes, she made me aware that I should have made the knot lower, and that she was not particularly excited with my suggestion for her to come down so that I could retie it and send her back up. As I did my best to keep the boat in the channel and moving with as little motion as possible, Bridget somehow did the impossible. With her feet pressed firmly against the swinging mast, she lunged and made the grab. We've lived happily ever after.

P.S. We are now preparing our Swan 61 *Hasty Heart* for our 18th winter cruising to Mexico, where we'll be chartering between Puerto Vallarta and Barra de Navidad.

Rick Pearce
Hasty Heart, Swan 61
San Francisco Bay

↑↓ **JUST IGNORE THE SCHENGEN VISA LIMIT**

We're writing in response to Greg Dorland's letter about the problems Schengen Area regulations pose for American cruisers wanting to cruise Europe with their boats.

There are two issues. The first is that Americans can't stay in Schengen Area countries — which means almost all of Europe — for more than 90 days without leaving for at least 90 days. The second issue is that you can't keep your boat in Schengen Area countries for more than 18 months without paying VAT, which is very expensive.

The second problem is actually relatively easy to solve. Our Lagoon 440 *Joy of Tahoe*, which we took delivery of in Texas in 2006 and have since cruised to England and Europe, has been in Cartagena, southern Spain, since October. We

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LETTERS

made the short trip from Gibraltar to Marina Smir, Morocco for two days to get the boat's VAT clock reset for another 18 months. It wasn't a problem, although we had to insist that the Moroccan officials stamp the correct documents. By the way, our 'VAT clock' could be set at up to 24 months if we put her in bond with a *Solicitud de Precintar*, which means we could live aboard her but not move her.

The problem with humans being able to stay for more than 90 days without having to leave for 90 days is seemingly a very difficult one. However, everyone we have talked to here who has actually cruised in Schengen Area countries for a long time has advised us to simply ignore the 90-day limit and just go about our cruising! One American couple has spent the last 10 years in the Med doing exactly that. Several Australians have done the same.

That said, we got around the Schengen problem by applying for and getting a 'long-stay visa' from the French, which takes care of our Schengen situation.

Anyway, after our visit to Morocco, we continued on to Cartagena, where we have joined about 30 other boats from all over the world for the winter. A number of long-term cruisers told us that Cartagena was the best choice. There is a lot of evidence to support that opinion. The streets are alive with locals on promenade, and outdoor restaurants are four to a block. Delicious *tapas* are to be had everywhere, and restaurant prices are very reasonable. Cartagena is a great walking town, starting right from the marina gate. Last night was the Cartagena Jazz Fest, and we could hear jazz great Branford Marsalis as well as the popular fusion band Snarky Puppy play not 200 feet from us.

It's true that Cartagena is a stop for big cruise ships, which is never a good thing. But it doesn't have a beach, so it wasn't overbuilt with condos. On the other hand, we're finding that red Spanish table wine may be better for the price than what you get in France.

We are currently arranging for berthing in the South of France for the summer. It's doable and, depending on what you require, somewhat affordable.

By the way, if any cruisers in Europe are looking for low rates, a worldwide German consolidator is highly recommended by our German/Austrian neighbors on a Prout cat. Their rates are as low as two euros a day in the offseason! Visit www.billiger-mietwagen.de.

Walt & Joy Weis Kass
Joy of Tahoe, Lagoon 44
Port Cartagena, Murcia, Spain

Readers — We don't know enough about the situation in Schengen Area countries to recommend blowing off the 90-day rule, particularly since the penalty can potentially be extreme — never being allowed in Schengen Area countries again in your life! According to Lonely Planet, officials in countries such

COURTESY, JOY OF TAHOE



Joy greets our welcoming committee coming into Marina Smir, Morocco.

WEBB LOGG



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LETTERS

as Spain and Greece are much more lax — this is hardly news — in enforcing laws than are those in Germany and Austria.

To read more about the Kass's adventure — they don't consider themselves to be hardened sailors — see the September and October 2014 Changes.

↑↓ BLOODSTAINED BUT NOT THROWN AWAY

Like the Wanderer's old piece of line, I suspect I have a similar collection of boat stuff that I don't want to let go of. The

one that comes to mind most prominently, since it gets used regularly, is the Omega PFD that I bought in 1978 for sailing/racing the Fireball dinghy I then owned. The still-visible bloodstains elicit memories of my nose being a victim of a rather impressive spinnaker jibe/trapeze pitchpole capsizing about halfway between Alcatraz and the St. Francis YC

during their Spring Dinghy Regatta.

I even have pictures of me in said PFD from 1979 and as recently as 2013, so it's been used for well over 30 years. The PFD is still mostly yellow, but I'm a bit grayer now.

Dave Cohan
Tahu Le'a, Morris 46
Redwood City

↑↓ **MY SPRING LINE IS OLDER THAN MY CAT**

My Chief Engineer, Scupper, a 14-year-old tabby, is younger than my oldest spring line. If I'm still solvent when Scupper passes into cat heaven, I'll consider replacing the spring.

John S Farnworth
Bashful, Hunter 46LE
Sausalito

↑↓ MADE WHERE AND BY WHOM?

My wife and I have a special winch handle that came with the first sailboat we bought 20 years ago. We found it buried in a pile of moldy lines in a waterlogged bunk. The winch handle is heavy, doesn't float, has zero ergonomics, and doesn't even fit very well in most winches. However, when you flip it over, the inscription on the bottom reads: Made in Alviso by Hippies. These hippies may have made thousands of these handles, and as far as I know every sailor on the Bay might own one. But despite its uselessness on our modern racing boat, we'll never get rid of it. It's just way too cool.

Jim & Alison Jackson
Skippy M'lew, Capri 18
Santa Cruz

Jim and Alison — We'd forgotten all about those. We can't imagine what Alviso is like these days, being so close to Silicon Valley, but back in the 1970s it was the center of lots of do-it-yourself boatbuilding.

↑↓ I DIDN'T THROW ANY OF IT AWAY

Just yesterday I went to my Pearson Ariel #256 Catwalk at Morro Bay to get rid of old sheets, docklines, pieces of short line and such. When I was done, I hadn't thrown anything away. I may need some of it sometime!

Bob & Holly Gosnell
Catwalk, Pearson Ariel
Morro Bay



LATITUDE / RICHARD

The Wanderer had trouble letting go of an ancient, frayed dock line.

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— Latitude 38

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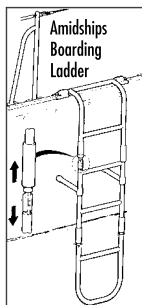
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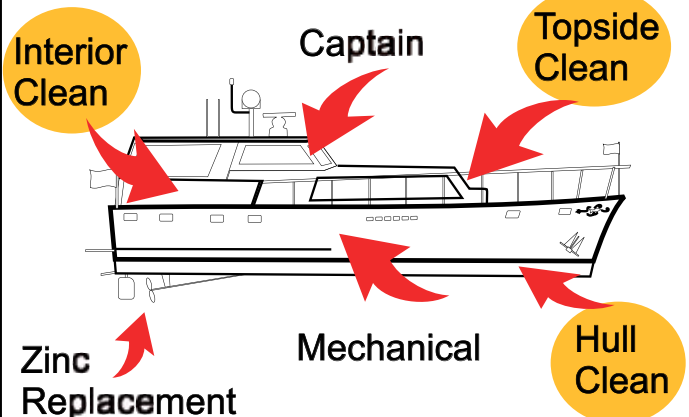
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LETTERS

↑↓ THE ONLY FRAYED BIT IS THE SKIPPER

The only battered and frayed bit aboard my schooner *Mayan* is the skipper. Thank heavens the Admiral, my lovely wife, has chosen not to toss that bit of equipment, despite its obvious wear.

Right now *Mayan* is a mess, but we're hoping to have her ready to go by the end of March, at which time we'll sail her north to Santa Cruz. Having failed at retirement for the third time, I'm working full time again, which may mean I'll have to get some friends to bring *Mayan* north.

Beau Vrolyk
Mayan, 59-ft Alden schooner
Santa Cruz

Readers — Mayan is, of course, the 59-ft Alden centerboard schooner built in 1947 that musician David Crosby owned for so many years.

↑↓ THE ABYSS OF THE SAILOR'S GARAGE

Have you seen the average sailor's garage? That's where everything ends up before it finally leaves our hands. It's hard to throw something away when you think it might have another use.

Greg Clausen
Free Spirit, Beneteau 390
Tiburon

Greg — The fact that we paid so much for some items makes it even more difficult to throw them away.

↑↓ THE OLD FABRIC SOFTENER TRICK

The Wanderer should wash his stiff docklines with fabric softener.

Rich Palmer
ex-*Balzaphire*, Islander 28
South Beach Marina

Rich — Doña de Mallorca has done that numerous times. But you can only go to that well so many times.

↑↓ MARRIED ON OUR BOAT

I am a proud member of *Latitude's* 'Over 30 Club', as I have owned my Pearson 26 for 39 years this October. But I'm thinking there may be another fun 'club' for *Latitude* readers. How many of you out there have been married on your boat?

My wife Rose and I were married aboard *Midnattsolen* 10 years ago this April. The ceremony took place at the dock of Discovery Bay Yacht Harbor.

Our friends Jim and Jeanie Long were married aboard their first *Oasis* back in 1986 at Fortman Marina. After the wedding they spent three years cruising the Sea of Cortez. They have since moved on to a larger boat, a Lancer 39 motorsailer, and have been cruising both sides of Mexico and Central America. They currently are in Puerto Escondido, and yes, Jim did ride out Hurricane Odile there.

I hope those of you who were married on your boats had as great a wedding as we did and will join the club.

Bill & Rose Grummel
Midnattsolen, Pearson 26
Antioch

Readers — Since Bill and Rose's letter above appeared in 'Lectronic, we've received a number of responses. Several of them follow.

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LETTERS

↑↓ A PROPOSAL IN A BOTTLE

Alene and I were married aboard our Cross 46 trimaran *Migration* in 2009 at Minerva Reef, which many know is a semi-submerged reef in the middle of nowhere between Fiji and New Zealand. The ceremony was absolutely wonderful.

I'd planned on proposing to Alene there — which I did via a message in a bottle that I threw into the water ahead of the boat so she'd find it. But I never thought we'd get married two days later.



COURTESY, MIGRATION

Bruce and Alene were married aboard two days after he popped the question.

Bruce Balan & Alene Rice
Migration, Cross 46 trimaran
Palo Alto / Thailand

↑↓ THE KEY TO OUR SUCCESS?

My wife, Wendy, and I were married by Doug Vann aboard his Rhodes Bounty II *Tiare* while she was anchored off the west coast of Molokai on June 11, 1988. Ten years later we were remarried by Doug aboard his new boat, the Farr 44 *Tiare*, while she was anchored in the same cove. After 26 years, we're still happily married.

Bruce Pine
Paradise

Bruce — Congratulations! And thanks for remembering Doug Vann. We sailed on both his boats. He was a great guy.

↑↓ RESTRICTIONS ON MEMBERSHIP

I think the club should be for those who married on their boat and are still married. Those whose marriages did not make it should not be included. I am one of those whose marriages didn't make it, and I don't want to be included. Thanks for printing this letter.

Arthur Hein
Lightning
Lake Tahoe North Shore

Arthur — Well, that knocks the Wanderer out of the club.

↑↓ TRY BILL STOCKTON'S CHARTAID PROGRAM

With regard to *Danika* hitting a pinnacle rock to the northwest of Punta Mita, it's true that the rocks aren't shown on many charts. However, they show up nicely on Google Earth — as shown in the attached screen shot.

This view was made using Coastal Explorer, and the chartlet shown came via the Chartaid program written by longtime Sea of Cortez cruiser Bill Stockton of *True Love*. I highly recommend this program to anyone cruising in waters where the available charts are at all suspect.



JIM HASSBERGER

The rock that 'Danika' hit was not part of the rocks visible on Google Earth.

Jim Hassberger
Kanga, Valiant 40 #278
Lying Mazatlan

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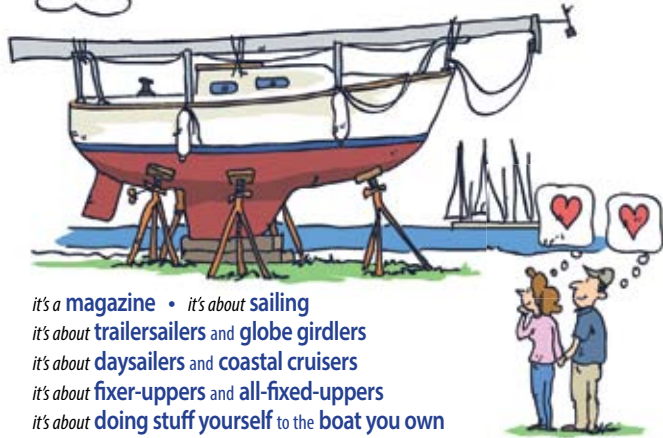
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LETTERS

Jim — Thanks for the recommendation. That said, if we're not mistaken, the rocks seen in Google Earth break all the time and are thus pretty easy to see. We think the pinnacle Danika hit is in the general area, but not part of that group.

↑↓ PREVENTING MOLD AND PAPER WASPS

I live in south Texas, where we have bad mold issues like those in the Caribbean and other tropical areas. I sail a Laser 28 and have had problems with mold. I then bought a small ozone generator, and have it hooked to a timer so it doesn't run all the time. It got rid of all existing mold and has prevented any new mold from forming. It also keeps out paper wasps. It's the best \$300 I ever spent.

Ben Youngblood
 San Antonio, Texas

↑↓ TRY TEA TREE OIL

For the mold you mentioned on the Olson 30 *La Gamelle* in the Caribbean — and other boats in tropical areas — you might want to try one of the tea tree oil products. You just place the opened container in the area to be treated, and the fumes kill the mold and mildew spores. I've been using the tea tree oil products for years. You can get them from TRAC Ecological at bit.ly/TracTeaTree.

Tom Collins
 Misty Sea, Bertram 46
 Puerto Vallarta, Mexico

↑↓ JOCKSTRAPS REQUIRED FOR SAILORS

I loved the feature on Playmate/cruiser Elizabeth Ostrander — and like the fact that she was not dressed in all of the bullshit that US Sailing wants to make us sailors wear when we go to sea. Elizabeth's look represented a good marketing strategy for the sailing industry — that sailing is fun! Pedal down and vang off!

Jonathan 'Birdman' Livingston
 Punk Dolphin, Wylie 38
 Pt. Richmond

Readers — When we asked the Birdman, a very experienced and successful Bay and offshore racer, for details on the US Sailing edict, he responded as follows:

"If you want to race in the ocean, the new rules mandate that you wear a PFD at all times, and as of this year, the PFD would have to include a jockstrap. This is straight from the Ocean Yacht Racing Association website, which got it from the US Sailing ISAF special regulations section. Last year some boats even got protested and DSG'd because of PFDs.

"There is more, but I don't think that the remaining regulations prevent anybody from sailing or racing with a bikini on. Nonetheless, there is a big price tag for all the electronic bells and whistles one now needs."

↑↓ "KNOCK IT OFF, SPIKE! LUNCH IS READY."

I enjoyed the *Letters* editor's long and information-packed editorial response to a letter about Spike Africa. Spike and actor Sterling Hayden certainly made a colorful pair up and down the Sausalito waterfront during the 1970s.

A small piece the editor left out about Spike was the time when he owned a restaurant. It was located at Mariner Square in Alameda, and I believe it was called Spike Africa's. There was, over the entryway, a picture of Spike reclining in the nude *a la* the famous Burt Reynolds centerfold in *Cosmopolitan* magazine of that era. Spike was a bit more conservative than Burt, as he was wearing his captain's hat. Spike took great

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LETTERS

pleasure in greeting guests — and watching the ladies do a double-take when they realized their host was none other than the subject of the portrait — complete with his signature hat.

(The restaurant eventually failed, as do most restaurants, and the site later became the first Chevy's.)

I also have a memory of Spike and his wife Red that long predates that. They were at a small luncheon at a house on Balboa Island in Southern California when I was about 12 and my brother was about 9. It was a warm day and we were all outside in the garden. Spike had his shirt off and was lying back in a lawn chair catching the rays. He had two small sparrows tattooed on his chest, and he took great pleasure in flexing his pectoral muscles, making the birds on them jump while he tweeted a bird sound. My brother and I were fascinated by this remarkable performance. We asked for more until Red told him to knock it off because lunch was ready.

Dave Case

Old Geezer Adventurer
Alameda

Readers — Why is it that single women always seem to be attracted to 'characters', but as soon as they marry them, they try to 'de-characterize' them?

↑↓ **TOO MUCH WHITE ON WHITE**

Is anybody else sick of all the white racing boats with nothing but white chutes? It was cool for a while but, like a lot of things, it got stale. So I was glad to read in the March 18 *Lectronic* that at least some J/105 sailors are putting color in their sails. Personally, I think it would be great if every boat had to have custom colored spinnakers. Sort of like racing colors for race horses.

P.S. I'm doing my part as I have pink sails for my Hobie Cat. Now all I need is water in Central California lakes.

Mike Wiltendorf
Sacramento

↑↓ **WHICH BOAT SHOULD I BUY?**

I'm shopping for a boat for next year's Ha-Ha and to continue on to Nova Scotia. I've been given lots of advice about what would be a suitable craft. The opinions range from "nothing less than a bluewater boat" to "a Hunter would be just fine."

Do you know of any impartial resource for advice on which boat I should buy? I noticed a wide variety of boats in last year's Ha-Ha, but unfortunately don't have experience with most of them. Most of my sailing experience had been with my Ericson 32-2, but even that is somewhat limited. My wife has had enough of the Ericson and wants a boat that is 'done' and only needs minor tweaks.

There is a 1994 Hunter Legend 40.5 for sale locally that I could get for about \$65,000, as the owner passed away. She has refrigeration, radar, a dodger, a clean interior and about 1,500 hours on the diesel. But lots of people have a poor opinion of Hunters. Is that warranted?

Rubicon has a Hans Christian 38 Mk II that may go for mid- to high \$40s. The interior is pristine but the exterior is weathered. I'm concerned that she'd be slow and wouldn't sail in a light breeze. She has a lot of engine hours, too.

Sanford Bennett
Boat Hunting
Bay Area

Sanford — Generally speaking, a guy asking what boat he should buy is akin to a guy asking what kind of woman he

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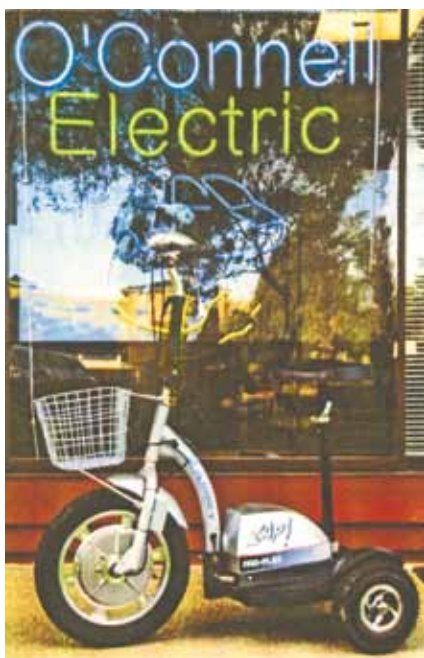
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LETTERS

should marry. It all depends what you like. The fact that there were something like 100 different boat designs represented in the last Ha-Ha is evidence of just how many different options/opinions there are.

If somebody put a gun to our head and told us we had to decide how many types of sailboats there were, we'd say there are five: 1) Heavy, full-keel cruising boats, such as Westsails, Hans Christians, and a lot of other boats that were built in Taiwan; 2) Racer/cruisers, such as the Beneteaus, Catalinas, Hunters, Islanders and scores of others; 3) High-performance/race boats, which would include things like J/Boats, Santa Cruzes and Olson 40s; 4) Full-on high-performance race boats; and 5) Multihulls.

We can eliminate #4 because you don't want an all-out racing boat, and #5 because multihulls are out of your budget. We're also going to eliminate #3, because as much as an Olson 40 might make a great 'basics only' cruising boat for a young couple, that doesn't sound like you.

That brings us down to categories #1 and #2. At this point you have to ask yourself what kind of boat turns you on. For the one thing, you don't want to buy a boat that you're not excited about and proud to own.

If you think you might be a Category #1 person, remember that most of boats in this category, particularly those built in Taiwan, have lots of wood, both on the inside and out. Exterior wood in particular takes lots of work to keep looking good. Starting from our first boat in 1977, we've gravitated toward boats that have as little exterior wood as possible, and we haven't regretted it. We'd rather be sailing than woodworking.

If we were you, we'd probably look for something in the racer/cruiser category, as we think they offer the best combination/compromise of comfort and performance. And it's not as if a well-built racer/cruiser isn't up for the kind of weather you can expect on a trip from California to Nova Scotia. If you're not familiar with the conditions, once you get around Pt. Conception, it's going to be mostly light air all the way to Panama. Once you get to the Caribbean, it can be quite breezy up to Florida. Once you head up the East Coast, you can be faced with just about anything. Thanks to modern weather forecasting, if you have time, you can usually avoid most if not all really bad weather.

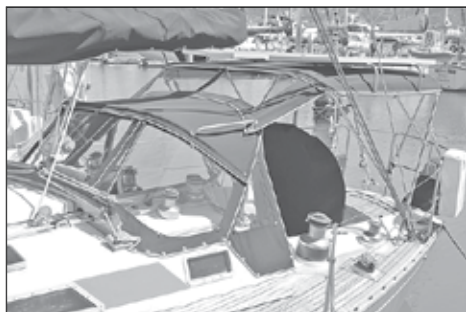
Are Hunters well-built? We're not experts, but the impression we have is that, a number of years ago, some of them weren't particularly well-built, while newer ones are better-built. It all depended on the model. Mike Harker singlehanded a brand-new Hunter 466 across the Atlantic a few years ago and reported that he only had to replace one lightbulb. He later singlehanded a Hunter 49 around the world with no significant boat problems. Jake and Sharon Howard have been living aboard their Hunter Legend 45 Jake for the last 25+ years, the last eight or so of them cruising in Mexico. Mind you, a long time ago, Beneteaus didn't seem to be particularly well-made either. But that's all changed.

We also think that boat length is important. All things being equal, we'd rather get something that's at least 40 feet long, than something 35 feet or less. This might mean you have to get something from the 1970s or 1980s to fit in your budget. Just off the top of our head, we figure you might be able to find a suitable Valiant 40, Newport 41, C&C 41, Islander Gurney 41, or a Cavalier 39 to name just a few. If you wanted a little more room and/or aft cabin, you might look into something like a Irwin 43, a C&C Landfall 38, a Columbia 45 or a Gulfstar 50. If you were willing to stretch your budget a little bit, you might be able to find a good deal on an older Catalina 42 that needed a little work. But we agree with your wife: avoid boats that need more than a little work.

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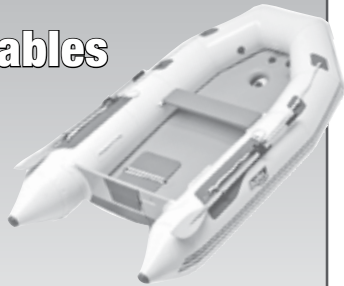
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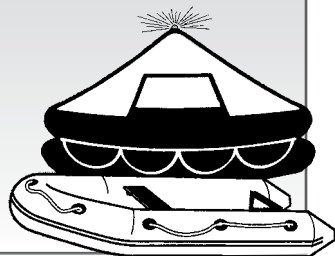


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LETTERS

The names above just scratch the surface of what you might like. There are two more things to remember. First, the real cost of a boat is the difference between what you pay for it and what you sell it for. If you buy a white elephant at a bargain price, you may only be able to sell her for a bargain price — if you can sell her at all. Second, the individual boat is more important than the type of boat. If not properly maintained, even the best-built boat can become all but worthless in a surprisingly short time.

Opinions are like elbows, but those are ours. Happy boat hunting.

↑↓ HEY, GET YOUR ALTAIRS STRAIGHT

Latitude muffed it in its March 18 'Lectronic report on entries in the St. Barth Bucket. It's true there is a yacht named *Altair* entered, but it's not the 108-ft topsail schooner, often considered to be one of the great yachts in history, but rather the S&S designed, Derecktor-built 105-ft sloop *Altair*. What gives?

Nelson Smith
Tortola, British Virgins

Nelson — We're embarrassed to say that the mistake was almost certainly the result of someone slipping us an after-



LATITUDE / RICHARD

noon rosé when we didn't really want one. It's an occupational hazard in the Caribbean. Nonetheless, it's a fun mistake, as it gives us an excuse to again print one of our favorite sailing photos and tell the story behind it.

By some miracle, Bill Lily was given the helm of a legendary yacht.

Altair is a 108-ft gaff-rigged topsail schooner that was designed by the legendary Scottish designer William Fife III and built at William Fife & Sons at Fairlie on the Firth of Clyde in 1931. It appears in many lists of the 10 greatest sailing yachts ever.

Anyway, about seven years ago we were in St. Barth over New Year's, as was our friend Bill Lily of the Newport Beach-based *Lagoon 470 Moontide*. Thanks to *Ticonderoga Tom*, we were extended the privilege of crewing aboard his historic yacht for the New Year's Around the Island Race. And we were able to get our friend Bill aboard. We were put on the starboard foresail winch, and spent much of the race on the leeward side, trying to keep deck-washing water from washing our camera case overboard. *Altair* is a big boat, and we lost track of where Lily was — at least until the final windward leg. When we finally got a chance to look aft, there he was, with his Gabby Hayes hat on, at the helm and nobody else in sight at the back of the boat! We're still trying to figure out how our friend, unknown to anybody on one of the greatest yachts in the world, managed, in the course of the three-hour race, to find himself alone at the helm.

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

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

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

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SIGHTINGS

48th transpac draws impressive fleet

At press time, the Transpacific YC had received 63 entries for the 48th edition of the classic 2,225-mile Transpac race from Los Angeles to Honolulu, Hawaii, indicating a very healthy fleet. While most entries are from the West Coast, a number are from Japan, Mexico, Australia and Canada, and there's even one from Monaco.

Given decent winds, there will be a strong assault on *Alfa Romeo II's* all-time monohull elapsed-time record of 5 days, 14 hours, set in 2009, as the entry list already includes three lightning-fast 100-footers. They are *Wild Oats XI*, co-skipped by Roy P. Disney and Robert Oatley,

winner of eight Rolex Sydney Hobarts; *Ragamuffin 100*, the ageless Syd Fischer's super maxi, and, new from the West Coast, the redone *Rio 100* owned by Manouch Moshayedi, which did surprisingly well in the last Rolex Sydney Hobart.

The reason we've used a photo of two

Following her eighth Sydney Hobart win, the 100-ft Reichel/Pugh super maxi 'Wild Oats XI' will be in the Transpac lineup this July.

hull-flying Gunboat 66s (right) from this year's Sint Maarten Heineken Regatta to illustrate a Transpac story is that for the first time there should be a highly competitive multihull division in the Transpac. The multihull fleet includes John Gallagher's Del Mar-based *Chim Chim*, Gunboat 62 hull #2, which is in the midst of a total rebuild at Driscoll's in San Diego.

Also new this year will be Pat Benz's Santa Barbara-based Gunboat 66 *Extreme H2O*. And returning from the last Transpac is Lloyd Thornburg's Santa Fe-based Gunboat 66 *Phaedo*, which logged a 428-mile day during her last run to Hawaii before being dismasted. We'd actually been hoping that Thornburg would enter his new-to-him MOD70 *Phaedo3*, with which he just hit 40.6 knots, but the busy 35-year-old has entered her in both the Transatlantic and Fastnet races.

As much as we love the hot new boats, there are three classics we're pulling for, including Sam and Willie Bell's wooden Lapworth 50 *Westward*, which was built in 1962. Dean Treadway's cold-molded Hawaii-built Farr 36 *Sweet Okole*, which he's owned almost since she was built in 1976, was leading her division in last year's Pacific Cup until the rudder broke. The Richmond YC-based *Sweet Okole* has sailed four Transpacs — winning overall in 1981 and placing second in 1985 — and five Pacific Cups. And, lastly, there's the legendary S&S 79 *Kialoa III*, which, under the ownership of Jim Kilroy, was probably the boat most instrumental in the growth of international big-boat racing.

The final entry deadline for the Transpac is June 1, and the race starts will begin on July 13.

While we're on the subject of long-distance offshore racing, we want to put in a plug for the SoCal 300, the first edition of which will be held this year starting on May 22. The course will take the fleet from Santa Barbara, outside the Channel Islands, to San Diego. The race will be an official qualifier for the Transpac.

— richard

strictly sail pacific

Hard to believe it's been two decades already, but this year marks the 20th annual Strictly Sail Pacific, née Pacific Sail Expo. To be held at Oakland's Jack London Square April 9-12, the show features more than 50 boats, with larger models in the water and trailerables on land. Among the boats making their debut appearance at this year's show are the high-performance Dehler 46, the luxurious Hanse 455, the traditional Tofinou 8, and the racy C&C 30.

More than 90 free one-hour seminars are included with the price of admission. Presentations include a rare visit from renowned yachting humorist Fatty Goodlander. Andy Turpin and John Arndt from *Latitude 38* will also offer free seminars; for details, turn to page 8 of *Calendar*.

The sleek and swift Gunboats 'Coco de Mer' and 'Tribe' in the St. Maarten Heineken Regatta. For the first time there will also be a highly competitive multihull fleet in this summer's Transpac.



DANIEL FORSTER / ROLEX



RICHARD & RACHEL / OCEANIMAGES.CO.UK

has it all

The *Latitude* staff will host its usual Friday night booth party, from 6:00 to 8:00 p.m., honoring West Coast circum-navigators and veterans of the Baja Ha-Ha and Pacific Puddle Jump.

Cruising author Lin Pardey will offer a special Advanced Seminar. "It will be my first visit in about eight years," she writes. "On Sunday I'll do a three-hour presentation: Writing, Video, Blogging — How to Make It Pay." Other Advanced Seminars include three weather workshops from Lee Chesneau and a US Sailing Four-Hour Coastal Safety at Sea Seminar. Advance registration is required and fees apply.

In-the-water sail clinics range from anchoring and docking to advanced sail

continued in middle column of next sightings page

family cruising in nirvana

We're all about 'zen sailing' at *Latitude 38*, so when we met a couple of hardcore racers from San Diego who are cruising with their kids aboard a beautifully restored vintage racing yacht, we wanted to know more.

Long before modern legends such as *Wild Oats XI*, the 65-ft John Alden-designed sloop *Nirvana* was one of the first boats ever to be designed specifically for the now-iconic Sydney Hobart race. With her lines drawn in 1948, *Nirvana* was launched in 1952 about an hour's drive north of Sydney. She went on to race to Hobart four times before being sold to a California buyer in 1958. After relocating to San Diego, where she was owned by the Carver family of the now-defunct Knight & Carver boat yard, *Nirvana* went on to race an incredible 34 consecutive Newport to Ensenada races between the late '50s and early '90s before being sold to a Mexican owner who moved her south of the border.

Nirvana changed hands a couple more times between the '90s and 2006, when she was purchased by Mark Steinbeck of San Diego, who immediately breathed new life into her. The first thing he did was hire

continued on outside column of next sightings page



SIGHTINGS

***nirvana* — continued**

renowned boat builder Gary Mitchell to do nearly a complete rebuild of the boat over a three-year period. "I told Mark not to buy the boat," said Mitchell. "The interior needed to be completely rebuilt due to water ingress and rot. But Mark had fallen in love with the boat and had to have it. *Nirvana* is the kind of boat you fall in love with," said Mitchell. After the refit, Steinbeck and his wife Dorothy took off on an extended cruise to Mexico, where the boat eventually was entered into charter. The arrangement didn't work well, though, and with a down economy and *Nirvana* again needing additional work, Steinbeck opted

continued on outside column of next sightings page

strictly sail pacific

trim and match racing. The clinics require an additional fee, but Discover Sailing also offers free test sails on the RS Aero, Beneteau First ASA trainer, and Beneteau Oceanis 35. Save time by re-registering at www.strictlysailpacific.com.

About 100 exhibitors will be on hand to offer their wares and services. If you're interested in getting yourself or your family started in sailing, stop by the SailSF-

Gary and Julie race their vintage warhorse wherever they go. Here, Julie helms 'Nirvana' in a classic boat regatta near Auckland. When younger, she competed in the women's World Match Racing Tour.



— continued

Bay booth, #116, which will be staffed by volunteers from several Bay Area youth programs.

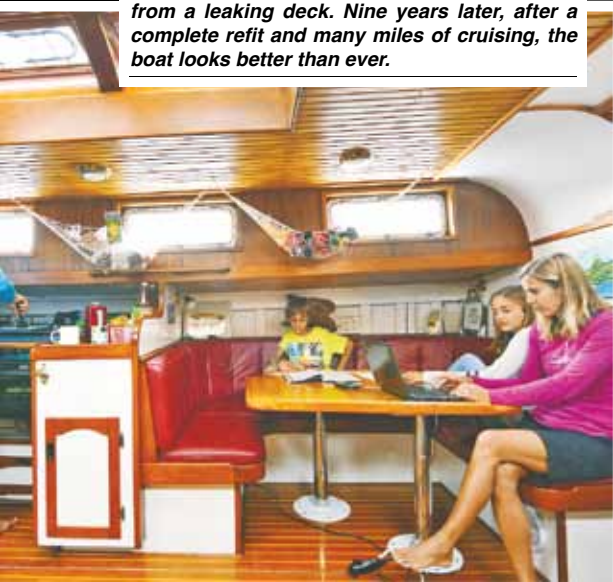
For a complete boat show guide, see the planner bound into this issue between pages 34 and 35.

Get a \$2 discount when you pre-order tickets online using the code Lat38 — then be sure to visit us in booth #219!

— chris



Above: The Mitchells strike a pose in Auckland. Below: When Gary Mitchell first laid eyes on 'Nirvana' in 2006, the entire interior had dry rot from a leaking deck. Nine years later, after a complete refit and many miles of cruising, the boat looks better than ever.



ALL PHOTOS MATT PIERCE

nirvana — continued

to sell the boat for a song to his old friend Gary Mitchell. Tragically, Steinbeck unexpectedly died shortly thereafter.

Wasting no time, Mitchell got the boat out of Mexico during the whole AGACE impound fiasco and delivered her to San Diego Yacht Club to prep for a cruise to the South Pacific. With Gary's professional skill set, vast knowledge of *Nirvana*, and the help and support of

many in the San Diego marine industry, the Mitchell family completely refit *Nirvana* in just four months. Nineteen days out of San Diego, Gary, wife Julie, and kids Axel, 10, and Gigi, 12, made landfall in the Marquesas, where they scattered their friend Mark Steinbeck's ashes in Daniel's Bay on the island of Nuku Hiva. "It's the place that Mark had wanted to visit aboard *Nirvana* more than any other," Gary explains. "This journey has been the culmination of his dream, and ours, and allowed us to forge a special bond with Dorothy [Mark Steinbeck's widow]."



MATT PIERCE

It's always nice to own the prettiest boat in the anchorage, but all that lovely brightwork requires frequent attention.

Along with long ocean crossings, surfing overhead barrels, and a memorial service to honor their departed friend, the Mitchell family has shared many special experiences while cruising *Nirvana*. "In Tonga, we were ashore when we saw whales surrounding the boat. We rushed out in the dinghy with the family gathered, and were completely surrounded by humpback whales. It was just incredible," smiles a proud Gary Mitchell.

But it's not all fun and games on the sleek and elegant 65-footer, as someone has to do some work. Julie wears many hats on board, including that of devoted teacher. She keeps Axel and Gigi up to date on their homeschooling. It's been a challenging road, no doubt, but one full of rewards. "We really know our kids now and I think memories of this trip will be really special to them as they get older," she says. After leaving New Zealand and heading north for another stint in the tropics, the Mitchell family plans to sail *Nirvana* back to her home waters of Australia this season before returning to San Diego in time for daughter Gigi to enter high school.

You can follow the Mitchell family and *Nirvana's* cruising adventures at www.svnirvana.blogspot.com

— ronnie simpson

is this your year to ha-ha?

If you're a West Coast sailor, you've undoubtedly heard all about the long-established Baja Ha-Ha rally that runs from San Diego to Cabo San Lucas each fall. We probably don't need to remind you that it's a 750-mile downwind course staged over a two-week period, with rest-and-play stops along the way at Bahia Tortugas and Bahia Santa Maria. As any Ha-Ha veteran can verify, you really can't avoid making some like-minded friends along the way, plus you're bound to get in some great offshore sailing, and you'll have great fun at the pre-, mid- and post-cruise parties.

The very best thing about the Ha-Ha though — according to hundreds of folks who've done it — is that the concrete starting date, October 25 this year, forces would-be adventurers to quit procrastinating, throw off their docklines, and finally make their long-anticipated entry into the cruising lifestyle, regardless how many items remain

continued on outside column of next sightings page

SIGHTINGS

baja ha-ha — continued

on their to-do lists. During the rally's 21-year history, roughly 10,000 sailors from all walks of life have participated, sailing on 3,000 boats, including million-dollar gold-platers and low-budget fixer-uppers.

So what do you say? Will 2015 be your year to Ha-Ha? Dates are October 25 to November 7, and online signups will begin May 1 at www.baja-haha.com.

— andy

so-cal ta-ta — it's on

The SoCal Ta-Ta is a one-week Southern California version of the Baja Ha-Ha, managed by the same Ha-Ha folks, but with a 'Reggae 'Pon da Ocean' theme. As with the Ha-Ha, *Latitude's* 63-ft cat *Profligate* will be the mother-ship.

The course will be from Santa Barbara to Catalina, with two nights at Santa Cruz Island, one night at Channel Islands Harbor, one night at either Paradise Cove or Redondo Beach, and one night at Two Harbors, Catalina. The average length of the legs is about 24 miles, and all of the legs

are normally off-the-wind. The event starts on Sunday, September 13 — on the weekend after Labor Day — and ends on Saturday night, September 19.

Once again the good folks at the Santa Barbara Yacht Harbor will allow the Ta-Ta to make reservations for slips on Sept 12 and 13 for up to 50 boats. Dan and Michelle at Channel Islands Yacht Harbor and Vintage Marina in Channel Islands Harbor have confirmed they will again be offering slips — *at no charge* — for as many boats as possible. Nice! Last year they got all but one or two of the cats in the 45-boat fleet into their harbor. We'll be having a free BBQ on their floating docks once again. The small grandstand at Two Harbors has been booked again for the Conga Dancing/Potluck/Slide Show/Awards ceremony.

The cost of the week-long event is \$275, and includes a free Reggae 'Pon da Ocean hat, shirt, burgee/battle flag, free lunch and dinner for each captain and first mate in Santa Barbara and at Channel Islands, daily weather info and roll calls, sundowner get-togethers aboard *Profligate* — and above all, the opportunity to have a great time with other sailors. The Ta-Ta is not suitable for people prone to whining, groaning, and other buzz-killing behavior.

The Notice of Event will be posted on May 1, and entries will be accepted immediately after that at www.socaltata.com. There will be a limit of 50 boats.

— richard

volvo ocean race's auckland pit stop

The Volvo Ocean Race's Auckland stopover has always been one of the 'round-the-world circuit's favorites, for fans and sailors alike, and this year was no different. The fleet's visit started off on a perfect summer Saturday night in Auckland as MAPFRE edged out Abu Dhabi

continued on outside column of next sightings page

cyclone pam clobbers

Lying 500 miles west of Fiji, the 83-island nation of Vanuatu has long been a favorite cruising ground of globetrotting sailors due to its unspoiled waters, intact cultural traditions and minimal development. So many international sailors were horrified to learn about the devastating effects of Category 5 Cyclone Pam, which ravaged the archipelago on March 14 with sustained winds of 150 mph and a 25-ft title surge.

In the days that followed, government agencies counted 17 people dead, 65,000 people homeless, and 166,000 islanders in urgent need of life-saving assistance — this within a population of 266,000.

LATITUDE / RICHARD



Got summer plans? How about a weeklong one-directional cruise from Santa Barbara to Avalon in the company of 50 boatloads of new friends?



AINHOA SANCHEZ / VOLVO OCEAN RACE

sailors' paradise

Bay Area sailors Jim and Kim Coggan know the region well, as they spent the last two seasons in Vanuatu aboard their Schumacher 40 *Auspice*. Jim notes that while a massive relief effort is being staged in the capital, Port Vila, the outer islands are typically slow to get help. "The rule in general in these island nations is that the remote settlements get supplies only after the main cities get everything they need and run out of storage space. Then the outer, more remote villages get the 'trickle down' if there is anything that's left over."

The Coggans recommend supporting the Butterfly Trust, run by David and

continued in middle column of next sightings page

vor auckland — continued

and Dongfeng at the finish line, with the top three boats completing Leg 4 within eight minutes of one another after more than 20 days at sea from Sanya, China. For MAPFRE it was the first vindicating moment since the Spanish start in Alicante, after three legs of being the fleet's underachievers. With the 'City of Sails' pumping since that epic Saturday night that saw the entire fleet finishing within a seven-hour period after nearly 6,000 miles of racing, the VOR rolled out the red carpet for sailing fans at Auckland's centrally-located Viaduct Harbour.

Halfway around the world, and the last pit stop before rounding Cape Horn, the Auckland layover is the most intensive boat-service stop since the start in Spain last October. The fleet of VO 65s were completely torn apart and put back together in an absolutely staggering display of boat-building prowess and around-the-clock passion that only a place like Auckland could provide. New Zealand is known

continued on outside column of next sightings page



SIGHTINGS

vor auckland — continued

for being a nation of boat builders, and with mast and rigging supplier Southern Spars headquartered right down the street, the fleet will leave Auckland in top form. The Volvo Ocean Race's innovative new streamlined maintenance process, coupled with a conservative design in the new VO 65, looks to be paying huge dividends in cost reduction, increased reliability, and closeness in racing during this edition of the race. With most of the kinks in the new design ironed out, and with the boats proving to be significantly more reliable than in years past, the current leg — 6,800 miles to Brazil — may prove to be the fleet's greatest challenge yet, and may represent the last big opportunity for a carnage-induced shakeup of the leader board.

Certainly the biggest story of the Auckland stopover is that of the menacing Cyclone Pam, which first battered Vanuatu, then took aim at New Zealand's North Island. It was perhaps the gnarliest cyclone to hone in on Aotearoa in more than a decade. Race director Knut Frostad made a widely applauded common-sense decision to delay the start for three days to allow the storm to pass. Fortunately for every-

continued on outside column of next sightings page

vanuatu

Lynn Colbert, "two Kiwis who have been very active on the grassroots level for several years, doing anything possible to counter the supply and health service limitations as noted above. These people are the real deal, and completely trustworthy." (Contact Butterfly Trust via their main website, www.butterflytrust.org, or their donation site, <https://givealittle.co.nz/org/butterflytrust>)

Longtime cruisers Leslie Linkkila and Philip DiNuovo of the WA-based Mason 33 *Carina* also know these islands well. They tell us: "It is also reported that Pam did significant damage in the very remote eastern Solomon Islands. The most remote locations are the most vulnerable; those island villages with no regular

What's this? One of the same AC45s we saw during the inaugural America's Cup World Series two years ago? Look a little closer and you'll notice a new appendage. The 45s have now been fitted with foils, which tells us that the next round of ACWS races will be more thrilling than ever. Keep a lookout for Artemis Racing practicing on the Bay.



— continued

transportation or supply ships.

"At least two groups are deploying small yachts to bring food, supplies and medicine to these locations. If you can contribute money, supplies or yourself to these efforts, we encourage you to do so. And please tell your friends.

"The people of these islands have opened their bays, homes and hearts to many of us and now they need our help. Please visit: Sea Mercy (www.seamercy.org) and OceansWatch (www.oceanswatch.org)."

Larger organizations currently distributing aid in the archipelago include CARE Australia, UNICEF, OXFAM Australia and Save the Children.

— andy



SANDER VAN DEER BORCH / ARTEMIS RACING

vor auckland — continued

one, Pam weakened when it hit colder waters and mostly spared New Zealand, creating little more than an inconvenience. The girls aboard SCA claimed a wire-to-wire win in the New Zealand *Herald* In-Port Race, beating Team Brunel and MAPFRE to the finish in champagne sailing conditions as Pam loomed offshore — although you wouldn't know it by the glorious weather in Auckland that day.

Three days later than scheduled, the Volvo Ocean Race fleet departed Auckland for Itajai, Brazil on March 18. Upwind for the first 200 miles to the eastern cape of New Zealand, Team Brunel tacked and took a northerly option that allowed them to jump out to an early lead and slowly begin to extend on the fleet. As of this writing, they hold a 50-to-90-mile lead over the rest of the fleet, although there are still 5,000 miles of race track left with a long-term Cape Horn forecast that looks fairly uneventful.

In the buildup to the race's most challenging leg, several teams made key crew changes to bolster their lineup for Leg 5. Dongfeng added Irish round-the-world and maxi-multihull rockstar Damian Foxall and also got famed on-board reporter Yann Riou back. Leg 4 winner MAPFRE got skipper Iker Martinez back after earning their first leg win with fill-in skipper Xabi Fernandez, while SCA added American sailor girl Sara Hastreiter and got badass Aussie bow chick Sophie Cizek back after she spent two legs on shore with a back injury. By far the biggest crew change announcement came from current race leader Team Brunel of Holland, which has enlisted the services of former Oracle Team USA wing trimmer and sailing legend Dirk de Ridder to make his professional sailing comeback after being suspended during AC 34's conspiracy-laden 'Kingpostgate' saga.

The fleet is due into Itajai, Brazil around April 7. Follow the action via tracker graphics and on-board photos at volvoceanrace.com.

— ronnie simpson

as the cup turns

Just as this issue was going to press, we received an email that implied that America's Cup 35 in 2017 might be sailed in foiling AC45s, instead of new AC62s, in order to save money. But all teams will have to agree before that becomes official. We'll follow up on that bombshell next month. For now, we'll get you caught up on recent headline-grabbing dramas concerning two of the teams.

On February 18, we received a phone call from Julie Moffet at Radio New Zealand. She asked if we knew anything about Dean Barker leaving Emirates Team New Zealand (and possibly going to Luna Rossa). Thus began the slow leak to the press of news that would not be confirmed by ETNZ until February 26. In the meantime, Barker was left hanging, not knowing what to think, as the rumors swirled around him. When the word was finally official, Barker told Kiwi newsman John Campbell in an interview that he was "absolutely gutted" about the way he'd been treated. "Unfortunately last week, through a leak to the media, I found out that I had been dumped as the sailing director of Team New Zealand," he told Campbell.

The 42-year-old Barker was replaced as helmsman by the much younger Peter Burling, age 23. Barker was offered the position of 'performance manager/coach', but he turned it down.

The other team making news in March with personnel issues was Oracle Team USA. On March 9, the Associated Press reported that Oracle's foiling AC45, which had been disassembled and put into con-

continued on outside column of next sightings page



CHRIS CAMERON / EMIRATES TEAM NEW ZEALAND

ETNZ's former sailing director Dean Barker was sacked.

SIGHTINGS

as the cup turns — continued

tainers for shipment to Bermuda, was 'arrested' by federal marshals in response to a lawsuit filed by disgruntled grinder Joe Spooner, age 41. The Kiwi sailor was let go in January and filed the suit to recover the salary he claims was owed to him on his contract. Legal analyst Cory Friedman wrote in *Scuttlebutt Sailing News* that Spooner wanted an increased housing allowance because Bermuda is more expensive than San Francisco — and that's not an April Fool's joke!

While not ruling on Spooner's claims, Joseph Spero, a federal judge, ordered the boat released on March 18. The team has no official comment about the 'arrest' of their boat.

The Oracle team completed their testing on San Francisco Bay at the end of February. "The foiling AC45 took a little bit longer to get ready, but once it was out it was fantastic," said Peter Rusch from the team's Communications Department. "It almost felt a little bit like the AC72 with the speeds," said skipper Jimmy Spithill after the first day of sailing, on February 18. "We're going to need to see it in more breeze, but it was great to get it foiling and stable."

Rusch told us that the team is in the process of shutting down their base at Pier 80 in San Francisco's Dogpatch neighborhood completely. "The new team base will be in Bermuda as of May 1," Spithill said, "We're looking at the beginning of May for sailing in Bermuda."

Sweden's Artemis Racing team has kept their base in Alameda and can still be spotted out practicing on the Bay. The foiling AC45s will be used in the AC World Series, which will kick off on June 4-7 in Cagliari, Sardinia.

— chris

tragic death of a female sailing legend

Fifty-seven year old Florence Arthaud, once the most famous sports figure in France, and the one in whose wake all female ocean racers

must sail, was one of 10 people killed when two helicopters collided in Argentina on March 9. All were part of the French survival show *Dropped*. In 1974, at age 17, the daughter of a French publishing family was in a coma and partially paralyzed after a serious auto accident. It took two years for Florence to recover fully, but when she did, she made the first of her many transatlantic crossings.

The diminutive Arthaud reached the apex of her sailing career in 1990. First she beat many of the all-time French sailing legends with the VLVP-designed 60-ft trimaran *Pierre 1er* in the ultra-competitive, 3,500-mile, singlehanded Route du Rhum Race from Brittany to Guadeloupe in the French West Indies. It was not an easy race for her, as both her radio and autopilot went out. It was also

reported that she suffered a hernia, but friends tell us she actually had a miscarriage in the middle of the Atlantic. Later that year she used *Pierre 1er* to establish a brilliant new singlehanded transatlantic record, thus becoming the inspiration for every female sailing great from Isabelle Autissier to Ellen MacArthur. (*Pierre 1er* was later bought by Steve Fossett, who named her *Lakota* and used her to set many other sailing records.)

West Coast sailors got to see Arthaud in 1997 when she crewed for Bruno Peyron in setting a new Los Angeles-to-Hawaii Transpac

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you've gotta

As the bushy-haired character named Miles said in the classic coming-of-age flick *Risky Business*, "Sometimes you've just gotta say, 'What the f__k.'"

We figure a similar notion was going through the mind of Jason Hoye-House on the Fourth of July 2013. The way he tells it, he was sitting atop Mt. Tabor in Portland, OR, having a couple of drinks with some friends when the conversation turned to "how awesome it would be to sail around the world." In the days afterward, the others allowed the fantasy to fade, but Jason "never let it go."

A few weeks later, after brainstorming the idea with his brother Brad, he bought a vintage 1966 Alberg 30 in Vancouver, British Columbia. It was his first boat. In fact, up until that point he'd sailed fewer than a dozen times in his



ATLETA OGGETTO

A classic shot of Florence during the early days of her illustrious career.



COURTESY ANTARES II

In nearly 40 years of publishing 'Latitude', we've learned never to underestimate a dreamer. That's why we have a feeling that young Jason will make it to the Marquesas unscathed aboard his stout little Alberg 30 'Antares II'.

love a dreamer

whole life.

Today, a year and a half later, he's come a long way — both literally and figuratively. Suffice it to say that fitting out *Antares II* with new gear and bringing her down the coast last summer with a couple of marginally experienced buddies was a character-building adventure — at one point Jason was so seasick he couldn't stand up.

But by the time he got to Mexico's Sea of Cortez, he'd become confident enough to start singlehanded. This month he'll set sail for the Marquesas alone. At age 30, the would-be circumnavigator is one of the youngest skippers in the Pacific Puddle Jump fleet. We wish him the best of luck. (You can follow Jason's trip at www.lifelineexplorers.com.)

— andy

florence — continued

elapsed-time record with the 86-ft maxi cat *Commodore Explorer*.

While in her 40s, Arthaud tried to raise money to buy Olivier de Kersauson's maxi trimaran *Sport-Elec* for an attempt at the around-the-world record. Alas, the fact that she partied every bit as hard as she raced kept her from succeeding with the acquisition. "Florence was someone extraordinary on the water, but uncontrollable on land, and that worked against her," said Isabelle Autissier, her great protégé. "She ate. She drank. She smoked at a moment when the byword was 'no limit'. That worked against her getting sponsorships."

"If you're not living to the limit," Arthaud was famous for saying, "you're just taking up space." Nonetheless, she was highly respected by fellow sailors, and she continued to sail competitively across oceans into her 40s and 50s. In 2004, for example, she did the Doublehanded Lorient to St. Barth race with Lionel Pean; in 2006 she did the Odyssey Cannes-Istanbul with our good friend Luc Poupon; and also did the Transat Jacques Vabre with Luc the following year.

In 2010, at age 52, she hoped to celebrate the 20th anniversary of her Route du Rhum triumph by singlehandedly the 100-ft catamaran *Oman*. She was disgusted when sponsors gave the boat to a man to

continued on outside column of next sightings page



SIGHTINGS

florence — continued

race. "Well I quit!" Florence responded.

It was unexpected that such an unrelenting sailor as Arthaud would die in a flying accident, as she'd had brushes with death on the water. For example, she flipped *Pierre 1er* when racing across the Atlantic. "I bent over to light a cigarette," she once told *Latitude*, "and the next thing I knew we were upside down." In October 2011 she fell overboard from her boat near Corsica. But she had a headlamp and waterproof cell phone with GPS, and managed to call her mother, who alerted authorities. Much to her surprise, she was rescued hours later, suffering only from hypothermia.

Arthaud is the godmother of the late *La Gamelle* restaurant in St. Barth, the namesake for our Olson 30 *La Gamelle*, having broken the champagne bottle to celebrate its opening. Her name is also immortalized in Arthaud Reef, a group of barely submerged rocks just off St. Barth's Le Toiny that she once hit with *Pierre 1er*. "I've lived the life of a free spirit and adventurer," Arthaud told *Le Monde* in 2009. Truer words were never spoken.

— richard

from winter mids

With the flip of the calendar from March to April, West Coast yacht clubs transition from midwinter series to summer beer can racing. In the San Francisco Bay Area, the winter season was meek and mild, with almost no rain, but midwinter races help keep our chops up for the wilder summer months ahead. (When we say "wild," we're *mostly* talking about the sailing conditions.)

Summer beer can series are generally held on weeknight evenings, and range in spirit from super casual to pretty serious. An early starter is among the most casual: The Wednesday night races in Santa Cruz began as soon as the clocks were set forward in March, before SCYC's Midwinters even ended.

A decidedly springlike day set the scene for Sausalito YC's final Midwinter race in March. See 'Racing Sheet' on page 103 for more.



to summer beer cans

Richmond YC's first Wednesday night race will be held on the evening that this issue comes out: April 1. Partly due to the droll date, RYC's first race will have a foolish theme: Hoity-Toity Yacht Club. Planned silliness includes a blessing of the pleasure craft, a predicted-log race for powerboats, and awards for the "best-decorated crew." Dress code for the post-race prize-giving includes blue blazers, Breton red trousers, boaters or yachting caps with scrambled eggs, French *marine* shirts, pleated skirts, CPO shirts, and 13-button bell bottoms.

For a comprehensive list of beer can series in Northern California, check out our *Calendar* on pages 14-16.

— chris



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can a teen's dream clean up the gyre?

Sailing on the open ocean can be a joyful, uplifting experience. That is, as long as you don't dwell on statistics about its ill health due to colossal amounts of pollution — a buzz-kill if ever there was one. The Great Pacific Garbage Patch or Gyre that lies between California and Hawaii is said to contain one third of Earth's 'oceanic plastic'. We're talking millions of tons of plastic crap in various states of disintegration — a cleanup challenge that would appear to be unsolvable.

But not to a young, optimistic Dutch student named Boyan Slat. Three years ago, when he was 17 and still in high school, he was so affected by learning about the enormous amount of plastic in the Garbage Patch that he became dedicated to finding a solution.

Today, he and a large group of supporting scientists think they have conceived a practical means of extracting the debris, despite its mid-ocean location. The plan involves a massive, V-shaped system of booms, similar to oil-containment booms, that will be laid out against the



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After much brainstorming and experimentation a scheme such as this is now being tested, with actual deployment slated for 2020. Returning Transpac boats will help with research.

prevailing current, and a solar-powered extraction device that would store the material in a silo until it could be retrieved by cargo vessels. When fully implemented, the Netherlands-headquartered project, called The Ocean Cleanup, would potentially be the largest ocean cleanup scheme ever attempted.

Last year a group of roughly 100 volunteers, scientists and lawyers completed a feasibility study to determine if the concept is viable. Their conclusion was that "at least in theory, it would be possible," says Dr. Julia Reisser, an Ocean Cleanup staff member who did her PhD dissertation on plastic pollution. For her, the next step in the process is to recruit boats to participate in The Mega Expedition, which envisions a fleet of vessels traveling through the Gyre whose crews would take samples and record observations along their routes. The Expedition's goal is to acquire a more accurate map of where high concentrations of plastic debris are located.

To date, five Transpac owners or delivery skippers have agreed to participate in the study when they bring their boats home from Hawaii this summer. Reports from all boats traveling between specific coordinates are welcome, and those willing to travel on less popular routes — such as through the High, rather than above it — could receive financial incentives. Signups so far are Jim LaBarge's Pasadena-based Jeanneau 54DS *Avanti*, Ross Pearlman's Newport Beach-based Jeanneau 52 *Between the Sheets*, Eduardo Porter Ludwig's Mexico-based TP 52 *Patches*, Chris Hemans' Costa Mesa-based Rogers 46 *Varuna*, and the Long Beach-based Santa Cruz 70 *OEX*, owned by John Sangmeister, Dave Hood and Pete Hambrick. Julia and her team are hoping for at least 25 more boats to join them. (Contact: Julia.Reisser@theoceancleanup.com)

While some skeptics view Boyan's scheme as unlikely to succeed, many serious scientists have applauded his innovative vision. In fact, last November the United Nations presented him with its top environmental accolade, the Champion of the Earth award.

We're thrilled to learn about the Cleanup's hopeful efforts to remove human garbage from the Eastern Pacific. Now if only someone could prevent new plastic trash from replacing what may soon be removed. (Learn more at: www.theoceancleanup.com.)

— andy

BIG DADDY'S

Big Daddy — it's not the Great Pumpkin, Charlie Brown. But it's easy to confuse the two regattas, kind of like the way that some people just can't seem to remember that Memorial Day is in May and Labor Day is in September. When Bay Area yacht racers gather to exchange sea stories, one invariably starts with, "I remember one time at the Great Pumpkin — or was it the Big Daddy?" And the story gets derailed while the speaker tries to sort out which it was.

Richmond Yacht Club held the first Big Daddy Regatta in March 1982. "Gary Clifford started the Big Daddy as an IOR (invest or retire) measurement rule regatta," said RYC de facto historian John Dukat. "Usually he got together with his friends like Jonathan Livingston and Bruce Powell — knock down a few, talk, do the what-if and then later move the idea into sailing reality. Gary was always a man whose mission was, 'Let's have some serious fun.'"

Because the regatta fell not long after Washington's Birthday, Big Daddy was originally named for George Washington, but 'Big Daddy' was also the nickname of Bob Klein, a past commodore with a reputation for getting junior sailors out

The 'Black Sheep' trio drove all night from Idaho the Thursday before the regatta to come school the Californians.

on big boats.

"The first annual Big Daddy was really big," claimed Clifford, "with 70 boats showing up to do battle. There was very little wind, so only one race was completed on Saturday." Sunday's racing was more of the same with only four

boats finishing the pursuit race with a reverse-handicap start. The winner was *Chimo*, a Nelson 41.

Bob Klein's

wife Doris reported that the club had so many people for the Saturday afternoon cocktail party "that the committee moved out the tables and chairs for enough standing room — and this included the landing, the ground floor, the lawn, and the entire porch. Fortunately the weather was beautiful." On that first Sunday, "They came back and rafted up again to hobnob and celebrate the four who did finish," Doris said at the time, "and receive trophies — some classes by lottery — and enjoy chilled champagne."

The Big Daddy predated the Great Pumpkin by about a year. The Pumpkin

We've always gone counterclockwise, so we said, "Let's go clockwise. Let's unwind."



was another Gary Clifford brainchild. It was set up as a one-design regatta and followed the Big Daddy format.

The regattas evolved with the times. "When IOR died out, you had a regatta with no boats," explained Dukat. "The one gimmick that addressed the death of IOR was Jim Antrim assigning ratings. Each yacht so assigned got a 'Certificate of Unmeasurement' endorsed with the great seal of the Wizard of El Sobrante." Jim Antrim is a naval architect who designs sailboats and serves on the PHRF board.

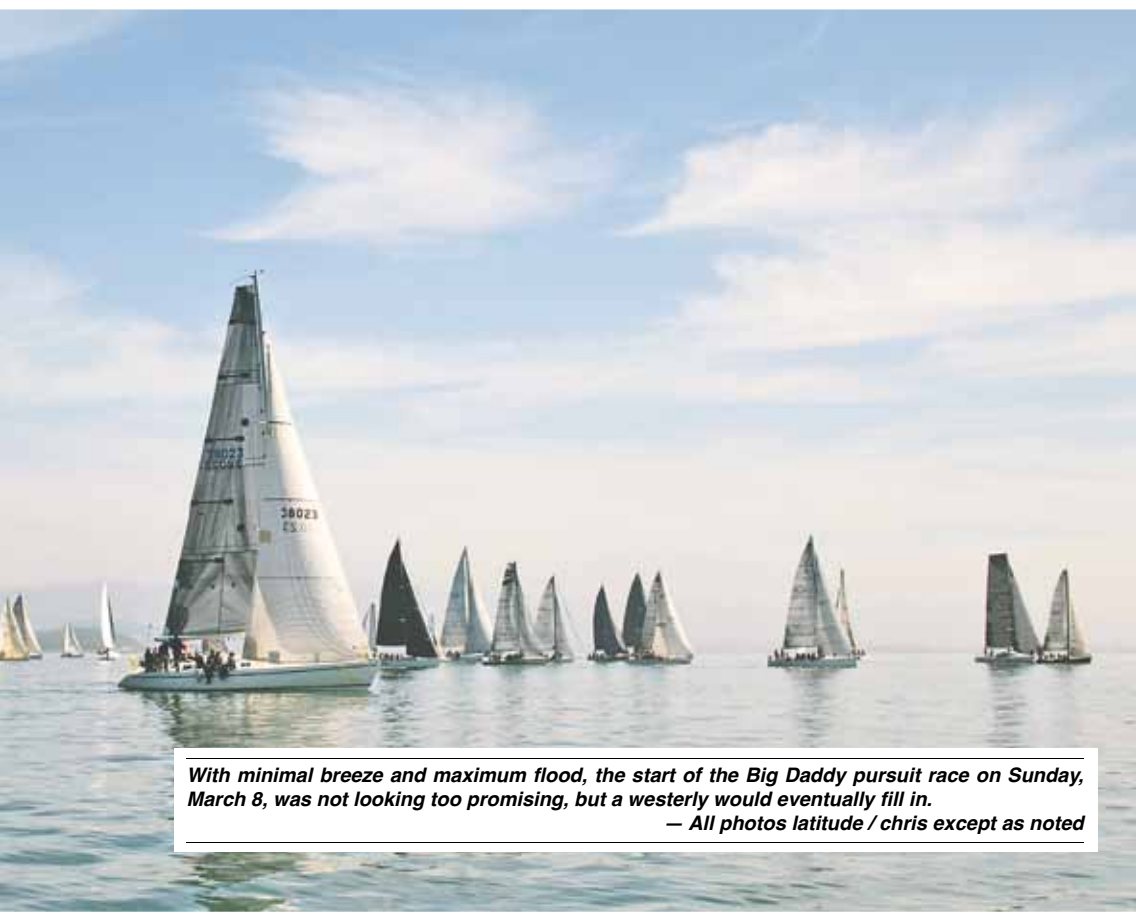
In the 21st century, RYC has made the Big Daddy as inclusive as the Pumpkin. "Now both events are essentially the same except for the more mayhem-ish side of the Pumpkin," said Dukat.

A couple of years ago, an attempt was made to return the Big Daddy to its roots and the glory days of the big-boat vibe. Classes with higher PHRF ratings would be excluded. Multihulls were not initially invited to Sunday's pursuit race, as one had capsized the previous year, requiring assistance.

"There was a reaction to these decisions in the yachting community and inside the club," said Dukat. "The RYC



IDENTITY CRISIS



With minimal breeze and maximum flood, the start of the Big Daddy pursuit race on Sunday, March 8, was not looking too promising, but a westerly would eventually fill in.

— All photos latitude / chris except as noted

mainsail area up high often helps us against smaller boats in light and medium conditions. Second, we caught some nice puffs on the downwind legs of the first two races to close the gap on the J/125 *Double Trouble*. Third, we were two members light on crew (7) and *Double Trouble* looked to be at least two members heavy. That helped our speed, and, with only one leeward mark rounding to contend with for the whole afternoon, didn't cost us in the corners. One thing's for sure — our crummy starts didn't help."

Rather than waiting for one big awards ceremony on Sunday, RYC handed out Saturday's trophies after Saturday's races to encourage the sailors to stick around the club for dinner. Regatta flags went to the top finishers.

Due to the split of the previous weekend between February 28 and March 1, Golden Gate YC's final Seaweed Soup midwinter series race fell on the same Saturday, March 7. "For sure the Golden Gate Midwinters drew a bunch of our local sailors who wanted to finish up the series," said Paxton, "then, with Spring Keel at St. Francis the following weekend, we lost the Alerion and Moore 24 fleets, which did not want back-to-back weekend events." Despite the crowded and awkward March racing calendar, attendance was up from last year on both days.

"Shoreside turnout was spectacular,"

Buzz Blackett's Antrim Class 40 'California Condor', seen here in Saturday's buoy racing on the Deep Water Course, had a good regatta.

board of directors reset the Big Daddy back to the more open standard."

The numbers on March 7-8 this year were remarkably similar to those of that first Big Daddy. "We had 79 boats on Saturday for our buoy racing format," said regatta chair Fred Paxton. "We used three separate course areas and had a maximum of four fleets in each area, which let us get in three quality races with minimal waiting between races. The goal was to start sailing at 11:30 and be back at the dock by 3:30 for goodies, awards, and dinner. All the finish line boats had Wi-Fi hot spots, which allowed us to post results almost before all the boats got back to the club."

The wind was out of the west for most of the day, and all three courses started right on time.

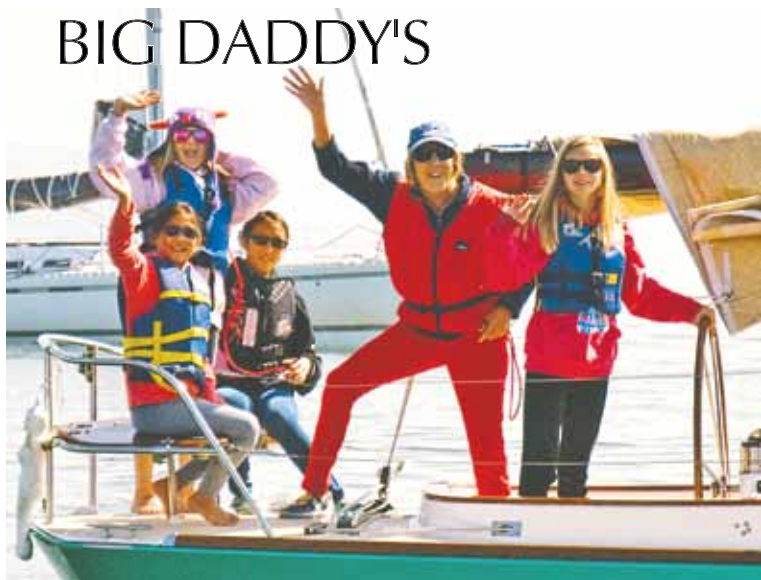
Bob and Doris Klein's son Chris was on hand, racing the Santana 22 *Alegre*. But make no mistake: Despite the little Tunas and Cal 20s, the big boats still have an important

place at Big Daddy, among them Buzz Blackett's Jim Antrim-designed Class 40 *California Condor*.

"It was our best weekend ever on the Bay," said Blackett, who won the PHRF B division on the Deep Water Course south of the Berkeley Circle. "We were pleasantly surprised by our performance on Saturday. I think there were three factors. First, we were fast upwind. Lots of



BIG DADDY'S



This page, clockwise from top left: There's always room for another girl on Cinde Lou Delmas's Alerion 38 'Another Girl'; Peter Stoneberg's ProSail 40 'Shadow' was first to finish the pursuit race; next came the J/70 'Prime Number'; Nathan Bossett's Express 27 'Elise' was almost last, but not quite, as that dubious honor went to Don Taylor's Farallon Clipper 'VIP', seen here at the start.

said event chair Diana Gorsiski, "but that was due to extremely beautiful weather, and — of course — the free beer! Dinner was well received, and a new band, The Mighty Groove, gave us rock and roll with a Latin flavor. The twist this year is that we added a new division of sailors having juniors as crew. There were medals for the junior sailors, as well as placements for boats that had the junior crew. We hope to incorporate that into the Big Daddy every year going forward."

Despite light wind and an adverse flood current in the Southampton Shoal starting area, the Jolly Roger was hoisted on the race committee boat to begin Sunday's pursuit race starting sequence right on time. Some sailors reported that it took them as much as an hour after their assigned starting time to actually cross the line. Adding to the challenge in the melée were later-starting big boats motoring around the backfield with their sails up, stealing what air there was from the slower, smaller boats trying creep up on the line.

But the forecast westerly did fill in, building in the Slot to 20 knots or so,

for a foretaste of summer bashing conditions. The course is around Angel Island and Alcatraz in either direction.

"Everyone was asking, 'Which way are you going to go?'" said Mark Thomas of the J/70 *Prime Number* back at the club after the race. "We've always gone counterclockwise, so we said, 'Let's go clockwise.'" His wife Anne concurred. "Let's unwind," she said.

But in actuality they hadn't made a decision. The third partner in the boat, Peter Cameron, was the tactician. "He was going to decide which way to go right before our start," said Anne. "The wind was dying at our start, but we started right on time on port, barely clearing the committee boat anchor chain. No way could we tack in that flood with no breeze, so we hoisted the kite and just sort of ghosted away on a tight reach.

"By the time we got halfway across to Marin, we could see that the wind at the start line had completely shut down. We ended up on the Marin shore and tacked in the current relief to get into Raccoon Strait. We passed a Merit before we got to Marin and didn't get the Cal 20s until halfway to Alcatraz, and by then the clockwise fleet were passing by on their way to Raccoon. We never talked about

whether we were winning until we could see *Shadow* and we saw that we were even."

The big ProSail 40 catamaran had gone clockwise, and the two boats were converging on the approach to the finish.

"We were 200 yards ahead, and then they got a puff and put up a Code Zero," said Cameron. *Shadow* passed *Prime Number* 100 yards from the finish. *Adrenaline*, another clockwise cat, finished third behind the J/70.

The Thomases haven't done many races on the J yet. "This was our first race on the Bay since we got back from the UAE," said Mark, who had been working on projects in Abu Dhabi for almost four years.

California Condor went clockwise. "On Sunday, being one of the last boats to start was a big plus," said Buzz Blackett. "We were able to barge down the line, on port, in front of all the smaller boats that were getting flushed north by the flood and hadn't yet crossed. Even so, it took us two tries to cross the line and clear the pin, and we needed a private puff just to do that. For the first 20 minutes, it was so light that we had to send Tommy Pastalka up the rig to tack our fully battened main. He stayed up there to give us helpful wind forecasts as well."

Condor remained on starboard tack most of the way to Alcatraz. "We tacked to go west a couple of times on that leg,

IDENTITY CRISIS



but never enough to cross *Double Trouble* or *Rufless*. It was an interesting trade-off. Being on their left, we got both the building breeze and the steady lift first and had less flood. But it also meant that *Double Trouble* stayed inside on the lift, which totaled almost 50 degrees. In the final analysis, we should have crossed them before the lift got too big. We probably lost about five boat lengths.

"The last part of the beat was not fun for the skipper — watching our beautiful new light #1 struggle in 20+ knots of breeze." But they would have lost time and the sail would have suffered more if they had changed down to a smaller jib.

"The reach from Alcatraz to Angel was fun but frustrating," said Blackett. "We went fast, but *Double Trouble* still gained on us. I guess their genoa was the right sail, and our Code Zero would have been too much."

The *Condor* crew tried everything they could to stay ahead of *Double Trouble* during the light run through Raccoon and to the finish. "But they were faster and smarter. We weren't surprised to see the two Cal 20s near the finish, but we were surprised to see Mark Thomas's J/70 go the 'wrong way' and still get there ahead of us. I should know better by now, but I'm continually surprised by how windy it can be on the Central Bay and still stay light in Raccoon."

Double Trouble and *California Condor*

This page, clockwise from top left: 'Golden Moon' puts in a tack to the west on their clockwise circumnavigation of Alcatraz and Angel; the Santana 22s 'Zingaro' and 'Meliki' in Saturday's pursuit race; the J/105 'JGPG' and other clockwise boats in Raccoon Strait on Sunday; another J/105, 'Yellow Fin', rounds Alcatraz (we understand that the buoy in the photo is left over from the America's Cup).

were the second and third monohulls to finish, respectively; the two Cal 20s also broke the top ten.

The last boat to finish was the Farallon Clipper *VIP*. "We had to pick up the mark and do circles around them," said John Dukat, who was running the pin-end boat.

"Sunday's pursuit had 93 boats signed up to race, and 68 made it around the course," said Fred Paxton.

He added that RYC will start encouraging more one-design fleets to put the Big Daddy on their schedule as a spring tune-up regatta with a party in the middle. "As next year's Big Daddy seems to be mine," he said, "I'm going to get the PHRF divisions more clearly delineated."

"We are no longer in the golden era of cheap plastic boats," said Dukat. "In yacht-race marketing there's a lot more competition for racers. During midwinter season you can sail every weekend. PHRF is here to stay, and RYC approaches one-design fleets, like assorted J boats and Expresses, and groups like the SF Bay 30s. Some even approach RYC — the Wyliecat 30s wanted a one-design division, but they had trouble herding their catboats in this year."

Regarding the dearth of multihulls

on Sunday (only three of them raced), Paxton said, "Cats are a tricky group to invite. You have the big cats and then you have the little sport cats and Hobies. The sports and the Hobies really need support boats, and the two-island venue is hard to provide support boats for."

Paxton says the lines are very blurred between the Big Daddy and Great Pumpkin Regattas. "The big difference between the Big Daddy and the Great Pumpkin is that at the October race you are encouraged to wear costumes at the party and in the pursuit race, and the March race is come as you are."

Diana Gorsiski has been organizing both the October Great Pumpkin and the March Big Daddy for about six years now, and reflects on the differences between the two regattas. "We brought Big Daddy back to remembering why we started it in the first place, as a season opener," she said. "Big Daddy was never a big themed race. It's just not that type of crowd. It's a tune-up race, where skipper are getting their crews together for the season. We will leave the big, themed party to the Great Pumpkin, the season finale, when folks are really ready to go all out."

So when you're trying to remember

BIG DADDY

whether a particular regatta was the Big Daddy or Great Pumpkin, ask yourself, "Were there costumes? Was there a trivia contest? Was there pumpkin hunting?" If the answer is no, it was probably the Big Daddy. But to enjoy all the bonus fun at Great Pumpkin with the same enjoyable racing format, mark your calendar for October 24-25.

— *latitude* / chris

BIG DADDY REGATTA, RYC (3/7, 3r, 0t)

WYLIE WABBIT — 1) **Keala**, Ron Tosten-son, 8 points; 2) **Jombo**, Jon Stewart, 9; 3) **Kwazy**, Colin Moore, 10. (8 boats)

EXPRESS 37 — 1) **Bullet**, Larry Baskin, 4 points; 2) **Escapade**, Nick Schmidt, 8; 3) **Mudshark**, Dave Fullerton, 9. (4 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 7 points; 2) **Peaches**, John Rivlin, 8; 3) **Andale**, Pat Brown, 9. (5 boats)

ULTIMATE 20 — 1) **Black Sheep**, Chris Chambers, 5 points; 2) **Ultimate Antics**, Bob Comstock, 7; 3) **U Decide**, Phil Kanegsberg, 9. (7 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 3 points; 2) **Coyote**, Dave Gardner, 9; 3) **Green Dragon**, Marcus Choy, 10. (5 boats)



Mark and Anne Thomas and Peter Cameron beat the rest of the monohulls around the islands on their J/70 'Prime Number'.

SANTANA 22 — 1) **Byte Size**, Anna Alderkamp, 8 points; 2) **Meliki**, Deb Fehr, 8; 3) **Alegre**, Chris Klein, 9. (6 boats)

PHRF A — 1) **Centomiglia**, Flying Tiger 10, Mark Kennedy, 6 points; 2) **Deception**, SC50, Bill Helvestine, 6; 3) **Peregrine**, J/120, David Halliwill, 8. (6 boats)

PHRF B — 1) **California Condor**, Antrim Class 40, Buzz Blackett, 5 points; 2) **Double Trouble**, J/125, Peter Krueger; 3) **Family Hour TNG**, Henderson 30, Bilafer family, 9. (7 boats)

PHRF C — 1) **Abracadabra**, Antrim 27, Ian Chamberlain, 6 points; 2) **Bottle Rocket**, J/70, David Schumann, 8; 3) **Prime Number**, J/70, Mark Thomas, 9. (9 boats)

PHRF D — 1) **Mintaka 4**, Farr 38, Gerry Brown, 5 points; 2) **Yankee Air Pirate**, Olson 30, Don Newman, 8; 3) **Shameless**, Schumacher 30, George Ellison, 8.5. (7 boats)

PHRF E — 1) **TMC Racing**, J/24, Michael Whitfield, 3 points; 2) **El Gavilan**, Hawkfarm, Chris Nash, 7; 3) **Evil Octopus**, J/24, Jasper Van Vliet, 9. (7 boats)

BIG DADDY PURSUIT RACE, RYC (3/8)

MONOHULL — 1) **Prime Number**; 2) **Double Trouble**; 3) **California Condor**; 4) **Rufless**, Melges 32, Rufus Sjoberg; 5) **Javelin**, C&C 30, Patrick Nolan; 6) **Deception**; 7) **Invader**, Cal 20, Byron Jonk; 8) **Zamazaan**, Farr 52, Greg Mullins; 9) **Can O'Whoopass**; 10) **Swift Ness**, J/111, Nesrin Basoz. (85 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg; 2) **Adrenaline**, D-Class cat, Bill Erkens; 3) **Foxtrot**, F-24 MkII, Todd Craig. (3 boats)

Full results at www.richmondyc.org



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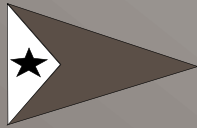
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PACIFIC PUDDLE JUMP PROFILES, PT I —

The common thread that ties together the diverse group of sailors profiled here is that they're all about to set sail for the fabled anchorages of French Polynesia — an ambitious voyage of roughly 3,000 miles that we like to call the Pacific Puddle Jump. As you 'meet' them in these pages, you may assume that they're all exceedingly lucky or exceedingly rich. But neither is true.

More accurately, they've all elevated



The 'Lorien' crew strikes a pose with their official Pacific Puddle Jump burgee. The timing couldn't be better for their family cruise.

the dream of South Pacific voyaging to top-priority status in their lives, and have made whatever choices and sacrifices necessary to pursue that goal. Some have walked away from high-paying careers, some have sold their homes and liquidated virtually every other asset that didn't fit on their boats, and others tell us they'll simply cruise 'til they're broke and deal with 're-entry' when the time comes.

We suspect that the trickiest aspect of committing to a departure date isn't paying off the boat or building up a cruising kitty, but getting all the other elements of their lives to line up — such as kids being on their own and parents not yet needing help — so that a potential 'cruising window' opens up for them.

As in years past, the 2015 PPJ fleet is composed of sailors from all along the West Coast and beyond who have dramatically different backgrounds and sail on a wide variety of boats.

We met the folks profiled here at our annual Pacific Puddle Jump Sendoff Party at Nuevo Vallarta's Vallarta YC, located at Paradise Village Resort. Next month, we'll follow up with profiles of Jumpers from many nations whom we met at two additional parties in Panama.

Lorien — Panda 38 The Starinchak Family Bellingham, WA

Ed and Melina are thrilled to be able to share this adventure with their sons Jake, 10, and JD, 20, who's taking a sailing break before going to college. "These guys are at unique ages right now," says Ed, "We'll probably never have an opportunity to do something like this again with them." "Hopefully," says Melinda, "it will be a great introduction to the cruising lifestyle."

Along the way, Jake is being home-schooled via the Calvert system. Naturally, the family gravitates toward other 'kid boats' that they meet along the way. Melinda notes, "Meeting other families and finding out where they're going has been incredible." Looking ahead, JD says, "I think I'm most excited about the cultural experiences of the trip; being able to visit such unique places, and seeing them by traveling aboard a sailboat instead of just flying in on a plane."

Plan Sea — Island Packet 45 Rich & Jenny Freeman San Diego, CA

"We bought our first sailboat in 1999 and wanted to leave in '05," explains Jenny. "But Rich got a job that he couldn't refuse." The workaday world is behind them now, though, as they pursue an



Rich & Jenny of 'Plan Sea'.

ambitious schedule: west to French Polynesia, north to Hawaii, across to the Pacific Northwest, back down to Mexico, and eventually through the Panama Canal and on to the Caribbean.

Pannikin — Bavaria 44 Steve & Angela Webb Yamba, AUS

Steve and Angela's route to Puerto Vallarta was anything but typical. After buying this boat in Turkey in 2011, they cruised the Aegean, Adriatic and Med extensively — including a trip to Morocco — before crossing the pond to the Caribbean a year ago. After lots of exploring and transiting the Canal, they thought they'd like

to see some of the West Coast before heading home to eastern Australia. So they harbor-hopped all the way up to Mexico — and loved it.



The Aussie crew of 'Pannikin'.

Sea Note — Endeavour 43 Ray & Chicgaila Wood Fort Mohave, AZ

You may find it odd that this cruising sailboat is homeported in Fort Mohave, Arizona, especially since Ray and Chicgaila are Canadian. As they set their sights on the western horizon, their loose plan is island-hopping to New Zealand, via Tahiti, Tonga and Fiji. Their motto is



Leaving on a 'Sea Note'.



CHASING THE WESTERN HORIZON

perfectly suited to the cruising life: "We don't know where we are going, but we haven't gotten there yet!"

Priority — Beneteau 35 Eddie Martin, Mooloolaba, AUS

Born in Africa, Cap'n Eddie now calls Australia home. He saved himself a lot of outfitting headaches by picking up this well-equipped cruiser in San Carlos (via a *YachtWorld.com* listing). He's now taking her home to 'Oz' with the help of crew Madrie Van Staden. Having made the trip years ago on a previous boat, Eddie knows the way!



Ed of 'Priority'.

Iolani — Hughes 48 Barry & Sylvia Stompe Sausalito, CA

After winning their class at the Banderas Bay Regatta last month, Barry and Sylvia are exiting Mexico on a high note. They were also elated to secure one-year Long Stay Visas for French Polynesia recently, but now they may have to re-

This year's Banderas Bay Puddle Jumpers showed their spirit at our annual PPJ Sendorff party at the Vallarta YC.

think their original game plan: to sail north to Hawaii at the end of the cruising season (October/November). We've bet them a six-pack of ice-cold Hinano beer that Tahiti's charms will seduce them into sticking around for a second season.

Four Choices — Islander Freeport 36 Bob Scholl, Berkeley, CA

"I've been reading *Latitude 38* almost from the first issue," says Bob, who will be singlehanding to the Marquesas. He 'blames' *Latitude* for fueling his unstoppable urge to experience bluewater voyaging. Bob's wife wasn't interested in coming along but to her credit she gave him a two-year window to pursue his passion. With the first year already gone, he figures he's got just about enough time to island-hop to Australia and sell *Four Choices* there.



Mr. 'Four Choices'.

Long Winded Jeanneau 42 Dan & Maria Slattery

San Diego, CA
Sailing off over the horizon has been a dream for Dan and his brother Mike since they were little kids. They grew up sailing around Los Alamitos Bay in Sabots, and would sometimes venture outside the breakwater for a look at the open ocean beyond. Dreams of offshore voyaging began back then for both of them. Brother Mike and his wife Di-



Sylvia & Barry of 'Iolani'.

ane will be along as crew, at least as far as Tahiti.

After French Polynesia, Dan and Maria's tentative plan is to continue east to perhaps New Caledonia before beginning their arc back to the West Coast.

Pied-a-Mer III — Seawind 1160 Eric & Pam Sellix, Clatskanie, OR

This is round two for Eric and Pamela. Last year about this time they were all provisioned, had their additional crew on board, and were rarin' to go when a major engine problem threw the proverbial monkey wrench into their cruising plans.

These longtime cruisers know better than to make precise plans that will inevitably be broken. But Australia is high on their must-see list, especially since their Aussie-built Seawind 1160 is considered a "single-class racer" Down Under. Eric can hardly wait to race her 'round the buoys, and Pam is game also.

Free Spirit — Freedom 42 Chuck Miller & Lauri Jensen Long Beach, CA

Chuck can distinctly remember what spurred his lust for voyaging: "It was a corny TV movie called the *Voyage of the Yes*, about a guy who sailed around the world. That show planted the seed, and the idea has been in the back of my mind ever since." Lauri too is totally gung-ho about offshore voyaging. "I've been sailing my whole life. In fact, my first car was a boat! I just had to find the right captain and the right boat. I feel really lucky."

Their plans are wide open, and may include a complete circumnavigation. "We want to inspire people not to wait



The 'Long Winded' crew.



2nd-timers Pam and Eric.



Chuck & Lauri of 'Free Spirit'.



PACIFIC PUDDLE JUMP PROFILES, PT I —

until everything is perfect," says Lauri, "if you've got that dream, just go for it. Live that dream."

White Hawk — Grand Soleil 46 John & Lynette Flynn, San Diego, CA

This will be John and Lynette's second Puddle Jump passage, having crossed in 2002 aboard the same



Round two for 'White Hawk'.

boat. On that cruise they spent three and a half years exploring various island groups, especially those lying off the beaten track. "Last time," recalls Lynette, "we visited two

villages that had never been visited by a yacht." After finally arriving in Australia, they took a flight home for a visit that resulted in John's getting a job offer he couldn't refuse — it included shipping the boat home. The three-year commitment he made stretched to nine years, but now they've finally broken away again, and couldn't be more thrilled to be getting back 'out there'.

Time Warp — Jeanneau SO 45 Carla Deykin & Ed Wilkinson Brisbane, CA

"For me it has been a lifelong dream to do this; ever since I read *Kon Tiki* in high school — although we have much nicer accommodations aboard *Time Warp!* Ed, on the other hand, has had a head start. "Since 2003 I've been wandering around the Pacific delivering boats, as well as preparing boats in the Bay Area to do the Baja Ha-Ha and the Puddle Jump." Bruce Hutchins and Robert Tinus will be along as crew on the passage.

After a stint in Polynesia, Carla and Ed's plan is to sail north to Hawaii, then circle back to the Bay Area.

The happy crew of 'Time Warp'.



Althea — Westsail 32

Larry Linder, Morro Bay, CA

Having worked as a harbor patrolman and commercial fisherman, Larry's



Larry of 'Althea'.

got lots of maritime experience, but he admits the cruising life is completely new to him. After retiring in July, he headed south three months later. So far, he says, "I'm lovin' it." That is, all except having to get up and look around every 15 minutes when he's sailing offshore.

Wisely, Larry has left his cruising plans wide open.

Second Wind — Nordic 44 Art & Nancie Shaw, Anacortes, WA

Art and Nancie have been sailing the Pacific Northwest for 30 years, and have often thought about a South Pacific cruise, but



The 'Second Wind' crew.

what finally inspired them to take action was when their daughter recently sailed around the world aboard the 179-ft educational tall ship *Picton Castle*. "She's kind of our hero,"

says Nancy with a smile.

"We were concerned that if we waited until we retire we wouldn't physically be able to do it. So we said let's go now and we'll figure out re-entry later. Our parents were worried, but our kids said, "Yeah!"

Felicita — J/120

Perry Peters, Marina del Rey, CA

"About 25 years ago I proposed the idea of doing a trip like this to my wife," recalls Peter, "but it only took her about 40 seconds to give it the thumbs-down." He's quick to add, though, that even though his wife is not really into boating, she's always been supportive of his passion for sailing.



Perry of 'Felicita'.



AQUILA

Although Peter lives in Arizona, he has kept his boat in Southern Cal for the past decade, prior to cruising south last fall. He's well practiced at shorthanded sailing, having done the Pac Cup double-handed last summer, but he learned during that experience that rotations of three crew would allow everybody to get more sleep and have more fun. So friends Richard Schaper and Hobie Bonish will share watches on the crossing.

Gambol — Bruce Roberts 38 Doug & Joy Cooley, Lafayette, CO

Neither Doug, who hails from Colorado, nor Joy, who is originally from Singa-

pore, grew up sailing, but today they're both equally committed to their imminent South Pacific adventures.

"Two years ago I didn't know anything about sailing," says Joy, "but I had a dream that the Pacific Ocean was calling!" A longtime sailor, Doug has had similar dreams for years, but after a serious medical scare last year, the idea shot



Joy and Doug of 'Gambol'.

CHASING THE WESTERN HORIZON



A secluded anchorage, a white sand beach, gin-clear water, and a self-sufficient boat. What else could you ask for?

to the top of his must-do list. He bought *Gambol* recently in Mazatlan, made some upgrades, and now she's ready to carry the couple over the horizon to French Polynesia and beyond — maybe even to Singapore. Their plans are wide open.

**Astraea — Hallberg-Rassy 41
Lee & Shelli Scifers, Olympia, WA**

Lee and Shelli are a bit more ambitious than most westbound cruisers. Rather than vowing to stay only in or near the tropics, they intend to go "clockwise around the Pacific." That is, through the South Pacific islands, up to Japan, then across the North Pacific to Alaska, and finally back down to Seattle — a circuit of at least four or five years."

"We've been married for 26 years, and we've been planning this trip for 27 years," explains Shelli, so the idea has definitely been incubating long enough.

"Since we bought the boat three and



Shelli and Lee of 'Astraea'.

a half years ago," explains Lee, "we've slowly been trying to get a little smarter about what we do and how we do it. So we're not really ready, but we're ready enough!" They're most interested in visiting remote anchorages.

**Daybreak — Nor'West 33
Matt & Megan Martz
Port Hadlock, WA**

Matt and Megan tell us they were working in Alaska when they stumbled across the website of two guys who sailed



Matt and Megan of 'Daybreak'.

around the world. "We didn't even know that was an option," recalls Matt. "We're from Indiana, so we'd never even been out on the ocean — ever." That was five years ago. Today, they've become experienced sailors, their Port Townsend-based Nor'West 33 is fitted out for the crossing, and they're rarin' to go. At ages 29 and 30 respectively, Matt and Megan are among the youngest crews in this year's fleet.

**Aussie Rules — Catalina 34 Mk II
Dave & Rose Hayes
Gabriola Island, BC**

Not many cruising couples are seriously into racing, but Dave and Rose are. In fact, they met at Whidbey Island Race Week seven years ago, and got married there this year — a first for the long-established event.

"We both love racing, sailing and just being on the water. So shortly after we got together we came up with the plan that A) we'd move to an island, and B) sail to Australia" — where Dave was raised. They're now on



They say 'Aussie Rules'.

part B of that plan, having bought this boat in Galveston, Texas as a fixer-upper and trucked her to British Columbia. They anticipate loving South Pacific cruising so much that they may sell this boat Down Under, then return to the West Coast and get a bigger one.

**Scintilla — CT-49
Chris Harry & Chris Barnes
Seattle, WA**

Although he's a longtime resident of Seattle, Chris grew up in Florida, where he occasionally met long-haul cruisers. "So I've had the idea that making a trip like this was possible since I was about 15 years old."

He initiated his wife Chris into the cruising scene via a trip to Alaska and lots of sailing in the Salish Sea. She's definitely excited about the crossing to French Polynesia, but explains, "I told him I'd begin a circumnavigation, but I can't guarantee I'll finish it." That seems fair — and honest. Friends Marcus and Cyndi Adkison will crew to Polynesia.

The jolly crew of 'Scintilla'.



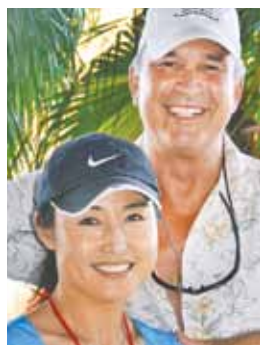
PACIFIC PUDDLE JUMP PROFILES, PT I —



Members of this 'Circus' come in all sizes.

**Korbut Rose — Hans Christian 33
Bruce & Sandy Brown, Portland, OR**

"I grew up powerboating on the East Coast," explains Bruce, "but the first time I got on a sailboat I knew that I was meant to be a sailor, not a powerboater." He's had this boat for 23 years and he says, "I've always dreamed of sailing her around the world."



They sail 'Korbut Rose'.

Sandy has been sailing for a decade or so on inshore waters, but has never done an off-shore passage. As she puts it, though,

"I have God in my heart, so I'm not afraid of anything." It's hard to argue with that. If things work out, they hope to do a complete circumnavigation.

What's at the end of the rainbow? In this case the calm, protected anchorage at Daniel's Bay, a favorite cruiser stopover in the Marquesas.



CHARISMA

**Family Circus —
Lagoon 470
Tzortzis family
San Francisco, CA**

When we met the fun-loving Tzortzis family last fall on the Ha-Ha they said if all goes well, they'll do the 2015 Puddle Jump. Well, they're still smiling, so they're now making final preparations for departure. "People are usually surprised that we have five kids aboard, but we're having a blast," says Chris (aka Dad).

"We love the quality time with the kids and discovering so many new things. We needed our kids to see a bigger world and gain a broader perspective."

In addition to Chris and his wife Heather, the crew manifest includes Mykaela, 21, Tristan, 13, Lexi, 12, Maia, 7, and Lina, 6. Needless to say, they'll be on the lookout for other 'kid boats' once they reach the islands.

**Tramp — Bruce Roberts 55
KO Arney & Sue Drake, Haines, AK**



KO and Sue of 'Tramp'.

It may be hard to believe, but KO had no real sailing experience prior to bringing *Tramp* down to Southern California in 2013. (Trust us, it's a long story.) Luckily for him, he met Sue during the '13 Baja Ha-Ha rally. They hit it off, and have been happily cruising the Mexico mainland ever since.

Because neither KO nor Sue has crossed an ocean before, they're happy to have recruited two very experienced sailors for the crossing: Ayn Woodruff and Lon Schofield. Sue and KO's plans are open, but if all

goes well a circumnavigation is a possibility.

**Kookaburra — Island Packet 370
Mac & Wendy Setter, Bellingham, WA**

As Wendy tells it, "A year and a half ago Mac decided he was going to retire



'Kookaburra' is heading Down Under.

and become a 'recreational engineer'. I said, 'The day you retire, we'll pack the boat and leave.' He retired on a Friday and we left on Monday morning."

That was two years ago, and now, having secured one-year Long Stay Visas, they're thrilled to be heading west across the Pacific. The game plan is to take two years to reach Australia, if not longer.

Crewing on the crossing will be long-time friend Ciro Paolillo, a US Marine who's just spent 14 months in Afghanistan. He doesn't know too much about sailing, but figures, "After getting shot at by rockets, how bad could it be? I'm not the least bit worried about getting a little spray in the face."

**Wind Rover — Whitby 42
David Dowling, Port Townsend, WA**

"I'm 29 years behind schedule," explains David. "When I was young I thought I'd sail around the world when



'Wind Rover' David.

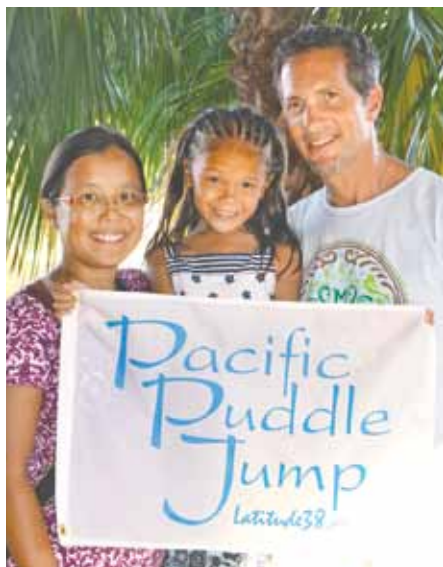
I was 40. But corporate life and family have a way of changing plans." Today, however, he seems quite happy to have left the corporate life behind. In fact, he jokingly describes himself as a boat bum. Having achieved that somewhat enviable status, his immediate plan is sail to New Zealand by Christmas, then reassess his options.

When we met David last month he was looking for crew, but he's also willing and able to singlehand. During the past year

CHASING THE WESTERN HORIZON

he's put roughly 10,000 miles on *Wind Rover*, including a trip to Alaska.

Meet the crew of 'Apropos'.



Apropos — Hans Christian 43 The Shutt-Wong family Seattle, WA

Having been raised in Australia, Karen is no stranger to boating. In fact, she recalls, "Ever since I saw the movie *South Pacific* many years ago, I've always wanted to see the South Pacific islands — somehow."

After Jim and some friends delivered the boat down the coast to San Diego, Karen and eight-year-old daughter Jacintha, moved aboard for what they imagine will be a year-and-a-half cruise to Australia. Eventually, Jim and his buddies will bring the boat back to Seattle via the North Pacific. At least that's 'Plan A'.

For nearly 20 years we've been interviewing Puddle Jumpers, and we never tire of it. Not only are they fascinating people, but it's great to see the excitement in their eyes as they are about to



The sailors you've met here are setting sail from Banderas Bay. But many others will jump off from Panama, the Galapagos and elsewhere.

embark on what will be, for many, the greatest adventure of their lives.

Tune in again next month and meet the Panama contingent.

— andy

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Photo by Robbie Gabriel

Overall Winner 2012 Singlehanded TransPac

Jim Quanci, after placing 1st Overall in the 2012 Singlehanded TransPac in his Cal 40 *Green Buffalo* says:

"13 days from San Francisco to Hawaii alone, 10 of those days flying the spinnaker in winds up to 32 knots without a round up or a wrap. My Alpha Spectra autopilot drove the whole way – and then drove the boat another 16 days taking us home. What more can one ask for? I just love my Alpha Spectra autopilot."

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SUMMER SAILING FOR KIDS —

These days, there's a summer camp for everything. Whatever interest your child might have (or that you might have on his or her behalf), you can probably find a day camp or overnight camp for it: Science, computer and tech camps, music, role-playing and craft camps, wilderness, fishing and sports camps — ah, now we're getting warmer. Sailing is, after all, a sport. We advocate getting young folks outdoors and on the water.

Sailing programs for young people aren't just limited to summer. Many organizations provide sailing during the school year as well. But, with school letting out in a couple of months, many parents are in the midst of a mad scramble to find activities to fill their youngsters' weeks off, so these listings focus primarily on the summer season.

Fortunately, we're blessed with no shortage of options for getting our kids onto boats. A wide range of sailing pro-

"We're expecting more than 80 campers, including some El Toro sailors from Hawaii."

grams and camps is explored in these pages. Yacht clubs, community centers, educational foundations, and municipalities are among the entities reaching out to youth. Prices, schedules and localities are all over the map, so each family should be able to find something to meet its needs. Many programs strive

Spread: SSC, RYC, and SCYC join forces to run SailCamp, hosted by the former on the San Joaquin River. Inset: Instructors watch over the littlest Opti sailors at StFYC.



SUMMER SAILING FOR THE SMALL SET

Find out more at www.latitude38.com/YRASchedule/youth.html and from the contacts and websites of individual organizations.

Alameda Community Sailing Center — (510) 629-9282, www.sailalameda.org • **Summer Camp**, ages 7-18, beginner, intermediate, advanced. 2-week sessions, 6/15-8/10-21, M-F, 9 am-4 pm (extended care 8:30 am-5 pm). Boats: JY Trainers, FJs. Cost: \$600/session; extended care, \$100/session. Scholarships available.

Benicia YC — Derith Lutz, (707) 746-0739, www.beniciayachtclub.com • **Half-Day Camp**, ages 8-12 with no sailing experience. 1-week session in June TBA. Boats: DeWitt Dinghies and Optis (provided). Cost: \$275 • **Summer Session I**, ages 10-18 or young sailors with experience. 1-week camp, July/August TBA. Boats: DeWitt Dinghies and Optis. Cost: \$375 • **Summer Session II**, more experienced sailors. When: July/August TBA. Boats: DeWitt Dinghies, Optis, C15, CFJ (provided). Cost: \$375. YC member, sibling and multiple camp discounts, and scholarships available.

Blue Water Foundation, San Francisco — (415) 392-2018; www.bluewaterfoundation.org • **Thursday Sails**, afternoon sail programs with San Francisco Unified School District and SFPD. • **Gleaming Ocean Program**, four-month intensive sailing and teamwork course teaching cruising skills to selected high school students on a 43-ft Hans Christian cutter. Emphasis on building teamwork and self-confidence using a mentor system. • **Oceans Gate Program**, with Alameda County Probation Department. Convicted youth are given the opportunity to make their way back to society; day sails and a multi-month intensive sail-training program that 'graduate' successful students by ocean sailing.

Call of the Sea, Sausalito — (800) 401-7835 or (415) 331-3214, info@callofthesea.org, www.callofthesea.org • **Bay Explorations** 3-hour day sails with 'sailor for a day' or 'oceanographer for a day'. On all voyages, students will set sail and participate in three rotating learning stations. • **Voy-**

age Seaward Overnight Programs. Youth experience nature and build self-confidence through the challenge of sailing a traditional tall ship. 3-day voyages: ages 12+, 6/17-19 & 7/22-24, cost: \$500. 5-day voyages: ages 14-18, 7/13-17 & 7/10-14, cost: \$800. Call of the Sea has several collaborative partners that send under-served students on Voyage Seaward.

Coyote Point YC, San Mateo — Gwen Daly, (650) 678-1342, www.cpyc.com • **Youth Sailing Summer Camp**, ages 8-12. 1-week sessions, August, M-F, 9 am-4 pm. Boats: Optis, Lasers. Cost: \$375/week. 10% discount for second child.

Encinal YC (Alameda) — Hannah Tuson-Turner, (510) 769-0221, www.encinal.org, juniors@encinal.org • **Summer Learn to Sail Program**, ages 6-18, all levels. 3-week sessions 6/15-7/2, 7/6-23, 7/27-8/13, M-Th, 8:30 am-noon or 1-4:30 pm. Family BBQ every Thursday night. Boats: Optis, FJs, J/24s (provided). Cost: \$390/EYC members, \$515/non-members per session, or \$1,075-\$1,395 for the full summer. Scholarships available through the Encinal Sailing Foundation. • **Junior Race Team**, ages 9-18 by application only, spring/summer/fall. Boats: Optis, Lasers, 420s (provided).

Golden Gate YC, San Francisco — Christine Ghiai, (415) 812-2113; Dave Santori, (510) 693-9104, www.ggyc.org • Besides their High School Sailing Program during the school year, GGYC has a new **Summer Program** in the works.

Inverness YC — Maggie Harmon, (510) 339-3239, www.invernessyachtclub.org, maggieafh@gmail.com • **Summer Program**, ages 10-18, able to pass swim test; PFD, wetsuit & helmet required (BYO). 6/22-7/10 & 7/13-7/31, M-F, 9:30 am-4 pm. Boats: Optis, Lasers, O'pen Bics, FJs (provided). Cost: \$900. Need-based financial aid available.

LakeYosemiteSailingAssociation, Merced — Brigitte Bowers-Loeffler, (209) 357-7049, www.lakeyosmitesailing.org, **Sail Camp**, ages 8-16, able to swim. Multiple sessions TBA. Boats:

Lido 14s (provided). **Mini Camp**, ages 8-10 9 am-1 pm. Cost: \$125 • **Basic Camp**, ages 10-16 9 am-4 pm. Cost: \$180 • **Advanced Camp**, any age, must have completed Basic course. 9 am-4 pm. Cost: \$180. Scholarship program, member discounts; multiple siblings and/or multiple weeks receive 15% discount.

Monterey Peninsula YC — (831) 372-9686, www.mpyc.org • **Summer Sailing Lessons**, ages 8-16. 1-week sessions starting in early June through early August, 9 am-4 pm.

Nehemiah, Richmond — Rod & Joni Phillips (510) 234-5054, captain@sailingacross.com; www.sailingacross.com • **Crosscurrent Voyages** use experiential education, adventure and managed risk-taking for growth and development. Primary goal is assisting youth and youth at risk to develop a strong sense of character and community, while instilling self-esteem in a hands-on situation.

Oakland Parks & Rec Dept. — Sarah Herbelin, (510) 238-2196, sherbelin@oaklandnet.com; www.sailoakland.com • **Basic & Intermediate Summer Programs**, ages 10-17 at Lake Merritt Boating Center. 1-week sessions, June-August. Boats: Optis, Sunfish, Catalina 14.2, Hobie Wave (provided). Cost: \$165/Oakland residents; \$198/non-residents. • **Advanced Summer Program**, ages 11-17 at Jack London Aquatic Center (Oakland Estuary). 1-week sessions, June-August. Boats: Hobie 16s, Bytes (provided). Cost: \$195 and up. Scholarships available for Oakland residents.

Pegasus Project, Berkeley — (510) 621-8130, www.pegasusvoyages.org/project.html, info

ON SF BAY AND BEYOND



to include kids from all economic backgrounds by offering scholarships, and some even reach out to 'underserved communities'.

Boats used in sailing programs range in size from 8-ft Optimis and El Toros to actual tall ships, but dinghies and prams are the most common craft, such as those used at Stockton SailCamp.

"This year is SailCamp's 25th anniversary!" says director Tim Stapleton. The week-long sleepover camp is run by Richmond YC, Santa Cruz YC, and Stockton Sailing Club at SSC. "We're expecting more than 80 campers, including some El Toro sailors from Hawaii, who'll be in the area for the Nationals in Santa Cruz this July."

Hopefully, your kid will take to sailing — and will take lifelong pleasure from it.

— **latitude / chris**

week, 9am-3 pm. Cost varies.

Sea Scouts Marinship 1, Tiburon YC — Nick Tarlson, (415) 956-5700, nick@tarlson.com. **Year-Round Program**, ages 14-21. Boat: Santana 35 *Spirit of Gilwell*. Cost: \$60/year.

St. Francis YC, San Francisco — Brent Harrill, (415) 820-3729, www.stfyc.com, junior@stfyc.com • **Cityfront Summer Sailing Camps**, ages 7-16. 1-week sessions, 6/29-7/3, 7/20-24, 8/10-14, M-F, 9 am-4 pm. Boats: Optimis, O'Pen Bics, Bytes, C420s, windsurfers (provided). Cost: \$585/members; \$635/non-members. • **Tinsley Island Summer Overnight Sailing Camps**, ages 8-15. 1-week sessions, 6/15-8/7 (except Cityfront weeks), M-F. Boats: Optimis, O'Pen Bics, Bytes, Lasers, windsurfers, kayaks, paddle boards (provided). Cost: \$930/members; \$1,030/non-members.

San Francisco YC, Belvedere — Youth Office, (415) 435-9525, www.sfyyc.org/youth • **Summer Learn-to-Sail Program**, ages 7-17. 1-week & 2-week half-day, part-day & full-day sessions, 6/8-8/7, M-F. Boats: Optimis, JYs, CFJs, J/24s (provided). Cost: \$225-\$795/members; \$343-\$1,155/non-members. Scholarships available through the Belvedere Cove Foundation. • **Race Teams**, ages 8-18, all levels. All Year. Boats: Optimis, CFJs, C420s, Lasers, 29ers. (provided).

Santa Cruz YC — Mary Tara, Junior Director, (831) 425-0690, mmcklara@baymoon.com, www.club.scycc.org/juniors • **Sail Camp** (SSC/RVC/SCYC), www.sailcamp.org. Sleepover camp, 7/12-18. See Stockton Sailing Club for details. The El Toro Program and the Scholastic & Advanced Program run during the school year.

Sausalito YC — Renee Decurtis, (415) 332-7400 x114, www.sausalitoyachtclub.org, coach@sycsailing.org • **Sea Urchins**, ages 6-8. 1-week sessions, 6/15-8/14, M-F, 9 am-noon. Cost: \$45/members, \$95/non-members. • **Summer Program**, Beginning Optimis, ages 8-13; Intermediate-Advanced Optimis, ages 10-15; Beginning & Intermediate CFJs, ages 13-18; 2-week sessions, 6/15-8/14, M-F, 9 am-4 pm. Cost: \$750/members; \$850/non-members. • **Advanced Race Team**, ages 13-18. 4-day sessions, 6/15-8/13, M-Th, 12:30-4 pm + weekend regattas. Boats: 420s, Lasers, CFJs. Cost: \$87.50/members; \$100/non-

@pegasusvoyages.org • Enabling youth to become productive members of a sustainable society through positive outdoor environmental education. **Lifeskills Sails** aboard *Pegasus* for youth including youth at risk, providing participants with a basic environmental understanding and appreciation of the San Francisco Bay, and providing a multi-year track for underprivileged youth that will enable them to experience their backyard Bay through on-the-water activities.

Richmond YC — Dan Brandt, (510) 237-4100, www.richmondyc.org, youthsailing@richmondyc.org. • **29er Summer Camp**, ages 14-18. 1-week sessions 6/8-7/17, 9:30 am-3:30 pm. Cost: \$250/week. Bring your own 29er; some charters available at \$150/week or \$500 for all 6 weeks. • **420/Laser Summer Camp**, ages 14-18, 1-week sessions 6/8-7/17 & 7/27-8/14, 9:30 am-3:30 pm. Cost: \$250/week. Bring your own boat. Some club boats available to share. • **El Toro/Opti Summer Camp**, ages 8-18. 1-week sessions 6/8-8/14, 9 am-3 pm. Cost: \$275/week. Some club Optimis available for use during program hours only at \$100/week. Junior membership required: \$40/June-Sept. • **Sail Camp**, 1-week sleepover camp in Stockton, see Stockton SC for details.

Sacramento State Aquatic Center — Gary Cook, gcook@saclink.csus.edu • **Summer Youth Aquatic (Basic) Camp**, ages 7-18. Weekly program of sailing and other boating activities. Qualifies students to rent specific sailboats outside of Camp. Boats: Picos, Lasers, Holder 14s.

Sailing Education Adventures, San Rafael — (415) 775-8779 x3, youth@sfsailing.org, www.

sfsailing.org/camps. • **Mini Camp**, ages 8-10, Loch Lomond Marina. 1-week sessions, 6/22-26 & 7/27-31, M-F, 9 am-1 pm. Boats: Catalina 16.5 keelboats, Capri 14.2s. Cost: \$295. • **Summer Camp Basic/Intermediate**, ages 10-16, Marin YC. 2-week sessions, 6/15-26, 6/29-7/10, 7/13-24, 7/27-8/7, M-F, 9 am-4 pm. Boats: Laser Picos, Lasers. Cost: \$695. • **Advanced/Intro Race Camp**, ages 12-18, Loch Lomond Marina. 1-week sessions, 7/27-31 & 8/10-14, M-F, noon-4 pm. Boats: Catalina Capris. Cost: \$325. • **SEA Explorers**, www.sfsailing.org/explorers, Marin YC. Includes marine science experiments. 1-week session, 8/10-14, M-F, 9 am-4 pm. Boats: Laser Picos. Cost: \$360. Scholarships available for all programs.

San Francisco Maritime National Historical Park — Alice Watts, www.maritime.org, (415) 292-6664 • Education programs increasing understanding of our nation's maritime heritage, including daytime and environmental-living programs at Hyde Street Pier • **The Age of Sail**, grades 4-8, 2 pm-8:30 am; 27-40 students and 6-8 adults (minimum is 27 students & 6 adults after which 1 teacher is free). Cost: \$68/student, \$38/adult; groups over 35 students add a \$250 fee for an additional instructor. • **Overnight Encampment** on a tall ship for Scouts & other groups ages 7+. Saturdays, 7:30 pm-8 am. Group size: 25-35 participants. Cost: \$30/participant. • **Daytime and Overnight Programs** aboard the World War II submarine *USS Pampanito*. • **Youth Boat Building and Sailing**, high school and youth groups, Mondays, several Tuesdays, and Fridays for 8 weeks, 9am-3 pm; middle school students, 1

ERIC LOE

SUMMER SAILING FOR KIDS

members. Scholarships available through Sausalito Youth Sailing Foundation.

Sea Scouts of San Francisco, Aquatic Park — Dennis Lindemann, (415) 585-8825; Tamara Sokolov, (415) 517-3943, tamara.sokolov@gmail.com, www.corsair-viking.org • **Year-Round Program**, ages 13-18. When: Saturdays, 9:30 am-5 pm, Tuesdays, 5-8 pm + 2-week & weekend overnight cruises. Boats: 30-ft sailing whaleboats, FJs, Cal 20s, more. Cost: \$60/semi-annually.

South Beach YC (San Francisco) — www.southbeachyc.org, SBYCJuniorSailing@gmail.com • **Junior Program**, ages 9-17, able to swim. 1-week sessions, 6/22-8/7, M-F, 9 am-4 pm. Boats: RS Teras, JYs, Laser 4.7s, FJs (provided). Cost: \$295/week; after 4/15, cost will increase \$20. Scholarships available for kids in need.

Spaulding Wooden Boat Center (Sausalito) — (415) 332-3179, info@spauldingcenter.org, www.spauldingcenter.org • **Sail on a Classic Wooden Boat**. Cruises are offered for free to non-profit youth groups. • **Youth Boat Building Program**, ages 11-17. Every Saturday year-round, 10 am-3 pm. Apprentices learn woodworking skills and techniques in a working boatyard. Cost: \$150/month. • **Summer Camp**, ages 12-18. 2 1-week sessions in August TBA, 9 am-4 pm, extended time available. Cost: \$450/session; \$100 discount for attending both sessions.



CALL OF THE SEA

Not all youth programs use dinghies. Call of the Sea's 'Seaward' is an 82-ft staysail schooner.

Spinnaker YC, San Leandro — (510) 351-7905 or (510) 357-0601 • **Junior Program**, ages 10-18, able to swim. 1-week sessions, 6/15-8/15, M-F, 9 am-1 pm. Boats: DeWitt Dinghies (provided). Cost: \$225/San Leandro residents; \$250/non-residents.

Stockton Sailing Club — Susan Dallas, manager@stocktonsc.org, www.stocktonsc.org • **Learn to Sail Program**, ages 9-18. When: 1-week sessions, June-August. Boats: Optis, FJs (provided).

Sail Camp (SSC/RVC/SCYC), David Bussey, (209) 482-2341, www.sailcamp.org, ages 8.5-14. Sleepover camp for Novice, Beginner, Intermediate & Advanced, 7/12-18. Boats: El Toros, Optis (BYOB; limited number of club boats available to rent). Cost: \$300 + 3 shifts of parent volunteer time. Scholarships available.

Tahoe Community Sailing, Tahoe YC/ Tahoe City Parks & Rec. — Bryce Griffith, (530) 583-3440, x11 • **Youth Sailing Program**, ages 8-17. When: June-August, M-Th, 10 am-4 pm. • **Race Program**, Monday evening and Friday day. Boats: CFJs, Picos, Nomad 17s, Lasers, 420s. • **US Sailing Power Boat Safe Boat Handling • Adventure Sailing/Aquatics**, Sailing, paddleboarding, ecology, water safety.

Treasure Island Sailing Center — (415) 421-2225, programs@tisailing.org, www.tisailing.org • **Summer Sailing Camp**, ages 6-18, all skill levels. 1- or 2-week sessions, June-August, M-F. Boats: FJs, Bugs, Optis, Ventures, J/24s, kayaks, paddle boards (provided); PFDs, wetsuits & foul weather gear also provided. Full Day Camp: 9 am-4 pm. Cost: \$350/1-week session or \$600/2-week session; extended care 8:30 am-5 pm, \$40/week. Half-Day Camp: 9 am-12:15 pm. Cost: \$200/one-week session or \$350/two-week session; extended care 8:30 am-1 pm, \$40/week. Partial or full scholarships available for all classes.



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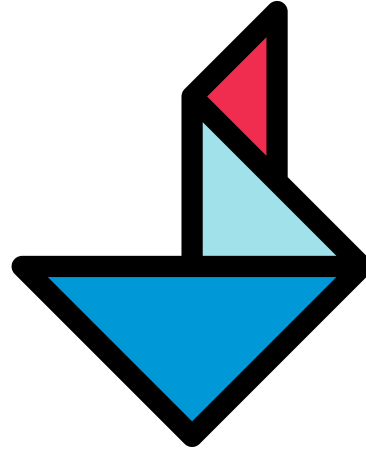
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WHALES' TALES —

For most recreational sailors, part of the attraction of getting out on the water is to escape the concrete canyons and mind-numbing cubicles of the workaday world, and spend quality time communing with nature. For most of us, few things in life can match the peaceful, 'centered' feeling we get by harnessing the wind, breathing in fresh sea air, watching seabirds dance, and getting occasional glimpses of marine mammals — perhaps even a majestic whale when sailing offshore.

Because whales are believed to be among the most intelligent creatures on earth, while also being among the largest, most nature-lovers are keenly curious about them. An encounter with one in the wild is always impressive — in fact, some have said practically a "religious experience." But we're not sure that whales feel the same way about brushes with humans.

Last month, a tragic whale-watching incident at Cabo San Lucas left one tourist dead and two others injured after a breaching gray whale's body struck a large inflatable full of tourists. We'll probably never know if the tour boat was operating dangerously close to the giant cetacean, causing it to feel threatened, or whether its hitting the boat was purely accidental. Although gray whales move gracefully, keep in mind that they are typically close to 50 feet long and weigh up to 40 tons, so they can't exactly turn on a dime.

In any case, the incident sparked a lively conversation about interactions between humans and whales. So we asked readers to chime in with their own firsthand experiences. Interestingly, although sightseers generally like to get as close as possible to the whales they're observing, savvy mariners tend to give them a wide berth, as they should.

By international law, shadowing a whale at this distance is way too close. The legal minimum distance is 300 feet.

By way of background, let us remind you that while some whale species have rebounded dramatically in recent decades, others, such as the majestic blue whale, have not. In fact, there are currently eight whale types on the Endangered Species List including blues, grays and humpbacks.

According to Mary Jane Schramm, media liaison for the Gulf of the Farallones National Marine Sanctuary, if you

"I heard the whales' 'singing' resonate though the hull."

encounter whales out on the water, "The best thing to do is give them some respect and lots of distance. It really does not pay to harass a whale." And, we might add, never, ever put yourself between a mother and her calf.

What follows are firsthand reports from *Latitude* readers about whale encounters, both locally and in international waters. We offer them as food for thought and lessons to learn from.

In Mexican waters — "In 2003 we were on an engineless passage from Los Muer-tos to Cabo San Lucas to find a diesel mechanic," recalls Jimmie Zinn, "when we experienced one of the more memorable events of our four years in Mexico: the whales came to play. Just before dawn we were ghosting along at about three knots in very light breeze and a glassy sea when the first whale came alongside. Initially noticed as a huge dark shape below the surface of the clear blue water, it then rose to spout about thirty yards off. Magnificent. And the show was just starting.

"Soon it became apparent there were at least two large grays, pacing our boat as we moved slowly along. They ran alongside for a bit before disappearing, then showed up again in a few minutes. Next they took to circling the boat, crossing close in front

of the bow, coming fast across our wake and passing right alongside, less than a boat length away!

"At first we were quite nervous, but after this behavior continued for some time we relaxed a bit, taking in the wonder. The behavior continued for nearly an hour as the sun rose, only breaking off as we entered shallower water near Cabo. We have seen several whales in the ocean, but never so close and never exhibiting such obvious attention to the boat. It was a whale encounter of the best kind."

In Hawaii — "It's not everyday you get hit by a whale!" says San Francisco Bay sailor Lynn Ringseis. While visiting friends in Hawaii, she was invited to paddle with the Kai 'Opua outrigger canoe club in Kailua-Kona, on Hawaii's Big Island. "Thrilled to be on the calm tropical waters, pre-dawn, we paddled in unison watching the eastern sky slowly come to life. We spotted a pod of humpback whales in the distance, which made the morning even more magical. Hawaiians have ultimate respect for these and other sea creatures, and call humpback whales 'kohola'.

"As we turned to head back, and had a good rhythm going, three humpbacks appeared directly in front of our boat. We backpaddled to a respectful distance and sat still in awe of this beautiful moment, as they slowly swam past our bows.

We begin paddling again, so blissfully happy. But suddenly we heard a huge cracking sound as the port hull was being lifted up. All of us bounced straight up from our seats and back down again as the boat shuddered, then settled back into the water. As we were trying to comprehend what had just occurred, an adult longer than our 40-foot double-hulled canoe surfaced right next to us. We could only assume she was the mother of the youngster we apparently just ran into. Responding to shouts of 'paddle hard, paddle fast and dig, dig, dig'



CELIA CONDIT / AMERICAN CETACEAN SOCIETY

CETACEAN SENSATIONS



KATE GARRETT

we all stroked away with an extra burst of adrenaline.

Ashore, we felt very lucky that the hull had only cracked, and we hoped Junior didn't have too much of a headache."

En route to Hawaii — "Whales at a distance are beautiful and majestic," says Shana Bagley, recalling a sighting in the Southern Ocean, near Australia in 2013. "However, whales that repeatedly circle your boat within an arm's length can be a trip-ender." That happened last summer on the second day out of the Pacific Cup, which she did doublehanded last summer on *War Pony*.

"We scared off two hypercurious whales with an earful of Ozzy Osbourne from my 'go fast' playlist."

She also saw whales during the 2012 PacCup, while sailing aboard *Bequia*: "While whales were feeding nearby, I went down below to fetch my camera. It was so quiet, I heard the whales' 'singing' resonate through the hull. That was cool."

In the Sea of Cortez — *Free Spirit*, an Islander Freeport 36, was accosted by a fin whale in the Sea of Cortez just south of Isla La Guarda," writes Dave Nieuws-

Although still officially endangered, humpback populations are slowly increasing. Some make the longest annual migrations of any mammal.

tad. "The whale came at me from astern repeatedly, rubbed up alongside the boat, then dove under the bow, circled back and repeated the action for at least an hour. The only way I could shake it was to head in to shore and very shallow waters. Maybe it was enamored of my big fin keel!

"Nothing compared to the epic whale show we found during our hop from Santa Cruz to Monterey."

Mexico and the Pacific Northwest — "I wasn't that surprised to hear of the recent tragedy," writes Richard Woods. "In Magdalena Bay all the whale trip boats promise 'you can touch the whales'. Our boatman said they were allowed as close as they liked to whales, but could only stay with one animal for five minutes. Not surprisingly the whale had usually

dived away by then.

"In the PNW we see lots of whales — mainly orcas. We know we cannot go close to whales, but what if they come to us, as happened during the Swiftsure race a few years ago? We had been keeping a straight course to the next mark for 10 miles when a pod passed right beside us."

In Monterey Bay — "Every year my son, David Williams, and I spend a week together doing father-son activities revolving around sailing," writes Rod Williams. "Last year we spent our week harbor-hopping the sailboat from our Alameda-based slip to Monterey and back.

"Every day on the water we were constantly confronted with National Geographic-type displays of sea life: basking sunfish, feeding sea lions, dolphins with young calves, etc., but nothing compared to the epic whale show we found during our hop from Santa Cruz to Monterey and back. During those legs we kept a very alert lookout, at a very reduced speed, in order to dodge the pods of whales lunge-feeding near the surface on Monterey Bay.

WHALES' TALES —

"Coming back out of Monterey Harbor for Santa Cruz, we sheeted in the sails and were making a comfortable seven knots. We could see the whale-watching and fishing boats gathered far ahead in mid-bay, so we figured we had some time before whale-dodging began again. Wrong.

"I was at the wheel carefully rounding a monster patch of kelp when a humpback suddenly surfaced less than a boat length away converging on a collision course with our starboard bow. The whale went deep and I went hard left. Somehow we didn't hit, but the boat did come to a stop in the middle of the kelp island. Prop, rudder, keel... f'ing kelp everywhere, but no blood, so yay!"

Off the California coast — "It must have been the 2003 or 2004 Spinnaker Cup," recalls Joe Wells. "We were sailing down the coast nicely under a kite aboard my J/105 *Jitterbug*. Just past Montara, winds were light and we were going about six knots.

"I came up from down below and my friend Fraser, who was at the helm, says: 'You're going to hit a whale.' I thought, 'that's a strange prophecy.' But he repeats, 'Seriously, you're going to hit a whale.' I don't quite understand until I glance forward to see a large tail diving under our boat, bow-on. We shuddered to a stop in what felt like running into thick mud.

"Afterward, there was no water entering the boat, so we sailed on to Monterey. Upon diving on the boat, the keel showed bare lead. It look looked like a large tiger's claw had scratched its way down the leading edge. To this day, I sure hope

Cetaceans are among the most impressive of Mother Nature's creations. Sadly, some are gravely endangered.

that whale is OK.

"I've also windsurfed over the backs of submerged whales swimming north at It's and Waddell Creek. And then there was the whale just lying just beyond the break while I was surfing Kelly's at Half Moon Bay. It must have been no more than five feet away, waving at us.

"During the 2014 Pac Cup we saw what looked like a pod bubble-feeding all around us while becalmed just past the Farallones. I thought for sure we were going to be knocked over.

"Whales are awesome. I love them. I'd like to take a sabbatical and follow them for a year from Alaska to Mexico and back, enjoying the coast the entire way."

In the Sea of Cortez — "Holly and I have had a number of very close encounters with whales since we left California with the Baja Ha-Ha in 2012," writes Mike Sanderson. "Two were particularly memorable, and both occurred in the Sea of Cortez. During the first, we were off Isla Danzante, close to Loreto, just ghosting along with a couple of fishing lines out —perhaps moving at two knots. We both heard the sound of the whale breathing, and looked up to see the animal somewhat in the distance behind us. 'Cool', we thought, 'whale!' But the whale turned and started to follow us. It eventually started to come near the stern, so I reeled in the fishing lines. It eventually came right up beside us, maybe a fishing pole length off our starboard side, and just on the surface, and swam alongside us for what seemed like forever, but in reality was probably only a couple of minutes. We could see it quite clearly and were both transfixed by

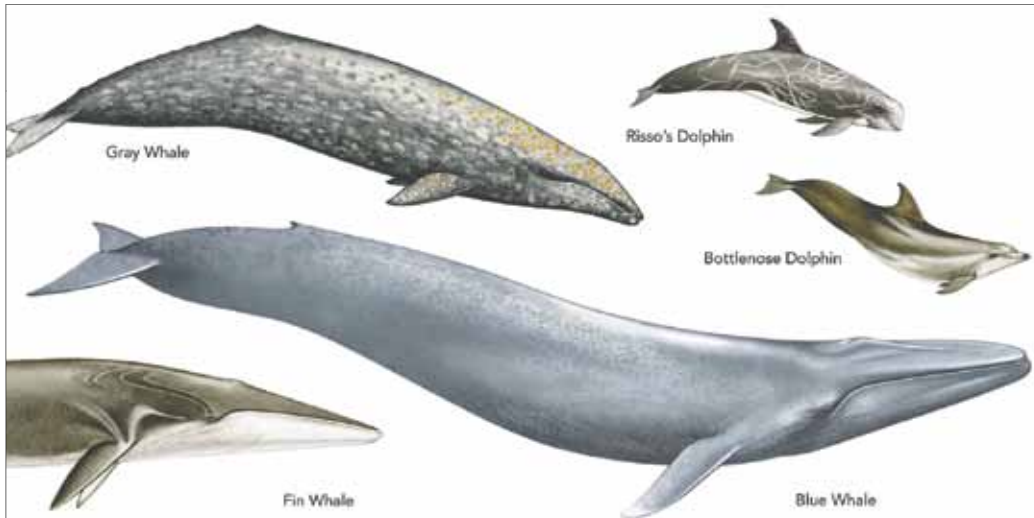
it. Eventually it just sank under the water, and when we next heard it breathing, it was quite some distance off. From our books, we figure it was a juvenile blue whale.

"The second encounter was a lot more spooky. We were coming south from Animas Slot toward Santa Rosalia at the beginning of a Norther. We had a double reef in the main, and only a little headsail out and were sailing pretty fast (about 8-9 knots), kinda surfing down the waves. It was just at dusk, and we were shooting down a pretty good-sized wave when right at the stern of the boat, within half a boat length was a sperm whale coming at right angles to us. It seemed to be moving fast too, just across our path. We both shuddered after this one, because if we'd been only a few seconds slower, we probably would have T-boned it."

California coast — "Back in the summer of 2007, we were approaching the east end of Santa Cruz Island from Santa Barbara," recalls Jim Norman. "We were under sail, probably doing five or six knots in mild conditions, when we found ourselves surrounded by whales. One dove under my boat and I then felt a strong vibration through the helm. I believe the whale just grazed my rudder. Needless to say it was pretty startling and a bit scary. I had the boat hauled shortly thereafter for inspection. I did not find any damage.

Hawaii — "The first close visit was in the summer of 1973," recalls Jim Nash, "in the midst of a 12-boat fleet off Kahana, O'ahu. We got a clue of what was to come from the fishy exhale a moment before the whale nearly breached.

"During the spring of 1978, off Kailua, O'ahu a adult and calf broke the surface about 200 yards in front of us, and again about 75 yards ahead of the boat, heading to Kaneohe. Next we saw them less than 50 feet astern. In November



CETACEAN SENSATIONS



BARRY CURTIS / DOLPHINSAFARI.COM

This Dana Point whale-watching boat is properly paralleling a whale, although perhaps a bit too closely. No doubt passengers were thrilled.

1983, a whale rose vertically less than a hundred feet away, between us and a rock we were making a fishing pass by, shortly after leaving Manele, Lanai.

"Later that day we had a triple strike on our lines and boated all three mahi-mahi. As we approached Lahaina, off in the distance toward Kaho'olawe, I saw a breaching whale and counted 27 breaches before entering the channel.

"In December 1983, while we were motorsailing off Ka'anapali to reach Honolua before dark, a humpback rose

"If we'd been only a few seconds slower, we probably would have T-boned it."

belly-up, lifted a fin over the foredeck waving at us. We could clearly see the ribbing of the underside. This lasted about 15 seconds, just long enough for one of us to dash below for a camera and rush back on deck in time to see the whale's tail go vertical.'

Pacific Northwest — "I think whales are smarter and certainly more aware than we are," writes Mark Haesloop.

"Several years ago I was at the helm of my father-in-law's Valiant 42 entering Robber's Passage in Barkley Sound (Vancouver Island) from the west side, heading to the Port Alberni YC outstation. The entrance is narrow and has several unmarked submerged rocks. One of the boats in our group had struck a rock on the eastbound leg the week before causing significant damage. The course

requires three turns to snake through safely.

"Needless to say it was white-knuckle time, and I was trying to constantly monitor speed, course and depth. All at once my depth went from 60 feet to 9 feet, and a gut-wrenching feeling came over me. Just as I was grabbing the throttle and gear shift we heard a loud hiss off

the port side and looked to see a whale surfacing and blowing. It had obviously dived under the boat, which caused the depthsounder anomaly. We immediately went back to a 60-foot reading.

"The whale had more situational awareness than I did. I don't know if I would have seen him/her coming, but with my head in the instruments I'll never know."

Mexican waters — "I've been in Mexico only since November," writes John Enders, "but what I've seen explains to me why the whale-watching death might have happened. Americans come down here wanting to see whales up close. The Mexicans want to make this happen, and are happy to take the gringos' money to make that happen. So they fill up fast-moving inflatables and other vessels, and chase and harass the whales.

"I was on a *panga* out of La Paz, Baja California Sur, that chased dolphins and rays, and the driver thought it was fun.

It's not. It's harassment. These guides don't follow the laws, and they don't follow good sense, or ocean or wildlife etiquette. From my boat, I've seen up close a catamaran out of La Cruz with 30 tourists aboard, chase whales and whale families at 25 knots so they can entertain their paying guests. They make their money, and they get to the whales however they can. The tourists love it, because they are paying big bucks for

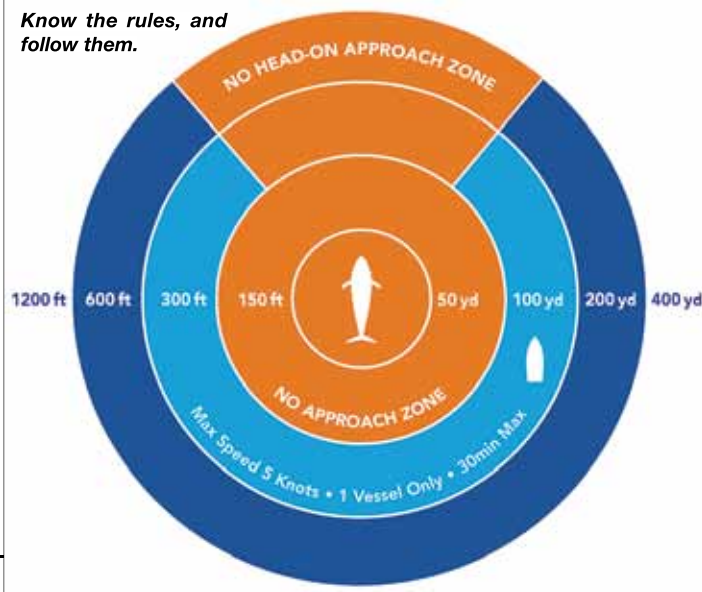
the experience, and they don't know these whales, whole families, mothers and juveniles, are being constantly harassed, so they can have their fun.

"I'm sorry for the woman who died. But it's to be expected."

In the Delta — "This was a while ago, before Humphrey the whale got his name," recalls Sam Crabtree. "We were taking our landlord and his wife for a motor in the Delta off Martinez, hoping that the air would begin moving so we could sail. I had the VHF on. Someone said 'There's a pilot whale up near Avon, about a mile upstream from Martinez. We started toward Avon and when we passed under the Martinez Bridge our landlord climbed up the mast as a lookout. He's a fireman who worked as a painter on the Bay Bridge on his days off. He pointed to where the whale was and we headed in that direction. When we were about a hundred yards from the whale, he dove and surfaced within a few feet of our boat, but on the opposite side and amidships. He had swum under my six-foot, nine-inch keel in water that was less than 15 feet deep while we were motoring! When he surfaced so close to us we realized that he was no pilot whale. He was longer than my Cal 39! At that point we decided to hightail it out of there. But while we were motoring away Humphrey followed us for a while, swimming first on one side and then on the other, crossing beneath my boat."

Galapagos Islands — "Elizabeth and I were crossing between islands in the Galapagos on a very still day and a blue whale repeatedly circled alongside our San Francisco-based Lagoon 380 catamaran, *Honeymoon*," reports Seth

Know the rules, and follow them.



WHALES' TALES —

Hynes. "We stopped to check him out and tried to keep our distance, but the whale started doing circles around our boat. We couldn't quite tell if the whale was playing with us, or threatening us, so after a few passes — the last one only a few feet away — we decided to hightail it out of there to avoid any chance of a collision.

It was a pretty exciting moment to see

such a beautiful creature that close."

California coast — "On last year's SSS Half Moon Bay Race, Pat Wertz and I were approaching the Colorado Reef Buoy, a turning mark on the course," writes Pat Broderick. "We'd been observing three humpback whales about half a mile inshore from us and commented on several

sailboats also inshore that seemed much nearer to them. Just before we reached the Colorado Reef buoy I looked back and saw a whale swimming out, several hundred yards behind us. Pat and I commented that it had probably finished dining and was headed 'home.' I also commented that the best whale sighting in my opinion was one hundreds of yards away from the boat.

"We passed the buoy and altered course for Pillar Point #1. It was slow going and we were making about three knots over the bottom. That's when our Wyliecat 30 *Nancy* hit something that was submerged. It was just a gentle bump on the keel, but we both felt it and the tiller jerked sideways. Pat and I looked at each other and both said, 'whale!' at the same time. We looked around, but didn't see anything. Then about three minutes later the boat really jumped up, almost stopped, and this time the tiller was jerked out of my hand. There was no question, we'd hit something, but again when we looked around we never saw anything.

WHALE ENCOUNTER BASICS

It's a violation of federal law to harm or harass whales, dolphins and pinnipeds. (Penalties can include up to a year in prison and fines up to \$20,000.) Laws apply to all boats and personal watercraft including kayaks, jet skis, SUPs, and dinghies.

- Stay at least 100 yards from whales and 50 yards from pinnipeds (seals).

- Remember this basic guideline: When observing marine mammals at sea, make sure you don't cause any change in their behavior.

- While observing, try to parallel the animal's course.

- Never follow behind, approach head-on, or trap cetaceans between your boat and the shore.

- If cetaceans approach you, maintain your course and speed. If a whale begins to cross in front of you, cut your engines or stall your sails until the animal is clear of your boat.

- Avoid making sudden changes to your speed or direction. Dolphins and whales may surface unpredictably.

- Never feed, touch or ride marine mammals.

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www.nmfs.noaa.gov/pr/laws.



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CETACEAN SENSATIONS



"Our conclusion was that the keel had grazed the top of one whale and sort of plowed into a second a few hundred yards later. However, we never saw any evidence of a whale either to seaward or behind us. There was nothing else out there!"

Mexico — "My wife Marney and I were part of Ha-Ha XIII in 2006 aboard the S2 35 *Anum Cara*," writes Roger Briggs. "While in Banderas Bay, we would go out seeking the whales for whale watching. But months later while motorsailing up to San Juanico, we had the first and only real fog that we encountered the entire trip. It seemed whenever the fog lifted a bit, providing at least a little visibility, we saw blue whales, as well as *pangas* occasionally, zipping along at full speed in spite of the poor visibility. We were a bit worried that a *panga* might plow into us. We also knew that San Juanico has some rocks (islands) to be aware of, and

At first Seth and Elizabeth were thrilled by their Galapagos whale encounter. But they soon decided to "high-tail" it out of there.

we were worried about trying to go in there in the thick fog.

"We were on the edge of it when I noticed the depth gauge suddenly went from 200+ feet to about 30'. I thought, 'Whoa! It can't be shallow here!' We slowed down and the gauge went to 20', and then to 12', and 10'. 'Yikes!' I was sitting on the port cockpit coaming and next to me, up came this huge shape out of the water. A blue whale was surfacing so close to us I could have leaned over and touched him (or her). He was going in the same direction as we were, but a couple of knots faster, so his humongous body went by in slow motion. We saw

up close some scars and a bunch of suckerfish attached to him, and we could smell him. It was like a huge bus going right by us. At least part of him had been under our boat enough to register on our gauge.

"Since these largest critters that have ever been on earth can be 30 times larger than the mass of our boat, a collision would have been a real mismatch. After he passed, it took a while for our heart rates to go down. From then on, we did not seek out whales as we had done in Banderas Bay; we steered away from them!"

That's a good place to leave it. But we thank all these loyal readers who took time to share their experiences. We wish all our readers could witness whales in the wild — but from a safe distance that won't cause them to break out in cold sweats.

— andy

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When I saw the raft of boats at the club guest dock, my first thought was that the cruise-in had arrived early. Then I remembered: Today was Boat Christening Day, usually scheduled to coincide with Opening Day on the Bay. It's the day when various religious practitioners are on hand to christen, bless or otherwise sanctify the new boats in the fleet, or expunge the evil spirits from the boats that have new names.

It signifies the work is done, drinks are served in the cabin, and guests are welcome."

Some shiny new boats were on display, and there was a very nice spread of *pupus* served on the guest dock.

Lee Helm, a grad student with an unflinching nose for a free meal, just happened to paddle up in a kayak as I reached the bottom of the gangway. I explained what was going on as she tied up her boat between two of the larger new yachts.

"There's, like, only one ritual that really neutralizes the bad luck on a boat with a name change," she asserted. "First time out with the new name, you have to drift backward in irons for three boatlengths. This symbolizes 'backing over' the old name."

"That's a pretty hard maneuver for a big boat," I said. "Although, I have done it a few times while luffing up to check the wind direction, to get the favored end of a starting line."

"For sure, Max. It's easy in a dinghy, but in a big boat you need a lot of wind and a good driver. That's why it works: If you're, like, good enough to pull off that maneuver, you're good enough to not have bad luck with the new boat."

"What about a name change on a powerboat?" asked the owner of an older

trawler that he had recently purchased, name change pending.

Lee made a face and shook her head. "Bad luck till you've run aground three times," she informed him. "There's no other way out."

Not necessarily. It turned out that everyone on the dock was an expert in the name change ritual, and no two skippers agreed on which one worked best. Some wanted to put a high-value coin under the mast step, some wanted to spill some expensive alcohol over the new name, and some wanted to recite the *Rhyme of the Ancient Mariner* before the first cast-off after the change. Several old salts insisted that the main thing was to expunge all written references to the old name on all the boat's gear: Erase the name from lifejackets, horseshoe rings, logbooks, key chain floats... anything carrying the old identity. Also, it's critical to do all of this before the new name goes on. Lee, rather than defending her version of the ritual, suggested we take a look down below on one of the big new cruising sailboats in line for christening.

"Shouldn't we get permission before climbing aboard?" I asked as Lee grabbed a shroud and swung herself up to the deck.

"The dock lines are in Flemish coils," she observed. "That means 'welcome aboard,' because the Flemish coil looks sort of like a doormat. That's why you do the Flemish coil last, after the boat is put away. It signifies the work is done, drinks are served in the cabin, and guests are welcome."

It sounded good, so I hove myself aboard also. But Lee, to her surprise, was met with a polite but clearly annoyed request from the cabin to come back

later, after the ceremony.

"Then again, a lot of people, like, don't really know the meaning of the Flemish coil," she admitted as we both jumped back down to the dock. "But at least they get extra credit for knowing the fancy way to tie off the fenders to the toerail."

Now, I know enough to never tie a fender to a turnbuckle. That can lead to a bending load in the turnbuckle threads, which can weaken them or even start cracks in the threads on smaller boats. And I know not to tie fenders to the lifelines, because they can easily ride up or shift position. Always best to use a stanchion base, or tie to the perforated toerail, with the tie-off at deck level. But this was a new wrinkle — the holes in the toerail were used to form a virtual horn cleat, with a very ship-shape looking cleat hitch tied through and around them.

"It takes a little longer to tie them this way," Lee suggested, "so it's mainly for show, like when you tie up at a restaurant. Does look cool, though."

Meanwhile a crowd of yacht club members was assembling on the dock for the first ceremony, renaming an old Alberg 35 that was new to one of our club members. The ceremony was performed by the pagan cleric, who seemed delighted when the priest and the rabbi both looked at each other and rolled their eyes. After some new-age patter, the boat's new name was announced as *Grisette*.

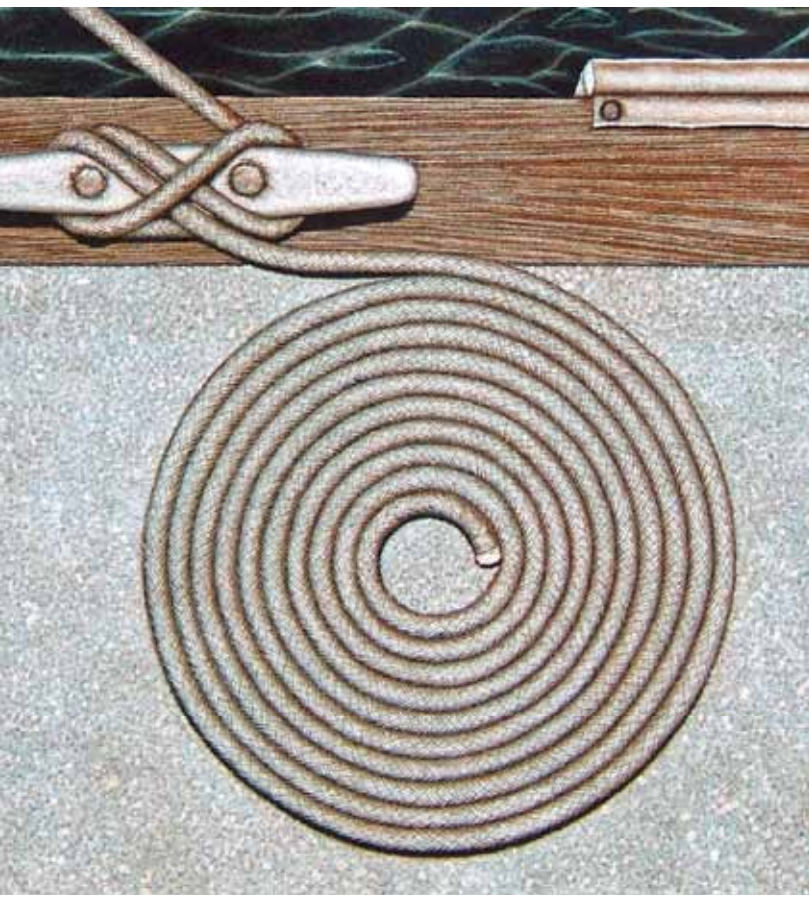
"Do you know what that means?" I whispered to Lee.

These boat names may be problematic: Hard to spell when heard, or hard to pronounce when read, and no one except the owner is likely to know what they mean. On the positive side, these unusual names are not likely to be confused with other boats.



PETER BACZEK/DVA

WHO'S ON FIRST?



As depicted in this etching by Peter Baczek, a Flemish coil means "welcome aboard" because it resembles a door mat.

"Wait one," she whispered back as she pulled out her smart phone and spoke softly into it. Then she held the screen up for me to read.

"Aging French prostitute," is what the screen said.

"Not a bad choice for that old boat," I said. "But it fails the first test of boat names: No one will know what it means."

"Agreed," said Lee. "Hard to remember if you don't know the meaning, and the Coast Guard will need it spelled when they hear it. Good boat names should be easy to pronounce when you see them written, easy to spell when you hear them pronounced, and have mean-

ings that are widely understood. That means no obscure foreign words."

"And no combinations of kids' names, either," I insisted. "That just produces a made-up word that only makes sense to the immediate family."

"But double entendres are cool," Lee added. "One of the best sailboat names ever is that Moore 24 named *Wet Spot*."

"One of the best powerboat names is *One Prolonged Blast*," I added.

After *Grisette* had been officially vetted by the pagan powers that be, we were invited aboard

to see the cabin. It was beautifully restored to original early '60s décor, much nicer than the exterior, in fact. I accepted the proud owner's offer of a Tanqueray and tonic, while Lee helped herself to some mini-sandwiches served on the cabin table.

I wasn't going to mention our discussion of good and bad boat names, but inevitably the topic came up.

"Strange as it may seem," the new owner remarked, "sailors these days give their boats very peculiar names."

"Funny names?" I asked.

He reached over to the electrical panel and switched on the VHF. "There are lots of names that just don't seem to work well over the radio" he said. "Take the cruise-in coming from another club

to raft up here tonight. The boats are named *Mayday*, *We're Sinking*, *Latitude-and-Longitude*, and *Over*. They should be checking in on the VHF about now, let's listen."

VHF voice 1: "*Mayday, Mayday, Mayday, We're Sinking, We're Sinking, We're Sinking*, come back."

VHF Coast Guard: "Vessel calling mayday, this is Coast Guard Sector San Francisco, Coast Guard Sector San Francisco, latitude and longitude?"

VHF voice 2: "Coast Guard, this is *Latitude-and-Longitude*."

VHF voice 1: "Coast Guard, *We're Sinking*, this is the vessel calling *Mayday*."

VHF Coast Guard: "Vessel calling, what is latitude and longitude?"

VHF voice 2: "Thirty-ft sloop, over."

VHF Coast Guard: "Vessel calling, Coast Guard Sector, Please state the nature of your distress, over."

VHF voice 3: "Coast Guard, *Over*, we are not in distress."

VHF Coast Guard: "All stations, all stations, Coast Guard Sector San Francisco, please keep the channel clear for vessel calling mayday."

"Sailors these days give their boats very peculiar names."

VHF voice 1: "Coast Guard, *We're Sinking*, this is the vessel calling *Mayday*, over."

VHF voice 3: "*We're Sinking, Over*."

VHF Coast Guard: "Vessel calling, Coast Guard Sector, what is latitude and longitude?"

VHF voice 2: "Thirty-ft sloop."

VHF Coast Guard: "Vessels calling, Sector San Francisco, what is the name of the boat calling mayday? Over."

VHF voice 3: "Coast Guard, *Over, We're*



ALL PHOTOS MAX EBB

MAX EBB

Sinking calling Mayday.

VHF Coast Guard: "What is latitude and longitude?"

VHF voice 2: "Thirty-ft sloop."

VHF Coast Guard: "If there are any boats in distress, please state clearly the nature of your distress, over."

VHF voice 3: "Coast Guard, *Over*, we are not in distress."

VHF Coast Guard: "Vessel calling, Coast Guard Sector San Francisco, is there a vessel that hailed 'we're sinking'?"

VHF voice 4: "Coast Guard, *Mayday, We're Sinking* hailed *Mayday*, over."

VHF Coast Guard: "Please say what is latitude and longitude."

VHF voice 2: "Thirty-ft sloop."

VHF Coast Guard: "Now this has gone far enough. If there's a vessel in distress, please report latitude and longitude."

VHF voice 2: "Coast Guard, *Latitude-and-Longitude*, not in distress, over."

VHF voice 4: "Coast Guard, *Mayday*, we are only hailing *We're Sinking*, no as-



MAX EBB

A virtual toe-rail cleat hitch is the classy way to tie off a fender line.

sistance needed at this time."

VHF voice 3: "*Latitude-and-Longitude*, over."

VHF voice 2: "*Over, Latitude-and-Longitude*, come back."

VHF Coast Guard: "That's exactly what we need to know. What is latitude and longitude?"

VHF voice 3: "Thirty-ft sloop."

VHF Coast Guard (exasperated): "This is Coast Guard Sector San Francisco, Coast Guard Sector San Francisco, Coast Guard Sector San Francisco. We have a boat hailing we're sinking. We cannot locate latitude and longitude. Is this correct? Please confirm, over."

VHF voice 1: "Affirmative."

VHF voice 2: "Correct."

VHF voice 3: "Confirmed."

VHF voice 4: "Roger."

Max: "I see what you mean."

Let's switch to the Race Committee channel. "

VHF voice 5: "5-4-3-2-1, *All Clear*, you are over early."

VHF voice 6: "Race Committee, *Over Early*, was the start all clear?"

VHF voice 5: "*All Clear*, sail number 5-4-3-2-1, is over early, *Over Early* is clear."

VHF voice 7: "Race Committee, this is *General Recall*, do you copy?"

— max ebb

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THE RACING

We take a break from the rugged, freezing cold, rain-drenched (not!) San Francisco Bay to the (even) warmer climes of Mexico's **Banderas Bay Regatta**, then check in on a few final **winter races** before transitioning seasons to StFYC's **Spring Regattas**. With the majority of Bay Area midwinter series having wrapped up in early to mid-March, we've got more **race results** this month than you can shake a hiking stick at.

Banderas Bay Regatta

Having just completed managing three different winter series on San Francisco Bay, Jeff Zarwell of RegattaPRO was really looking forward to getting down to Puerto Vallarta for the Banderas Bay Regatta on March 3-7.

Sailing aboard Barry and Sylvia Stompe's Hughes 48 yawl *Iolani*, known on the Bay as a very competitive boat, he took a different role this time as a competitor, not the PRO.

"Wednesday's practice on March 4 was a bit of a bust due to lack of wind," he reports. "Race 1 on Thursday was reminiscent of Bay midwinters, in that there was very little wind and it was quite shifty. Of course it was 78 degrees and 83 percent humidity, so it wasn't all bad. However it did make for some challenging racing conditions."



JEFF ZARWELL

Sylvia Stompe trains new foredeck crew Samuel from 'Seaward' and Ted, a cruiser from Canada, on 'Iolani's' bow.

Competing in the Jack & Jill Division were Ben and Lucie Mewes on their Richmond YC-based Van de Stadt 41 *Georgia* and Jim and Betty Adams on their Discovery Bay-based Catalina 42 MkII *Flibbertigibbet*. This was the Mewes's third consecutive Banderas Bay Regatta.

"Thursday was a drifter," said Lucie, "so hot that Ben and I traded places in the cockpit and the cabin to get out of the sun. The race committee sent us on a triangle: reach, reach, downwind."

"What little wind there was quickly faded to almost nothing," said Zarwell, "causing the race committee to shorten course by eliminating the last downwind leg. True to form, as soon as we all crossed the finish line, the breeze kicked right in. Sadly, *Gypsy*, a Columbia 50, was flying a brand-new light-air kite at the time. On the next morning's PV Net they were advertising some slightly used spinnaker cloth that could be cut to size for anything smaller than a Columbia 50."

Day 2 had more sunshine and better wind. "While it was not what Banderas Bay racers are used to, it's nice to sail in warm weather and 10 knots of breeze," said Jeff. The sun was too hot for Lucie Mewes, so Ben sailed singlehanded.

"Saturday I was back on the boat and we had a triangle course again, 8 miles," she reports. "I had a great downwind leg, steadily driving 330 and passing the competition. Sweet."

Going into the last day, *Iolani* was looking for another bullet. "Unfortunately we didn't get it," said Zarwell, "but with a second in the final race we secured first overall for the series." The Meweses also won their division.

Among other boats from the Bay Area were Neal Holmlund's Express 27 *Make Me Smile* — which Lucie said he drove down from RYC just for the regatta — Jim Vickers' J/109 *Joyride*, Tom Kohrs' Island Packet 37 *Dragon's Toy*, Alan Robin's J/130 *Itajime*, Tom Shafer's Ericson 38-20 *Surface Charge*, and Ayn Woodruff's Sabre 34 *Dream Dancer*.

"The Banderas Bay Regatta is a great race with great Bay Area representation, for good reason," concluded Zarwell. "Besides the weather, everyone is on vacation, in a relaxed mode, and Vallarta Yacht Club goes all out to make sure everyone has a great time. If you're looking for a change of pace, get on down there next year."

See www.banderasbayregatta.com.

— latitude/chris

March came in like a lamb, a bright blue, sunny one. To wit, SYC's last midwinter race on March 1. Inset: The 'Wasters' must have forgotten the good stemware — nothing a knife and some water bottles can't fix.



Jack Frost in February and March

On February 21, Encinal YC's first of two scheduled Jack Frost races north of Treasure Island was postponed for almost an hour waiting for some wind. It looked as if it would be a repeat of the November and January races that had no starts.

But a gentle breeze filled in from the north, and the race started on a short course. The wind then switched to the west and began to build, changing the windward/leeward course into two reaches.

The race course was reconfigured for the second race. With the wind now at 18-20 knots, it was summertime sailing, but the boats must have had their winter light-wind crews because none of them flew a spinnaker during the second race.

It was t-shirt, shorts and tutu weather for the final Jack Frost races on March 14. The early 'sucker breeze', which brought everyone to the race course, died before the start sequence, forcing a postponement until noon, when a weak and variable 5-knot north-to-northwesterly wind filled across the course. Two short races were then completed by all fleets.

Don Ahern with *Red Cloud* sealed his series first place in Fleet A with two uncontested wins. Fleet C's top three contenders came out to defend their series spots, with Rodney Pimentel's *Osituki* receiving first overall. In the Wyliecat 30 division, *Uno* with Bren Meyer got two



BOTH PHOTOS ROXANNE FAIRBAIN / WWW.FROXSHOTS.SMUGMUG.COM

bullets to cinch first place.

— *fred & margaret fago*

JACK FROST SERIES, EYC (5r, 1t)

MONOHULL SPINNAKER RATING <88 —

1) **Red Cloud**, Farr 36, Don Ahrens, 5 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 21; 3) **Racer X**, J/105, Rich Pipkin, 31. (6 boats)

MONOHULL SPINNAKER RATING >88 —

1) **Osituki**, Cal 28, Rodney Pimentel, 9 points; 2) **Gig**, HB 30, Gil Sloan, 10; 3) **WYSIWYG**, Olson 30, Hendrik Bruhns, 27 points. (8 boats)

WYLIE CAT 30 — 1) **Uno**, Brendan Meyer, 10 points; 2) **Whirlwind**, Dan Benjamin, 16; 3) **Bandicoot**, Al Germain, 20. (7 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 8 points; 2) **Shadowfax**, Mark Simpson 16; 3) **Al-chemy**, Nick AnceI, 16. (5 boats)

SANTANA 22 — 1) **Alegre**, Chris Klein, 8 points; 2) **Carlos**, Jan Grygier, 11; 3) **Meliki**, Deb Fehr, 15. (9 boats)

Full results at www.encinal.org

Final Sausalito Midwinter

The final Sausalito YC midwinter race on March 1 turned into a two-race afternoon. Light northeasterly wind and a growing 3.3-knot ebb between Angel Island and Yellow Bluff presented the race committee with a dilemma. They decided to set a windward/leeward course with the windward mark off Angel Island's West Garrison and a leeward mark near Sausalito's Yellow Bluff.

After a brief postponement, the big-boat Spinnaker A Division started on a lap and a half around the marks. Shortly after they started, the wind shut down.

After managing to cross the start line, the large spinnaker boats proceeded to drift down to Yellow Bluff. That was Race #1.

After an hour+ delay, Race #2 got underway for the remaining divisions when another weak northeasterly wind filled in. By this time all the small boats in Non-Spinnaker D and quite a few others had called in and were headed home. Two J/105s, two Spinnaker Division C boats, and finally seven large non-spinnaker boats crossed the start line. These fleets were sent on a short course to the windward mark near the West Garrison and back to finish at the committee boat.

In the meantime, a westerly wind began to fill in and the large spinnaker boats, which had drifted nearly to Horseshoe Cove, began to fill their chutes and make progress toward the West Garrison against the ebb. Their course was shortened with a finish at the West Garrison mark as the other fleets rounded the same mark. With the wind now westerly, the boats sent on the shorter course beat their way upwind toward the finish line in light air. Then suddenly the wind clocked around to the northwest and intensified to 15-20 knots apparent. The short-course boats finished on a beam reach in short order.

Back at the SYC clubhouse, results were delayed by several protests, but, while they waited for results, the racers were entertained by the great video foot-

age and still photographs taken from the committee boat. It was a grand time to swap stories about the day's 'two races'.

— *pat broderick*

SYC MIDWINTER SERIES (4r, 0t)

SPINNAKER A — 1) **Q**, Schumacher 40, Glenn Isaacson, 10 points; 2) **Ohana**, Beneteau 45f5, Steve Hocking, 18; 3) **Escapade**, Sabre 402, Nick Sands, 19. (12 boats)

SPINNAKER C — 1) **Nancy**, Wyliecat 30, Pat Broderick, 9 points; 2) **Gammon**, Tartan Ten, Jeff Hutter, 11; 3) **Express Lane**, Express 34, Paul Tomita, 14. (6 boats)

NON-SPINNAKER D — 1) **French Kiss**, Beneteau 350, David Borton, 6 points; 2) **Cattitude**, Tartan Ten, Deana Maggard, 8; 3) **Homus**, Ericson 27, Josh Dvorson, 17. (10 boats)

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 5 points; 2) **JustEm**, Cal 20, Sally Clapper, 6; 3) **Tackful**, Santana 22, Frank Lawler, 7. (4 boats)

J/105 — 1) **Hazardous Waste**, Dana Sack, 7 points; 2) **Triple Play**, Silvano Payne, 12; 3) **Streaker**, Ron Anderson, 20. (8 boats)

Full results at www.sausalitoyachtclub.org

Sequoia Wraps Up Winter

Sequoia YC's final Redwood Cup pursuit race on March 7 was sailed on a beautiful day, with flat water, blue skies, and t-shirt conditions. The breeze was a bit light for the 'uphill both ways' current. The nine boats starting had the option of rounding the marks in either order, which was made rather interesting by the large hole that developed around Mark Y. The sailors who made it around the marks were rewarded with a kite ride all the way home.

The club conducted Race #5 in the Winter Series on March 14 to finish up the winter season. This race also serves as the annual St. Patrick's Day Race, and a bottle of Irish whiskey is up for grabs to the winners.

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

March's racing stories included:

Volvo Ocean Race • OYC Rites of Spring
SeqYC Single/Doublehanded Series
St. Maarten Heineken Regatta
GGYC, SeqYC, VYC, IYC Midwinters
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THE RACING

CHRIS RAY



YITIAN MA



YITIAN MA



MARGARET FAGO



This page, clockwise from top left: Laser action at StFYC's Spring Dinghy on March 8; Sherri Chong, a Foothill College student from Hong Kong, at the helm of Rick Dalton's Hunter 380 'Iowa' in SeqYC's final Winter Series race; mellow racing for Hendrik Bruhns' Olson 30 'WYSIWYG' and a fleet of Wyliecat 30s in the Jack Frost on March 14; in the mild midwinter conditions, Brian Rohde rests his eyes while his wife Melissa remains alert aboard 'Iowa'.

Breeze for the race was once again light, but an 8-knot wind at the warning signal allowed for an on-time start. Balancing wind and current and keeping a close watch on depth were important factors throughout the race. One boat found the bottom during the jibe around the second mark, an especially unwelcome surprise.

— *andrew rist & tim petersen*

SeqYC WINTER SERIES (5r, 1t)

NON-SPINNAKER — 1) **Iowa**, Hunter 380, Rick Dalton, 4 points; 2) **Sea Breeze**, Catalina 320, Tim Petersen, 8. (2 boats)

SPINNAKER — 1) **Open 6.50**, Charlie Watt, 8 points; 2) **Relentless**, J/92, Tracy Rogers, 17; 3) **Xpression**, C&C 110 Express, John Ryan, 17. (16 boats)

SeqYC REDWOOD CUP SERIES (5r, 1t)

PHRF — 1) **Open 6.50**, Charlie Watt, 5 points;

2) **Relentless**, J/92, Tracy Rogers, 10; 3) **Xpression**, C&C 110 Express, 13. (9 boats)
Full results at www.sequoiayc.org

StFYC Ushers in Spring

St. Francis YC's first regatta of spring can feel like a gamble as to whether the early-season breeze will make an appearance. This year's Spring Dinghy Regatta on March 7-8 did not disappoint. Though racing was postponed on both days, Saturday's breeze filled in and Sunday served up some seriously exciting conditions.

Sunday kicked off with 10 knots pre-

SADIE HAWKINS, IYC (2/22)

SPINNAKER — 1) **Crazy Eights**, Moore 24, Deb Fehr; 2) **Dire Straits**, J/24, Dawn Chesney; 3) **Faster Faster!**, Merit 25, Suzanne Lee. (4 boats)

NON-SPINNAKER — 1) **Boogie Woogie**, Ranger 33, Debbie Ratto; 2) **Loco 2**, Mercury, Danette Davis; 3) **Blue Passion**, Tartan 3400, Michelle Leonard. (4 boats)

Full results at www.iyc.org

BITES OF SPRING, OYC (3/14)

DOUBLEHANDED SPINNAKER <144 — 1) **Warpath**, Olson 30, Andrew Zimmerman/Dana Haines; 2) **Harp**, Catalina 38, Mike Mannix/Linda Farabee; 3) **Fugu**, Wilderness 30, Chris Case/John Case. (5 boats)

DOUBLEHANDED SPINNAKER >145 — 1) **Double Agent**, Merit 25, Scott Ollivier/Livia Hsiao; 2) **Hard N Fast**, Merit 25, Tim Harden/Mike Streaty. (3 boats)

DOUBLEHANDED NON-SPINNAKER <144 — 1) **Traveler**, Express 34, David Ross/Suzanne Lee; 2) **Spirit of Freedom**, J/124, Bill Mohr/Reid

THE BOX SCORES

Rankin; 3) **Blue Passion**, Tartan 34, Al & Michelle Leonard. (5 boats)

DOUBLEHANDED NON-SPINNAKER >145 — 1) **Nemesis**, Pearson Commander, Jeff & Pat Sullivan; 2) **Boogie Woogie**, Ranger 33, John & Debbie Ratto; 3) **Imagine**, Ericson 32-3, Sarah Lloyd/Yvette Zhu. (4 boats)

ALERION 28 — 1) **Jewel**, Ron & Pat Tostenson; 2) **Dream**, Kirk Smith/Darrell Lager. (3 boats)

MEN'S SINGLEHANDED — 1) **Krissy**, Passport 40, Allen Cooper. (1 boat)

CATALINA 34 — 1) **Music**, Bob Engelhart/Bob Bauman; 2) **Sterling**, Jim Brady/Don Cowgill. (3 boats)

MULTIHULL — 1) **Trident**, Corsair 31R, Damien Campbell/Forbes Husted; 2) **Ma's Rover**, F-31, Mark Eastham/Keith Dunlop; 3) **Peregrine**, F-27, Bill Gardner/Will Matievich. (6 boats)

FAT 30s — 1) **Tinker**, Wilderness 21, Matthew Beall/Elija Hatcher; 2) **Zeehond**, Newport 30,

Donn Guay/Dave Salinovich; 3) **Habanjer**, PJ30, Jim Hild. (6 boats)
www.oaklandyachtclub.net

With the following final series scores, we bid farewell to winter, such as it was, and to a mostly mild midwinter season of racing. We'll get caught up on the rest next month.

CYC MIDWINTER REGATTA (3r, 0t)

SPORTBOATS — 1) **Lazy Dawg**, J/88, Paul Recktenwald, 14 points; 2) **Javelin**, C&C 30, Patrick Nolan, 16; 3) **Ragtime**, J/90, Trig Liljestrang, 19. (8 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 9 points; 2) **Just Em**, Ted Goldbeck, 16; 3) **Coyote**, Dave Gardner, 17. (5 boats)

EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens, 13 points; 2) **Tequila Mockingbird**, Matt Krogsad/Dan McGraw, 17; 3) **Abigail Morgan**, Ron Kell, 18. (9 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 9 points; 2) **Stewball**, Bob Harford, 14; 3) **Bullet**, Larry Baskin, 14. (5 boats)

CHRIS RAY



FRED FAGO



FRED FAGO

vailing from the west, and, by midday, there was an average of 15-16 knots with puffs in the 20s — perfect conditions for dinghies that can't wait to plane. The conditions allowed for six races.

"There were a lot of good sailors out this weekend, with lots of close finishes and crowded mark roundings," said regatta chair Kurt Wessels.

StFYC followed up the following weekend with the Spring One Design Regatta. On the first day, it seemed everyone was there — 80 boats, 300 sailors, 8 fleets — everyone, that is, but the wind. Early-season conditions prevailed and

This page, clockwise from left: 'Delta-V', 'The Rooster', and four other Open 5.70s were among the seven classes at StFYC's Spring One Design Regatta; the wind was slow in coming, but conditions really piped up for the penultimate day of racing in the Jack Frost series on February 21; on the same day, the rough appearance of the water made Gil Sloan's Humboldt Bay 30 'Gig' and Dan Benjamin's Wyliecat 30 'Whirlwind' look like they were racing on a summer day.

the lack of breeze resulted in a string of postponements with, ultimately, no racing. "We knew that even if we were able to get off a start," said regatta chair and Express 27 sailor Peggy Lidster, "we wouldn't have been able to get around any windward mark. There was no wind in any direction, and we were fighting an ebb." Sailors made the most of the day by enjoying the sun and meeting back

at the club for food, drinks, lawn games, and even s'mores.

Conditions varied on Sunday, wavering between 7 and 15 knots. The unsteady breeze kept the sailors alert. Racing on two courses — one off Alcatraz, and one off the Cityfront — the fleets got off four buoy races.

"You could feel a fervor for the start of the season," said Lidster. "The entire

J/105 — 1) **Roxanne**, Charles James, 14 points; 2) **Nimbus**, Neil Gibbs, 14; 3) **SheLovesIt**, David Johnson/Bill Stucky, 18. (6 boats)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman, 18 points; 2) **Deception**, SC50, Bill Helvestine, 20; 3) **California Condor**, Antrim 40, Buzz Blackett, 23. (10 boats)

PHRF 2 — 1) **Peregrine**, J/120, David Halliwill, 11 points; 2) **Quiver**, N/M 36, Jeff McCord, 14; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 19. (7 boats)

PHRF 3 — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, 20.5 points; 2) **Yucca**, 8-Meter, Hank Easom, 21; 3) **Pain Killer**, J/80, Tim Russell, 24. (14 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 20 points; 2) **Frisky**, Open 5.70, Dale Scoggin, 25; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 25. (11 boats)

PHRF 5 — 1) **Fjaer**, IOD, Richard & Mark Pearce, 14 points; 2) **One Hundred**, IOD, Paul Zupan, 18; 3) **Siento el Viento**, C&C 29, Ian Matthew, 20. (10 boats)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse

370, Julie Le'Vickie, 16 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 21; 3) **Freedom**, Worth 40, Jib Martens, 22. (10 boats)

NON-SPINNAKER 2 — 1) **Surprise**, Catalina 34, Peter Birnbaum, 20 points; 2) **Summer Sailstice**, Ranger 33, John Arndt, 20; 3) **Amandla**, Catalina 34, Kurt Magdanz, 23. (13 boats)

AOTEA TEAM TROPHY — **Second-String RYC: Golden Moon, Arcadia, Quiver.**
Full results at www.cyc.org

BYC MIDWINTERS WINNERS RACE (3/1)

RED — 1) **Hoot**, Olson 30, Andy Macfie; 2) **Motorcycle Irene**, Express 27, Will Paxton; 3) **Shameless**, Schumacher 30, George Ellison. (11 boats)

BLUE — 1) **TMC Racing**, J/24, Michael Whitfield; 2) **Baleineau**, Olson 34, Charlie Brochard; 3) **Green Dragon**, Cal 20, Marcus Choy. (3 boats)

WHITE — 1) **Flexi-Flyer**, Soverel 33, Mitchell

Wells; 2) **Ragtime!**, J/92, Bob Johnston. (2 boats)
Full results at www.berkeleyyc.org

OYC SUNDAY BRUNCH SERIES (5r, 11)

NON-SPINNAKER <200 — 1) **Music**, Catalina 34, Bob Engelhart, 5 points; 2) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 9; 3) **Jackal**, Ranger 33, Roger Wise, 10. (4 boats)

NON-SPINNAKER >201 — 1) **Slice**, Wilderness 21, Mark Rommel, 6 points; 2) **Dominatrix**, Santana 22, Heidi Schmidt, 9. (2 boats)

MERIT 25 — 1) **Meritage**, Jennifer Haas, 7 points; 2) **Double Agent**, Scott Ollivier, 9; 3) **Hard N Fast**, Tim Harden, 11. (6 boats)

ALERION EXPRESS 28 — 1) **Scrimshaw**, Michael Maurier, 4 points; 2) **Sol y Luna**, Deb Stern, 9; 3) **Lizbeth**, Richard Baker, 13. (3 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 5 points; 2) **Zeehond**, Newport 30, Donn Guay, 7; 3) **Lelo Too**, Tartan 30, Emile Carles, 10. (5 boats)

PHRF <150 — 1) **Taz!!**, Express 27, George Lythcott, 5 points; 2) **Spirit of Freedom**, J/124, Bill Mohr, 6. (2 boats)

THE RACING SHEET



ALL PHOTOS LATITUDE / CHRIS

Gordie Nash bookends a rogues' — er, winners' — gallery. Left to right: RYC won the CYC Midwinter's Aotea Team Trophy; Nash of 'Arcadia', Kame Richards of 'Golden Moon', Nesrin Basoz, crew on 'Quiver' in January. BYC Midwinter Champion of Champions was the Olson 30 'Hoot': Ross Tibbits, Rick Russell, Annette Macfie holding the Kirt Brooks Trophy, Andy Macfie, Pat Fryer (not shown), Jeremy Shima, Sue Alexander, Sam McFadden). GGYC Seaweed Soup Trophy winners from 'Arcadia': Carl Bailey, Ruth Suzuki, Terry Bennett, and Gordie again (not shown: Ryan Bailey).

Central Bay was filled with sails, from Alcatraz to the Gate to the shore. The number of sailboats and the camaraderie among the fleets was fantastic — it felt like days of old!"

— *meredith laitos*

SPRING DINGHY REGATTA, StFYC, 3/7-8 (6r, 1t)
CLUB 420 — 1) Will Martens, 8 points; 2) Lawson Willard, 9. (14 boats)
505 — 1) Mike Holt, 6 points, 2) Mike Martin, 13; 3) Bruce Edwards, 17. (12 boats)
LASER RADIAL — 1) Laird Henkel, 6 points;

2) Sumner Strumph, 8; 3) Stephen Aguilar, 20. (5 boats)
LASER STANDARD — 1) Richard Didham, 5 points, 2) Will Dana, 16; 3) Andrew Holdsworth, 16. (22 boats)
WETA — 1) Robert Hyde, 10 points; 2) Jonathan Weston, 11; 3) David Berntsen, 13. (5 boats)

SPRING ONE DESIGN, StFYC, 3/14-15
J/70 — 1) **Prime Number**, Peter Cameron, 3 points; 2) **1FA**, Geoff McDonald, 7, 3) **Rampage**, Tom Thayer/Robert Milligan. (4 boats)
J/105 — 1) **Arbitrage**, Bruce Stone, 6 points; 2) **Blackhawk**, Scooter Simmons, 10; 3) **Godot**,

Phillip Laby, 13; 4) **Advantage3**, Pat Benedict, 17; 5) **Mojo**, Jeff Littfin, 18. (21 boats)
J/111 — 1) **MadMen**, Dorian McKelvey, 6 points; 2) **Bad Dog**, Richard Swanson, 10; 3) **Big Blast!**, Roland Vandermeer, 13. (5 boats)
EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 7 points; 2) **Peaches**, John Rivlin, 8; 3) **Wile E Coyote**, Dan Pruzan, 11. (12 boats)
KNARR — 1) **#125**, Jon Perkins, 15 points; 2) **Svenkist**, Sean Svendsen, 15; 3) **Three Boys and a Girl**, Chris & Phil Perkins, 18. (13 boats)
MELGES 24 — 1) **Wilco**, Douglas Wilhelm, 3 points; 2) **Smokin'**, Kevin Clark, 6; 3) **Combobulated**, Duane Yoslov, 9. (7 boats)
MOORE 24 — 1) **Mooregasm**, Stephen Bourdow, 10 points; 2) **Banditos**, John Kernot, 12; 3) **Immoral**, Matt Van Rensselaer, 17. (9 boats)
OPEN 5.70 — 1) **The Rooster**, Joe Wells, 5 points; 2) **Boaty**, Ben & CJ Anderson, 13; 3) **Frisky**, Dale Scoggin, 14. (6 boats)
 Full results at www.stfyc.com

MULTIHULL — 1) **Mojo**, Christopher Harvey, 4 points; 2) **Triple Play**, F-31, Richard Keller, 10; 3) **Sea Bird**, F-27, Rich Holden, 11. (4 boats)
COLUMBIA 5.5 — 1) **Panigale**, Lester Gee, 4 points; 2) **Wings**, Mike Jackson, 12. (2 boats)
 Full results at www.oaklandyachtclub.net

RYC SMALL BOAT MIDWINTERS (15r, 2t)
EL TORO SR — 1) Gordie Nash, 23 points; 2) Art Lange, 35; 3) Fred Paxton, 35; 4) Vaughn Seifers, 46; 5) Chris Straub, 69. (20 boats)
EL TORO JR — 1) Devon Stapleton, 31 points; 2) Peter Marlett, 38; 3) Owen Lahr, 39; 4) Chloe Long, 55. (16 boats)
420 — 1) Thomas Erisman, 28 points; 2) Jack Sutter, 29; 3) Karen Kittle, 30. (4 boats)
SNIPER — 1) Tom O'Neill, 18 points; 2) Doug Howson, 29; 3) Christopher Pontius, 49. (9 boats)
LIDO 14 — 1) Stephen Klotz, 26 points; 2) Todd Craig, 30; 3) Mel Morrison, 40. (5 boats)
POTRERO OPEN CLASS — 1) CFJ, Erica Quinn, 31 points; 2) Day Sailer, Steve Lowry, 32; 3) Day Sailer, Craig Lee, 39; 4) Sunfish, Roy Jordan, 102. (16 boats)
VANGUARD 15 — 1) Marcel Sloane, 13 points; 2) Scott Olson, 32; 3) Nicholas Grebe, 48. (6 boats)
(14r, 2t)
BYTE — 1) Michele Logan, 13 points; 2) Dan Ouellet, 35; 3) Gail Yando, 42. (9 boats)
LASER — 1) Andrew Holdsworth, 27 points; 2) Emilio Castelli, 29; 3) Mark Halman, 31; 4) Nick Cave, 74; 5) Joshua Siudyla, 117. (23 boats)
LASER RADIAL — 1) Neil Marcellini, 12 points; 2) Broderick Babasa, 56; 3) Jackson Halderman, 73; 4) Josselyn Verutti, 85. (16 boats)
FLYING DUTCHMAN — 1) Buzz Ballenger, 15 points; 2) Mike Meszaros, 22; 3) Zhenya Kirueshkin-Stepanoff, 30. (3 boats)
THISTLE — 1) Michael Gillum, 31 points; 2) Ryan Nelson, 34; 3) Dan Clark, 50. (8 boats)
ULTIMATE 20 — 1) **Layla**, Tom Burden, 15 points; 2) **U Decide**, Phil Kanegsberg, 33; 3) **U-**

THE BOX SCORES

Again, David Woodside, 39. (7 boats)
WYLIE WABBIT — 1) **Weckless**, Tim Russell, 15 points; 2) **Kwazy**, Colin Moore, 25; 3) **Keala**, Ron Tostenson, 42. (9 boats)
WETA — 1) Jonathan Weston, 21 points; 2) Gordon Lyon, 27; 3) Bob Hyde, 31. (8 boats)
SOUTHAMPTON OPEN CLASS — 1) 505, Ian O'Leary, 32 points; 2) Wyliecat 17, David Bacci, 43; 3) I-14, James Clarkson, 48. (11 boats)
(13r, 1t)
29ER — 1) Kelsey Tostenson, 17 points; 2) Andrew Klotz, 31; 3) Berky Sutton, 50. (4 boats)
 Full results at www.richmondyc.org

GGYC SEAWEED SOUP REGATTA (5r, 1t)
PHRF 1 <29 — 1) **Wicked Sister**, Farr 36, Richard Courcier, 6 points; 2) **Bodacious+**, 1D48, John Clauser, 9; 3) **Zamazaa**, Farr 52, Greg Mullins, 14. (8 boats)
J/111 — 1) **MadMen**, Dorian McKelvey, 4 points; 2) **Bad Dog**, Dick Swanson, 7; 3) **Symmetry**, Howard Turner, 14. (5 boats)
PHRF 2 30-56 — 1) **Eight Ball**, Farr 30, Scott Easom, 4 points; 2) **Sapphire**, Synergy 1000, Dave Rasmussen, 11; 3) **Frequent Flyer**, Farr 30, Stan Phillips, 13. (8 boats)
PHRF 3 57-123 — 1) **Yucca**, 8-Meter, Hank Easom, 6 points; 2) **Eclipse**, Express 37, Mark Dowdy, 8; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, 11. (13 boats)
PHRF 4 >123 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 4 points; 2) **El Raton**, Express 27, Ray Lotto, 7; 3) **Shenanigans**, Express 27, Bill Moore, 14. (14 boats)
CATALINA 34 — 1) **Mottley**, Chris Owen, 6 points; 2) **Queimada**, David Sanner, 7; 3) **All Hail**, Page Van Loben Sels, 9. (5 boats)
KNARR — 1) **Fifty/Fifty**, Brent Crawford, 6 points; 2) **#134**, Eric Gray, 7; 3) **Knarry Boo**, Jason Holloway, 14. (10 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 4 points; 2) **Nordic Star**, Richard Keldsen, 9; 3) **Sif**, George Cathey, 12. (5 boats)
 Full results at www.ggyc.com
TYC MIDWINTERS (2r, 0t)
SPINNAKER — 1) **Ma's Rover**, F-31, Mark Eastham, 2 points; 2) **Siento el Viento**, C&C 29, Ian Matthew, 4. (4 boats)
NON-SPINNAKER — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 2 points; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern, 5; 3) **Neverland**, Tartan 3700, Aidan Collins, 6. (12 boats)
 Full results at www.tyc.org

IYC ISLAND DAYS (5r, 1t)
PHRF <152 — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 6 points; 2) **Spirit of Freedom**, J/124, Bill Mohr, 10; 3) **Think Fast**, Olson 30, Willi Zarth, 14. (5 boats)
168 Raters — 1) **Faster Faster!**, Merit 25, David Ross, 7 points; 2) **Double Agent**, Merit 25, Scott Ollivier, 10; 3) **Dire Straits**, J/24, Steven Bayles, 11. (4 boats)
PHRF >152 — 1) **Proverbs 21:21**, Ideal 18, Steve Ritz, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 15; 3) **Boogie Woogie**, Ranger 33, John Ratto, 15. (6 boats)
NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr, 5 points; 2) **Cassiopoeia**, Islander 36, Kit Wiegman, 6; 3) **Loco 2**, Mercury, Paul Mueller, 12. (4 boats)
 Full results at www.iyc.org

LMSC ROBINSON MIDWINTERS (15r)
EL TORO SR — 1) Art Lange, 99.5 points; 2) Walt Andrews, 94.25; 3) Dennis Silva, 61. (11 boats)
EL TORO JR — 1) Chloe Long, 88 points; 2) Kyle Schaefer, 81.25; 3) Peter Marlett, 73. (7 boats)
SUNFISH — 1) Bob Cronin, 44.75 points; 2) Roy Jordan, 37; 3) Mark Sabin, 25.25. (3 boats)
LASER — 1) Cynthia Shallit, 18 points. (1 boat)

25th Anniversary

Delta Ditch Run

June 6, 2015



The 25th annual *Delta Ditch Run* starts in the San Francisco Bay and goes up the Delta and finishes at the Stockton Sailing Club. In the past this event has attracted over *200 boats* with racers from across the country showing up for this generally downwind sixty five mile race.

Available Classes

PHRF Mono-hull (including shorthanded divisions) - BAMA Multi-hull - Cruising (motor allowance)

Great Prizes!

Including a custom cast metal 25th Anniversary Delta Ditch Run medallion with ribbon to all that finish* (Skipper and Crew)!

* while supplies last

Registration and Information - www.stocktonsc.org



Richmond Yacht Club
www.richmond.org

209-951-5600

Stockton Sailing Club
www.stocktonsc.org

We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats & Crewed Charter Yachts.**

Meet the Charter Fleet: A Wealth of Bay Sailing Options

Sometimes every sailor needs a change of pace. Even if you own your own boat and absolutely love sailing her, there are certain times when you might

listings now and save them for future reference.

And if you don't own a boat yet, accessing this fleet can mean the difference between *wishing* you were out on the water and actually *being there*, booming along under a fresh breeze with spray flying and sun on your cheeks.

As you'll learn in these pages, the Bay Area charter fleet encompasses boats of all sizes and descriptions, with professional crews and shore staff eager to serve you.

Bareboats — There are roughly 220 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost without exception, the boats listed below are offered by sailing schools — usually called 'clubs' — that provide a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers will pay somewhat

higher rental prices.

The first time you charter with a company you will probably have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a container ship. Our advice concerning checkouts is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

For folks who don't own a boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's fleet, with its wide variety of boat types, can be a valuable resource. Suppose, for example, that you go out racing often with friends, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing a broad range of skills.



OCSC

be in need of a boat with distinctly different characteristics. That's when the Bay Area's vast fleet of (drive-it-yourself) bareboats and fully crewed charter yachts — all listed here — will come in handy. We encourage you to peruse these

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing
Oakland & Treasure Island
(510) 535-1954;
www.afterguard.net

30' & UNDER

Capri 14 (2)
Ranger 22
Ranger 23 (2)
J/24
Cal 25
Catalina 25
Ranger 26 (3)
Capri 30

31' - 35'

Ericson 32

Seawind 1000 cat
Targa 10.1
Ericson 34
Pearson 35

36' - 40'

Maxum 38' power

Over 40'

Dynamique 62'
.....

Club Nautique

Sausalito, Alameda
(800) 343-7245;
www.clubnautique.net
AL = Alameda ; SA = Sausalito

30' & UNDER

Colgate 26 (7) AL, SA

31' - 35'

Hunter 31 (3) AL, SA
Beneteau 31 (6) AL, SA
Mainship 32 (1) SA
Hunter 33 (3) AL, SA
Beneteau 34 (5) AL, SA

36' - 40'

Hunter 36 (1) SA
Beneteau 37 (4) AL, SA
Mainship 37 (1) AL
Beneteau 38 (2) AL, SA
Beneteau 40 (2) AL, SA
Jeanneau 40 (1) SA

OVER 40'

Beneteau 41 (4) AL, SA
Hunter 41 (1) AL
Mainship 43 (1) AL
Jeanneau 52.2 (1) AL
.....

J/World

Oakland, Puerto Vallarta
(510) 271-4780, (800) 910-1101; www.sailing-jworld.com

30' & UNDER

26' J/80 (7)

31' - 35'

34' J/105 (3)

36' - 40'

36' J/109
40' J/120 (2)

OVER 40'

Santa Cruz 50
.....

Modern Sailing School & Club

Sausalito (800) 995-1668;
www.modernsailing.com

30' & UNDER

Catalina 30 (3)

31' - 35'

Beneteau 31
Pearson 32
C&C 32
Beneteau 35

36' - 40'

Catalina 36
Beneteau 36.7
Beneteau 37 (2)
38' Seawind 1160 Cat

OVER 40'

Beneteau 41
Beneteau 42
Lagoon 42 cat
Beneteau 43
S&S 44

Monterey Bay Sailing

Monterey (831) 372-7245;
www.monterey sailing.com

30' & UNDER

Catalina 22
Pearson 27
30' Y2 Yacht
.....

OCSC SAILING

Berkeley (800) 223-2984;
www.ocscsailing.com
(membership required)

30' & UNDER

J/24 (22)
Olson 25 (4)
26' J/80

31' - 35'

Beneteau 31
Catalina 320 (4)
34' J/105 (5)

36' - 40'

Catalina 36 (2)
Mahe 36 cat
Beneteau 37

OVER 40'

Hans Christian 43
Tartan 4100

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for your dream trip to some tropical sailing venue. Once you've taken total responsibility for a big boat in Bay

waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities — as opposed to the angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences among popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels listed in our Crewed Charter section are accessible to folks of all ages, with no sailing skills required whatsoever, as their charter prices include professional crew.

Even if you are a longtime sailor with your own fleet of sailing craft, there are special circumstances when chartering one of the vessels listed here might be the perfect solution to a particular challenge. Suppose, for example, you have a

slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay aboard



DESIDERATA



There are special occasions when your regular ride just won't do. That's when you look to the Bay Area's impressive charter fleet.

a classier boat than your beat-up old daysailer with the nonfunctional head. Why not charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide?

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you

introduce them to the idea of an exhilarating Bay cruise aboard one of these comfy sailboats — rather than a boring motoryacht. Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with up to six paying passengers, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers.

Ed. note: We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

Pacific Yachting/Sailing

Santa Cruz (831) 423-SAIL (7245), (800) 374-2626; www.pacificsail.com

30' & UNDER

Santa Cruz 27
Catalina 28
30' Olson 911s

31' - 35'

Hunter 31
Beneteau 31
Catalina 32 (2)
Beneteau 32
Beneteau 34
Sabre 34

36' - 40'

Catalina 36
Hunter 38

OVER 40'

Hunter 41
Beneteau 46.1

San Francisco Sailing School & Club

(415) 378-4887; www.sailinglessonssf.com

30' & UNDER

Ranger 23 (5)
Ericson 28 (1)

31' - 40'

Islander 36

Spinnaker Sailing of Redwood City

(650) 363-1390; www.spinnakersailing.com (membership required)

30' & UNDER

Merit 25 (13)
Catalina 27 (5)

31' - 40'

Hunter 33 (1)
Beneteau 39 (1)

Spinnaker Sailing of San Francisco

(415) 543-7333; www.spinnaker-sailing.com

30' & UNDER

21' Viper 640
Santana 22 (4)
Santa Cruz 27 (6)

31' - 35'

32' Flying Tiger 10
Catalina 320
Catalina 34

36' - 40'

Catalina 36
Beneteau 393
C&C 40
Jeanneau 349
Jeanneau 379

OVER 40'

Jeanneau 409

Tradewinds Sailing School & Club

Richmond (510) 232-7999; www.TradewindsSailing.com
Brickyard Cove, Marina Bay Yacht Harbor

30' & UNDER

Capri 22 (7)
Catalina 270
Catalina 30 (2)
Newport 30

31' - 35'

33' Beneteau 323 (2)
Beneteau 31

Dufour 31

Dufour 33
Catalina 34
Hunter 34
Beneteau 34
Hunter 356
Catalina 35

36' - 40'

Catalina 36
Beneteau 37
Catalina 38

OVER 40'

Beneteau 42CC
Catalina 42 (2)
Jeanneau 43

NON-PROFIT ORGS

Cal Sailing Club

Berkeley
www.cal-sailing.org (membership required)

Small Boats

Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)
Laser (2)

Byte (2)

30' & UNDER

Merit 25 (2)
Capri 25 (2)
Pearson Commander (3)

Sailing Education Adventures

Sausalito (415) 775-8779
www.sfsailing.org

30' & UNDER

Laser (12)
Catalina 16.5 (4)
Santana 25 (2)

Sacramento State Aquatic & Boating Safety Center

Gold River at Lake Natoma (916) 278-2842; www.sacstateaquaticcenter.com

30' & Under

Laser (12)
Pico (15)
Holder 14 (9)
Holder 20 (2)

Crewed Charter Vessels 'Multi-Passenger' Vessels (7+) (alphabetically)

Adventure Cat. Built specifically for chartering on SF Bay, this 55ft catamaran is fast yet family-friendly for sailors and non-sailors alike! Guests can ride under the GG Bridge on the open-air trampoline or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly-scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Adventure Cat 2: This 65-ft cat, like her older sister (above), is fast and fun, but can carry almost twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat II' is fast and fun.

- Carries up to 90 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available to guests of all ages for regularly-scheduled trips three times daily (individually ticketed) or private group charters including special events, weddings, and corporate programs.
- (415) 777-1630 or (800) 498-4228; info@adventurecat.com; www.adventurecat.com

Argosy Venture: This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.



'Argosy Venture' is a rare classic.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; charters@argosyventure.com; www.argosyventure.com

Bay Lady. At 90 feet long, she is the largest USCG 'certified' traditional sailing vessel on the West Coast. Built of steel, her design combines modern strength and safety features with a classic sail plan. Guests are invited to participate in sailing this great schooner.



The steel schooner 'Bay Lady' carries 80.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Private groups, weddings, celebrations, corporate offsites, Angel Island BBQs, tailgate parties to McCovey Cove, some scheduled sailings (individually ticketed brunch & sunset cruises).
- (415) 543-7333; spinnaker.sailing@yahoo.com; www.rendezvous-charters.com

Bay Wolf. This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.



'Bay Wolf' is a former offshore racer.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Caprice: This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners Dan

'Caprice' has crossed the Pacific.



and Carol Seifers. Dan holds a USCG Master's license and is an ASA instructor qualified to teach on catamarans and monohulls.

- Carries up to 12 passengers.
- Berthed in Point Richmond.
- Available for private charters, special events, intimate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering, and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, especially teambuilding.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com



'Cat Ballou' on the move.

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate teambuilding.
- (831) 423-1213; charters@chardonnay.com; www.chardonnay.com

OF CHARTERING



Sailing out of Santa Cruz, the specially built Santa Cruz 70 'Chardonnay II' is one of the region's most popular charter yachts.

Derek M. Baylis: With a large rear deck and yacht-like living quarters, this 65-ft wishbone ketch provides a safe, comfortable, fast, and environment-friendly platform for fun corporate, recreational and educational cruises.



The custom Wylie 65 'Derek M. Baylis'.

- Carries up to 35 passengers for day charters or 12 passengers for overnight.
- Berthed at Marina Bay in Richmond, CA
- Available for day sails such as teambuilding and corporate events, individually ticketed celebrations, private parties, and marine education sails. Highly suitable for ocean charter and scientific voyages. • (415) 580-0335; www.wyliecharters.com; sail@wyliecharters.com



'Eros' sails the Bay and beyond.

Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, mak-

ing her one of the Bay Area's most eye-catching yachts.

- Carries up to 12 passengers.

Berthed at Sugar Dock, Santa Fe Channel, Richmond.

- Available for private group charters, special events including weddings and corporate events, and for long-term charters in the Pacific N.W. this coming summer.
- (510) 232-4282; bodle.grace@gmail.com; www.schoonereros.com

Freda B is an 80-ft luxury schooner built along the lines of traditional coastal schooners from the mid-1800's. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod-compatibility and excellent catering paired with Sonoma and Napa Valley wines.



The schooner 'Freda B' can carry 49.

- Carries: up to 49 passengers.
- Overnight accommodations for 8 guests
- Berthed: Sausalito Yacht Harbor.
- Available for: Private day charters including teambuilding, weddings/elopements, memorials, birthdays, and custom special events including offshore excursions. Individually ticketed sails available weekly Feb-Nov include sunset sails, eco sails, SF Giants games, local history tours.
- (415) 331-0444; info@schoonerfredab.com; www.schoonerfredab.com

Gas Light. This 72-ft schooner, built in Sausalito, is a modern version of an 1874 SF Bay scow schooner. Exceptionally stable and comfortable, she boasts an 18'x30' cabin and plenty of seating both above- and belowdecks.

- Carries up to 49 passengers
- Berthed at Schoonmaker Point Marina, 'D' dock in Sausalito



SAM SPITTLE

'Gas Light' is a replica of bygone days.

- Available for private day sails, special events, corporate outings and teambuilding
- (415) 331-2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.



The Morgan O/I 51 'Glory Days'.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.
- (800) 849-9256 or (415) 336-0392; captpam@sailsfbay.com; www.sailsfbay.com

Just Dreaming: Her teak and mahogany hull gives a smooth, comfortable ride. Three staterooms, two heads (one with shower), full galley, and a luxurious Gatsby-era main salon. Forward and aft decks allow plenty of space for socializing.

- Certified for 42 passengers and a crew of two.
- South Beach Harbor, San Francisco.
- Available for AT&T Park parties, birthdays, Bay cruises, weddings, rehearsal dinners, bachelor(ette) parties, networking events, reunions, holiday dinners, dolphin/whale watching, backwater California vacations, singles events.
- (888) SFO-BOAT or (415) 678-0707; justdreamingyacht@gmail.com; www.justdreamingyacht.com

Nehemiah: This classic wooden ketch has circumnavigated twice. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, 2600 Spinnaker Way, Marina Bay, Richmond
- Available for youth sail training, scheduled sails

WORLD

(individually ticketed) and private charters.

- (510) 234-5054; captain@sailingacross.com; www.sailingacross.com



'Nehemiah' has circumnavigated — twice!

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sight-seeing, stay high and dry in the center cockpit, or enjoy the large salon. Luxury sailing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash scattering charters. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim, and many bronze fittings. Come see her mysterious stained glass.



'Privateer' was built for a rock star.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and two-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of

The custom steel sloop 'Ruby'.



cruises to Mexico, the Channel Islands and the Delta, her skipper and crew have lots of party experience.

- Certified for 28 passengers.
- Berthed at The Ramp Café, S.F.
- Private parties and public sails.
- Call (415) 272-0631; rubysailing@yahoo.com; www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charters for all occasions, also match racing with the *Privateer* for teambuilding events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Schooner Seaward: Owned by the nonprofit Call of the Sea. She sails during spring, summer and fall, with winter charters in Mexico. This lovely 82-ft staysail schooner's primary function is Marine Environmental Education for Northern California students. We offer programs combining education, seamanship, marine environmental studies, and fun in the sun.



The sail training schooner 'Seaward'.

- Carries up to 40 passengers on day trips; 12 for overnights.
- Berthed at the Bay Model Pier in Sausalito. Free parking.
- Available for youth educational day sails, scheduled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; info@callofthesea.org; www.callofthesea.org



The 'Tahoe Cruz' screams across the lake.

Tahoe Cruz: This Santa Cruz 50 sails daily out of the Tahoe City Marina with Tahoe Sailing Charters,

with captains Mike and Tyler, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

- Certified for up to 30 passengers.
- Specializes in affordable and scenic two-hour cruises with complimentary refreshments. Also available for private parties, company charters and Emerald Bay luncheon sails.
- Daily departures from Tahoe City Marina (home of Tahoe YC).
- (530) 583-6200; tahoessailingcharters@gmail.com; www.TahoeSail.com

Tahoe Dreamer: Enjoy a private charter aboard this 36ft. power catamaran. Cruising daily on three-hour tours of Emerald Bay from Tahoe City. Complimentary beer, wine, snacks and appetizers served on all charters.

- Certified for up to 12 passengers.
- Specializes in private scenic two-hour afternoon and sunset cruises and three-hour Emerald Bay charters. Available for private groups and company charters.
- Daily departures from the Tahoe City Marina, North Lake Tahoe
- (530) 583-6200; tahoessailingcharters@gmail.com; www.TahoeSail.com

Team O'Neill: O'Neill Yacht Charter's 65-ft catamaran is the ideal venue to experience the beauty and thrill of Monterey Bay for novices and seasoned sailors alike.



The 'Team O'Neill' cat is easy to spot.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Public one-hour, 1.5-hour and special event sails run May to October. Private charters available year-round. Wine tasting, live music, whale watching, afternoon and sunset sails.
- (831) 818-3645; sailingsantacruz@gmail.com; www.oneillyachtcharters.com

USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

- Carries up to 20 passengers.
- Berthed at Pier 39 in San Francisco.
- Available for 2.5-hour ticketed sails and custom private events.
- (415) 990-9992; info@acsailingsf.com; www.ACSailingSF.com

OF CHARTERING



You don't have to be a rock star to sail the Bay aboard the former A Cup racer 'USA 76'.

Yukon Jack: Check out the adrenal thrill of blasting across the Bay on this ultralight Santa Cruz 50. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days (she still holds the world's record for this). *Yukon Jack* is a thoroughbred...come for a sail!



'Yukon Jack' is a former ocean racer.

- Carries up to 25 passengers (most comfortable 16-18).
- Berthed at South Beach Harbor, San Francisco.
- Private group charters, weddings, celebrations, corporate offsites and our most popular Angel Island BBQ.
- (415) 543-7333; spinnaker.sailing@yahoo.com; www.rendezvous-charters.com

Six-Passenger Vessels (alphabetically)

Apparition: Sleek, speedy, and custom-built in Sausalito, *Apparition* has been chartering for more than 20 years! Captain Stan Schilz loves introducing guests to multihull sailing. This 38-footer has two double cabins, spacious salon and a full galley.

- Carries up to 6 passengers for private charters.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special

events, multihull sailing instruction.

- (415) 331-8730; info@sailapparition.com; www.sailapparition.com



'Apparition' is a familiar sight on the Bay.

Beowulf: Set sail on a beautiful 51' Swan for an afternoon or sunset sail. Passengers are allowed to participate if they wish, or just sit back and enjoy the experience and view.

- Carries up to six passengers
- Berthed in Sausalito
- Available for all types of custom charters including corporate and special events.
- (415) 331-3400; southbeachriggers@gmail.com; www.sfsailcharters.com

Between The Sheets: An Islander 36, she's one of the most popular boats not only on the Bay but also on the West Coast of the U.S. One of the smoothest sailboats ever built.

- Carries six passengers
- Berthed at Pier 39
- Available for private charters and sailing lessons
- (415) 378-4887 www.sailsf.com; www.sailing-lessonssf.com; sailing@sailsf.com

Bolgeskrek: This Irwin Citation 34 is well suited to Bay sailing. On blustery days she often does better than seven knots, outperforming many other sailboats her size. Her spacious cockpit easily accommodates six passengers, and her teak interior is a delightful space for relaxing.

- Carries up to six passengers.
- Berthed at Treasure Island Marina.
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; www.goldengatesailingtours.com; capt_bob@goldengatesailingtours.com



'Carrera' sails out of Monterey.

Carrera: At the smaller end of the spectrum is Gene Maly's Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to six passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails in Monterey Bay Marine Sanctuary, sunset cruises, private charters including memorial services, and "team-building challenges" for corporations.
- (831) 375-0648; www.sailmontereybay.com; captaingene@sailmontereybay.com

Desiderata: This elegant Islander 41 ketch can cruise the Bay and Gate, sail to the Giants, picnic at Angel Island, or voyage overnight to Napa for winery visits, all on a stable, dry center-cockpit classic.

- Carries up to six passengers.
- Departures from San Francisco, Sausalito and Tiburon.
- Available for all kinds of day cruises, small events, custom trips.
- (415) 259-7695; stfordj1@gmail.com; www.desideratasailing.com

Evening Star: This is a beautifully restored C&C 43 run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for the SF Bay.



'Evening Star' is Capt. Marco's dream boat.

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 868-2940; (415) 987-1942; www.captainmarco.com; www.sailingsf.com; captainmarco@cs.com

Excalibur: A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.

- Carries up to six passengers.
- Available for all types of charters; teambuilding events, relaxed day charters, day and nighttime sailing lessons, various workshops, such as COB practice and motoring skills.
- (650) 619-6896; info@sailnow.com; www.sailnow.com

Fansea: Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II. Guests may participate in driving and sail trimming if they wish.

- Carries up to five passengers.
- Berthed at Sausalito (near parking).
- Takes small groups, often two couples. Marriage proposal and special occasion charters are Capt. Paul's specialty.

WORLD

• (415) 269-1973; www.sailsausalito.com; captainpaul@sailsausalito.com

Flying Tiger. This Sovrel 36 is a former racing yacht custom-built for the designer's personal use. Ideally suited to charters for those who enjoy high-performance sailing and lessons on a responsive yacht.

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- (650) 492-0681; www.sfbaysail.com; info@sfbaysail.com

Gentle Storm II. Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper – a new boat.

- Carries six passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.
- (707) 235-6295; www.gscharter.com; Rick@gscharter.com

Hasty Heart. One of the largest and most elegant boats on the Bay, this immaculately kept 61' Nautor Swan was the longtime pride and joy of a S.F. bon vivant, and is now available for private catered charters.



'Hasty Heart' is a lovely center-cockpit Swan.

- Carries up to six passengers (bareboat w/ 12).
- Berthed at Clipper II in Sausalito. Plenty of free parking.
- Available for all types of charters including daysails, sunset cruises, birthdays, photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.
- (415) 690-7245; www.sailhastyheart.com; info@sailhastyheart.com

Karisma: This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

- Carries up to six passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, and scattering at sea services, with affordable prices.
- (831) 429-1970; www.lighthallcharters.com sail@lighthallcharters.com

Kuani: This Cascade 42 ketch is a proven

bluewater vessel with a colorful history. Originally intended to be a fishing vessel, she came to be part of SF Bay's Peace Navy. Her ample deck, cockpit and cabin make a great platform for any Bay excursion.

- Carries six passengers.
- Berthed at Marina Bay, Richmond.
- Available for all types of private Bay charters.
- (530) 263-5214; www.wingandwing.net; ken@wingandwing.net

Lady J. This comfortable, well cared-for Islander 34 Mk II is the first boat in SF Sailing Company's fleet, started 10 years ago, which has now grown to 11 sailboats.

- Carries six passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; www.sailsf.com; sailing@sailsf.com

Magick Express: This French-built Dynamique 62' luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast smooth ride touring SF Bay.

- Carries up to six passengers; or can bareboat (with a chosen captain) with up to 12 passengers max.
- Berthed in the Oakland/Alameda Estuary.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting experiences, catered events, and even live music via the piano built into the salon table.
- (510) 535-1954; www.afterguard.net; info@afterguard.net

MagnifiCat: This Prout 38 "British-luxury" sailing catamaran is owned by Captain Jim Keenan's company, MagnifiCat-4-Charter, and is skippered by veterans! Organize a group supporting SF-Bay-Jobs-4-Veterans by chartering at discounted rates and earning rewards for future charters.



'MagnifiCat' is a relative newcomer to the Bay.

- Carries up to six passengers (can be bareboated with 12 by special arrangement).
- Berthed at Emery Cove Marina, but also will pick up in San Francisco, Sausalito & Oakland/Alameda.
- Available for corporate events, private charters, shared group cruises, sunset/full moon, sightseeing tours, proposals/weddings & showers, Giants games, Bay events, holidays and teambuilding.
- (415) 889-0428; www.AmericaCupCharters.com; Captain_Jim@AmericaCupCharters.com

Magnum 44: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also

book large group charters on a variety of Bay vessels.)

- Carries up to six passengers; available for bareboat charter to qualified sailors; up to 12 guests.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; www.yachtcharter.com; info@yachtcharter.com

Next Adventure: This Beneteau Oceanis 423 is roomy, fast, well-appointed and extremely comfortable. She is a three-time Newport to Ensenada Race vet, and Captain Brad, with 35 years sailing, brings a wealth of expertise, local knowledge and humor!

- Up to six passengers.
- Berthed in Berkeley Marina.
- We specialize in creating safe, fun, exhilarating, memorable days for friends, family, and associates. Available for private groups, corporate charters and special events
- (925) 984-9697; www.funfbaysailcharter.com; bradenelson@sbcglobal.net

Ohana: Beneteau 45f5 designed for comfort cruising and racing. Beautifully appointed salon, cockpit, perfect for any private celebration. Competently skippered by USCG-licensed captain and mate. Let us show you our Bay's splendors. Three staterooms, two bathrooms.



'Ohana' has three comfy staterooms.

- Carries up to six passengers
- Berthed in Sausalito
- Available for leisurely Bay/city cruises or hands-on participation in local races. Ocean trips and overnights to Drakes Bay or Half Moon Bay upon request.
- (415) 457-4417; (415) 250-9850; www.Ohana-Sailing.com; Ohanasailing12@yahoo.com

Oli Kai: This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

- Carries up to six passengers; or bareboat with 15 passengers max.
- Berthed at Treasure Island.
- Available for private group charters, sailing lessons, teambuilding, wine-tasting sail trips and more.
- (510) 535-1954; www.afterguard.net; info@afterguard.net

Pegasus: Since 1994, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and at-risk youth (at no charge to schools

OF CHARTERING

or parents). To subsidize those programs, they've made this Philippine mahogany beauty available for private charters.



'Pegasus' also does programs for at-risk kids.

- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters, special events including weddings and ash scatterings, special youth sails. Passenger participation is welcomed.
- (510) 717-4439; www.pegasusvoyages.org; info@pegasusvoyages.org

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 Mk II through a wide variety of charter offerings,



'Perseverance' skirts the Cityfront.

including lessons.

- Carries up to six passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101

Sensei: A sailing adventure in comfort and informal elegance, this Norseman 447 is an ideal yacht for a Bay tour. Enjoy a delicious meal in a tranquil cove, then experience the majesty of the Golden Gate.

- Carries up to six passengers for a private cruise
- Pickup in San Francisco or our home docks in Marina Bay Yacht Harbor, Richmond.
- Available for private crewed charters, sunset cruises, birthday parties, anniversaries, picnics on Angel Island, nature cruises or your special event! 48 hours notice required.
- (415) 886-7245 (SAIL); www.GotSailing.com;



'Sensei' is very stable in Bay conditions.

SFSailingAdventure@gmail.com

Temptation: This Catalina 350 is a modern luxury sailboat. She was purchased brand-new in 2007 and is in pristine condition. Captain John holds a USCG Master's License and has a lifetime of sailing experience.

- Carries up to six passengers
- Berthed in San Francisco
- Available for private charters, special events, celebrations, ash scattering and corporate team-building
- (415) 602-8416; www.sailingsanfrancisco.com

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CHANGES

With reports this month from **Lovely Reta** on getting stuck in the mud twice in one week in the channel to the Barra de Navidad lagoon; from **Carina** on the hard in the Philippines and getting a 31,000-mile refresh; from **Beach House** on the marvels and mysteries of Cuba, from **X** in Majuro on getting slapped trying to sail to Honolulu; from **Maya** on laundry and other issues in the Grenadines; and an unusually generous serving of **Cruise Notes**.

Lovely Reta — Islander 41 John and Debby Dye Aground Twice In One Week (Channel Islands Harbor)

We have been cruising Mexican waters since 2006. Seasoned cruisers, we've been to the South Pacific and never went onto a reef, coral head or sand bar. And we'd been in the lagoon at Barra numerous times and had never gone aground — until this year.

We have all of the waypoints for the channel past the fuel dock, so how could it happen that we would go aground? Well, just past the marina there is a green buoy that marks the channel entrance to the fuel dock, where you turn to starboard to get to the dock. John took that as a sign to keep the mark to port.

"What are you doing?!" I immediately asked. I told him to turn back toward the main channel, and he did. But it was too late, as we drove right up onto the bar. Fortunately, there were several cruisers in dinghies in the area, and we were able to get off in 30 minutes.

Five days later, I, Debby, was at the helm, following the waypoints out of the lagoon. I decided to cut one corner "just a little" to get to the second waypoint. We found ourselves not just aground, but hard aground. It wouldn't have been so

'Lovely Reta' was rail down — but going nowhere fast, because she was aground in the channel to the Barra Lagoon.

LOVELY RETA



Muddied Debby and John

bad had the tide not been going out and the moon not been full. Several cruisers came out over in dinghies and tried everything they could to get us off. We had several dinghies pushing our bow around, than pushing the stern. Then pushing the bow and stern. Finally, one of the dinghies took our spinnaker halyard to heel us over while the other dinghies pushed. Nothing. We even tried kedging, where you have one of the dinghies set your anchor away from the boat and use the windlass and engine to try to push-pull the boat off. Nothing.

Because of the minus tide, *Lovely Reta* eventually heeled over as much as 35 degrees, and we got six inches of water over the rail. Needless to say, we didn't move much while heeled over like that. Several cruisers from the lagoon did come by to console us, however. One even delivered a gallon of tequila to help relieve the pain.

Jake Howard of the Hunter 45 *Jake* organized a rescue party to begin with a 'de-grounding' at 7:45 p.m. With the help of six dinghies, good directions from Jake, and the power of our engine, we finally got *Lovely Reta* off the bar at 10 p.m. We then made it safely back into the lagoon, where we anchored for the night.

The next morning we very carefully followed the waypoints out of the lagoon, cutting no corners, and gave a big 'thank you' to everyone as we left for another fabulous anchorage. Once we got to a clear anchorage, we inspected *Lovely Reta's* bottom, and found there was no damage. We did check the batteries for spillage and the thru hulls for mud, but everything was fine.

Don't be like us. When you enter the lagoon at Barra, use the waypoints as soon as you get past the last channel marker, and don't deviate. Then drop your hook and enjoy the lovely town of Barra.

—John and Debby 01/15/2015

Carina — Mason 33 Leslie Linkkila and Philip DiNuovo Hauled Out in the Philippines (Kingston, Washington)

After cruising to 24 coun-



tries in the Pacific between Canada, Ecuador and Indonesia, and covering 31,499 miles since leaving the Pacific Northwest in August 2003, our 29-year-old *Carina* is on the hard and we're doing lots of much-needed maintenance here in the Philippines.

On the plus side, we are in a lovely location at the north end of Samal Island, and most evenings the winter tradewinds blow through the cabin, making it a pleasant spot to alight. That's even despite the millions of little red ants that leisurely find their way into every crevice.

Down the road about six miles is the bustling little market town of Babak, where we buy fresh fruits, veggies, locally grown eggs, and meat and chicken. All at moderate prices. Davao City, the third-largest city in the Philippines,

LOVELY RETA



IN LATITUDES



PHOTOS COURTESY CARINA

A couple of Sundays back we took a dead-ended road up and over a rip-rap limestone path, finally abandoning the bike when the road got too rough. After pushing the bike into the bushes to hide it, we hoofed it further up the road between homes of woven bamboo set among veggie gardens, all in search of a memorial to the passengers and crew of an airliner that had crashed years before.

If we didn't have Philip's new smart phone birthday present and MapsMe app, we *never* would have found it. But we did, and it was not the stone memorial or metal plaque that we expected, but rather a grove of trees, each representing a victim, tightly packed in lines along the crater caused by the crash.

So all in all, despite living eight feet above a parking lot and 'suffering' from all the inconveniences associated with a boat in pieces — we have baggies of parts crowding the cabin sole — we're enjoying our 'tour' of the Philippines. Hopefully we'll later be rewarded with being able to visit some of her lovely anchorages — although the season without typhoons is short and most of these anchorages are vulnerable. As for our next sailing adventure, we can't even think about it until *Carina* is back in the water.

What kind of maintenance have we been doing after 12 years of very active cruising? We are replacing two upper and four lower chainplates because of rust and corrosion. We'd had them replaced before in Ecuador in 2007. We are reinforcing the bow roller and making a stern chainplate of thicker material. We know of other cruisers with plastic classic boats who have never pulled their chainplates to check for corrosion. We think they should.

We needed to disassemble all of our rigging terminals, as they appear to have leak issues because of failed sealant. When we removed *Carina's* windvane

After careers in banking and microbiology, respectively, Philip and Leslie have become hardcore cruisers of the Pacific.



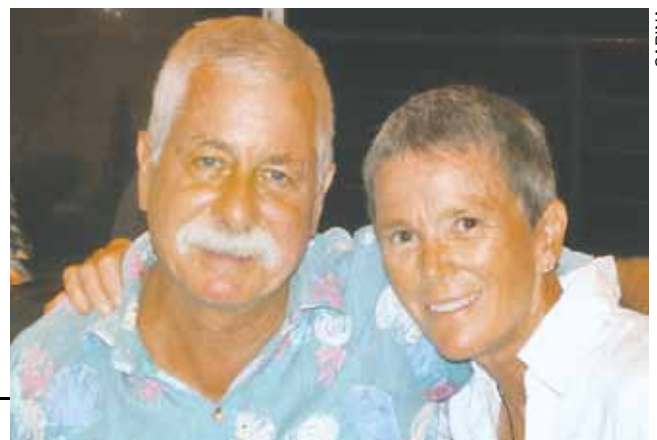
Clockwise from above; 'Carina' being hauled at Samal Island, Philippines for a refreshing. Born to be wild — biking at 70. Davao City is the third biggest in the Philippines and just a ferry ride away. Closer still is Babak, home to lots of fresh food. Kids are cute and everywhere. Hmmm, tuna!

and where we can find almost anything except marine products, is just a ferry ride away. So life is comfortable among amiable Filipinos and yachties alike — although more costly than when we are laying to our anchor off some secluded island.

Even though Philip recently turned 70 — and what a wild party that was! — and Leslie is not far behind, we go puttering around on a small used Honda XRM 125 motorbike. We do this on most Sundays, our one day of rest from working on the boat. We try to avoid herds of roaming goats and cows, and enjoy losing ourselves on the island's winding, bumpy, narrow dirt roads. We see the

many villages and meet locals, who are among the friendliest we've met in all our travels. Everyone turns their heads and watches as we pass, and if we stop, we get interviewed by locals interested in the strangers in their village.

During our last bike tour we took a slow motion spill — actually a 'wheelie' that went too far — in which we went over backwards while trying to ride up a mountain. We were unharmed and the bike sustained repairable damage, so we anticipate more Sunday explorations to help us to forget our boatyard woes.



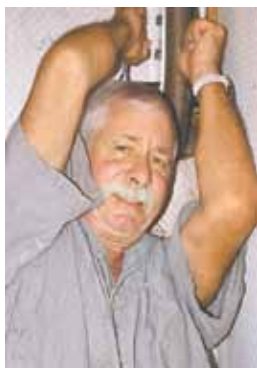
CARINA

CHANGES

for painting, one of the stainless steel mounting bolts sheered off! Lucky that part didn't fail while we were at sea.

We removed a speedo log that hadn't worked in years and plugged and sealed the hole. We've also removed

CARINA



Philip removed a chainplate. Not like banking.

two seacocks — one was frozen in the open position by calcium deposits — and will replace them. A custom stainless steel three-way hose barb fitting below the waterline, which we had worried about for years, turned out to have had a minute hole in it and thin spots. The marina owners

also own the ferry company serving the island, and their machinists were able to fabricate a replacement.

Carina's topsides are looking kinda worn, what with constant usage, so we'll paint them with two-part polyurethane. Ditto for the deck and cockpit. *Carina* is also well overdue for anti-fouling paint, so that is also on the list. But first we have to repair the scattered failings of our epoxy barrier coat that occurred since her last haulout. Some of the varnish on the teak toe rails has been let alone for too long while we were exploring Indonesia. We'll use the boatyard crew of Filipinos to help us address it.

Our life raft went in for regular maintenance service at a Lloyds certified service center here in Davao. Philip and the captains of four other yachts were present to watch three rafts be inflated and tested. During the procedure it was discovered that the line used to pull the

Like much of the Philippines, which is yet to be discovered by most cruisers, the far end of Samal Island is gorgeous.

CARINA



pin for inflating *Carina's* raft was weak and degraded, meaning that if we had had an emergency, it is unlikely the raft would have inflated! We were horrified by the thought and began to question the work of the previous service provider, who had charged us an exorbitant amount of money. The bottom line is that the manufacturer of our raft recalled it and is replacing it under warranty.

The logistics of replacing a raft in the Philippines are complex, as life rafts are hazmat, and customs refuses to recognize 'yachts in transit', and thus imposes duty. We won't bore you with the details, but we should ultimately get a life raft that will work if we ever need it.

Meanwhile Leslie's sewing list doesn't seem to be getting any shorter. The long list includes headsail repair, new dodger, bimini, mainsail cover, preventer, etc.

So you kind of see what we're up against. To keep things in perspective, we've been cruising *Carina* since 2003 and have been to: Canada, Mexico, El Salvador, Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Ecuador including the Galapagos, Peru, French Polynesia, the Cook Islands, American Samoa, the Kingdom of Tonga, Wallis, Fiji, Vanuatu, the Marshall Islands, the Solomon Islands, the Federated States of Micronesia, Palau, the Philippines and Indonesia.

— *leslie and philip 03/03/2015*

Readers — Pretty impressive cruising for a retired banker and retired microbiologist with a modest 33-ft boat.

Beach House — Switch 55 Cat Scott Stolnitz and Nikki Woodrow The Cuban Slide (Marina del Rey)

We spent our first full day in Cuba at Marina Gaviota, which is on Cuba's Varadero Peninsula about 85 miles east of Havana. The marina, which is still under construction and is controlled by the Cuban military, will eventually accommodate 1,000 boats. Cuban President Raoul Castro, Fidel's brother, reportedly has a personal financial interest.

The Varadero Peninsula is 10 miles or so of four-star 'all inclusive' hotels. Nearby cruisers refer to it as 'the tourist prison'. It's not that people can't leave — they can — but rather that the government controls all the prices and where the tourist dol-



lars flow.

We were told that 65% of Cuba's tourists are Canadian, and the Cubans enjoy their fun-loving nature. The Germans are next, but they are considered not to be very outgoing. They are followed by the British, French and other European tourists. At the bottom are the Russians, whom young Cubans dislike because they claim they are rude, have no class, and act like stereotypes from Cold War movies.

After inquiring at the shipyard about getting some mechanical assistance and being told "*mañana*", we walked around the hotel area and met some cruisers. Most were from Canada and Europe, but there were a number of American boats, too. Apparently there were a lot of U.S. boats in Cuba before George W. Bush became president, but then he made it clear that Americans who owned boats in Cuba would be in big trouble. Once Obama took office, Americans returned

IN LATITUDES



ALL PHOTOS COURTESY ELEUTHERIA



Clockwise from above: Gaviota Marina, still under construction. Artists such as this one are savvy entrepreneurs. The 'Mother Theresa of Cuba' holds court aboard 'Beach House'. The many 80-ft cattle-marans are packed. The boats at Cienfuegos are in as much disrepair as the marina itself.

with their boats.

Cubans love Americans! Given the recent pronouncements by Obama promising better relations between the two countries, Cubans are expecting more U.S. boats to arrive. Many, many more.

Dutch friends Tom and Anneke described Canadian cruiser Debbie Armstrong as the 'Mother Teresa of Cuba'. Debbie, whom we met the next day, was flattered by the remark. She lives aboard her boat at nearby Marina Darsena, and was a wealth of information. For example, she told us that the government has closed Marina Darsena to foreign boats and wants them all to go to Marina Gaviota. They say the reason is that the Marina Darsena incinerator doesn't burn hot enough for international cruiser garbage. Most others think it's because Castro and the military have a financial

interest in Gaviota but not in Darsena. Welcome to the Third World.

Since we were stuck waiting for mechanical help — which never would arrive — we rented a car and took a two-day tour to the south coast of Cuba to visit the cities of Cienfuegos, Trinidad and Santa Clara. The roads, which we were told were built by Americans in the 1950s, were pretty good. Pot-holes, however, were an issue. But it was a hoot to see all the American cars from the 1950s.

Cienfuegos, our first stop on the south coast, is a historic town with Spanish Colonial architecture. We stopped at both the marina and Club Nautico (yacht club) and found them both downtrodden,

to put it politely. We soon found our way to the 'new' part of the town, which is only 400 years old. It's being nicely restored and one day will be quite the tourist destination.

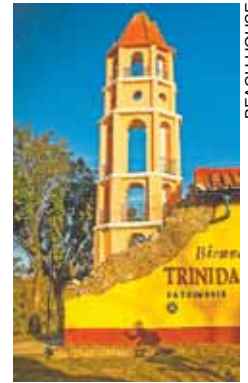
We could see that in small ways dreaded capitalism is having a resurgence in Cuba. The young artists, for example, are market-savvy entrepreneurs. But no matter if the Cubans were trying to sell us something or not, they were open and friendly. This was particularly true of those under 35, who didn't seem to have any hesitation in expressing their true feelings about Cuba.

We later drove to the historic colonial town of Trinidad. Founded in 1514, it just celebrated its 500th anniversary! The central area is for walking only, and has quite the tourist scene. As elsewhere in Cuba, there were dozens of buses loaded with tourists. Who knew?

We stayed in a *casa particular*, which was the second floor of a private home. There was also a young couple from Israel who were doing a gap year of traveling after military service. We had some great conversations, and they wondered why we were staying in a \$25/night *casa*. Because, we explained, there were so many tourists that we couldn't find a hotel room. Even the \$450/night Iberostar, a very lovely old colonial-style hotel, was booked solid.

On our way back to *Beach House*, we stopped at Santa Clara, home of the monument to Che Guevara. It is here that the bones of Che, and of his 40 compatriots killed while attempting to spread the revolution in Bolivia, are

A room at the lovely Iberostar Hotel costs \$450 a night — 30 times what the average Cuban makes in a month!



Trinidad is very colorful — and is also 501 years old.

BEACH HOUSE



BEACH HOUSE

CHANGES

interred. Some believe the CIA helped Che get killed. But some Cubans believe it was Fidel who ratted out Che, as Fidel was known to be jealous of Che's cult of personality.

Che's image is everywhere in Cuba,



Unlike in the rest of the world, Che's image — and reputation — seems to be fading in Cuba.

and you'll see 50 of his for every one of Fidel's. It's ironic that the image of the warrior against capitalism is ubiquitously for sale on just about everything.

While Che may be the face of revolution the world over, Cuban kids don't think much of him, believing that he was at least as bad a guy as he was a force for freedom.

When we returned to *Beach House*, we needed to do some maintenance, so we took the day to try to follow up with the boatyard. It was "*mañana*" again. This would be the theme for our getting a bit of mechanical assistance while in Cuba.

A weather window started to open the next day, so we checked out of Marina Gaviota and spent an evening with a Canadian and another American boat at Cayo Blanco. It was quite tricky in the anchorage, but pleasant and quiet. Cayo Blanco is where dozens of day 'cattle-marans' bring tourists to snorkel and sun on the beach. When I say dozens, I mean there are literally dozens of these 80-foot Fontaine/Pajot day catamarans. No matter if the weather is good or not, they are usually full of tourists briefly

The Hemingway International Marina outside Havana has docks for boats in back. Most are from Europe, Canada and the United States.

escaping the 'tourist prisons'.

We eventually decided to try to find mechanical help at Havana, 80 miles to the west. The wind was light and the current with us — until we got to about 20 miles east of Havana, when it really turned against us. We arrived at Marina Hemingway late in the day.

Ernest Hemingway used to come to the marina by boat to what was then named Monte Carlo Marina. Fidel Castro renamed it after the great American author's death. When we got there, we once again had to go through a very formal check-in procedure. This time it included a dog. The pooch was supposedly sniffing for narcotics and gunpowder, but I'm convinced was merely the customs guy's domestic pet.

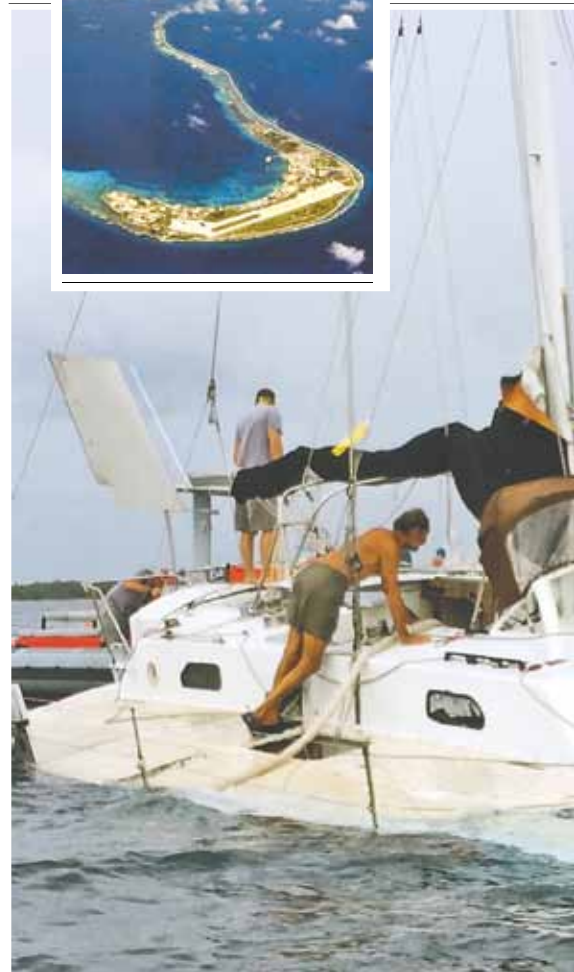
Every time you arrive or leave a Cuban port, officials thoroughly check your boat. We assume they are concerned with people being smuggled out of Cuba, although Cubans are now allowed to leave the island — if they can afford to and if they can get a visa. Those, however, are two big hurdles, as it costs \$160 just to apply for a U.S. visa, and the average Cuban makes only \$15 a month. Furthermore, most visa applications to the U.S. are denied. Ecuador is the only country in the world that doesn't require Cubans to get a visa in advance, so it's the popular travel destination.

Next we would try to find some mechanical help in Havana. While searching, we did a tour of Havana. That was a real eye-opener that we'll tell you about next month.

— scott 02/20/2015

X — Santa Cruz 50 David Addleman Palau to Honolulu Denied! (Monterey)

Have I really not sent an update since last July? We — Shayne, my Filipina girlfriend, and I — were then at El Nido in the Philippines. Shortly after that I got the urge to sail to Honolulu. After all, X has not been to a proper yachting center for many years, and her rig has some issues. In addition, 10 years of Third World bottom jobs, plus some scraping on coral, has the bottom wanting a proper refinishing. I could possibly do the work in Southeast Asia, but it wouldn't be easy. I could also sail to New Zealand or Austra-



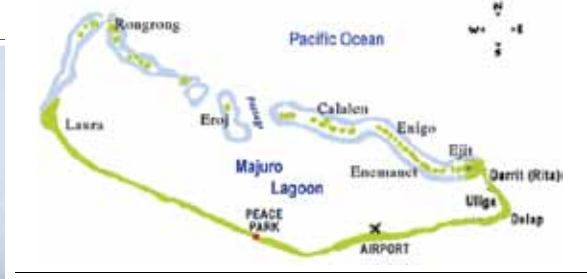
lia, but I didn't really want to get that far east, as I eventually want to do a South Pacific cruise in the 'right' direction. Plus, it would be fun to do yet another Ha-Ha and a Pacific Puddle Jump.

For all these reasons Shayne and I headed east across the southern Philippines, and immediately tore the fancy Tides Marine sail track from the mast. Ten years of tropical sun had eaten it up. We limped 1,000 miles to Palau with a seriously funky lash-up in its place, and properly repaired it there with new slugs in the basic mast slot.

We stayed in Palau for two months, partying and seeing old friends, then sailed east through Micronesia. Sailing east in Micronesia is the wrong way against the trades and current. In addition, it was also still typhoon season, so Shayne and I took a more southerly route, where typhoons are rare, the tradewinds are lighter, and the equatorial countercurrent sets east.

We would sail *along* the length of the Inter Tropical Convergence Zone rather than the more normal one or two days of sailing *across* it. We would have a day





PHOTOS BY X AND NOAA

Holland-designed, Royal Huisman-built sloop *Ethereal* was here, as was *Titanic* director James Cameron's research vessel and the yachts of two Google executives. One of them, the 240-ft motoryacht *Dragonfly*, was anchored right next to us at little Enemancet Island. The other yacht was off to some atoll on a surfing safari.

There were about two dozen cruising boats around, as well as yacht racing, good weather, plentiful supplies — and all the glistening coral atolls of the Marshall Islands. Majuro itself is a very busy, with tuna boats unloading onto freighters. It is also the main business, government and industrial center of the Marshall Islands, which makes it somewhat less of a tropical paradise than one might have hoped. Paradise, however, is only an hour sail away.

Majuro is also the end of the road for Filipinos lacking U.S. visas, so the lovely Shayne had to fly back to the Philippines while I set sail for Honolulu.

I had terrible weather — big seas, strong winds and squalls from every direction — trying to singlehand to Honolulu. The conditions would change every hour, and often be much nastier than before. While I did have the countercurrent in my favor, it was cancelled by the seas heaping up against it.

After five days of this kind of single-handing, I had just crossed the dateline. During a pretty pink dawn, coffee in hand, a squall with tremendous ferocity seemed to come out of nowhere. I had no choice but to run off with it. I surfed across spume for two hours, heading in the general direction of Australia rather than Honolulu. The sailing to the southwest was so pleasant that I decided not to turn back, but rather head up a bit and sail 500 miles back to Majuro. I will remain here until the weather changes, allowing me a better shot at Honolulu. Armed with her new U.S. visa, perhaps

'X Girls' Jayce, Shayne and Erica, crew for a recent race off Majuro. "Not well-behaved" Shayne had traded her 'X' shirt for two beers.

Clockwise from above; After Adleman and 'X' returned to Majuro, a 35-ft trimaran showed up after a long and hard passage from Hawaii. She made it through the pass into the lagoon, but then went onto a reef. More in 'Cruise Notes'. Insets: Majuro isn't the biggest atoll in the world, or the widest.

of nice sailing in light variables, followed by a day of squalls, then have to motor through confused seas under the heavy clouds. The cycle would then repeat, but with entirely new wind directions. It wasn't terrible, but it wasn't pleasant either. We did catch plenty of fish — tuna, mahi, and a huge swordfish that thankfully spat out the lure after a few big leaps.

You can find a good plot of the powerful countercurrent on the Web if you search for 'NOAA OSCAR'. I found it to be quite accurate, although it plots an average current. The actual current is obviously in eddies, and the islands in the current leave wakes. At one point the GPS showed speeds up to 10 knots of boat speed when we were only sailing at six, so the current can be powerful. We'd hate to be sailing against that.

This route in the countercurrent and south of the typhoon tracks meant we bypassed most of the islands that were on the more direct route. We sailed

straight through to Pohnpei, which is a large, tall, green island mostly visited by wreck divers and big-wave surfers. It's very quiet, the people are friendly, the anchorage is good, and you can dinghy to the bar from the mooring. The only disappointment was that the cargo ship had passed the island because of a typhoon, leaving the grocery shelves barren except for Spam and cups of noodle soup.

We headed for Kosrae, another green paradise, but sailed right on past it because we were enjoying such fine sailing weather. Our goal being 3,000-mile-distant Honolulu, we sailed on to Majuro in the Marshall Islands.

Majuro is a popular stop both for cruisers crossing the Pacific to Southeast Asia and those seeking refuge from the tropical cyclone season on the other side of the equator. Majuro also sees a parade of super yachts. Sun Microsystems's Bill Joy's 190-ft Ron



PHOTO COURTESY X

CHANGES

Shayne can join me.

My Santa Cruz 50 X is fine, and doing very well in the Mico Beach YC's racing season. The course is "around all the tuna boats" in tradewinds on flat lagoon water.

— david 02/25/2015

Maya — LaFitte 44

Rick Meyerhoff

Laundry and End-of-Season Issues (Sausalito / Caribbean)



Rick with his crew, Anna.

I was up early, as I had to get *Maya* ready for her end-of-season haulout at 1 pm at Spice Island Marina, Grenada. I started by going over to the marina laundry machines to finish getting my clothes and other boat stuff clean. I'd done two loads yesterday, and with two more today, I'd be done with that.

Getting laundry done — as was noted by a cruising woman in the *March Changes* — is a *major* project when cruising. For me at this time, it involved getting into the dinghy and motoring a couple of miles to the machines in the boatyard. The problem was some Neanderthal female had taken my stuff, including my beloved vintage aloha shirts, out of the dryer and jammed them into the garbage bag that I'd tucked under my Tide container.

I was very angry. So when nobody was looking, I opened the door just a tad to the dryer that her clothes were in, then closed it, stopping the cycle. I hope she came back to find her clothes were still wet, and had to spend more time doing something that she obviously was in such a hurry to do that she 'woman-handled' my aloha shirts into a plastic bag. It was such a stupid thing for her to

Spice Island Marina, the marina without slips, is at the part of the bay in the left hand side of this photo. Lots of boats for two washing machines.

do — as was, I'll admit, my reaction. But I had to do it, for a California boy can't let these idiots get away with something like that. And she wasn't even French! One day I'll report what the French did to us in the Tobago Cays.

It would be nice if the services industry in cruising areas got the message about laundry facilities and services, too. The only facilities here for the 100 or so cruising boats in the area are the two washers and dryers at the Spice Island Marina boatyard. It's a terrible ratio of machines to cruisers, so if you want to use one, you have to get there early. Try 7 a.m. Why not get more machines?

By the way, how can they get away with calling it Spice Island Marina? It's just a boatyard at the north end of Prickly Bay, Grenada. They don't have slips.

Anyway, with the laundry done, it was time for me to get *Maya* ready for her final movement of the season. I was pretty organized and prepared, and had carefully thought out the progression of how I would get the anchor up with the wind blowing 20 knots. And since I had plenty of time to make my appointment, what could possibly go wrong?

The problems started when I couldn't get the chain snubber off the anchor, because it had somehow gotten completely tangled. For the life of me, I couldn't figure out how to get it untangled — until I fetched the big hammer and started swinging as if I was an old time steel worker. The links finally came free.

Since time was now slipping away, I weighed anchor as if I knew what I was doing — even though it's a bit of a trick on my boat when you're alone. Then I was off to the yard. Or I was for awhile.

When you're in the Prickly Bay vicinity, you need to pay particular attention to avoiding the shoals, which have claimed many boats. So I was following my chartplotter intently as I entered the narrows to the haulout area. That's

when I noticed the sounder showing just three feet beneath the keel. I was coming in at low tide, which nobody thought of when I made my haulout reservation a couple of months before, so I had to pay close attention to where I was in relation to the mudflats.

The problem was the yard wanted me to back my boat into the haulout slip. Boats are different,

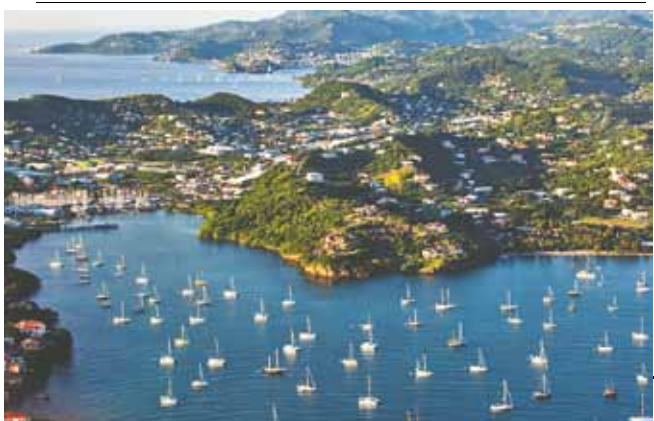


but sometimes *Maya* just plain won't back down no matter how hard I try. Seriously, if you're not confident in your boat backing down, it's like taking your case before a jury as there is no telling how things are going to turn out.

With the depthsounder reading zero, I watched anxiously as the gusts swung the bow around. The *williwaws* were like the march of the 300 at Thermopylae. Seriously. I wasn't confident what *Maya* was going to do when I backed down, plus I kept running aground. I must have gotten stuck in the mud about eight times. I could only imagine what the raw water intake filter looked like.

Finally I said the heck with it and just brought *Maya* in bow first. Why couldn't I have done that in the first place?

Did I mention that I'd tied my dinghy — just six weeks old — to the bow? I'd had to leave it in the water in order to take it to the dinghy guy so he could make a cover for it. Once I remembered the dinghy tied to the bow, as I was easing the boat forward, I raced forward to untie the painter that held the dinghy to the boat. In my haste, I forgot that I'd left



IN LATITUDES



ALL PHOTOS COURTESY MAYA

Spread; Problems with washing machines and getting laundry done are strictly First World cruisers' problems. Local women use streams to wash and the sun to dry. Insets left: Rick's LaFitte 44 'Maya', and the haulout slip that proved so difficult to back into.

the transmission in forward. So there I was, doing the Three Stooges Shuffle.

Maybe you're thinking, 'what's the big deal?' Well, the place you back into at Spice Island is all concrete, and the concrete pilings have lots of razor-sharp barnacles on them, eager to eat a nice, expensive new dinghy. Then, too, concrete just loves the fiberglass of boats. To make things even more interesting, there's a restaurant right there on the water at the haulout area, so I was the entertainment for the lunch crowd. They are probably still laughing at what they saw.

Anyway, I finally got the boat swung around, the dinghy in the back of the boat, and with my tail between my legs, started throwing lines to the Travelift crew. And they threw some lines back. As you might imagine, sometimes the lines fell short of outstretched hands reaching for them, and embarrassingly dropped into the water. It was such a cluster f-k that I would have given anything for a

place to hide.

So it was, after four months of incident-free cruising, my West Indies season had to come to an end like this, and with everybody watching. Maybe you had to be there to appreciate it, but I'm glad you weren't.

— rick 03/15/2015

Rick — Who among us hasn't had a morning fiasco such as yours? We've found that with time, they fortunately happen less often. But when they do, we now find it more amusing than humiliating.

Last month we had a similar 'CF' when we attempted to take the Olson 30 La Gamelle off her mooring in very roly and windy conditions for the first sail of the season. After we got the main up, the sheet got hung up on a winch, propelling the boat forward. Without our realizing it, the mooring

line had gotten wrapped around the keel. Shoot! So we stripped down, dove into the water, and wrestled to get the mooring line clear. Once we did, we climbed back onto the boat, at which point the mainsheet got snagged a second time, powering the boat forward again. Double shoot! This time the mooring line got wrapped at the top of the rudder against the hull.

As we got ready to dive into the water for a second time, we could tell that several of the people watching from their boats in the crowded anchorage, having taken pity, were about to jump into their dinghies to come over and assist the helpless fool. We waved them off. After all, the water was 82 degrees, blue as blue could be, and we were actually having a pretty good time. Once we got the boat free and the sails up, we tacked and gybed through the crowded anchorage at speed and in close quarters — just to demonstrate that we weren't as incompetent as our earlier antics had suggested.

Yet it still wasn't over. Thanks to some recalcitrant mainsail slugs, we had to drop the main in a quiet cove while under sail to get that sorted out. It served as our excuse for being late for a sundowner party aboard the great S&S 72 yawl Bolero. Built in 1949, 30 years ago she reportedly had been owned by a woman in San Francisco.

All in all, it had been a fabulous day of messing around with a boat — with a couple of unexpected but delightful swims in the warm Caribbean for good measure. What more could anybody ask for?

Cruise Notes:

Literally **hanging on for dear life**. While in St. Barth, we were told about a hurricane survival story the likes of which we hadn't heard before. The subject was a middle-aged woman, who prefers to remain anonymous, who was living aboard a Camper-Nicholson 31 sloop in the mooring field just outside

So near but so far. Imagine having to cling to these jagged rocks through a night of hurricane-force winds and huge waves.



LATITUDE / RICHARD

CHANGES

Gustavia. While her then-partner was in France, along came hurricane *Gonzalo*, which took almost all boatowners in St. Barth and St. Martin by surprise. Since her boat didn't have a working engine, she and the boat were soon blown onto the Little Friars, a group of low-lying rocks about 200 yards from St. Barth proper. As the boat broke apart and sunk, the woman scrambled onto the rocks and clung to them. It was extremely difficult, as there was no protection, and thus she was lashed all through the night by hurricane-force winds and regularly drenched by massive waves. Despite terrible cuts to her hands and arms, and being repeatedly nipped by crabs, she managed to survive. Talk about unusual strength, determination and will to live.

"We just pulled into Marina Palmira, La Paz this morning, and will hopefully get out of here in about three days," report Steve and Charlotte Baker of the formerly Sausalito-based Catalina 27 **Willful Simplicity**. "We're picking up food and drink for another five to six weeks up at the tiny village of San Evaristo about 70 miles to the north, where we've been based for five years.

"Wow, is civilization ever a shock each time we come back to it!," continues Steve. "We find the Internet, for example, to be overwhelming. But we don't miss 'civilization' or the Internet when we're at tiny Evaristo. Having lived the California suburban life, we think we're now living the best way money *can't* buy. We've all but forgotten the old 'luxuries' and have truly discovered a new definition — for us, at least — of wealth. Money is certainly an important tool, but time is the most valuable commodity. For one thing, I've been able to read over 100 books."

The Bakers at Evaristo remind us of

Darrell Erickson and Sarah Powell's Tayana 47 'El Tiburon' anchored off the obviously lightly populated San Evaristo in the Sea.

longtime man-of-the-world San Francisco sailor Christian Buhl, who years ago did a Pacific Cup to Hawaii aboard the great 145-ft ketch **Mari-Cha III**. A number of years ago Christian somehow ended up at another tiny fishing village, this one **San Juanico** on the Pacific Coast of Baja. And he stayed there for four years without ever leaving. We're not sure how he was able to do that, although the presence of great surfing waves certainly must have helped. Buhl currently hangs out in Newport Beach, which is about as un-San Juanico like as you could imagine.

While the Bakers are into the simple life, Heather Tzortzis of the San Francisco-based Lagoon 470 catamaran **Family Circus** is into simple pleasures.

"It was so nice to pull into the Marina Riviera Nayarit last night," she reports, "because I was able to take my first *real* shower in six f--king weeks! I loved it. But oh, my God, I can't believe that I'm going to leave things like real showers in order to do the Puddle Jump — with five children — and thus won't have another *real* shower for eight months. It's the little things that I really miss when cruising, such as nice showers, not getting my feet sandy and wet when coming home, and good beer. I'm not complaining, as I love being at anchor — but I so love being in a marina, too."

Why is it, we at *Latitude* wonder, that **hot showers** feel so good, even in the hot weather of the tropics?

One of the most fun things you can do with a boat is to share sailing with non-sailors and novices — as Brian Charette has been doing at Bahia Chamela, Mexico with groups of people aboard his Jackson, Wyoming-based 36-ft **Cat-2Fold**. And for fun, not money. But as he learned, even experienced surfers such as himself can get fooled by waves.

"My last group sail had the most exciting start yet, as the waves on the way out to the cat were huge!" reports Brian. "With two guys and all the food, drinks and bags of stuff aboard the dink, we tried to carefully time a lull between sets of waves. The only problem was there really weren't any lulls between the sets. So we took off when it *seemed* clear. But then a nine-foot wave — and I'm saying that as a surfer — came right at us. With nowhere to run or hide, my dinghy was back-flipped, ejecting everyone and everything. Everything included the electric motor, which somehow kept on



running underwater. Luckily a *panga* came along and gave my friends and me, and our soaked stuff, a ride out to *Cat2Fold*. We lost five bottles of champagne and wine, some ice, my sunglasses — and my confidence. Nonetheless, it turned out to be a great afternoon on the water for everyone — particularly since the swell had subsided when it was time for everyone to go back through the surf to shore."

"It was hot in Thailand and we were anxious to get into the water," report intrepid cruisers Sheri and Gene Seybold of the Stockton- (long ago) and Honolulu-based Esprit 37 **Reflections**. "I jumped in first," says Sheri, "and my hand hit something, I looked around and there were these jellyfish-like things, except they were as much as eight feet long! I didn't know if they would sting or not, but I got out of the water immediately. I Googled the creatures and it turns out they are sea salps/salpa, which are non-

EL TIBURON



IN LATITUDES

REFLECTIONS & LATITUDE / RICHARD



Spread; We all know why the chicken crossed the road, but why did John and Debby Dye — see the first 'Changes' this month — cross the channel at Barra? As this photo shows, to get to the smooth waters of the beautiful free lagoon anchorage. Inset; A sea sapla that freaked Sheri Seybold.

stinging plankton eaters. Nonetheless, in the future I think I'll look before I leap."

"I was wondering if *Latitude* could tell me what's involved in importing a watermaker into Mexico for my boat," asked Charlie Phillips. "We have cruised from Portland to Ixtapa, and I was hoping to bring a small watermaker from the States in my suitcase. Will that work?"

We forwarded Phillips' questions to Dennis and Susan Ross of the La Paz-based Endeavour 43 **Two Can Play**. Winners of the Seven Seas Cruising Association's Cruising Station of the Year award, the Rosses are experts in this kind of stuff. Their response:

"Things have changed in Mexico regarding the amending of the Temporary Import Permit (TIP) to allow bringing replacement parts into the country without paying duty. The current policy covers

only replacement of equipment that has model numbers and serial numbers affixed, and then only if the equipment is specifically listed, with the serial number of the old part, on the boat's TIP.

"That said, we have many clients who have brought parts down in their checked and carry-on luggage without any paperwork and they didn't have any duty issues. A lot depends on where you fly to. Officials at La Paz seem to be more lax than at Cabo, where everyone thinks all tourists are rich. If you are driving, importing stuff is almost a non-issue — unless your vehicle is packed with boat parts in their original packaging. In any event, you are permitted a personal exemption for items brought into Mexico of about \$500 US per person. Customs

agents often Google the item to get some idea of the true value.

"For those attempting to bring in parts," the Rosses continue, "we recommend that you have a package prepared that includes your boat document, her TIP, your passport, receipts/list of values (real or self-generated), and copies of your latest marina bills. Many Customs agents are not up to date on the changes, and once they see the TIP, and you tell them the stuff is for your boat, the issue goes away. And remember, nine out of ten people get the green light anyway, which means their bags aren't inspected."

We think Dennis and Susan's response, which is basically 'you never know for sure what's going to happen in Mexico', is accurate. Indeed, even if you have all the paperwork and follow all the rules, there is still is not 100% guarantee that you won't be charged duty by some uninformed customs official. The uncertainty of it all is part of the charm of Mexico — at least after the fact. Good luck!

Two years of hard time. "What's important about the photo below, besides the smile on Alene's cute face?" asks Bruce Balan of the Northern and Southern California-based (long ago) Cross 45 trimaran **Migration**. "It's the anchor chain going down from the bow, which means we're finally — just a couple of days short of two years — away from Ao Po Grand Marina and Boatyard in Thailand. Two years on the hard for a refit is a long, long time anywhere, but it seems even longer when you're in Thailand, where it's not always easy to get things done. But what a great feeling it is to be at anchor under a beautiful moon, as we are doing this evening! Yes, we still have plenty to do on the boat, but at least we can now do it while living the life we love. We'll head to Langkawi, Malaysia in a

Spread; The Ao Po Grand Marina, which is next to the boatyard where 'Migration' spent two years on the hard. Inset; Alene, on the water.



PHOTOS COURTESY MIGRATION

CHANGES

couple of days to renew *Migration's* visa, then return to clear out our storage area in Phuket. After that and some cruising in the region, we'll slowly make our way back to French Polynesia."

"When we started cruising the Eastern Caribbean back in 2002 aboard our Beneteau 40 **Eaux Vives**, we met a couple who were spending their 15th and final season cruising," write Lance Batten and Susie Bowman of the Berkeley-based Oyster 45 **Queen Emma**. "We interviewed them and took notes as they marked little dots on the charts denoting their favorite anchorages. When they got to Antigua, the man said, "it's complicated, as you could spend a whole season there."

"After 13 years we're still in the Caribbean," Lance and Susie continue. "This year has been unusual, with lots of very windy weather. We launched in St. Lucia, and then meandered up the island chain to Antigua. We usually stay no more than a few weeks at any island, but we've been here at Antigua for over two months — and have come to understand what the man said when he claimed you



QUEEN EMMA

Susie Bowman looks a little awkward in this photo because she's demonstrating that small people can get into small spaces in boats.

could spend a whole season here. We've been around the island several times, and over to remote Barbuda twice, and have enjoyed much lovely sailing in big winds and flat waters. We see a lot of

megayachts, both power and sail, so it's always interesting."

Since the publisher of *Latitude* is going to move both his Leopard 45 cat **'ti Profligate** and the Olson 30 **La Gabelle** to Antigua for the off-season, we asked Lance and Susie what they thought of the current crime situation in Antigua, which has been troubling at times in the past.

"I would say that it's not as safe as St. Barth," replied Susie, "largely because there are more poor people here. It is probably safer than Sint Maarten — and definitely safer than Berkeley. I love Berkeley and Oakland, but don't ask me how many home/car burglaries and bicycle thefts I have suffered in those two places."

Another Northern California couple that haven't been able to kick the winter sailing in the Caribbean habit are Terry and Evelyn Drew of Santa Cruz. "This is our 12th year spending four months a year on our Kirie Feeling 446 **Aquarelle**, and we're still having fun. We just arrived in St. Lucia from St. Anne, Martinique



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on a slow trip to Grenada and back. We know the Wanderer spends most of his time between the BVIs and St. Barth, so we hope it's true he's going to come 'down island', where we hang out, next year."

"We just updated the TIP (Temporary Import Permit) for our Denver-based Whitby 42 **Odessa Mamma**, which is currently in Ensenada," write Victor and JoAnn. "Because our new TIP is an update of a 10-year TIP that would have expired in 2018, the new one is only good for three more years. Customs officials told us that there is a new rule in Mexico that limits the number of TIPs a boat can get in a lifetime to two. If this is correct, it would negatively affect many cruisers who spend time in Mexico. Can *Latitude* please verify this?"

We referred the question to **Tere Grossman**, head of the Mexican Marina Owners Association, who has long battled for the interests of foreign boat-owners in Mexico, even those who have never put their boat in a marina. Tere's response:

"Mexican officials told me that when

you get a TIP, it's good for 10 years, and it can be renewed only once. However, if you take the boat out of Mexico and come back, you can get a new TIP good for another 10 years."

Neil Shroyer of Marina de La Paz, our second primary source for boat legal matters in Mexico, cited specific Mexican maritime law in agreeing with Grossman's conclusion that there is nothing to fear.

Grossman added that everyone needs to keep in mind that a 10-year TIP for Mexico costs just \$50. Just between us, that's almost unspeakably inexpensive.

You can't always trust GRIBs. Rob Murray of the Vancouver, B.C.-based Beneteau First 435 **Avant** sent us NOAA GRIB chart for Friday, March 13, that called for 100+ knot winds in the Sea of Cortez. As that would have been unheard of in winter, we checked with Passage



Fortunately, the NOAA GRIB files were wrong, and Honeymoon Cove wasn't hit by 105 knots of wind on Friday the 13th.

Weather, and found that they were only calling for nine knots. Guess which was more accurate. Actually, as you might have surmised, there was something wrong with NOAA's GRIBs for that Friday the 13th.

"The tropical storm that formed atop us last weekend in Majuro is now named *Bavi*," reports David Addleman of the Monterey-based Santa Cruz 50 **X**. "Fortunately for Majuro, *Bavi* only hit with 40-knots and torrential rain, and



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has since moved out of the area toward Guam. Guam is more accustomed to such weather — and the land there is more that just a couple of centimeters above the high-water mark.

"As *Bavi* was forming on Monday, a 35-ft trimaran arrived, 23 hard days out of 2,000-mile-distant Honolulu. She successfully negotiated the pass to make it into the lagoon. But once inside the lagoon, the tri went onto the reef, perhaps because of steering or engine issues. [See the photo earlier in Changes.] The local cruiser community had the tri patched up and floating again on Wednesday, but on Thursday morning the main hull was full of water again. Once again local help, assisted by the crew of the Google-owned megayacht **Dragonfly**, which helped with divers, repairs and towing, helped get the trimaran to a commercial dock. I'm just a cub reporter, so I didn't get the name of the couple aboard or even the tri."

Let's talk about **sketchy memories** of unusual and seemingly impossible maritime feats, as well as **towing boats**. We've long had a vague recollection that maybe 25 years ago a guy had restored a large, maybe 100-ft, classic yacht and



LATITUDE / RICHARD

John Everton of the 50-ft ketch 'Gauchó' is a walking encyclopedia of the unwritten history of sailing in the Caribbean and elsewhere.

sailed her to the Caribbean. Shortly after arriving, she caught fire at St. Martin and the interior was all but destroyed. The owner vowed to restore her again, but first had to figure out how to get his big boat back to England. As we recall, she

was towed all the way across the Atlantic by another sailboat.

For a long time we haven't been able to find anyone else who remembered it. Fortunately, last month we ran into John Everton of the 50-ft wood ketch **Gauchó**, who confirmed that the impossible-sounding story was indeed correct. He even recalled that one of the boats was named **La Aventura**. John has unrivaled credibility when it comes at all matters sailing, as he learned to sail at the Rangoon (Burma) YC a million years ago and met his lovely English wife Ronnie at the famed Le Select Bar in St. Barth.

But if you think that's an incredible towing story, **Andy 'Dali Lama' Keys**, an ethnic Chinese friend from South Africa, who lives in Dominica with his South African wife Melissa, at least when they aren't working on boats in San Diego, reports that when he was running a big Jongert ketch, he towed the big boat's suitably large inflatable dinghy all the way across the Atlantic Ocean. Not once, but five times! That said, we still recommend against towing dinghies in open

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waters.

We enjoyed the following post by **Shelly Rothery Ward**, commodore of the Club Cruceros de La Paz, and partner with Mike Rickman in the Peterson 44 **Avatar**:

"Thirty years ago I developed a desire to sail to the South Pacific. Maybe it came from reading the *The Last Navigator*, but it has stuck with me. Two years ago my partner Mike Rickman and I set the date of March 21, 2016 to take off for the South Pacific aboard *Avatar*. With two years to get ready, it seemed that we'd have plenty of time to prepare. But now it's only one year away.

"We'd been working furiously to get our ducks in a row to make our cruise happen," Shelly continues. "but hurricane Odile hit La Paz in October, claiming lots of boats, but more importantly the lives of our cruising friends Paul Whitehouse and Simone Wood. As commodore of the Club Cruceros de La Paz, it became my responsibility to identify the bodies for the authorities, and do a lot of other unpleasant but necessary

stuff. Those events set our cruise departure date in cement — we *will* make it happen! By the way, anybody want to take our places as yacht brokers in La Paz?"

"Several other cruisers who have been longtime residents of La Paz plan to take off the same day as Shelly and Mike, they include Patsy 'La Reina del Mar' Verhoeven of the Gulfstar 50 **Talion**; Pedro 'the carpenter', who has been in La Paz for 32 years with the boat **Jade**; Barry on trimaran **Christina**, who has been in La Paz for 20; and possibly Tom on **Seasure**, also 20 plus years in La Paz."

The rapidly **increasing value of the dollar** compared to the Mexican *peso* and the euro means that the cost of cruising in both Mexico and Europe has been plunging. As recently as late 2013,



Euro-area stuff is getting less expensive. This four-inch stainless carabiner costs \$34.99 at West Marine. I paid \$9.50 for mine in St. Barth!

you got 12 *pesos* to the dollar. As of the middle of March, the exchange rate was a delightful 15.54, and an increase of about 30% for the dollar. No wonder that Connie Quesada of the Newport Beach-based Cardinal 46 **La Sirena** was able to get a haircut — and a nice one — too in Barra de Navidad for just \$3. We used to have to pay an outrageous \$4 for a haircut in Punta Mita.

As for the **euro**, in eight months the exchange rate has gone from a dollar's not even being worth 70% of an euro to

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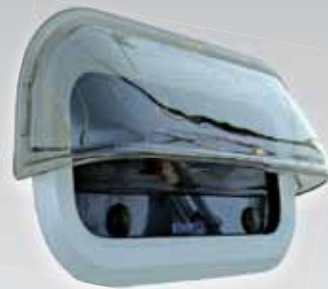
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nearly 95%. And many financial wizards are predicting parity and beyond of the two currencies.

So no matter if you want to cruise to Mexico or Europe, both have become nearly 30% less expensive. Except, of course, for things like marina slips where, in Mexico at least, the price is always in dollars. When it comes to stuff like food, we've been finding that you can buy lots of things in groceries in chic St. Barth for less than in Mill Valley. A coffee *au lait* and a warm-from-the-oven *pain au chocolat* at the Choisy Patisserie, where every morning is a fashion parade, costs all of \$3.15. Eat that, Starbucks, home of stale baked goods that taste as though they were made from cardboard.

There are two major cruising events left in the Mexico season. **La Paz Bay Fest**, which is lots of fun and includes a nothing-serious sailboat race, will be April 8-12. Then there is **Loreto Fest**, May 1-2.

"We're inviting everybody to join us on May 1-2 at Puerto Escondido for the 'New' **Loreto Fest**, reports Diana



There are few things in the world of sailing more disheartening than a boat that's been badly damaged by a storm and ends up on a reef. Not only do the repairs take forever, it's almost certain the boat will never look as good as she once did. But in the case of many low-budget cruisers, they have no choice but to try to rebuild. We wish them all good luck.

If the owners of this boat, which looks like an O'Day 32, are 'the glass is half full' people, perhaps they can take solace from the fact their current position at Le Toiny gives them a great view and unparalleled access to one of the Caribbean's best and most consistent surf spots.

Ferraro. "We have downsized and refocused our objectives to be more cruiser friendly. There will be the traditional bay cleanup, a swap meet, a cruiser jam session, and an arts & crafts display. There will be outside food vendors, but also a potluck each night. But unlike in the past, there will be no live band, no pasta dinner, and no pancake breakfast. We're keeping things more simple. There will be a 100 peso fee."

We're not exactly sure what's going on at Puerto Escondido, but according to the minutes of the January General Meeting of the **Hidden Port YC**, the club's future is uncertain. While a vote to disband the club lost by an 11-to-8 vote, it was hardly a vote of overwhelming confidence.

If you've been out cruising this winter, **we'd love to hear from you** and share a couple of your photos. It's easy. Just email a blurb about what you've been doing, which we can polish or flesh out as necessary, and a couple of high-resolution photos. Send them to richard@latitude38.com.

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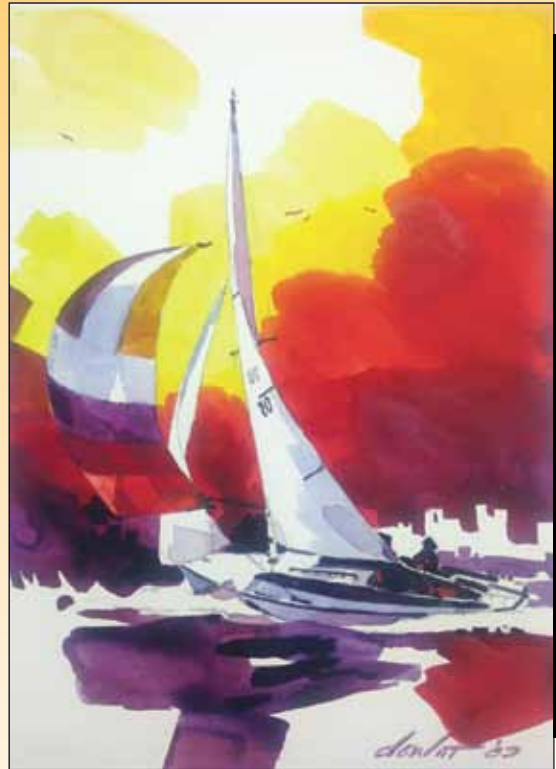
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12-FT ACHILLES GT-12. Napa. \$1,000. Aluminum floored inflatable boat circa 1990 model year. Includes Nissan 8hp motor w/gas tank and paddles. Good condition, no holes, well maintained. Email: angela@davianawinery.com or call (707) 251-0173.

24 FEET & UNDER

24-FT C&C, 1976. Sausalito. \$4,400. Great sailing family Bay boat, stiff and fast, solid construction, roller furling jib, 8hp Honda 4-stroke. Also have complete original owner's manuals. Contact Dave at davesdivingservice@gmail.com or (415) 331-3612.

19-FT WEST WIGHT POTTER, 2010. Alameda. \$13,500. Ready for spring sailing. Premium package with upgrades. 2014 Yamaha 4hp, bottom painted 7/14, on new trailer, roller furling jib, bimini. Call (510) 213-2316 or (510) 865-2266 or email suevee1010@msn.com.

22-FT CATALINA CAPRI 22, 1987. Sausalito - Fort Baker - Travis Marina. \$7,500/obo. Good condition boat, trailer, 2011 Mercury 9.9hp OB, 4 sails, VHF. Shoal keel, bottom 2yr old. Sale due to relocation. Survey & title. More information at www.capri-22.com. Contact: (360) 969-5202 or svcapri22@yahoo.com.

LASER II. \$2,200. Good condition, light blue hull with trailer, 2 sets sails, spinnaker and rig. Harness and spare parts. Complete and ready to sail. Harken upgrades. Contact Mark at (530) 277-5270.



18-FT PRECISION, 2011. San Diego. \$14,500. Comfortable trailer sailer, ideal for lake sailing, safe enough for limited coastal cruising. Upgrades include roller furling headsail, boom vang, bimini and Porta-Potti. Maintained in excellent condition. Call (404) 895-8361 or email svseastory@gmail.com.



24-FT PACIFIC SEACRAFT DANA 24. Cutter-rigged, 2001. Anacortes, WA. \$84,000. Refit/relaunch 07/14. Yanmar 2GM20F - 685 hrs. Max-Prop. New: bottom paint, AGM batteries, laminated bowsprit, ocean canvas dodger and canvas covers, running rigging, GPS receiver. Contact: rharmel@mac.com or (310) 823-8900.

DINGHIES, LIFERAFTS AND ROWBOATS



15-FT SNIPE, 1976, SANTA CLARA. \$1,400. Mueller, excellent condition. Zhik hiking straps, new running rigging, collapsible oars, PFDs, new fitted cover. Trailer in top condition: painted, new hardware, new wiring/lights, permanent tags, spare tire/pump, wash hose. Contact John at (408) 727-7208.



24-FT J24, 1981, SEATTLE. \$8,500/obo. Fast, measured, race-and-road-ready. Two mains, genoas, spinnakers, one jib. Speed meter in hull with digital readout. Mast, standing rig, boom refit, Refurber trailer, two 4hp outboards. New bunk cushions. Email cladyo7seas@gmail.com.

24-FT WABBIT, 1983. San Diego. \$5,500. Wabbit 841. Hull #3. Several Natts and Ditch wins, New sails: 3 sets, 2 masts, 3 spin poles. Hull faired and painted 2011. Galv trailer. Call (619) 414-6264 or email asturm.adds@gmail.com.

25 TO 28 FEET

28-FT HAWKFARM, 1976. \$7,300. Diesel, Martec, 10 bags, 2 anchors, spare filters and belts. New: LED, DSC-VHF, speed/depth, autopilot, Lifesling, standing rigging, fuel tank, epoxy, interior canvas, some upholstery, stove, bottom paint, lifelines, and halyards. Serious fun! Contact: 76Hawkfarm@gmail.com.



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28-FT NEWPORT, 1981. OYC, Alameda. \$7,500/obo. 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. Call (209) 988-4260 or (209) 605-0018 or margzabel@yahoo.com.



28-FT LANCER TALL RIG MARK V. 1980. Alameda Marina. \$9,900. Well equipped with 150 genoa roller furling in excellent shape. Trailer. 10hp, 4-stroke Honda. Perfect Delta boat! 2.8' draft coastal keel. Beautiful interior cushions. 6.2' headroom. Call (575) 519-8071.



28-FT BENETEAU 285, 1988. Brisbane Marina. \$23,500. A well cared-for boat with many recent improvements. Race around the buoys or cocktail with friends - you won't find more comfort and performance in a boat this size. For more information see: <http://kokomoforsale.com/>. Contact: gkaplan@pobox.com or (415) 613-0712.



30-FT WYLIECAT, 1997. Santa Barbara. \$84,500. Dazzler's PHRF=138. Major refit 2007-08, Yanmar diesel. Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. Owner motivated. For info email: rwwales@gmail.com.

26-FT INTERNATIONAL FOLKBOAT. (Modified), 1973. Alameda. \$34,900/obo. Serious passage-making full-keel vessel. Solent-rigged masthead sloop. Monitor and radar. Perfect for transpac races, Bay and coastal, offshore, exploring Mexico. Contact jdarrh@lycos.com for website and more info.



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://sites.google.com/site/norsea27forsale/home?> Contact: lewiskeizer@gmail.com or (831) 345-9384.

27-FT CAL 2-27, 1976. Redwood City. \$6,300. Roller furling. Heavier standing rigging recommended for the 2-27 on <http://sealsspars.com>. Universal M-18 (2cyl) diesel. Raymarine tiller pilot. VHF. 2 burner CNG stove. Holding tank. Standing headroom (for me at 5'11"). Please call (408) 841-6648.

30-FT CATALINA, 1978. Berkeley Marina. \$17,000. Cruise/race ready, thoroughly refitted over the last 3 years, actively cruised and raced inside/outside the Bay. Yanmar diesel, wheel. More info at <http://sfbay.craigslist.org/eb/boa/4916240935.html>. Contact (510) 708-5581 or email greg@gregotoole.com.



28-FT CAPE DORY, 1984. San Diego. \$25,900. Well designed (Alberg), built (USA) and maintained pocket cruiser. USCG documented. Great in Bay, coastal, offshore. Full-keel, bronze ports and fittings, well-crafted teak interior. Good rigging, sail, engine. Contact: (619) 507-4119 or miquelkumar@gmail.com.



25-FT NORDIC FOLKBOAT, 1992. SF Marina-East. \$17,500/obo. Nordic Folkboat US 115, built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wood cabin house. Very good condition, bottom & mast refinished in 2014. New main, full cover, 4hp outboard. Actively raced in fleet. Possible San Francisco Marina East berth transfer. Call (415) 271-6267 or us115@myastound.net.

27-FT DUFOUR 27, 1973. Brickyard Cove. \$1,500. Sadly after 35 years of ownership I have to sell. Strong, dry, comfortable, spacious. Sails beautifully, easy to singlehand. Well equipped with dodger, autopilot, three headsails, spinnaker, Origo stove, new head. Original owner's manual, flatware and dishes. Along with my chronic back injury, the Diesel needs work. Best case a valve job, worst case a rebuild (or an outboard?). Nobody could have ever had more fun with their boat! Contact: larry@cruzio.com.



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



25-FT OLSON 25, 1987. Redwood City, CA. \$12,800. Santa Cruz Hull #104. Very good condition. 2014 Santa Cruz sails: Main, #1, #3 and spinnaker. Honda 5hp outboard. Contact: suttong3@asme.org.



27-FT ERICSON 27, 1976. Alameda. \$5,000. Good condition. Furling 100% jib. 2012 Honda 8 long shaft electric starter, VHF, Autohelm 1000, new hatch cover, custom table. Halyards lead aft for singlehanding. Slip available. Email mxbag@comcast.net.



30-FT ERICSON 30+, 1983. Emeryville. \$19,500. Great Bay boat, excellent condition. New sails, stove, oven. Roller furling jib, diesel, pressure water, VHF, stereo. Inflatable dinghy with new outboard. Sleeps 6. Ready for summer. Contact Mike at (510) 390-6581 or m.o.pulliam@ieee.org.

31-FT CATALINA 309, 2007. Alameda Marina. \$95,000. Lightly sailed, meticulously maintained by one owner with upgrades valued at \$12,000. New bottom paint - 7/14, Autohelm, chart plotter, new running rigging, new head, new headsail, new lifelines and much more. Contact (510) 881-6495 or rob@cams-sf.com.

28-FT TOM WYLIE'S ANIMAL FARM. 1973. Marina Bay, Richmond. Best offer. Tom Wylie's super successful half-ton racer is 90% refurbished. All new standing and running rigging, 11 sails. 6' headroom cabin. Need to sell fast - any reasonable offer. Partnership possible. Call (510) 414-4644.



30-FT CAPE DORY, 1982. Marina San Carlos, MX. \$25,000. Upgraded rigging, gel batteries, full batten main, Furlex, wheel, Lewmar ST30s, dodger, Autohelm, CQR, propane stove, solar panel, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Contact: (575) 758-8366 or jmac@laplaza.org.

31-FT RUSTLER, 1967. Richmond. \$37,500. Total refit, Beta 20, new LeFiell mast, Hood full batten main, 135, 110, storm. Dodger. Raymarine speed/depth. 5 Lewmar self-tailers. Monitor windvane. Some minor cosmetic issues. For complete inventory email mrckite@yahoo.com or call (707) 292-2596.



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30-FT ERICSON 30+, 1986. Redwood City. \$17,500 for fast sale. Good single-handing with self-tacking jib. All lines led to cockpit. Mainsheet traveler on cabin top. Sails in excellent condition. Raytheon autopilot. Teak and mahogany interior. Call (4108) 691-7271.

30-FT CATALINA, 1985. Richmond Yacht Club. \$22,000. Wonderful Bay performance cruiser. 1 yr. old Santa Cruz main and furling jib. Sleeps 5. Many new lines and blocks. Please email or call (510) 459-1129, (510) 798-4448 or karenkittle@comcast.net.



NEWPORT 30 MK II, 1976. Oyster Pt. Marina, South San Francisco, CA. \$12,500/obo. Fresh bottom 7/14, 2gm20 Yanmar 1,000+ hrs. Self-furling working jib. Tiller with tiller pilot. CD radio, speakers in and out. Well maintained. Call (415) 586-5931.



31-FT CAL, 1979. Puerto Vallarta, Mexico. \$18,500. Well maintained Cal 31. Diesel engine, propane stove, inverter/battery charger, GPS, VHF, tiller with autopilot and windvane. Good coastal cruiser in use now. Includes inflatable with electric motor. For more info contact j_hindman@sbcglobal.net.

30-FT CATALINA, 1982. South Beach Harbor \$13,000/obo. Universal diesel, wheel, roller furling (brand new sails). Hauled out/bottom painted in January 2015. Engine serviced in September 2014. Bilge steam cleaned February 2015. Excellent condition. For more information contact martinezbacah@aol.com or call (415) 828-3166 or (510) 393-4803.



31-FT FAR EAST MARINER, 1972. Brickyard Cove, Pt. Richmond. \$31,000. Capable cruiser. 1972 Mariner 31. Thoroughly restored in Bay Area between 2003 and 2010. Full-keel ketch, solid glass hull insulated between deck and waterline, encapsulated ballast. New chainplates, standing and 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... Contact reeves0802@gmail.com or (415) 999-7698. Info at <http://figure8voyage.com/a-capable-cruiser-for-sale/>.

TARTAN 30, 1971. Sausalito. \$7,000. Good condition! Roller furl, Atomic 4, good paint. New standing rigging. Extras. Info at (415) 455-7210 or email charlieholmquist@yahoo.com.

32 TO 35 FEET

35-FT J105, 1996. Alameda. \$59,000. This is the 1 - the fast lady of the fleet. 2nd-to-last Pre-SCRIMP boat! *Ultimatum*. Hull #153. Solid throughout. New, good rig 2006! Beautiful blue hull. Get ready to kick it for North Americans. More info at challengesea@yahoo.com.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$55,000. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been maintained well and ready to sail. Contact (510) 654-7704 or dickwr8@gmail.com.

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



35-FT ERICSON, 1972. Berkeley. \$23,000. Cherry condition. Good sails, new jib. 4 cylinder Universal diesel. 2013 survey. Wood all refinished. Interior in great shape with wood grain cabin sole, flat screen TV with surround sound/CD/DVD/X box. Great liveaboard. (510) 213-0202 or quickjantony@gmail.com.



CAL 34 MARK III, 1978. San Diego. \$21,500. Ideal family cruising boat. Extremely clean, beautiful teak interior, new cushions, efficient galley, roomy cockpit and salon. Westerbeke diesel, autopilot, furling jib. Contact (619) 917-3212 or rowing@sbcglobal.net.



33-FT HOBIE, 1983. Healdsburg, CA. \$16,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/double-handing. 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. (707) 433-3692 or dijon1@sonic.net.

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. (626) 410-5918 or ngolifeart@gmail.com.



CAL 34 MK III, 1979. Marin, CA. \$24,000. Westerbeke diesel, Harken furling, self-tailing winches, comfortable liveaboard, seven sleeping berths, large cockpit. Good condition. Contact Paul at (415) 860-0543.



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



34-FT ISLANDER, 1969. Emeryville. \$12,500. A rare find! One of 14 originally built by Wayfarer Yacht Co. Clean survey in Nov 2013 with minor points all repaired. This boat is fully loaded with a rebuilt engine, new rigging, new sails, roller furling, lazy jacks, custom dodger, radar and chart plotter (2010). Boat has autopilot, all standard electronics, new cushions and upholstery. Bottom done in 2010 and two through-hulls were replaced. Out-of-town owner...Let's make this happen! Contact (715) 891-9047 or Lynn@Cedaroma.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. Contact: (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.

34-FT PANDA CUTTER, 1985. San Diego CA. \$85,000/obo. Ta Shing-built blue-water cruiser. Waiting to sail to Cabo and beyond. These boats have a reputation for strength, comfort, and resilience for world class sailing! Plenty of equipment ready for your adventure! (858) 274-1852 or (858) 274-7161 or herriman@san.r.com.



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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.



34-FT CREALOCK 34, 1988. Woodley Island, Eureka CA. \$74,900. This well built, extremely seaworthy bluewater boat is a veteran North and South Pacific voyager. Since 2008 I have kept it in La Paz, BCS, sailing in the Gulf and stored on the hard during the hurricane season. Well maintained. Returned to Eureka in spring 2014 and berthed there now. Increasing age (mine) and physical issues force sale. Survey, equipment list, details and photos via email: snidley@centurylink.net or call (541) 488-0538.



33-FT NOR'WEST, 1978. Alameda. \$23,500. Strong go-anywhere cruising sloop. Reasonable condition. New standing rigging, fully battened main, headsail furler, refurbished mast and boom 2007. 20hp Yanmar diesel runs well, transmission marginal. Priced to sell. (510) 507-0005.



35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$39,000/obo. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! Call (310) 528-2196 or (310) 374-4058.



32-FT WESTSAIL, 1975. Brickyard Cove, Richmond, CA. \$34,000. Beautiful condition. Nearly new 44hp Yanmar, roller furler jib, Aries windvane, 7 bags of sails, Shipmate 3-burner stove, 3 anchors, nearly new dodger, trickle charger. Teak interior looks like new. Call (925) 324-6906 or johnohareLL@comcast.net.



32-FT PEARSON VANGUARD, 1965. San Diego. \$21,500. This Philip Rhodes classic is a joy to sail. Recent upgrades include Yanmar YGM30G diesel (330 hours), new running and standing rigging, double lifelines, total rewiring, new main, Force 10 2-burner stove with oven and broiler, Lavac head and 25 gallon holding tank. Custom interior cabinetwork; six opening ports. Furuno temperature and depth sounder, Furuno GPS, Icom VHF radio, much more. Move to Europe forces sale. Info: www.sailboatlistings.com/view/48526. Contact (858) 888-3635 or simonrpteale@gmail.com.



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

36 TO 39 FEET

CATALINA 36 MK II, 2004. Rio Vista. \$95,000. Great cruising boat. Sleeps 7. Well equipped. 35hp diesel engine. 110% and 150% furling jibs. In-mast furling main. 24 mile radar. Autopilot. Electric anchor windlass. Full galley (refrigerator, microwave, propane stove w/oven). Stereo, radio and CD player. Marine head and shower. Canvas dodger. Will consider offer. Contact (916) 317-7370 or paparay5@gmail.com.



36-FT CAPE GEORGE, 1975. Moss Landing. \$18,000. 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.



36-FT CUSTOM ALASKAN CUTTER. 1952. Poulsbo, WA. \$24,000/obo. Cypress on oak, steel decks and house, hard dodger. Great Yanmar JHTE turbo diesel, autopilot, cruising sails, spinnaker, storm sails. Life raft, EPIRB, chart plotter, speed and depth, VHF, Icom SSB and antenna tuner. Bruce anchor 300-ft. chain on electric windlass, Danforth anchor 250-ft. rode on manual windlass. Dickenson diesel heater, 115 gal fuel, 100 gal water. Dinghy 8hp Yamaha. Very roomy interior. Too much more to list here! We spent the last 10 years cruising Alaska and upgrading this boat. Just crossed Gulf of Alaska, Seward to Seattle. She is solid and bulletproof. More info at (907) 491-1144 or lutakfarms@msn.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$79,000. Jeanneau sells more boats to charter companies than any other boatbuilder. Good looks, comfortable, tough, good sailing. Autopilot, dinghy w/outboard. world weather radio. Call (760) 980-0204 or marshallkagan@yahoo.com.

36-FT ISLANDER, 1972. Sausalito \$30,000/obo. Low hours on new diesel. New StackPack, rod rigging, bottom 2014. Lots of misc. gear. Must see. Contact: cjprr@gmail.com.



37-FT HUNTER CHERUBINI, 1979. Horseshoe Cove, Sausalito (Ft. Baker). \$35,000/obo. An ideal liveaboard or cruising boat. Beautiful teak interior, teak and holly sole, 6'4" headroom, full galley, keel-stepped mast and deep fin keel. Rigging and sails in top condition, new 30hp Volvo diesel (2003), loaded with upgraded navigation: GPS, autopilot, radar, fish finder, radio, VHF. Also electric windlass, cozy heating, sleeps 5 with private aft stateroom and v-berth. (510) 410-5401 or (415) 661-6230 or bh.hackel@gmail.com.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$70,000/obo. Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveaboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact (360) 507-0541 or ingridketchseptember@gmail.com.



36-FT CATALINA, 1983. Alameda, CA. \$35,000. Well maintained/loved. Many upgrades: fuel system, battery/electrical, refrigerator, propane stove, head, V-berth, anchor, running rigging. Diesel. Hauled recently. Huge, bright interior. Sails like a dream. Great liveaboard/cruiser. Call (510) 862-1833 or mkwolly18@yahoo.com.

36-FT ERICSON CRUISING 36C, 1977. Puerto Escondido, BCS, MX. \$36,000. Unique Bruce King design, spacious two-cabin interior, Yanmar 3GM30F, new bottom paint, new solar system, new shrouds and running rigging. Mooring at \$35/mo. Info and more photos at www.sailboatlistings.com/view/47936. Contact: dkfurber@gmail.com.



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36-FT HUNTER VISION, 1994. Marina Bay, Richmond, CA. \$69,000. Excellent, well maintained condition. Huge, bright interior. 800 hours on Yanmar diesel. Big dodger with all lines led aft makes sailing comfortable. Stayless mast and little wood on topsides means low maintenance. For complete details and pictures go to: www.sailboatlistings.com/view/48188. Call (530) 624-6738 or (530) 893-2620 or mike@alpinelandscape.net.



36-FT PEARSON 36-2, 1986. Sausalito Yacht Harbor. \$47,500. Very good condition. New running, standing rigging, rod kicker, Yanmar diesel 900 hrs. PlasTEAK toe rail and handrails. Interior very nice and dry. Great sailing yacht with wheel steering. More info at www.pearson36-2.net. Please contact (925) 825-1189 or doncloes@comcast.net.



37-FT HUNTER CHERUBINI, 1982. La Paz, Mexico. \$19,500. Ready to sail the Pacific. Low price! The boat improved with dual anchor system, rode lockers to keel, new Yanmar diesel engine. Last two years raised 6 inches. New plastic ones, sails, and very good. Bacon Sails, two 6 amp Kyocera solar panels, Blue Sky controller, new excellent VHF antenna and wire, and much more. Owner has health problems at 73 and needs to sell now, hence the low price. This boat ready to sail across the Pacific.

SOLD



39-FT BAVARIA, 1994. Everett, WA. \$89,999. Offshore-unique. Volvo MD2040A w/2200 hrs. Radar, auto, 2 GPS, SSB, digital barometer, EPIRB, liferaft, RIB, 4 solar panels. Hydro-wind generator. New winter cover and cockpit cushions. New upholstery! More info at <http://1drv.ms/1Knc13>. Contact (509) 370-4222 or gastonfmartin@hotmail.com.



36-FT CATALINA, 1984. Alameda. \$47,500. 25hp Univ diesel, Micron 66 bottom paint, dodger, sunawning, new lines and halyard, Schaefer furler, newer main, Garhauer rigid vang, self-tail winches, autopilot, Raymarine wind ST60, Lifesling, knot, depth, VHF, stereo, 3 batteries, auto battery charger, new interior cushions, teak and holly sole, teak interior, water heater, refridger, micro, new CNG stove, autobilge, BBQ, dinghy with semi-rigid bottom, well maintained. (510) 410-3767 or purpleelvis@juno.com.



38-FT ERICSON 38-200, 1987. La Paz, BC, Mexico. \$62,000. Cruising Sea of Cortez, no-issues Yanmar, new chart plotter, radar, sonar, GPS, AIS, autopilot, electric windlass, dodger, bimini. 56gal fuel, 110 water, spinnaker, full batten main + StackPack. Bought another boat. E-mail for pictures and more information. Tomsmoderncastle@comcast.net.



36-FT CATALINA CRUISER, 1983. Oxnard, California. \$55,000/obo. Sailing vessel *Sweet Lorraine* is for sale. Fully loaded and ready for coastal, long distance and/or liveaboard travel. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. So she is beyond loaded. Call for details or "talk story." This boat "knows things." Mahalo for reading. Contact: (805) 218-4711 or captaindave_ventura@yahoo.com.



39-FT CAL, 1971. Oceanside, CA. \$20,000. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: (949) 280-6220 or granahan@cox.net.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. This is a beautiful sailboat with many upgrades. Well maintained. Very sea worthy. Great for a traveler. Barbecue. Ready to sail NOW. Call for details.

SOLD



39-FT AMAZON, 2000. Port Townsend, WA. \$200,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. More info at (360) 808-1615 or waswain@gmail.com.

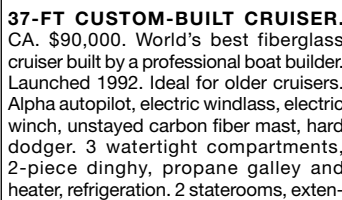


37-FT TARTAN, 1980. San Rafael. \$69,500. Sparkman and Stephens-designed keel C/B sloop. Upgrades include Beta Marine diesel, Quantum sails, fuel tank, self-tailing winches, standing rigging, radar, dodger, bimini, electronics, windlass and more. www.t37ardea.com. (510) 928-6201 or jboissier@comcast.net.

38-FT FOLKES STEEL CUTTER, 1979. Marina Real, San Carlos, Sonora, MX. \$44,900. BC built, US documented, completely rebuilt ALL systems inside-out including rigging, wiring, plumbing, tanks, totally outfitted gear, electronics, sails. Cruise-ready, great condition. Email for a link to pictures and information or check CL: <http://losangeles.craigslist.org/wst/boa/4883528399.html>. Email: danagrnm@aol.com.



36-FT HUNTER, 2014. Alameda, CA. \$217,000. Like new, loaded! Racing hull, Yanmar diesel, cherry interior, Raymarine e125 MFD, CHIRP sonar, autopilot, HD color radar, i70 MFD, 2015 Micron 66, standard main, refrigerator, freezer, stove, microwave, computer. Contact: (925) 519-3574 or rcbaine@yahoo.com.



37-FT CUSTOM-BUILT CRUISER. CA. \$90,000. World's best fiberglass cruiser built by a professional boat builder. Launched 1992. Ideal for older cruisers. Alpha autopilot, electric windlass, electric winch, unstayed carbon fiber mast, hard dodger. 3 watertight compartments, 2-piece dinghy, propane galley and heater, refrigeration, 2 staterooms, extensive hand-crafted teak interior with lots of storage. 150 gals water, 85 gals fuel, Yanmar diesel. Interior photos available. A must-see boat. Ready to cruise again! Call (209) 200-9200 or (916) 777-6792.

40 TO 50 FEET

50-FT SEARAKER CENTER COCKPIT. 1977. San Carlos, Mexico. \$115,000. I've owned *Victoria* for 27 years. Ed Monk design, built in Tacoma. Hull #5. Perfect family cruiser. 3 cabins, 2 heads, private owner's cabin. Info at <http://bcgypsy44.wix.com/victoria>. Contact: (520) 303-5365 or BCgypsy44@gmail.com.

44-FT OYSTER 435, 1993. Turkey. \$270,000. Center cockpit deck saloon. Loaded and ready to cruise the Mediterranean. Call (510) 778 8314 or email peteandjan@aol.com.

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43-FT BENETEAU 423, 1987. South Beach, SF. \$134,900. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.



43-FT J130, 1994. Oceanside. \$149,000. Sail in comfort when the other guys are motoring. Complete inventory for cruising Mexico and beyond. 2x Baja Ha-Ha vet. Excellent and ready to go warm. Look. You won't be disappointed. Please contact (760) 519-9863 or leppyror@cox.net.



44-FT HARDIN VOYAGER, 1979. Mazatlan, Mexico. \$105,000. This boat is ready to take you cruising, and has a list of equipment that is too much to list here. Please email for info: rickhuls44@aol.com or call (408) 844-4565.



45-FT GARDEN YAWL. One-off, double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or ? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



44-FT HUNTER 44DS, 2007. In California. \$195,000. Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handhelds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! (602) 421-9964.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. More info at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.



CATALINA 42 MK II, 1996. Seattle, WA. \$124,500. Bristol condition. Popular 3-stateroom layout. Lots of recent upgrades including new B&G instruments, radar and autopilot, charger/inverter, dodger/bimini, folding prop, life lines, bottom paint. Details and photos available on website: www.yachtsoffered.com/listing.php?yacht_id=291. Please contact: (206) 923-8420 or andy@andydamis.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxvusa/4REqVCoVj. Call (415) 948-9801 or maliarmoseley@gmail.com.



43-FT SAGA, 1998. Ventura, CA. \$215,000. Rare West Coast offering of this sought-after performance cruiser. Meticulously cared for by second owners. Absolutely turnkey. Panda 4kw genset, 150 gpd watermaker, Hydronic 5-station cabin heat, Icom 802 SSB, carbon fiber sprit pole, cruising spinnaker with snuffer, 200 watt solar panel, 11-ft RIB dinghy with 8.0hp and 3.3hp outboards. See manufacturer website for further specs. www.sagayachts.com. Call (805) 985-4532 or lanikai3@live.com.



40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$109,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! (415) 250-1942.



47-FT TAYANA, 1990. San Diego. \$245,000. Pristine. For a full description of equipment, call or email Darrell: (619) 913-4129 or Darrell@ericksonsolarwind.com.



40-FT SANTA CRUZ, 1983. Alameda. \$62,500. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. Contact (408) 807-9630 or egs@alum.berkeley.edu.




47-FT BENETEAU 473, 2005. Southern California. \$239,900. Beautiful and in excellent cruise-ready condition. 3 staterooms, electric winches, furling sails, bow thruster, dinghy with outboard, stereo, 2 TV's, autopilot, radar, VHF, Wi-Fi antenna, microwave, custom features. Owned in LLC for possible tax advantages. (310) 893-6061 or sylippman@earthlink.net.

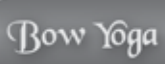


44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgrippped new non-skid, new electronics including Raymarine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

40-FT CAL, 1965. Alameda. \$39,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. For information and pictures: (510) 507-0200 or sailorkh@yahoo.com.



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47-FT JEANNEAU, 1999. Sausalito. \$119,000/obo. Excellent condition, great for bluewater or Bay sailing, well equipped. Roller jib, roller main, life raft, satellite email, Brownie's Third Lung, portable generator, radar, GPS, 15hp Yamaha, stereo. Call (403) 561-8821 or email pruben@albertamining.com.



43-FT HAMPTON. Pilothouse Cutter, 1996. Mazatlan, Mexico. \$200,000. Built in 1996 and commissioned in 2000. Strong, safe, full keel, bluewater cruiser. Fully equipped with genset, watermaker, radar, autopilot, GPS, SSB, etc. New main and jib. Inside and outside hydraulic steering stations. Located in Mazatlan, Mexico. 50-foot slip (12 year prepaid) also available. Contact (858) 437-2656 or email Rutland_Scrimshaw@yahoo.com.



44-FT SPENCER, 1970. Marina La Cruz, Mexico. \$39,000. We have cruised and loved our Spencer 44 for 28 years, mostly "south of the border." But we are old and tired. Giveaway price because she needs new, young, energetic owners. Fully equipped, fully functional, ready to sail, already in Mexico. Picture from March '14 haulout in La Cruz. Call or email for details: (503) 812-3082 or bill@7milesys.com.



44-FT HYLAS CENTER COCKPIT, 1990. Sea of Cortez. \$169,000. She's a beauty and ready to go! Headed to San Diego late spring. Yanmar, 11-ft. Achilles, 18hp outboard. New: mainsail, batteries, solar, GPS, VHF, electric head, SS portlights. (916) 467-6448 or schmers@juno.com.

40-FT VALIANT, 1978. Ventura. \$79,900. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. Email fsimonds@gmail.com or call (805) 754-8897.



47-FT CATALINA 470, 2006. Los Alamitos Bay. \$299,000. Spectacular two-cabin layout with adjoining heads. Harken 70 electric winches, Forespar full batten, boom furling main, 8kw genset, bow thruster, hard dodger, staysail, heat and air, 400 watt solar, 802 lcom SSB, stainless rails. 4 TV's, washer/dryer, Spectra 300, Raymarine E120 radar plotter. Absolutely loaded for fast cruising in comfort! Expertly maintained with tons of extra cruising equipment! More info at (510) 604-5855 or rfrrizelle@aol.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$55,000/obo. Steel pilothouse cutter, finished circumnavigation and beautifully restored to go again. New Awlgrip, rigging. \$100,000 below market. Must sell, will consider delivery. Solar, wind, Simrad autopilot, Ford diesel. YouTube video: https://www.youtube.com/watch?v=L9Icwzqa2JQ&feature=em-upload_owner. Contact (580) 220-0573 or Michaelreynolds2005@yahoo.com.



40-FT VALIANT, 1988. Olympia, WA. \$110,000. Hull #272. 2nd owner. Bob Perry design, fast, solid, comfortable world cruiser. Hawaii vet. Volvo diesel. Well maintained. New upholstery and latex mattress. New sail instruments. Rebuilt hatches. Great boat, but life changes prevent us from using her as much as we would like. She needs a good loving skipper to enjoy her. Please contact: (541) 639-7504 or john@paulbattle.com.



45-FT FASTNET, 1974. Portland, OR. \$49,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.



42-FT LACOSTE, 1985. Pt. Richmond. \$115,000. Dufour-built, S&S design performance sloop. 2 cabin/2 head. A graceful, fast, comfortable sailing boat. Baja Ha Ha vet with many recent upgrades, including all new Ultrasede cushions and curtains, new canvas, B&G electronics/pilot, new SS mast step, computerized charting/nav, dual integrated GPS, separate VHF/SSB/Ham, radar, inverter, solar panels, wind gen, and more. Less than 800 hrs on full engine rebuild. More information at <http://svfavonius.com>. Please contact (707) 864-1066 or (707) 631-2816 or mpordes@sbcglobal.net.



42-FT CATALINA, 1996. Sausalito. \$109,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. Excellent condition. Contact Tom at (415) 271-2722 or email at tom@southbeachriggers.com.



44-FT BENETEAU FIRST 44.7. 2005. Seattle. \$219,000. So this is what we would do if we were in your deck shoes. Inspect our like-new First 44.7 in Seattle, a boat we bought originally and have babied ever since. We would buy it where it lies and sail her up to Desolation Sound and points north or south. Sail around in the sun and 70-degree water using her code zero and sail while others motor. North 3DL sails, electric winch, 3 cabin, 2 head, new dodger, new batteries, new radar/plotter. Sail west side of Vancouver Island to Barkley Sound and then? For more information, call (206) 284-9004.



44-FT NAUTOR SWAN, 1973. San Diego, CA. \$126,000. S&S design, immaculately maintained, excellent teak interior, skeg rudder, decks and engine new 1989, recent sails, fast, safe, comfortable, B&G instruments, pilot, lying Coronado. Many extras. Call (619) 920-6661 or email fredhawes@sbcglobal.net.



44-FT MILLER MARINE, 1980. San Rafael. \$99,500. Beautiful and cruise-ready. Mexico and Alaska veteran. Custom built by Miller shipwrights on Bainbridge Island WA with a gracious teak interior. Solar, 85hp. Perkins. For more information go to www.yachtcontessa.com. Call (707) 813-1444 or yachtcontessa@gmail.com.

47-FT CATALINA. \$229,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Info at www.dream2sail.publishpath.com. Call (916) 607-9026.

51 FEET & OVER



68-FT DERECKTOR, 1971. Richmond, CA. \$249,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. More information at www.apoloduck.com/feature.phtml?id=267073. Contact lorcarrossman@gmail.com or (415) 663-8776.



55-FT TAYANA, 1985. Ensenada, Mexico. \$289,500. *Long Tall Sally* is an ocean cruising veteran and ready to sail the world again. 2 staterooms, 2 heads, full electronics, recently replaced teak decks. The hull and interior woodwork have been refinished, upgraded upholstery. She is cutter-rigged and easily sailed by a couple. Contact Dan at (757) 813-0460 or dbacotir@gmail.com.

MULTIHULLS

57-FT CUSTOM CATAMARAN, 2014. \$49,000/obo. 57x30 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridgedeck and basic interior completed. Needs finishing. Owner can help complete. For more information please call (650) 773-6327.



20-FT NACRA, 2001. Fremont. Carbon mast, spinnaker, trailer, cat box, cat wheels, storage bags for all parts. Super nice condition, always covered, barely used by experienced cat sailors less than 20 outings, very good history. This is a great opportunity, boat and trailer like new. Call with offer. (510) 219-4673.



47-FT CATAMARAN HARD TOP, 2006. St. Martins. \$60,000. This is a 1/6th ownership. Price includes: Malibu II 2-person kayak Pro-XL, fishing gear, windsurfer, cockpit cushions, upgraded JVC AM/FM with CD player, Bose marine speakers, inverter, generator, folding props, custom fitted blinds in salon and electric heads and LP barbeque. Manufacturer: Robertson and Caine, fuel: diesel, number of engines: 2, hull number: RAC47063J504. Galley: 1 sink, 4-burner stove, microwave oven, refrigeration. The Moorings 4700 is set up with a modern galley, 4 spacious cabins with in-suite heads. Launched November, 2014. More information at (702) 525-8520 or (562) 896-4524 or kekoa.lewis@gmail.com.



32-FT STOR TUMLAREN, 1939. Lakeport, CA. Needs a Good Home. Yacht *Egret*, designed by Rheimers, built in Denmark in 1939. Mahogany double ender, 32' LOA, 8' beam, 5'6" draft full keel. Nordic pine hull. Mast - 47' Sitka spruce raked aft. Unique double cockpit. Spartan cabin sleeps four w/alcohol stove. Built for racing. In fair shape. Sailed Atlantic and Pacific. Full set of sails, etc. This is a classic. This boat needs a good home in salt water. Please contact (707) 743-1220 or ejnickerman@gmail.com.



33-FT SOVEREL, 1985. Alameda. *Good & Plenty*. Join winning racing, fun cruising, performance sailing from Estuary. Record of long-term successful partnerships. PHRF 96. Racing and cruising sails in great shape. 1/3rd equity \$8K, \$250/month. Call Justis at (510) 390-4674 or email soverel33goodandplenty.com.



48-FT SCHIONNING 1480 WILDERNESS. 2007. Puerto Vallarta, Mexico. \$495,000/obo. Performance 48-ft. catamaran with 4 double staterooms, 3 heads, galley and salon up. Good bridge deck clearance. Elevated steering station. *Sea Level* has circumnavigated and wishes to continue the journey. Email jimmlski@yahoo.com. Can be seen at www.multiphullworld.com.



52-FT MODIFIED TENNANT. Blade Runner, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sail catamaran on the West Coast, for sale to a good home. For more information: <http://afterburner.gibbscam.com>. Call (805) 377-1789 or afterburner@gibbsCAM.com.

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26-FT NAVY WHALE BOAT, 1973. \$7,500. Fiberglass, unsinkable, 20 person capacity, custom S.S. tow bit. Repowered with 40hp Beta diesel, 653 hrs total time. Great tour boat for six pac, no license required. Spare prop, lifejackets, etc. Call Dave at (415) 331-3612.



50-FT INTERNATIONAL OFFSHORE. 1981. \$47,000. Motor yacht, widebody, excellent floorplan, large salon, galley, and flying bridge, three staterooms, walk around queens fore and aft. W/D. Perkins diesels, 1200 hrs. Smith's generator. Quite livable but needs some work. Owner may help finance. Contact (415) 999-5626 or rogercperry@gmail.com.



31-FT SEARUNNER TRIMARAN, CA. \$19,900. Fishing vessel *Amrita* with commercial Salmon permit. Fully equipped sailboat, Mexico/Hawaii vet. Pineapple sails, dodger, multiple anchors, Yamaha 9.9, plotter, high definition fish finder, radar, wind, autopilot, setup for trolling with two hand crank gurdies, rod holders for mooching, extra gear included. Troll all day on 6 gallons. Sail in/out for better economy. Troll under jib or main in some conditions. Great starter boat for young person, owner retiring. Call Dave at (415) 298-7734.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$75,000/obo. Boat has two 17hp Yanmar diesel engines, two 20 gallon water tanks, two 20 gallon diesel tanks, two double berths and furling genoa sails. More info at www.yachtworld.com/boats/1986/Beneteau-Blue-II-Catamaran-2765165/Ensenada/Mexico. Contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



40-FT CLASSIC TRAWLER. Conversion. 1968. Point San Pablo YC. \$29,900. Nakade Shipyard, Vancouver, BC. Red cedar over oak frames with hardwood ice sheathing. 6-71 Detroit, driving a 3-blade prop through a commercial twin-disc 3:1 gear. (415) 497-8728 or robbyr67@att.net.

CATALINA 380, 2001. Sausalito Yacht Harbor. New tri-data, chartplotter, autopilot, and radar. New AIS radio. New in-mast furling main and genoa. Quantum cruising chute, Yanmar 40, folding prop, dodger. New standing rigging. Sailors/cruisers: light airy salon, centerline berths, innerspring mattresses, front/top load refrigerator, microwave, HDTV/DVD, inverter, electric head, separate shower (acrylic door). \$4,000 of interior amenities. New dinghy, outboard and davits. Interior in Ultraleather and Corian. 25% equity or non-equity share. \$675/month. Contact (925) 352-7620 or Mascalai@aol.com.

MORGAN 382 EQUITY PARTNERSHIP. Sausalito Yacht Harbor. Fully equipped for SF Bay and coastal cruising. History of meticulous professional maintenance. Solid well-run partnership of five experienced owners. Adequate budget, plenty of boat availability on turnkey basis. LLC status and workable partnership agreement. Reliable Perkins 50 diesel. Radar, VHF, stereo, refrigerator, sleeps 5. Constant upgrading including standing rigging. Financials available. Prime berth, parking included. \$400/mo plus equity share negotiable. Contact (415) 669-1963 or kjemanuels@gmail.com.



NON-EQUITY PARTNER. New Jeanneau, South Beach Harbor. \$800. I have a new Jeanneau 34 and I'm looking for non-equity partners. Great South Beach berth, fully loaded and includes self-tacking jib. Call for more info: (415) 867-8056 or dulcetlife@yahoo.com.



36-FT KELSALL. Ocean cruising catamaran, 1990. Sea of Cortez. \$49,000. Composite construction, meticulously crafted. Great sailing, bright spacious interior, beachable. Heavy weather proven. Lived aboard/cruised 20 years, age necessitates lifestyle change. Contact for detailed description and photos. kelsallcat-info@yahoo.com.

CLASSIC BOATS



38-FT CLASSIC SLOOP, 1938. Richmond. \$20,000. *Nautigal*, San Francisco Bay designed. Design: Myron Spaulding, Builder: Anderson & Christophany. Fir over oak. Varnished Teak trim. Good sails, boat cover. Owned 26 years. Sailing beautifully. (925) 787-6741 or (925) 935-7096 or cjefstokes@msn.com.

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SANTA CRUZ HARBOR. Sailboat partnership wanted. 27- to 32-ft boat preferred. Your boat your slip, your boat my 30' South Harbor slip, or buy a boat. Open to both equity or non-equity partnerships. I am a retired man with 35 years sailing and boat ownership experience. Please contact (831) 728-1585 or email rem692@earthlink.net.

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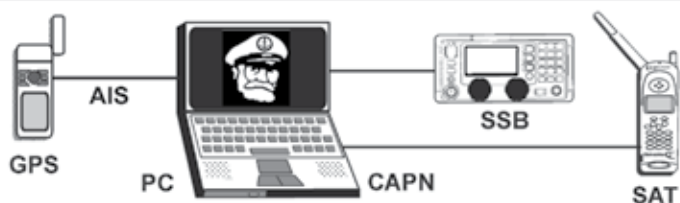
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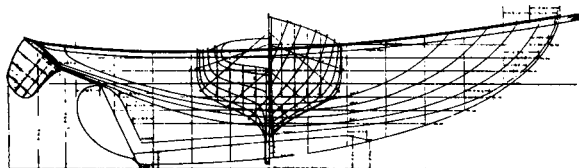
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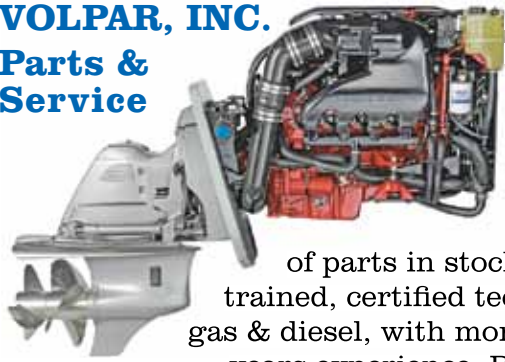
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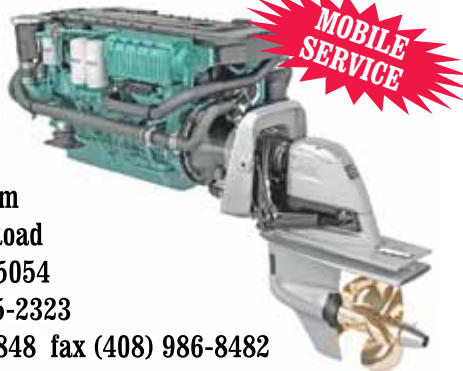
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35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. \$49,000

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30' HUNTER 306, 2002 Boat just professionally detailed and shows as new! Yanmar diesel, deep draft keel, nice heavy duty dodger and bimini, decent electronics, sails in great shape. \$46,000

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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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CHEOY LEE OFFSHORE 27, 1969
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41' NEWPORT Mk II Sloop. C&C-designed perf. cruiser. Diesel, windlass, furling, galley, enclosed marine head with separate shower stall, VHF, depth, AP, self-tailing winches. Lots of storage, comfortable salon, 6'3" below, convertible settee/ship's table, MORE! Asking **\$39,950**



36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed & this is a very nice one. Diesel, roller furler, dodger, self-tailers, 2-course lifelines w/pulpits. Beautiful tropical hardwood interior appointments, cruise equipped and MORE! A great value! Asking **\$42,500**



31' DUFOUR 3800 Sloop. Seaworthy & comfortable Hawaii & Mexico vet. Repowered w/new diesel, wheel steering, lazy jacks w/zipper top sail bag. Just hauled & bottom done, new instruments, RF lines led aft, new motor mounts & drive train just trued & aligned. MORE! Asking **\$19,950**



WELL MAINTAINED

30' NONSUCH Sloop. Diesel, wheel, new batteries, dodger w/hardtop, autopilot, radar. Unusually spacious design below. Easy singlehanded. H&C press water, encl. head w/shower, full galley, davits, ship's table, dinghy w/ob, MORE. Ready for cruising & FUN! Asking **\$43,500**



30' J/30, RACING/CRUISING SLOOP Well equipped & competitive, *Jane* is a well known, successful Bay racer/cruiser with "the right stuff!" Rod rigging, self-tailing winches, lines led aft for efficient shorthanded sailing. Great sails: Doyle main (247), Pineapple jib (196), spin (704). Yanmar I/B diesel & MORE! Asking **\$23,950**



GLOBAL RANGE

120' CHARTER/EXCURSION VESSEL. Legal for 12 paying passengers plus crew. Stand-alone high-endurance bluewater steel vessel. V-12 CAT, gensets, comfort, seaworthiness, safety and great accommodations, crane, HELICOPTER PAD and MORE! Alaska anyone? Asking **\$290,000/offers**



175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beautiful, comfortable interior, great accommodations and more. Asking **\$275,000/offers**



SUPER NICE!

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 **\$54,900**



30' OLSON 30 Super popular ultra-light displacement racing yacht in nice shape. Wonderfully competitive sailer built in Santa Cruz. 3 spinnakers, 2 spinnaker poles, 2 mainsails, 3.5 Tohatsu and LOADS OF FUN! Overnight her, race her, or just knock about. Asking **\$13,500**



35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$43,900**



NICE!

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**



IN LA PAZI!

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**



GREAT VALUE!

45' (LOD) CRUISING SLOOP. Super strong; low maint. ferro construction; nice cond., newly painted. Opportunities for improvement. Dsl eng. appears near new, press H&C H2O, liveaboard &/or cruise. Full galley & head, wheel steering, windlass, MORE! Big, comfortable. Asking **\$15,000**



REDUCED!

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 **\$88,500**



CLASSIC!

47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, portside prt strm, full galley, encl. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat. Some def. maint. Very salty & beautiful. Great opportunity. Asking **74,950/offers**

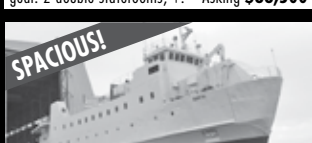


45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genoa, autopilot, reefer/freezer, more! Asking **\$99,500**



HISTORIC VESSEL

36" BULLFROG Gaff Cutter (30' LOD) Wm. Garden designed & Vic Franck built, 1947, Seattle. Identified as the original "BULLFROG" & 1st of her class. Designed & built by the best. Dsl auxiliary, some deferred maint., she qualifies as Master Mariner vessel. Asking **\$29,900**



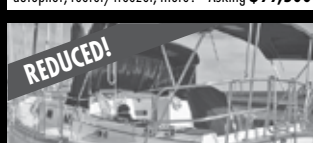
SPACIOUS!

133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



EXTRA CLEAN!

41' MORGAN Center Cockpit Out Island Sloop. Diesel. Outstanding & very popular cutaway full-keel cruiser design. Live/cruise. REFINISHED in & out. Teak & holly sole. Radar, speed/log, VHF, stereo, GPS/plotter, A/P, spinn., MORE! Asking **\$44,900**



REDUCED!

35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/room for everyone. Massive, well equipped galley & fantastic layout below w/roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$110,000**



NEW DIESEL

34' STEPHENS BROS. Classic Sedan Cruiser Well-known & well-loved 1928 beauty. New Yanmar dsl, full galley. Perfect weekender. Always admired wherever she goes. Just tastefully refit & updated. Asking **\$34,500**

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There's quite a load (no pun intended) that comes with safely hauling and launching boats. At KKMI our certified lift operators make it their priority to be focused on your vessel's safety. Our operators take this responsibility so seriously they routinely perform a "Preflight Check" to assure your vessel is handled with the utmost care. Why? Because at KKMI we know your boat is not a toy...and it's all about safety: yours, your boat's and our team members'.



LET'S TALK BOATS... It's that time of year when sailors go to the boat show with every nautical question imaginable. KKMI is not only prepared to answer these questions...but they have gone one step further: they've brought their "Hall of Shame". Come see some fine examples of the bad and ugly that deserve such notable recognition. While a picture is worth a thousand words...seeing these examples of nautical mistakes could save you thousands of dollars. Drop by and talk to the pros at KKMI about your next project. While you're there...be sure to enter the contest to win a **FREE haulout.**

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