

Latitude 38

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WE GO WHERE THE WIND BLOWS



THE YIN AND YANG

Although Bay Area racers enjoyed a sunny, delightful and quick but moderate race to Vallejo on May 2, the race back on May 3 tuned into an ordeal that just had to be endured. Saturday's starts on the Berkeley Circle went off like clockwork. After a short leg to a windward mark, 133 boats were off on a pleasant race to Vallejo Yacht Club.

Spinnakers slowly began appearing, and once they blossomed most stayed up all the way to the Mare Island Strait entrance, where a jibe around a mark was quickly preceded or followed by a douse to 'white' sails. Playing the big, shifty puffs up the river to the finish

"Imagine six hours of riding a bucking bronco through a car wash."

required vigilant main and jib trimming.

Daniel Thielman's R/P 44 *Tai Kuai* finished first, at 1:18. Thielman reported no parking lots. "It was the first time I can remember that there was no 're-start'," he said.

"It was extremely stressful leading the fleet to Vallejo, because we were on the leading edge of the breeze the entire way. We never saw more than 12 knots of breeze, and every time we looked back the fleet was gaining on us."

This year's party at VYC was simpler than in recent years, with the band playing indoors and a spaghetti feed prepared by club volunteers and served

The Inter 20 'Inter the Dragon' jibed its way through the bigger monohulls.



outside in a tent. The club awarded special Great Vallejo Race hats to all the first-place finishers on Saturday.

After the band quit at midnight, the ominous shuddering of wind gusts dominated the soundtrack of the night, a prelude to Sunday's race to San Rafael.

Forecasts called for 15 knots of breeze all afternoon on Sunday. The reality was more than twice that, with a persistent overcast, resulting in hypothermic crew, busted gear, and even a dismasting.

Playing the puffs in Mare Island Strait again required vigilant main and jib trimming. Boats that carried #1 genoas to San Pablo Bay soon changed down to smaller #3 jibs.

What's worse than the summertime chop in the Central Bay? The square waves on San Pablo Bay. They go on and on for hours, fetched up over long distances. It would have been worse in an ebb though — at least the wind and water were going the same direction.

The Islander 30-II *Antares* lost the rig in San Pablo Bay, before they'd even come to the worst of the conditions, which really got bad at Point Pinole. A couple of competitors alerted the race committee to the Islander's plight. A crash boat went over to check on the crew, who said they were OK and left under their own power to motor back to Berkeley.

One entry dropped out when their roller furling jib blew up. Another boat, which finished under jib only, suffered a

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED



big horizontal tear in the Kevlar main, just above the second reef point.

Elisa Williams, crew on the Express 27 *Current Affair*, said it best: "Wow, that was a wet and bouncy day. For any landlubbers wondering what it was like, imagine six hours of riding a bucking bronco through a car wash, and then every half hour or so you have to pull on/let off ropes and rapidly scale a wall to save yourself from drowning. I'm going to be shaking the salt out of my ear canals for days. There are times when it doesn't seem completely rational to enjoy sailing so much."

Tai Kuai had a better time of it, finishing first at 2:43 and keeping first place on corrected time. "Our tactician (Seadon Wijzen) had us hitting every puff as we worked our way down the Napa River in fluky breeze," Thielman told us.

"We had our division thoroughly beaten by the time we turned the corner into San Pablo Bay, and then it was about picking off the rest of the fleet. The only thing holding *Tai Kuai* back was depth, because with 11 feet of draft we could not get into the shallow water for the best current relief. We were locked in, going upwind at 8.5 knots through

OF THE GREAT VALLEJO RACE



The very competitive Express 37 start. 'Mud-shark', on the far right, would roll the fleet to leeward.

the water. It took the whole race course, but we passed the final boat about 300 yards from the finish."

— *latitude/chris*

YRA GREAT VALLEJO RACE, VYC (Sat., 5/2)

PHRF 1 — 1) **Double Trouble**, J/125, Peter Krueger; 2) **Tai Kual**, R/P 44, Daniel Thielman; 3) **Deception**, SC50, Bill Helvestine. (6 boats)

PHRF 2 — 1) **Zamazaan**, Farr 42, Greg Mullins; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Tiburon**, SC37, Steve Stroub. (8 boats)

PHRF 3 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Q**, Schumacher 40, Glenn Isaacson. (7 boats)

PHRF 4 — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Red Cloud**, Farr 36, Don Ahrens; 3) **Jarlen**, J/35, Robert Bloom. (9 boats)

PHRF 5 — 1) **Hoot**, Olson 30, Andy Macfie; 2) **Carmelita**, Catalina 42, Christian Lewis; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (6 boats)

PHRF 6 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Chimera**, Little Harbor 47, Grant Miller; 3) **E Ticket**, Beneteau Morrin, Noble Griswold. (10 boats)

PHRF 7 — 1) **Shut Up and Drive**, J/24, Val Lulevich; 2) **Brandy**, Farr Half-Ton, Jeff Christle;

3) **Queimada**, Catalina 34, David Sanner. (10 boats)

PHRF 8 — 1) **Zeehond**, Newport 30 MkII, Donn Guay; 2) **Antares**, Islander 30-II, Larry Telford; 3) **Achates**, Newport 30-2, Robert Schock. (8 boats)

PHRF 9 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 3) **Ringer**, Cal 2-27, Gary Cicerello. (5 boats)

SPORTBOAT 1 — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Rufless**, Melges 32, Rufus Sjoberg; 3) **Abracadabra**, Antrim 27, Ian Chamberlain. (5 boats)

SPORTBOAT 2 — 1) **Run Wild**, Wylie 24, Andrew Hura; 2) **Red Boat**, Open 6.50, Charlie Watt; 3) **Go211**, Melges 24, JC Raby. (6 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Bullet**, Laurence Baskin. (7 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman; 2) **Tequila Mockingbird**, Matt Krogstad; 3) **Abigail Morgan**, Ron Kell. (14 boats)

J/105 — 1) **Advantage 3**, Pat Benedict; 2) **Swell**, Kurt Jordan; 3) **Blackhawk**, Kristin Simmons. (7 boats)

CAL 40 — 1) **Azure**, Rodney Pimentel; 2) **Green Buffalo**, Jim Quanci; 3) **Nozomi**, Robb Walker. (5 boats)

SF 30 — 1) **Tartanic**, Tartan Ten, Robert Lanzafame; 2) **Bay Loon**, J/29, Grant Harless; 3) **Shameless**, Schumacher 30, George Ellison. (5 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Califia**, Islander 36, Tim Bussiek; 3) **Alpha**, Sonar 23, John Wallace. (7 boats)

SHORTHANDED — 1) **The Mighty Windsong**, Marieholm Folkboat, Paul Harris; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Kynntana**, Freedom 38, Carliane Johnson. (4 boats)

MULTIHULLS — 1) **SmartRecruiters**, Extreme 40, Jerome Ternynck; 2) **Adrenaline**, D-Class cat, Bill Erkelens; 3) **Vamonos**, Sig 45, Tom Siebel. (4 boats)

OVERALL — 1) **SmartRecruiters**; 2) **Adrenaline**; 3) **Vamonos**; 4) **Inter the Dragon**, Inter 20, Travis Vetter; 5) **Run Wild**; 6) **Red Boat**; 7) **Triple**

A parade of spinnakers old and new is a staple of any good race to Vallejo. The red and white-striped one belongs to the J/29 'Bay Loon'.



THE YIN AND YANG



The J/88 'Acqua Veloce' and Olson 911S 'Elusive' pass the less industrial part of Mare Island in the home stretch on Saturday.

Play, F-31, Richard Keller; 8) **Go211**; 9) **Arcadia**; 10) **Arch Angel**. (133 boats)

YRA GREAT VALLEJO RACE, VYC (Sun., 5/3)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Bodacious+**, 1D48, John Clauser; 3) **Deception**, SC50, Bill Helvestine. (5 boats)

PHRF 2 — 1) **Zamazaa**, Farr 52, Greg Mullins; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Trex**, Beneteau Sunsail F40, Ted Elliott. (5 boats)

PHRF 3 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Jeannette**, Frers 40, Henry King. (6 boats)

PHRF 4 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Jarlen**, J/35, Bob Bloom; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (8 boats)

PHRF 5 — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Marrakesh**, Express 34; Craig Perez; 3) **Hoot**, Olson 30, Andy Macfie. (4 boats)

PHRF 6 — 1) **E Ticket**, Beneteau 38, Noble Griswold; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

PHRF 7 — 1) **American Standard**, Olson 25, Bob Gunion; 2) **Pretty Penny**, Mull 30, Bruce Sinclair; 3) **Shut Up and Drive**, J/24, Val Lulevich. (9 boats)

PHRF 8 — 1) **Achates**, Newport 30-2, Robert Schock; 2) **Neja**, Dasher, Jim Berger; 3) **Siento el Viento**, C&C 29, Ian Matthew. (7 boats)

PHRF 9 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Tchoupitoulas**, Santana 22, Stephen Buckingham. (3 boats)

SPORTBOAT 1 — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Abacadabra**, Antrim 27, Ian Chamberlain; 3) **Rufless**, Melges 32, Rufus Sjo-

This page, clockwise from top left: the J/105 'Racer X'; the Cal 40 start; 'Tartanic' and 'Shanti' at the Richmond Bridge; Nathan Bossett on the Express 27 'Elise'; 'Elusive' enters the VYC harbor; the crew of this Express 34 would still be working on their wrap from hell in the raft-up; relaxing in the sunshine post-race; Tom Siebel's Sig 45 cat 'Vamonos' took the Brothers to starboard.



OF THE GREAT VALLEJO RACE

berg. (4 boats)

SPORTBOAT 2 — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Salsa**, Ultimate 20, David Krausz. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Bullet**, Laurence Baskin; 3) **Spy vs. Spy**, Brendan Busch. (6 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Peaches**, John Rivlin; 3) **Tequila Mockingbird**, Matt Krogstad. (13 boats)

J/105 — 1) **Blackhawk**, Kristin Simmons; 2) **Advantage 3**, Pat Benedict; 3) **Lightwave**, John Robison. (7 boats)

CAL 40 — 1) **Redhead**, Walter Smith; 2) **Nozomi**, Robb Walker; 3) **Green Buffalo**, Jim Quanci. (5 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Heart of Gold**, Olson 911S, Joan Byrne; 3) **Plus Sixteen**, Olson 911, Paul Disario. (4 boats)

NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Memo Gidley; 2) **Zingara**, Islander 36, Steve & Jocelyn Swanson; 3) **Seascape**, Ericson 32-3, Michael Bender. (5 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Rio**, SC27, Thomas Faraola; 3) **Kynntana**, Freedom 38, Carliane Johnson. (3 boats)

MULTIHULLS — 1) **Triple Play**, F-31, Richard

The crew of 'Tai Kuai' celebrated at VYC.

Keller. (1 boat)

OVERALL — 1) **Tai Kuai**; 2) **Encore**; 3) **Triple Play**; 4) **Bodacious+**; 5) **Zamazaan**; 6) **Golden Moon**; 7) **Quiver**; 8) **Deception**; 9) **Red Cloud**; 10) **Bullet**. (106 boats)

Full results at www.jibeset.net

This page, clockwise from top left: Jason and Dan from 'Tai Kuai' at the party; Steve Katzman of 'Dianne' won a hat; the Ohashi 52 'Leglus' and 'Tai Kuai' at the start on Sunday; Grant Miller's Little Harbor 47 'Chimera'; the Melges 24 'Insolent Minx'; 'Antares' lost her mast in San Pablo Bay; a display of trophies in the raft-up. Center: Only a few boats tried spinnakers at the reachy start.



TAI KUAI



SLACKWATER SF



A BRIEF (MOSTLY) SAILING HISTORY

It's hard to imagine what the Bay Area, or the world, would be like without sailing. Before there were trains, trucks or even decent roads, people and goods got to far-flung places by sailing ship. And the course of history often pivoted around where and when they got there. Think about it: In the big picture, from



HISTORY.COM

Long before being knighted, English privateer Francis Drake anchored at present-day Drake's Bay.

the decks of sailing ships, trade routes were established. Continents were discovered. Empires formed, flourished and fell. Wars were won or lost, and the fates of nations decided. Heady stuff. Since we're believers in that old adage that you can't really appreciate the present without knowing a bit of the past — and San Francisco Bay has one heck of an interesting past — we've put together this brief timeline of the sailing-related history of the Bay Area (along with some non-sailing stuff that occasionally ties in). None of it will make you a better sailor, but we can guarantee a few laughs, and that you'll learn some things that will be extremely useful if you ever end up on *Jeopardy*. At the very least, we hope it will give you a renewed appreciation of the great sailors and colorful characters in whose wakes we sail.

This month, we'll take you up through the 1800s. Next month, the 1900s to present day.

1542-1595 — Juan Rodriguez Cabrillo, Francis Drake and other 'celebrity'

During the Gold Rush, hundreds of ships were abandoned in Yerba Buena Cove, site of the present day Embarcadero.



DAGUERROTYPE BY WILLIAM SHEW

explorers sail the West Coast, claiming various parts of it for their respective kings and queens. In 1542, Cabrillo gets as far as present-day Jenner and claims the whole West Coast for Spain. In 1579, Drake sails into present-day Drake's Bay and puts dibs on it for England. A decade and a half later, Sebastián Rodríguez Cermeño also sails into Drake's Bay — which he names Bahía de San Francisco — and reclaims it for Spain. In 1565, a route for the Manila Galleons is established. On their return trips from the Philippines, they sail north to latitude 38, then east across the Pacific, usually

By summer, some 500 ships are anchored in and around Yerba Buena Cove.

making landfall around Mendocino. They then harbor-hop back to Acapulco.

For you History Channel buffs, yes, there is also mention of Chinese vessels possibly arriving on the West Coast, not only in 1421, but as far back as A.D. 458. However, there is no evidence that any of these sailing vessels or explorers ever entered modern-day San Francisco Bay, for the simple reason that none of them knew it was there.

1769 — The Bay is first seen by Europeans during the Gaspar de Portolá expedition, which travels overland from San Diego. They mistakenly think they've found Cermeño's Bahía de San Francisco.

1775 — On August 4, three weeks after the Second Continental Congress appoints George Washington commander in chief of the Continental Army, Spanish Capitán Juan Manuel de Ayala, sails into "San Francisco" Bay aboard the 58-ft packet *San Carlos*. He is the first European to enter by water. He spends a month and a half charting the area, by which time everybody realizes that this is a different bay than the one Drake and Cermeño visited. But the San Francisco

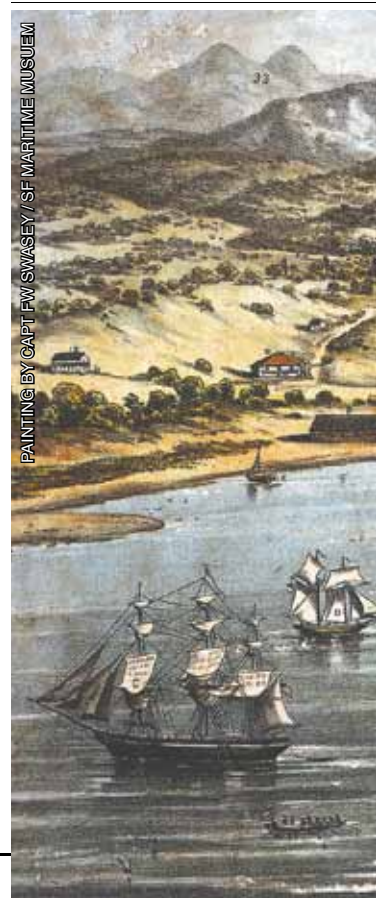
moniker sticks anyway. Speaking of names, Ayala bestows many of the ones we know today, including Isla de los Alcatrazes (Island of Pelicans) and Isla de los Angeles (Angel Island).

1776 — Juan Bautista de Anza establishes the Presidio to guard the mouth of San Francisco Bay, as well as present-day Mission Dolores. Between the two, a small settlement springs up. It's named Yerba Buena after a minty, medicinal herb used by the local Indians. With a nice protected anchorage, Yerba Buena serves as a trading post for visiting ships, a place to house workers building the Presidio and mission, and the first stop for young adventurers and entrepreneurs coming west. Site of the present-day Embarcadero, Yerba Buena is the seed from which the modern-day city of San Francisco will grow. Meanwhile, on the other side of the country, Congress unanimously adopts the Declaration of Independence. It's the last time they agree on anything.

1820 — Spain relinquishes the province of Alta California to Mexico.

1826 — Captain Frederick Beechey of the British man-of-war *HMS Blossom* discovers a submerged rock west of Yerba Buena (probably by hitting it, but he does not specifically note this), and names it after his ship. Beechey notes that the rock can be avoided by aligning a point of land with two big redwood trees in the East Bay hills. This works fine until the trees are cut down in 1851. In the 1930s, the top of Blossom Rock is blasted into oblivion in one of the largest public spectacles of the time.

1834-36 — Taking a cou-



PAINTING BY CAPT FW SWASEY / SF MARITIME MUSEUM

OF SAN FRANCISCO BAY, PT I



Richard Henry Dana sailed to California aboard the brig 'Pilgrim'.

ple of years off from Harvard Law School, a wimpy 20-year-old named Richard Henry Dana ships out on the brig *Pilgrim*, bound from Boston to Mexican California. The *Pilgrim* makes stops up and down the coast, including San Francisco Bay. Dana returns to Boston so tanned and fit that hardly anyone recognizes him. He graduates with a degree in maritime law in 1840, and that same year, compiles entries from his diary of the sailing trip into a fairly successful little work called *Two Years Before the Mast*.

1835 — While transporting men and livestock across the Carquinez Strait, a crude ferry capsizes. Among the animals feared lost is a prized white mare owned by General Guadalupe Vallejo. When she is spotted a few days later on Isla de la Plana, to which she has managed to swim, Vallejo is so thrilled, he renames

This vintage painting shows Yerba Buena Cove (present-day Embarcadero) as it looked in 1847, a year before the Gold Rush.



the place Mare Island.

1846 — The Bear Flag Revolt results in California's becoming an independent republic... for about three weeks. After that, its small militia is absorbed into the US Army, whose local leader, Brevet Captain John C. Fremont, has captured the Presidio. One day, Fremont gazes at the entrance to San Francisco Bay — then called Boca del Puerto (mouth of the port) — and remarks, "It's a golden gate to trade with the Orient." Nobody calls it the Boca anymore.

1847 — On January 30, the semi-bustling little port of Yerba Buena is officially renamed San Francisco. Yerba Buena is still used to describe the anchorage, as well as the little island just offshore.

1848 — James Marshall notices a few flecks of gold in the south fork of the American River near Coloma, where he's building a sawmill. He shows it to

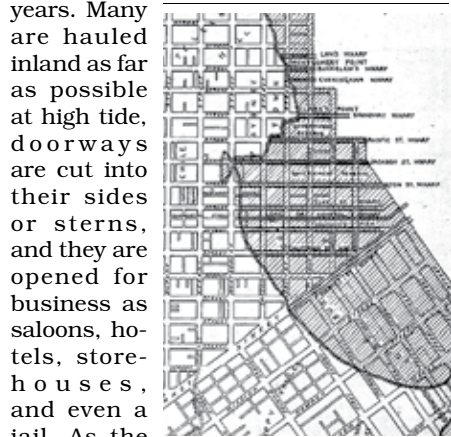


Above: The spectacular 'Flying Cloud'. Right: Joshua Creesey was her skipper, but his wife Eleanor was the navigator.



rived in the state, about half by sea. It is the largest mass migration in US history.

1850 — California becomes the 31st state in the Union. By summer, some 500 ships are anchored in and around Yerba Buena Cove. Most are abandoned when both passengers and crew take off for the gold fields. Some ships rot away, but most are put to good use in the next few years. Many



The unshaded area represents the original shoreline of Yerba Buena Cove. Landfill extending out into the Bay was laid at least partially on top of old sunken ships.

are hauled inland as far as possible at high tide, doorways are cut into their sides or sterns, and they are opened for business as saloons, hotels, storehouses, and even a jail. As the years go by and landfill extends the shoreline farther into the Bay, the ships are eventually buried. Their bones still emerge from time to time during construction projects in the City.

1851 — On her maiden voyage, the clipper *Flying Cloud* sails from New York to San Francisco in 89 days, 21 hours.

PAINTING BY ANTONIA JACOBSEN

A BRIEF (MOSTLY) SAILING HISTORY



In 1882 Bernard Gilboy made it 7,000 miles across the Pacific on this tiny schooner. He used this jury rig after losing the mainmast.

With most of these 16,000-mile trips averaging 200 days, *Cloud's* voyage is the 19th-century equivalent of supersonic flight. Two years later, *Flying Cloud* breaks her own record, making San Francisco in 80 days, 8 hours. The navigator for both voyages is Eleanor Creesy, wife of Captain Josiah Creesy. *Flying Cloud's* record stands for 136 years. (The NY-SF sailing record is currently held by the VOR 70 *Maserati*, which in 2008 makes the passage in 47 days, skippered by Italian Giovanni Soldini.)

1853 — The Pacific Mail Steamer *SS Tennessee*, a three-masted auxiliary sidewheeler, goes aground at what was then known as Indian Cove, a few miles north of Point Bonita. All 550 passengers, and the mail, are safely offloaded onto the beach, but the ship is a total loss. All that remains is her name, by which the cove has been known ever since: Tennessee Cove.

The navigator for both voyages was Eleanor Creesy, wife of Captain Josiah Creesy.

1853 — Englishman William Stone founds arguably the most famous and certainly the longest-lived boatyard in the Bay Area. Hunters Point is the site of the original Stone Boat Yard, but over the years, it harbor-hops to three more locations in the Bay before ending up on Blanding Avenue in Alameda. Lester Stone, grandson of William, retires in 1970. Still operating under its original name, the business is sold several more times before closing for good in 2004.

1854 — Then-Commander David Farragut oversees the building of Mare Island Navy Yard. Farragut goes on to achieve fame in the Civil War, where, during the Battle of Mobile Bay, he utters the command: "Damn the torpedos, full speed ahead!"

1854 — Michael Cassin lights the first wick on the West Coast as Alcatraz Lighthouse goes operational. In the next year, the lights are also lit at Fort Point, Point Bonita and the Farallones. The beautiful brass-and-glass Fresnel lenses — made to special order in France — all arrive via Cape Horn on sailing ships.

1855 — The arrival of the clipper *Neptune's Car* makes national headlines — not for a speedy passage from Boston,



SMITHSONIAN PORTRAIT GALLERY

At age 19, Mary Patten captained a clipper ship from Cape Horn to the Bay.

but for her acting captain, Mary Patten, who takes over command when her husband, Captain Joshua Patten, falls ill off Cape Horn. With the support of the crew (and having been taught celestial navigation by her husband), she brings the ship safely into San Francisco. At the time, Mary is 19 years old, and pregnant.

1858-1859 — George Scammon, captain of the San Francisco-based whaling bark *Ocean Bird*, takes 47 whales over the winter in the Baja Lagoon that will come to bear his name. *Ocean Bird* is one of many whalers homeported in the Bay, although most whale-hunting ships coming and going at that time were from the East Coast or Europe — the Bay being a popular stop to provision and sometimes even winter-over. But by the 1880s, San Francisco surpasses New Bedford as a whaling center. More than two dozen Bay-based whalers set out every year, along with numerous smaller craft in search of seal or otter. San Francisco also has the unique 'fortune' of having a yearly migration of whales served up so close offshore that several shore-based whaling stations open up, flensing

whales into dog and cat food as quickly as ships can harpoon and drag them in. Whaling from the Bay does not officially end until 1971.



As archaic as it sounds today, the Pony Express was the cutting-edge means of mail delivery in the early 1860s.

1860 — The Pony Express begins, largely due to the insistence of San Francisco banks — still flourishing from the Gold Rush — for more timely communications from back east. Mail service from Missouri to Sacramento is cut from 20 days to 10. Add one more day for the boat trip from Sacramento to



San Francisco. The service was discontinued in 1862 when telegraph wires finally reached the state.

1862 — For a few months, San Francisco stands in as the capital of California after flooding that year inundates Sacramento. Governor Leland Stanford is said to have arrived for his inauguration "in a rowboat."

1867 — As part of the Fourth of July festivities, the Boatmen's Protective Association stages a fun



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race for working sailing ships on the Bay. It is such a success that they do it again the following year, and then sporadically through 1891. In 1869, the BPA reorganizes as the Master Mariners Benevolent Association. Races include sponsors, and "trophies" include useful items such as a ton of potatoes. All monies raised go to support the families of those lost at sea.

1869 — The San Francisco Yacht Club is founded. This is the oldest yacht club on the Pacific Coast. As the name implies, it is originally located in San Francisco near Mission Rock. It moves to Sausalito a few years later. Increased traffic and congestion causes the club to relocate again in 1926. The choices are: return to San Francisco, or take a nice spot in Belvedere Lagoon. Belvedere wins. Those who oppose the move resign from the SFYC, go back to the City, and, in 1927, form the St. Francis YC.

1870s — Driven in part by the wholesale abandonment of ships arriving in San Francisco, and the need of

Left: Jack London's famous ketch 'Snark' under construction at Hunter's Point. Below: The author and his wife Charmian lounge on deck while anchored in Samoa.



Above: Scow schooners were the semi-trucks of their day. Here they are carrying North Bay hay for the City's many horses. Right: The last of her kind, the scow schooner 'Alma' still sails the Bay today.

visiting whalers to replenish crew after theirs take off, the practice of shanghaiing is in full swing in ports up and down the coast. But in the 1870s, San Francisco becomes the world headquarters. Shanghaiing involves paying a "crimp" to put bodies aboard outbound ships. The most famous of the San Francisco crimps is Jim "Shanghai" Kelly, a red-bearded Irishman who preps his victims at various bars and boarding houses (most of which he owns) by

serving them drinks and cigars laced with opium. When they go unconscious, they're ferried out to waiting ships. Kelly's most famous escapade is inviting a big crowd onto a chartered boat for his "birthday cruise," giving them all opium cocktails and reportedly delivering upward of 100 of the poor schmucks to three anchored ships — all in one night.

1876 — One of the most colorful lives in San Francisco history begins with the birth of John Griffith Chaney on January 12 in San Francisco. You'll likely recognize him better by his *nom de plume*, Jack London. While still a teen-

ager, London buys the sloop *Razzle Dazzle* and becomes an oyster pirate. When *Razzle Dazzle* gets damaged, he hires on as a member of the California Fish Patrol — which, among other things, busts oyster pirates. He works for a time on a sealing schooner, sails north to join the Klondike Gold Rush, and works as a war correspondent in the Russo-Japanese War. And of course he writes. His two best-



LATITUDE / ANDY

known sailing books are the fictional *The Sea-Wolf*, and the nonfiction *The Cruise of the Snark*. The latter details a 1907-08 cruise to the South Seas aboard the 55-ft ketch *Snark*, which London designs and helps build at Anderson's Shipyard in Hunters Point. In later years, London is a member of the Oakland YC from 1913 until his death in 1916.

The practice of shanghaiing is in full swing in ports up and down the coast.

1882 — Twenty-nine-year-old Bernard Gilboy has the self-designed 18-ft sailboat *Pacific* built locally, and sails out the Golden Gate. Five and a half months later, he is found, exhausted and starving, off Queensland, Australia. Among the many hardships en route is having his hull pierced by a swordfish. Despite the outside assistance, he is credited with being the first person to sail solo east-to-west across the Pacific.



Jack London, Samoa

A BRIEF (MOSTLY) SAILING HISTORY OF S.F. BAY

1885 — The gaff sloop *Freda* is built and launched at Belvedere Cove. The 32-footer — which undergoes an extensive eight-year restoration in the early 2000s — is the oldest locally-built yacht still sailing the Bay.

1891 — The scow schooner *Alma* is launched at Hunters Point. The scow schooners are unique to the Bay Area. Starting in the 1850s, long before roads, they are the seagoing semi-trucks that pick up and deliver goods all around the Bay Area and Delta. Nicknamed "square-toed packets," they are characterized by bluff bows, wide beam and shallow draft — the latter so that they can sail onto a handy spit of land in the Delta at low tide to load up with hay or potatoes, and float off when the tide comes up.



Recently relaunched after an exhaustive refit at the Spaulding Wooden Boat Center, the gaff-rigged sloop 'Freda' is the oldest privately-owned sailing yacht on the West Coast.

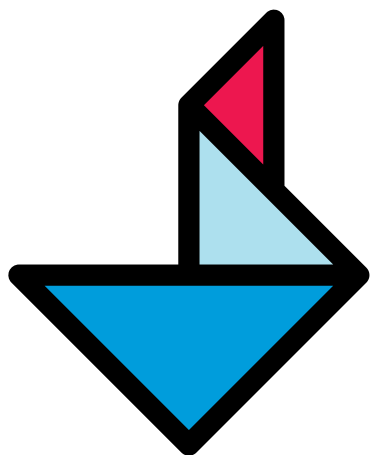
Alma, which is maintained by the San Francisco Maritime National Historical Park and dedicated volunteers, still sails

today. She is the last of about 250 such vessels, and the only participant in both the original and modern Master Mariners Regattas.

1897 — Not only does the California Gold Rush begin in San Francisco, so does the Alaskan one! Well, in part, anyway. Seems that Seattle Mayor W.D. Wood is visiting the City when the steamer *Excelsior* arrives, with a reported ton of Alaskan gold aboard. Wood telegraphs his resignation to Seattle, hires a ship and heads for the Klondike.

Next month: The Great White Fleet, the Hooligan Navy, the only start of the Transpac from San Francisco — and much more!

— latitude / jr



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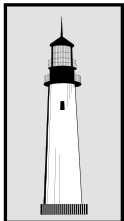
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THE LATITUDE 38 INTERVIEW

The Horangic Family

People cruise for different reasons, but for many families the primary reasons are so the parents can spend lots of time with their kids and provide them with a broader education. That's certainly the case with the Horangic family of Menlo Park, CA, which consists of parents Basil and Caroline, and children Theodora, 14, Helen, 12 and Basil (Little B), 9. We met them in St. Barth in April after they'd crossed the Med and Atlantic, and sailed up the Windward Islands of the Caribbean on the Outremer 49 catamaran Liladhoc they'd rented from a private owner for 15 months.

Latitude 38: Basil and Caroline, the last time we saw you was when you did a charter with us aboard *'ti Profligate* during the St. Barth Bucket in 2013. To be honest, you're among the last people we expected show up in St. Barth again, having crossed the Med and the Atlantic with your three children. After all, during the charter Basil seemed to spend most of his time on the phone conducting business, and Caroline, you didn't seem that interested in sailing. What happened?

Basil: We'd actually been thinking about doing a family cruise for a long time. One of the purposes of doing a charter with you was to see if we could live on a cat. We'd previously chartered cats twice, and thought taking a long family cruise would be an interesting thing to do. The impetus behind this is my wanting to invest real time with my kids. The ages of the kids really limits the time frame in which you can do this. You need to do it before the oldest one starts high school, but not so early that the youngest one can't appreciate the experience. With three kids, it's not that big a window.

Having been doing this for 10 months now, I can't imagine anything that comes anywhere close to this kind of experience for investing your time with your kids wisely. Doing the cruise together is intimate, and every day there is something different going on — different places to explore, different people to meet, different challenges to overcome. And we're doing it together. We've gotten scared together, fixed stuff together, laughed together. It's like being in a movie playing right in front of us.

"Having been doing this for 10 months now, I can't imagine anything that comes anywhere close to this kind of experience for investing your time with your kids wisely."

Just think, we've already been to 80 different anchorages. That alone is a lot of great family experiences together.

38: Can you explain the overall plan to us?

Basil: The idea was to do two summers and one school year for a total of 15 months cruising with the kids. That way we'd have the most time with the kids while they were missing the least amount of normal school time. By the time the 15 months is over, we'll have spent eight months in the Med, five months in the Caribbean, and two one-month segments crossing the Atlantic.

38: What about you Caroline? Have you been enjoying the experience?

Caroline: I'm not a natural-born sailor, and sailing is some-

thing that I started later in life, but yeah, it's been really fun.

The thing that has surprised me the most is that we haven't felt cramped or constrained on the boat. We wondered if we would find room for all of us and all of our stuff without being on top of each other. Part of the solution has been the boat, the Outremer 49 *Liladhoc*, which has so much storage for everything. We haven't felt cooped up at all.

I'm also enjoying the freedom of the experience. When we started, we said we're going to do this, this and this. But once we got started, it was just different. Some places you want to spend more time than you thought you would, other places you want to spend less. Because we have our own boat, we have the freedom to choose.

Basil: I was also surprised at how you can't really plan a cruise. About 20% of our itinerary has come from reading before we left, while 80% of it has come from just showing up and making decisions on the spot. You want to be flexible.

Caroline: We started in Turkey, and I thought we'd only spend a little time there because I was so excited about visiting Greece. But we ended up being so impressed with Turkey that we stayed a lot longer. The Turks were so friendly! Even when language was a barrier, you could tell they really wanted to help. The Greeks, on the other hand, seemed jaded and overwhelmed with tourists.

Basil: There is so much unemployment in Greece that people are just sitting around, while there is so much going on in Turkey.

Caroline: Greece is downsizing while Turkey is on the upswing.

Basil: Here's an example of Turkish behavior. We were at this dinky town on the Black Sea and we needed diesel. We'd eaten at one restaurant a couple of times, and when the owner found out we needed diesel, he drove us 10 miles to get it.

Caroline: At another little place I asked if anybody had any baklava, the Middle Eastern dessert that I love. "Not in this dinky town," one man told me. The next day he showed up with a bunch of it, having driven 20 miles to get it! Plus, his restaurant didn't have Wi-Fi, so every day he let me use the hotspot on his phone to check my email. We're friends on Facebook now.

38: You've gone from the Black Sea to the Caribbean. Did you ever feel any anti-American sentiment?

Basil: No. But the French, if you spend money, they're happy.

Caroline: And if you don't, they can be very abrupt. We found that to be the case throughout the French Islands, too.

Basil: But I was really impressed by Martinique. The whole island seemed manicured, and when it comes to boat parts and gear, they've got everything in stock at Le Marin. I went to the

Volvo guy to order a spare prop, and he had the one I needed in stock. We've found the French to be experts on sailboats. They really know what they're doing.

38: In our opinion the new Outremer 49/52s are among the best performing production cats in the world. So you're renting a 49 for 15 months from her private French owner. That's very unusual. How did it come about?

Caroline: It started with a tiny ad in a multihull magazine, not on the Internet. It was something only my husband could find. Badly translated, it said that owner would soon be completing an 'Atlantic Circuit' with his boat, and he wanted someone to rent it for a year.

38: We're talking an individual?

Basil: An individual, but with lots of help from the builder Outremer because the owner [laughter] doesn't speak English. Outremer figures that by helping with such long-term rentals, it will help them sell boats.

38: So has Outremer been helpful?

Basil: Very much so, and they have been very easy to work with. They have a couple of super smart sailors, and prior to our taking the boat, they took me sailing for three days and taught me everything — including what to do in storm conditions and such.

38: Had you looked at other boats?

Basil: Some, but there weren't many that you could rent for a year. But we looked at a few Catanas and Lagoons. The Lagoons are more luxurious, as they have gensets and a freezer.

Caroline: We have two fridges.

Helen: That are the size of shoeboxes. [laughter]

38: What do you like about the Outremer 49?

Basil: Safety is number one, and her unusually good performance is part of that. I like the boat's cockpit design because nobody is going to fall out of it. The boat rides really well on the water, too. We're used to pretty rough seas by now, and when the bow has gone under, it pops right out again. We've had green water over the house also but it's been no problem. The boat just feels very safe. And properly reefed, she just keeps ripping along at 10 knots. For the windy Caribbean, we always start with one reef in the main and shorten sail from there.

38: Caroline, do you feel safe on the boat?

Caroline: Absolutely. We've been through storms, but I was never worried.

Basil: It's funny because we had the biggest storm the first week we were on the boat. It was in the Black Sea, and there was this little twister with lightning all around.

38: Let's hear the kids' perspective. Teddy, have you ever been scared?

Teddy: Maybe a little at first, but not after that first storm. And I have a lot of trust in my dad.

Helen: We got hit by a pretty big storm once in the Med while Mom and Teddy were off at an Opti regatta. It blew like 40 knots with lightning and big waves. But I wasn't scared, in part because we had an extra captain with us.

Basil: We always have two adults on the boat, and for the Atlantic crossing, we had three. With only two adults, you get too tired to enjoy a long crossing. The girls both drive and stand

watch, but 'Little B' hasn't done too much yet.

Teddy: Helen and I sometimes take watch together, including in the middle of the night.

Caroline: Once we had some adult guests who wanted to do a night watch, so we had Teddy and Helen stay up to supervise. The girls know what's going on.

38: I noticed that you carry two Optis aboard. Do you use them often?

Helen: They are a lot of work to put in the water.

Teddy: We try to sail them every time we're at an anchorage for a few days. We've been racing

Optis competitively for three years, so we practiced a lot before we started this cruise, and we're trying to keep our skills up.

38: So Basil, what do you do for a living where you can take so much time off from work?

Basil: I'm in venture capital for startups. As it turned out, the ones I was working with all got acquired at about the same time, and I didn't have to make any new investments. So the timing for this trip was perfect.

I've been able to work it out that I only have to spend about one out of every eight weeks back in California. I was overly optimistic about how much work I could get done on the boat. And if I'm gone more than seven out of eight weeks, I'd be missing too much, and would have to pay someone else to do the work.

I started one company with a guy, and it helped with business that he and his family joined us in Greece for cruising. He was Greek, so he added to our experience and made it easier.

38: How much time do you spend on work when you're on the boat?

Basil: Very little. I pack it all into when I go home. But I find it tough to go home because every minute I spend on work is a minute that I'm missing from being with my kids.

38: So let's talk about this rental deal.

Basil: We rent *Liladhoc* — what a crazy name — for \$10,000 a month, which is about what we rent our Menlo Park house out for. So that's a wash. Other expenses have a slightly lower burn rate on the boat than on the house.



Meet the Horangics. That's nine-year-old 'Little B' in front, with (left to right) Theodora, 14, Helen, 12, Basil and Caroline.

LATITUDE / RICHARD

the latitude interview:

Our original plan was to do a summer of cruising, a school year of cruising, and another summer of cruising. But we've all been enjoying it so much that we're going to extend our cruising from 15 months to 24 months. But after 15 months, we're going to give this boat back, then rent another one to do the same thing for nine months of cruising in Fiji, Bali, Indonesia and Thailand. We don't want to take the time to sail all the way across the Pacific.



Helen takes a turn at the helm.

38: Teddy, how do you think you're doing in school?

Teddy: I think I'm caught up if not ahead. And I know I've been able to learn a lot of things that I wouldn't have been able to had I been attending a normal school. For example, I'm doing a couple of projects on the boat for ocean conservation that involve using an underwater robot to take data samples.

Basil: It's an open source thing in Silicon Valley. You get a kit, build your own robot, then collect data.

Helen: I like that we get to learn at a pace we can control ourselves. We learn how to keep track of stuff by ourselves.

Teddy: That's good practice for independent studies later in college.

Basil: And they've been getting great history lessons, too.

Teddy: The Eastern Med has been fabulous for history.

Basil: On the Black Sea, we were right there where the adventures of Jason and the Argonauts took place.

Teddy: We read all the ancient texts, and as we were going along we'd say, "Look, that's the island they were describing in the text." In some cases the names of places are still the same

"After 15 months, we're going to give this boat back, then rent another one to do the same thing for nine months of cruising in Fiji, Bali, Indonesia and Thailand."

as in ancient times.

Helen: It felt like we were living in these places rather than being on vacation at them. I never thought about buying any souvenirs because I didn't feel like a tourist.

Basil: The kids are probably getting a better than average education in history and math. I'm really big on math.

38: Kids, do you have any problems with your teachers?

Teddy: [laughing] Yeah!

Caroline: From what I hear, the teachers are tough graders. Which is good because then the kids have to grovel for grades. [laughter]

38: Are they doing a Calvert curriculum or what?

Caroline: We worked with the Menlo Park schools to have the same books and timeline. We're doing the core subjects but adapting them to our circumstances.

Basil: We've skipped languages because they're too hard.

Teddy: For languages you need other students speaking them around you. Plus, I'm taking Mandarin and Helen is taking French. So we're just reviewing what language we've learned so we don't forget any of it. When we get back, we'll resume.

38: What's the worst part of the cruise?

[There is a long pause during which no one seems to have anything to say.]

Basil: The thought I have to eventually go back.

Teddy: Yeah, having to go back.

Caroline: When you cruise, you have to make adjustments in how you live, but that's a good lesson. For example, you have to be thoughtful about what resources you use.

Teddy: One of our most unhappy realizations is how much energy we'd been using back home.

Helen: Even to just do the dishes. On the boat we rinse everything in salt water to conserve fresh water. But we still use a ton of water. And it made it obvious how much we waste back home.

38: For the record, the average shower in California uses 50 gallons of water. The average home use is 192 gallons a day. Let's talk about boat maintenance.

Basil: *Liladhoc* is a boat, so there is always something to fix. When I mentioned the 10K rental fee, that's not the total price, as it probably costs another \$1,000 a month to keep things going. In the deal we made, anything that would have worn out in a year, I pay for. But if it comes to the end of its useful life, the owner pays for it. But the sea eats everything.

38: Did you have to put down a big deposit?

Basil: Yes, 15%. And I imagine there will be a settlement in the end.

38: Any big complaints about the boat?

Caroline: The washing machine is slow and you can't put much in it. [laughter]

Basil: If I were to advise someone who is going to do what we're doing, it would be that the time spent in searching for the right gear will be richly rewarded. The amount of gear required for this trip has been amazing. To give you an idea, the manufactured weight of the boat is 10 tons, but when we had her weighed in Grenada, she weighed 15 tons. That's 10,000 pounds of stuff that's been put on! Over the course of various airline trips to the boat, we've probably sent 40 bags of luggage at \$50 a bag.

I'm talking about Opti gear, kite-sailing gear, scuba gear, beach stuff, hammocks and so forth. It makes a lot of different having the right stuff going in, because it's hard to find the stuff when you're traveling in an unfamiliar place. And the last thing you want to do is waste time trying to source gear in a place like Turkey during your trip. The safety gear is, of course, the biggest deal of all. We have storm gear, including a drogue and a storm sail. Hopefully we'll never have to use any of it, but having it makes us more relaxed.

Here's something that's proved to be really great: stabilized binoculars. They are great at night, and for Opti coaching. And we love these Waypoint stream lights. They look like a tractor beam. I highly recommend them.

But all in all, I spent about four months figuring out what

horangic family

gear we'd need on the boat. I should have spent 18 months figuring it out. [laughter]

Teddy: Potential cruisers need to realize that cruising is a lot of work. But it's worth it.

Helen: You need to go to the right places, too.

38: Which were your favorites?

Teddy: Istanbul. We were there for three weeks, and it's so beautiful. We were right across the Bosphorus from the Hagia Sophia Museum and the Blue Mosque. We also raced our Optis there against Turkish and other international sailors.

38: Did any of them speak English?

Helen: Some.

Caroline: No matter where we go, it's our son Basil who makes the most friends.

Teddy: That's because the kids relate to each other through video games such as Minecraft.

Caroline: He stays in touch with some of his video game friends through Facebook.

Helen: We stay in touch with some Danish and French kids that we met in the Windward Islands via Facebook.

Basil: We made great friends with a fisherman at Santorini, Greece, who let us raft up to his boat for three weeks. In the beginning we bought him beers to thank him. Then we learned that he was a Muslim [laughter], so we brought him other gifts.

Helen: The island of Milos was one of my favorite places because of the historical walks.

Teddy: Milos has an abundance of mineral and geological things. Everywhere we went we found a new rock formation.

Caroline: I really liked Union Island in the southern Caribbean. I was there with the kids while Basil was gone for two weeks. It was incredibly beautiful and everybody got to know us. The longer we were there, the nicer they were. And the kiteboarding was great for the kids. Grenada and Tobago were wonderful, too.

38: Grenada is fine, but cruisers at both Union Island and Tobago have been the victims of violent attacks in recent years.

Caroline: We have family in Tobago and it was fine. We didn't have any problems at Union Island either.

38: So give us a quick summary of what you've done so far and where you plan to cruise in the future.

Basil: We've done the Eastern Med, meaning all the coast of Turkey, the Aegean, and all the islands to Athens. Then we had to start moving west quickly, so we went through the Corinth Canal, stopped in Corsica for fuel, then continued on to Barcelona.

Caroline: What a great place! I really loved Barcelona.

Basil: Then we sailed the Canary Islands before crossing to the Windward Islands of the Caribbean. We'll soon sail back across the Atlantic and do the Western Med this summer. Then we'll do Fiji, Bali, Indonesia and Thailand with another boat.

Teddy: You forgot that we stopped in Morocco on our way to the Canary Islands. I remember because I partially covered my head and because we all got very bad cases of food poisoning.

Basil: I almost forgot about Morocco. While we were there, our cab caught on fire. I knew what was happening because I'd had a car where smoke came out of the dash, too. "Your car is on fire," I told the guy. He got out, looked at the engine and said, "There's no fire, get back in, let's continue." [laughter]

38: Where did you girls race Optis in California?

Helen: We sailed out of the Port of Redwood City starting with the Peninsula Youth Sailing Foundation.

Teddy: But most of the participants dropped out, so we learned independently.

38: Are you going for a sailing scholarship for college?

Teddy: Hopefully. It would be awesome.

Basil: The main Bay Area Opti programs are out of the San Francisco YC and the Richmond YC, but it's a lot of work for us to get up there from the Peninsula.

Helen: You have to load the Optis, tow the coach's boat.

38: So many kids don't seem to know what opportunities there are in youth sailing.

Basil: I have a sister in Portland who doesn't have a lot of



LATITUDE / RICHARD

Theodora, this month's cover girl, finds a spot on the cabin top.

money, and I told her that our kids are into sailing and that she should get her kids into it. She said she couldn't afford it. I explained that there are lots of older sailors who really want the sport to continue, and that they'll pay for kids to sail. She didn't believe me at first, but now she's got a child Basil's age into a sailing program, as well as three natural triplets. She throws a couple of hundred bucks in from time to time, but most of her four kids' sailing is paid for by yacht club members.

Teddy: My favorite cruising area is a tie between Bodrum and Delos.

38: If memory serves us, when you visit Delos, you have to do it by ferry and they keep you on very restricted paths.

Basil: [laughter] Well, we accidentally missed the last boat off the island at 3:30 p.m. So after exploring all by ourselves, we showed up at the gate at 7 p.m. wanting a ferry ride back. "What the hell are you doing?" said the guard.

Helen: Missing the ferry allowed us to see so much more.

Teddy: Delos is like a city, and it's not all uncovered yet, so

"I explained that there are lots of older sailors who really want the sport to continue, and that they'll pay for kids to sail. She didn't believe me at first, but now she's got a child Basil's age into a sailing program, as well as three natural triplets."

we got to see some interesting parts other tourists don't.

Basil: My favorite Greek ruins are in Turkey, and they're just everywhere. We'd see things like a guy chopping wood on a 3,000-year old column. [laughter]

38: Do they still have the Halikarnas Disco in Bodrum?

Helen: Yes! And that's one thing that I didn't like, the really loud music until 4:30 a.m.

Teddy: We had no idea there would be music, and suddenly

the latitude interview: horangic family

OUTREMER CATAMARANS



A sistership to 'Liladhoc', with waterskiers behind. The Horangics have had their cat to 15 knots in flat water and 23 knots coming down a wave.

late at night the strobe lights and blasting music started.

Helen: Fortunately, the mosque makes them stop 15 minutes before sunrise for prayers.

Basil: That sends everyone out of the disco at about 4:15 a.m. — at which point they head for the after-hours places.

Teddy: You get no sleep.

Basil: I think our best historical find was Lasos, which is a little north of Bodrum. It was a full Greek town, but now there is nobody there and they only get six visitors a year. We loved it and spent a week there.

Teddy: We saw amazing mosaics and paintings. I spent an

hour on the Internet looking for a map of the place so I'd know my way around.

Caroline: It was a great experience for the kids to be there and do their own research.

38: Do you kids scuba dive?

Teddy: Well, our younger brother has to go with dad.

Basil, Jr: I can go, but my dad has to be in the water, too.

Basil: We brought all the scuba gear, and it's great for boat maintenance. But if we were to do this over again, I'd just bring scuba gear for one person. You can rent scuba gear anywhere, and a hookah on a tank is better for boat work. But make no mistake, being able to check things underwater on your boat is something that makes life easier.

38: Where did you get scuba certification?

Caroline: Basil was thinking we'd do it at Monterey, but I wasn't happy with that idea because it's so cold and murky. He got certified at Monterey, but the rest of us got certified at Bodrum where the conditions were much nicer.

38: When did you kids learn to kiteboard?

Teddy: At Union Island. It's a great place to learn.

Helen: We had tried to learn at Coyote Point, but the water was cold and murky, and there were big waves. But at Union Island, whoa, the conditions were perfect — good wind and flat, clear, warm water. Within a week we were all up on the boards.

Teddy: I can go upwind, downwind, and jump a bit. Clear and warm water is wonderful.

— **latitude38/richard**

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Back in the day, about all you needed to get a boat ready for an ocean race was a horseshoe life ring. There was some gear that went with it: a ballasted flag, drogue and strobe light. If someone fell overboard, they could find the gear and so could the boat.

The boat also had to have a good bilge pump, lifelines, a fire extinguisher, at least 800 pounds of ballast and watertight decks. And that was about it. Most of us had all that anyway.

How times have changed! Now the list of mandatory equipment for even a local ocean race is a five-page document with about 56 separate requirements. Most of them make sense, but it was the last one on the list that was the most annoying. There was no way around it: To race my boat in the ocean, I had to attend a Safety at Sea seminar. I reluctantly reserved a spot, sacrificed a Saturday, and drove across the Bay to the club that was hosting the seminar.

It was not really a surprise to see Lee Helm, a grad student in naval architecture and occasional crew, behind the registration table.

"Gets me in for free," she explained. "I'm still, like, a starving student."

Me, I had to write a check. Lee found my name on her reservation list and handed over a name tag and a ticket for lunch. I took a seat near the back of the yacht club dining room, darkened for the projector. Lee took the seat next to me after the registration table closed down.

The first item on the syllabus was all about the "culture of safety." I expected something preachy, but the talk featured a lot of hard data on sailing fatalities and boating accident statistics — it was

Lee Helm loves the pockets on this low-tech PFD. They allow her to carry all sorts of essential gear.

many levels above what we're used to being fed from other boating education organizations.

The next speaker moved the discussion to person-overboard tactics. It began in very familiar territory with a description of the usual 'quick-stop' method, but quickly got interesting as soon as he started taking questions. Everyone had his own story of an over-

"The victim was found with his inflatable PFD all off to one side of his head."

board incident. Interestingly, none of them seemed to involve the by-the-book quick stop. The anecdotes, as is often the case with this sort of lecture, were by far the most informative part of the talk.

This was followed by a really good lecture on medical emergencies at sea. Then another speaker had some interesting comments about boat handling in storm conditions under much-reduced sail.

"Every dinghy sailor knows this," Lee remarked when the diagram on the screen showed the relationship between heel and helm balance. "A 470 in 25 knots handles about like a big cruising boat in 55. But the sailing schools never give you a chance to practice with a cruising boat in 55 knots of wind, so, like, I guess all these big-boat owners who never sailed dinghies really need to learn this stuff some other way."

The next topic was life jackets, and I remembered that there was something in the new rules that I found even more annoying than having to go to a seminar: crotch straps.

"Beginning last year with the 2014 season," explained the expert from the lectern, "all PFDs have to have leg straps, and they have to be worn by all crew at all times when on deck."

"Like, I guess he thinks 'crotch' is impolite in mixed company," Lee giggled.

"Have people actually been using those straps?" I asked Lee,

knowing she'd crewed in some of the local ocean races last year.

"In theory, for sure," she whispered evasively. "But, like, truth be told, I switched back to my favorite foam type-three work vest after the start. I only switched back to the inflatable with the crotch straps if we were called in for a post-race inspection."

"That was against the rules," I said as I waved my index finger accusingly.

"Well, duh," she answered. "But inflatables have problems. Read the US Sailing report

on the fatality when a race boat washed up onto San Clemente Island after a rudder failure: The victim was found with his inflatable PFD all off to one side of his head instead of around his neck. No wonder he drowned — I don't think anyone could keep their head above water, let alone swim anywhere, in that totally asymmetric configuration. There's a good chance the guy would have been fine, like the other five people who abandoned that boat in the surf, if he had been wearing a foam type-three."

"Yes, but maybe the crotch strap would have prevented the PFD from slipping up and over his head," I suggested. "But then again, if a lot of sailors aren't using the straps anyway..."

"To be fair," Lee conceded, "there's anecdotal evidence in favor of inflatables, too. Bryan Chong, the *Low Speed Chase* crew who was washed off the boat at the Farallones and survived, reports that it was like being in a giant washing machine full of boulders, and the inflatable gave him some critical padding as he was bouncing off the rocks."

"That's not your usual MOB situation," I countered. "And I'm surprised the barnacles on the rocks didn't puncture the air bladders."

"Like, Bryan thinks it saved his life."

"I'll allow that the jury is still out on this one," I said. "Anecdotes on both



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RULES, RULES, RULES



A singlehander tests his emergency rudder setup while racing on the Bay. How effective is your e-rudder? You won't know until you try it.

sides."

"For sure, Max. But, like, the real reason I still wear my foam PFD is because it's warm and comfortable, and has pockets for my VHF, GPS, protest flag, mini binocs, and all the other gear I need to have on me when I'm navigating from the windward rail. Not having good pockets to stow your personal safety gear is a hazard in itself. And, like, try leaning back against the cockpit coaming for a long night watch with an inflatable, and you'll wish you were back in the good old days of foam PFDs."

"Reliability, too," I added.

"The best large-scale study found 10 to 12% failure rate for type-five inflatable PFDs," Lee asserted.

"That high?"

"Mostly pilot error," she explained, "like people forgetting to replace old cylinders or other dumb things that a little due diligence would prevent. But still, pilot error or no, the foam vest always works."

By this time we were getting nasty looks from the people sitting around us, who seemed to think that the speaker's presentation was more interesting than my discussion with Lee. Fortunately, that's when it was time for the assem-

bly to break for lunch, right after the pool demo.

The pool demo began, appropriately enough, with a comparison of two PFDs: One volunteer with a foam type-three, the other with a rules-compliant (although not Coast Guard-approved) inflatable with the required 33 pounds of lift. "They really should be in full foulies, sea boots, and a couple of fuzzy warm layers inside," complained Lee. "And equipped with flashlights, rigging knives and

radios to weigh them down even more and make the simulation complete."

The volunteers jumped into the deep end. They both went right underwater, and both their heads popped back up within a couple of seconds. It was hard to say which one was back on the surface faster: The inflatable PFD was floating the person's head much higher, as expected, but the foam lifejacket didn't have to wait for the inflation mechanism to activate before going to work.

That test was a draw. The swimmers moved to the edge of the pool, and then the lecturer reached over to the head of the person with the foam jacket and easily pushed him back under water. Then he tried the same with the inflatable, and couldn't do it without applying a lot more force.

"I see the difference between 15 pounds of buoyancy and 33," I said.

"Like, it's not the buoyancy so much as the waterplane area," Lee corrected me. "Heave response is a function of the area of the water surface that intersects the floating object. The waterplane area determines the change in the buoyant force when the object moves up or down."

"But it helps if the object is more buoyant to start with," I added.

"Not really. Think of a single rowing shell. It's so long and narrow that it's unstable in roll unless the oars are in the water, and even if the oars have neutral buoyancy, they will still keep the boat from rolling because the buoyant force on each oar changes with its immersion. It's the change in buoyancy that counts, not the amount of buoyancy. It doesn't matter if the net force is up or down. You could use oar blades made of lead and they would still keep the shell upright if each blade was partially immersed."

The instructor asked the seminar participants to try pushing the two heads of the volunteers in the pool underwater, so they could feel the difference themselves. The instructor, correctly in my view, attributed the difference to the extra buoyancy of the inflatable, while Lee continued to go on about waterplane area.

"See?" she said. "The guy with the foam vest only intersects the water at

"The real reason I still wear my foam PFD is because it's warm and comfortable, and has pockets."

his neck, so waterplane is very small and there's very little change in buoyant force when he's pushed underwater. Even his head doesn't have that much cross section. It's like a soft spring. But the inflatable PFD is floating the other guy with the water surface intersecting the inflated chambers, so there's lots of waterplane area, and a big change in

A foam vest and an inflatable compared in the pool. The inflatable wins in the freeboard, reserve buoyancy and waterplane categories. The foam wins for comfort and pockets.



buoyant force when he's pushed down. It's a stiff spring. But, like, bottom line is that I agree with the conclusion: It doesn't matter how well you can swim. If you fall into the ocean on a windy day, with breaking wave crests everywhere, you'll have, like, a lot more chances to

"Pockets, padding, comfort, warmth, reliability. It's a trade-off."

"You'd think there'd be a market for a hybrid PFD that combined the best features of the foam and the inflatables."

"You can't, but it's easy to measure the blade area of an e-rudder, and a reasonable formula would not be hard to implement. Point is, there's no substitute for blade area in the water when the

main rudder is gone. At the very least, the rules should require a live test with the main rudder locked, to filter out all the hokey drogue rigs and show that the emergency rudder has some umph."

"Would they have had time to deploy an emergency rudder in that situation?" I asked. "They lost the rudder very close to a lee shore."

"It was more than two hours from the rudder failure to the grounding," Lee answered.

"I read that report too," said another seminar attendee who had been listening in on our discussion. "I blame it on the anchors. The heaviest hook on that boat weighed only seven pounds. It's no wonder they dragged right through the kelp bed and onto the bricks."

"Seven pounds. Does that meet the requirement for a 32-ft boat going ocean racing off the California coast?" I asked.

Lee had the ISAF website up on her phone in just a few seconds, and read off the anchor requirements:

"Here it is: 'Two anchors with a suitable combination of chain and rope' is all the guidance we get from the ISAF equipment requirements."

"That could mean almost anything," I noted.

"Our local Ocean Yacht Racing Association gives us a little more guidance: 'A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.'"

"Okay," I said. "All you need is a 'manufacturer's recommendation' for your size boat."

"The Fortress anchor selection guide," said our new friend, "has the lightest anchors for the biggest boats, so that's what all the race boats use. Now, there's nothing wrong with Fortress anchors. The selection guide is very clear that the recommendations are for areas with 'moderate protection from open seas' and for winds up to 30 knots. But inspectors up and down the coast are accepting the Fortress selection guide as the authority for 'manufacturer's recommendation' even for Category One races."

FORTRESS MARINE ANCHORS		Selection Guide							
Anchor size recommendations are for boats of average windage and proportions, 30 knots of wind, average bottom conditions, and moderate protection from open seas. For storm conditions, we recommend using an anchor one or two sizes larger.									
Fortress Model		FX-7	FX-11	FX-16	FX-23	FX-37	FX-55	FX-85	FX-125
Boat Length	(ft)	16-27	28-32	33-38	39-45	46-51	52-58	59-68	69-150
	(m)	5-8	8-10	10-12	12-14	14-15	16-18	18-21	21-46
Weight	lb (kg)	4 (1.8)	7 (3.2)	10 (4.5)	15 (6.8)	21 (9.5)	32 (14.5)	47 (21.3)	69 (31.3)
Replaces Steel Fluke Anchors	(lb)	6-9	10-13	14-18	19-28	33-50	50-65	70-90	100-170
	(kg)	3-4	5-6	6-8	9-13	15-23	23-29	32-41	45-77

breathe and swallow a lot less water if you're using an inflatable PFD with the full 150 Newtons of buoyancy."

"Aha! So it is about the buoyancy. That's how they get the waterplane, as you call it."

"Well, sure. And, like, you need the volume of those air chambers for the reserve buoyancy. I just wish they would explain it correctly."

Next came the liferaft demo, and the crowd moved to the other side of the pool to watch a new six-person raft inflate.

"Knowing what you know about waterplane and reserve buoyancy," I asked Lee, "why do you still switch to your old-fashioned foam PFD after the start?"

The Fortress anchor selection guide. There's nothing wrong with Fortress anchors, but the chart is often used to justify some very lightweight anchors for conditions that go well beyond the intended limits of the chart.

"It's my fantasy lifejacket," sighed Lee. "A foam PFD with lots of pockets and an integral harness. And also some inflatable air chambers to bring the total up to the required 33 pounds would be awesome. If the foam provided the first 17 pounds of buoyancy, then the inflatable part could be smaller and the cylinders would need only half the capacity. Plus, if you fell in you would have a choice: Swim around with the low buoyancy and more maneuverable foam PFD, or pop the inflator and get the added waterplane and reserve buoyancy from the air chambers. And, like, even if the inflation mechanism fails, or if the air chambers leak, you still have the flotation of a type-three life jacket."

"You think it would have saved the guy in the surf on San Clemente?"

"No way to know," Lee shrugged. "But, like, a couple of other things closely related to the required equipment list could have saved him for sure, starting with the emergency rudder that they didn't have. For that race, all they were required to do was certify that they had tested some means of steering the boat without the rudder, and they said they could steer with the sails. Yeah, right. With that deep high-aspect keel, there's no way in heck it could be directionally stable with the rudder gone. No way. Like steering an arrow with the feathers in front."

"But how could you test an emergency steering system without taking the rudder off?" I asked.

RELATED WEBSITES THAT MAY BE OF INTEREST

- USS 2013 Islands Race Report on the *Uncontrollable Urge* fatality: <http://www.ussailing.org/wp-content/uploads/DARoot/Offshore/SAS/PDF/2013%20Islands%20Race%20Report.pdf> or <http://tinyurl.com/ldfjuuej>

- Northern California Ocean Yacht Racing Association equipment requirements: <http://norcalorc.org/sites/default/files/US%20SER%202015.0%20NCORC.pdf> or <http://tinyurl.com/q34uif2>

- ISAF Offshore Special Regulations <http://www.sailing.org/specialregs>

RULES, RULES, RULES

"I wonder what 'moderate protection from open seas' means," added Lee.

"I've wondered about that too," he said. "Everyone seems to use this recommended anchor size chart for the aluminum Fortress anchors to validate their ultra-light gear as being 'suitable' for their boat."

"It would make much more sense to have a formula for required total weight of anchor and chain, as a function of boat displacement," suggested Lee.

"That would level the playing field," our friend agreed. "And put an end to people going to sea with inadequate gear just to save a few seconds at the finish line."

Looks like we can blame the equipment rules three different ways for that fatality at San Clemente," Lee concluded. "First there's the very lax standard for emergency steering, with no verified test. If they'd had a decent e-rudder they could have sailed or motored away from the lee shore. Then there's the

subjective and usually misinterpreted anchor size requirement, with no minimum anchor weight, so they dragged right through the kelp bed with their seven-pound anchors. And finally, the over-regulation of the PFD-type requirement, making them use a product that

"You don't get to practice climbing into a raft from the water very often."

turned out to be all wrong for the conditions, the way it came off his head and went all on one side.

"That last one is very conjectural," I pointed out.

"Okay, two-and-a-half ways the equipment regs killed the guy," conceded Lee.

Meanwhile, the liferaft demo was

getting more interesting as the canister was thrown into the pool. The raft expert pulled the cord, and described the various features as it inflated.

"Don't mind the hissing sound," he explained. "That's not a leak, it's the relief valves letting some gas out to regulate the pressure."

When he finished explaining the various features of the new raft, he invited everyone to jump into the pool to check out the raft's main cabin. At first there were no takers.

"You don't get to practice climbing into a raft from the water very often," he added. "A chance to do this is worth the price of admission to the seminar."

"Here, hold these," said Lee, as he handed me her backpack and her cell-phone.

A second later she was in the pool, without removing any of her clothing.

"Gotta make it realistic," she said when her head was back above water.

I handed her gear to our friend, along with my own wallet and phone, and jumped in after her.

— max ebb



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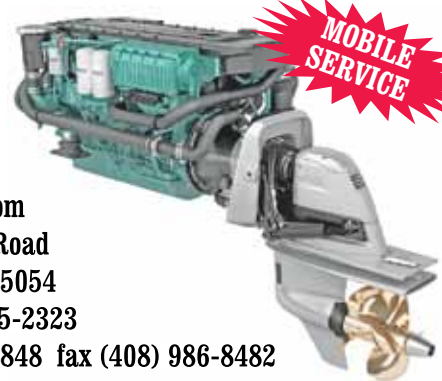
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THE RACING

The Mexico spring season concluded with the *Newport to Ensenada Race*; two weeks and very different conditions separated the *OYRA Lightship* and *Farallones Races*; the *Elvstrom Regatta* turned 40 at this year's *Elvstrom Zellerbach*; SYC's *Women Skippers Regatta* was family-friendly; and 10 classes raced in Folsom Lake's 49th *Camellia Cup*. Plus **Box Scores.**

Newport to Ensenada Race

Last month in this space we reported on the rip-roarin' Newport to Cabo Race; the Newport to Ensenada International Yacht Race was much shorter but also much slower. The Newport Ocean Sailing Association's 68th N2E started on April 24 off the Balboa Pier. Early morning showers put a damper on the wind, and the start may have looked more like a raft-up from a distance. With just enough wind to carry the boats over the starting line, however, no postponement was needed.

Last year's big winner, *Mama Tried*, a 28-ft custom tri sailed by Pete Melvin, dropped out during the night, as did 18 other boats.

H.L. Enloe's ORMA 60 trimaran, *Mighty Merloe*, bested the 205-boat fleet, slipping into Ensenada minutes before dawn at 5:55:35 on April 25 to secure best elapsed time honors. (*Mighty Merloe* was fresh off setting a course record in March's Newport to Cabo.)

Last year's N2E first to finish winner, Tom Siebel's MOD70 tri *Orion*, crossed the finish line in the light of day at 6:24:29 a.m.

John Shulze's Santa Cruz 50 *Horizon*, from Balboa Yacht Club, was this year's big winner, taking home four trophies: President of the United States Trophy for best corrected time in PHRF, Tommy Bahama Trophy for best corrected time for all boats, the Governor of California Trophy for best corrected time in PHRF-A, and best corrected time for a member of a Newport Beach Yacht Club.

Shulze bought the boat last year, and it came with a winning record and crew. With the win this year, *Horizon* has pulled off a rare N2E three-peat. This summer, Shulze and crew will compete in the Transpac, the Islands Run and the Santa Barbara to King Harbor Race.

Hailing from Oyster Point and berthed for the season in San Pedro is StFYC member Dave MacEwen's *Lucky Duck*, a Santa Cruz 52. *Lucky Duck* won their division of the Cabo race; in the N2E they placed second in division and third overall. "We're real excited," MacEwen told us. "We're having a good year and we're gearing up for Transpac. These Southern

California events are really about racing with the same group of boats that we'll be racing with in the Transpac, getting some ocean miles in, and getting some success, so it's really great to have some good results so far."

MacEwen bought the boat in 2012, raced in the 2013 Transpac, and spent most of 2014 on San Francisco Bay.

He described N2E as a very light air race. "The boats that started in front of us were just sort of bobbing around. We did some optimization of the boat over the last two years, and so this was a good test of it in the light air. It did really well, kind of crept out, and the bigger boats passed the smaller boats in the first few hours. We found ourselves up front with some of the really fast boats like the TP52s. *Medicine Man* passed us but not until way down the track. This is the way it went for hours, this light air stuff. We hadn't even gone down halfway to San Diego by nightfall.

"Our navigator, Randy Smith, did his homework very nicely, and there's two ways to play it, right? Some guys

played it the opposite way. "Our bet was that the wind from the northwest was going to find its way down to the fleet eventually and so being out offshore we were going to pick that up first. The wind at the time was from the south, easterly at times. So we went off to the outside and the shift came in mostly from the west. And it kind of crept up for a while and then it just changed — bam! And we jibed in about 11-12 knots. We got down the course OK after that."

The wind filled in nicely, topping out around 14 knots. *Lucky Duck*'s average speed for the race was 5.75 knots. "That's really slow for us," said MacEwen. "We changed sails because of wind direction but never because we were overpowered."

The SC52 finished late in the morning after 21 hours and 40 minutes of sailing. MacEwen attributes part of their success to being in the right place. "It was definitely not a big boat race," he said. "As the big boats were approaching Ensenada early in the morning there was just no wind at all and they had a big park-up a couple of miles from the finish line. We were able to catch up from behind and save our time on all the big guys. It didn't help their cause at all. We beat *Pyewacket* and *Medicine Man* by about two hours."

The destination host, Hotel Coral and Marina, received praise from the racers, but the weather did not.

"When we got there it was pretty cold and there was some rain — part of the reason the wind was so messed up," said MacEwen. "They had a party scheduled but ended up canceling it because of the rain. There was a bunch of heavy air coming in behind and so a lot of the boats including mine just turned around and didn't stay because of the weather coming in. I think some of the boats got hammered pretty good going home."

This was the team's first Ensenada Race, so they won an award for being the first first-timers on corrected time.

Next up for *Lucky Duck* and many of the Transpac hopefuls would be the So-Cal 300 from Santa Barbara to San Diego on May 22, just after this issue went to press. "That's going to be most likely a very windy race," predicted MacEwen. "People are nervous about it."

— latitude/chris

KEN BROWN

LATITUDE / CHRIS



JAMES CLAPPIER

Two views of 'Lucky Duck' on the way to Ensenada. Bowman and boat captain James Clappier really got around!

are going to play an offshore breeze when it's really light — they're going to be in toward the beach." *Lucky Duck*



The rough-water OYRA Lightship sailed on April 25. Spread: Jim Quanci's 'Green Buffalo' charges back from the Lightship. The Cal 40 was built for days like this. Inset: First-time offshore racers, father and son Tim Poli and Jake Feigel crewed aboard their cousin Scott Cyphers' Ericson 35 MkIII 'Ergo'.

NOSA NEWPORT TO ENSENADA, 4/24-25

ORCA — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe; 2) **Orion**, MOD70, Tom Siebel; 3) **Jail Break**, F-32SRX, Jerry Fiat. (3 boats)

MAXI — 1) **Mirage**, SC70, John Delaura; 2) **Pyewacket**, Andrews 63, Roy P. Disney; 3) **Medicine Man**, Andrews 63, Bob Lane. (4 boats)

FAST 50 — 1) **It's OK**, Andrews 50, Lewis Beery; 2) **Javelin**, Farr 49, Dave Fell; 3) **Bolt**, TP52, Craig & Carson Reynolds. (4 boats)

PHRF-A — 1) **Horizon**, SC50, John Shulze; 2) **Lucky Duck**, SC52, Dave MacEwen; 3) **Time-saver**, J/125, Viggo Torbensen. (15 boats)

PHRF-B — 1) **Kite 35**, 1D35, David Nelson; 2) **Pacifico**, Beneteau First 44.7, Fred Lundgren; 3) **Elusive**, Choate 48, Joe Brunner/Rich Pipkin. (9 boats)

SPRIT — 1) **Jelani**, Flying Tiger 10, Clive Daem; 2) **Plankton**, Viper 830, John Staff; 3) **Abacus**, Flying Tiger 10, Timothy Chin. (3 boats)

PHRF-C — 1) **Flyingfiche**, 1D35, Chris Wacker/Robert Zellmer; 2) **Buena Vista**, Olson 40, Dwight Rowe; 3) **Problem Child**, B32, Dan Rossen. (8 boats)

J/120 — 1) **J Almighty**, Michael Hatch; 2) **Hasl Free**, Rudolph Hasl; 3) **Caper**, John Laun. (5 boats)

PHRF-D — 1) **Blueflash**, J/88, Scott Grealish;

2) **Uncle Bob**, Schumacher 35, Larry Leveille; 3) **Zephyr**, J/109 Jack Mayer. (5 boats)

PHRF-E — 1) **Gray Goose**, Olson 30, Jeremy Quinton; 2) **Energy Squared**, Beneteau First 36.7, Greg Tice; 3) **Rocinante**, J/105, Juan Lois. (10 boats)

PHRF-F — 1) **Day Tripper II**, Hunter 40, Andy Horning; 2) **Renegade**, Beneteau First 38s5, Ben Smith; 3) **Wind Dancer**, Catalina 42, Paul Edwards. (10 boats)

PHRF-G — 1) **Sly McFly**, PSN FLY 30, James Baumgart; 2) **Pussycat**, Peterson 34, John Szalay; 3) **Sol Mate**, Beneteau First 35s5, Cindy Wynne. (8 boats)

PHRF-H — 1) **Lodgehall**, Hunter 28.5, Michael Rosenlof; 2) **Campaign II**, C&C 34, James Devling; 3) **Cimarron**, Ericson 35-2, David Basham. (12 boats)

TRANSPAC — 1) **Expression Session**, Express 37 turbo, James Kirkpatrick; 2) **B'Quest**, Tripp 40, Keith Ericson; 3) **Transformer**, Beneteau 523, Joel Young. (3 boats)

CRUZ NON-SPIN — 1) **Fly'n-Bry'n**, Catalina 42, Jerry Bryan; 2) **Paramethia**, Catalina 350, Philip Herzfeld; 3) **Helenski II**, Catalina 36T, Bob Morton. (9 boats)

CRUZ SPIN-A — 1) **Tara**, Catalina 36T, Nik Froehlich; 2) **Encore**, Irwin 41 Citation, John

McEntire; 3) **Shadowfax**, Jeanneau 43SD, Steve George. (11 boats)

CRUZ GEN-A — 1) **Swept-away**, Beneteau 500, Austin Artis; 2) **Izablue**, Catalina 42, Mark & Lisa Doliva; 3) **Island Starr**, Catalina 445, Bill King. (6 boats)

CRUZ GEN-B — 1) **Pura Vida**, Catalina 42, Bob Kennedy; 2) **Valhalla III**, Olson 34S, Paul Landsom; 3) **Summer Wine**, Catalina 42, Walter Gonzales. (13 boats)

Full results at www.newporttoensenada.com

OYRA Lightship & Farallones

Two weeks and vastly different conditions separated OYRA's Lightship and Farallones Races.

The OYRA kicked off their ocean racing season with the Lightship on April 25 and followed up with their toughest event, the Farallones Race, on

May 9. The racers in the OYRA Lightship described big square waves, with an 8-ft swell topped by wind waves. The wind cranked up into the 20s out on the ocean. Although the start off St. Francis YC had plenty of wind, the Bay was comparatively calm for the returning sailors. Buzz Blackett on *California Condor* was first around the turning mark. He reported 22 knots at the Lightship, aka the SF Bay Entrance buoy. The *Condor* crew took a southerly route on the return, at one point on a heading toward Ocean Beach, but they were lifted toward the

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THE RACING



ALL PHOTOS THIS PAGE FRED FAGO

Scenes from the South Bay Inter Club race on May 9, clockwise from top left: the race's youngest sailor on Amy Wells' F-27 'Wingit'; Doug Perry's Schock 34 PC 'Choices' at 1NAS; a wave from the 'Choices' crew; and Mark Zimmer's F-25c 'Khimara' decked out in safety orange, with a parade in the background.

Gate. They were thrilled to finish before the next boat even reached the bridge.

Aboard Bill Helvestine's SC50 *Deception*, Don Ford, an all-around utility man who was stationed at the mast for the Lightship Race, describes the most exciting moment in their race. "We blew up the A3. That was, like — whoa, did we just do that? I couldn't believe that the A3 just disintegrated out there in front of us like that. It went bang! You know, on a Santa Cruz 50, that's a big spinnaker.

"Heading out to sea, the conditions were fine," Ford reports, "with steady wind and somewhat small swells. Passing the entrance channel, the wind and seas increased. Wind was in the high 20s with 8- to 10-ft swells. Then we started getting gusts of more than 28 knots. Time for the Roller Coaster of Love (Shana Bagley's nickname for *Deception*) to round the Lightship and pull the trigger — absolutely perfect conditions for a great SC50!

"We took our time, double-checked each other first, and hoisted. The A3 kite went up with a loud 'Whomp!' Bill

Helvestine was driving a rocket. Tactician Jasper was searching for waves to surf — and found them. Several times the boat was sliding down the face of a swell going 18 knots." As *Deception* neared the Gate, the seas got smaller but the wind increased. Then it happened...

"I was aft, just forward of the port primary looking forward when suddenly the A3 shattered along the starboard tape. It took us by surprise because we were just talking about how our finish was looking good. (My mama always said, 'Don't count yer chickens before they're hatched!') I think we were going around 14-16 knots boatspeed.

"It was a scramble getting the pieces down and re-rigging for a symmetrical S-2, but, with another whomp, *Deception* was ripping along under the bridge and to the finish. After the douse, for a brief moment, we just kinda looked at each other with these big silly grins. Someone broke the silence, 'Who wants a beer?' That was one cool ride!"

Everyone on *Deception* has years, even decades, of sailing experience.

"While you need serious sailing skills to wrangle a boat like *Deception*, it is the chemistry and camaraderie that makes this crew special," said Ford.

Deception corrected out to sixth place in their nine-boat division in the Lightship, but the crew would go on to win the much milder OYRA Farallones Race, which saw flat seas and calm conditions that made for a very long day. At 50 miles, the course of the Farallones Race is twice as long as the Lightship. Not everyone was able to hang in for the duration. Whereas some boats dropped out of the Lightship due to the rough seas, some dropped out of the Farallones Race for lack of breeze.

Pat Broderick of the Wyliecat 30 *Nancy* tried going north, and after four hours found himself wallowing around somewhere near Bolinas. Nearby, Jim Quanci's Cal 40 *Green Buffalo* tossed in the towel at 1:30. "We decided at 2:00 to follow," said Broderick. "Of course the wind came up a few minutes later! We had a very nice sail back to Point Bonita and into the Bay. My calculations, based on other boats around us that also went north, is that north was not the way to go." Broderick thinks he would have fin-



TOP PHOTOS LATITUDE / CHRIS



LAURA RAMIREZ PUEA



MARK DOWDY / HANA HO

ished around 11:00 p.m. had he stuck it out. "We still had 18 miles to go to the island when we quit."

Tom Siebel's MOD70 trimaran *Orion* was first to finish the lengthy race at almost 4:00. *Deception* was next — two and a half hours later.

— latitude/chris

OYRA FULL CREW LIGHTSHIP, 4/25

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Bright Hour**, Farr 40, James Bradford; 3) **Hana Ho**, SC50, Mark Dowdy. (7 boats)

PHRO 2 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Kilo**, Synergy 1000, Michael Radcliffe; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (8 boats)

PHRO 3 — 1) **El Raton**, Express 27, Ray Lotto; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (10 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Plus Sixteen**, Olson 911S, Paul Disario. (6 boats)

OVERALL — 1) **California Condor**; 2) **El Raton**; 3) **Encore**; 4) **Bright Hour**; 5) **Agibail Morgan**, Express 27, Ron Kell.

Full results at www.jibeset.net

Clockwise from top left: The large SSS fleet includes a wide range of diverse craft, exemplified here by the modern, racy Antrim Class 40 'California Condor', which won the doublehanded monohull division of the Round the Rocks Race on April 18, and the Westsail 32 'Tortuga', which appears ready to cruise the seven seas; 'Deception' riding the wild seas of the OYRA Lightship, moments before losing the A3 kite; Charles Froeb and Jim Johnstone sailed the F18 'Kaos vs. Control' in the Elvstrom Zellerbach.

OYRA FULL CREW FARALLONES, 5/9

PHRO 1 — 1) **Deception**, SC50, Bill Helvestine; 2) **Adrenalin**, SC50C, Greg Mitchell; 3) **Rufless**, Melges 32, Rufus Sjoberg. (5 boats)

PHRO 2 — 1) **Elan**, Express 37, Jack Peurach; 2) **Maggie**, C&C 37/40R, Dave Douglas; 3) **Javelin**, J/105, Robert Goosey. (8 boats)

PHRO 3 — 1) **Carnaval**, Santana 35, Bill Keller; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Ahi**, Santana 35, Andy Newell. (7 boats)

SHORTHANDED — 1) **Ventus**, J/88, Chris Cartwright; 2) **Temerity**, Olson 34, David Nabors; 3) **Wetsu**, Express 27, Phil Krasner. (4 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel (2 boats).

Full results at www.jibeset.net

Elvstrom Zellerbach Regatta

At the Elvstrom Zellerbach Regatta on the first weekend of May, 88 entries from six dinghy classes plus formula boards and foiling kites took to the waters in front of St. Francis YC for two days of competition. This year marked the 40th anniversary of the Elvstrom

Regatta, an event that started in 1975.

In the 1970s, Paul Elvstrom was a superstar in the world of sailing, with four Olympic gold medals and 11 world championships in eight different classes, including Snipe, Soling, Star, Flying Dutchman and Finn.

That same year, StFYC member Don Trask was holding a seminar to promote a new 14-ft high-performance sailboat: the Laser. To help build excitement for the seminar, Trask invited Elvstrom, from Denmark, to attend. Elvstrom obliged, but only on the condition he would be able to compete. It would be his first time sailing a Laser. Participation in the seminar was so strong that it was moved to nearby Marina Middle School because StFYC could not hold the crowd.

On the first day of the regatta, more than 100 Lasers were on the starting line. Every fast young sailor from up and down the coast was there, including John Bertrand, Jeff Madrigali and

THE RACING

Russ Silvestri, all of whom would go on to become Olympians. The starting gun went off. At the pin end of the line, perfectly timed, Paul Elvstrom port-tacked the entire fleet. Word passed from boat to boat, "Look at Elvstrom! Look at Elvstrom!"

A port-tack start at the inside buoy at StFYC is one of the greatest thrills a sailor can have. Though it was his first time in a Laser, Elvstrom pulled it off with seeming ease.

The Zellerbach Regatta started in 1962 in memory of Isadore Zellerbach to promote singlehanded sailing in Olympic class boats. Over time, the two regattas became one, and they now stand as an annual display of fast boats, great sailing and plenty of capsizes.

This year, the weekend consisted of six races for 505s, F18 catamarans, Club 420s, Laser Standards, Laser Radials, Formula Windsurfers and Hydrofoil Kites. The breeze built both days and topped out in the low 20s, providing plenty of wind power.

All classes saw competitive racing, with standout performances in three fleets: Neil Marcellini of Richmond YC in the 29er; Lawson Willard of StFYC in the 420; and Jack Barton, SFYC, in the Laser Radial, scored all bullets after their throwouts.

— *meredith laitos*

STFYC ELVSTROM ZELLERBACH, 5/2-3 (6r, 1t)

505 — 1) **Blue Boat**, Mike Martin, StFYC/



MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM

The crew adjusts the spinnaker pole on Marika Edler's Beneteau 45f5 'Ohana' in SYC's Women Skippers Regatta.

NHYC, 7 points; 2) **Black Boat**, Michael Menninger, StFYC/NHYC, 8; 3) **Long Shoremen Caused Tour**, Howard Hamlin, NHYC/ABYC, 13. (12 boats)

F18 — 1) **Aurora**, Phillip Meredith, SeqYC, 7 points; 2) **Kaos vs. Control**, Charles Froeb, SFYC, 10; 3) **Nacrartemis**, Michel Kermarec, Ecole de Voile Rochelaise, 18. (6 boats)

LASER RADIAL — 1) Jack Barton, SFYC, 5 points; 2) **Treadstone**, Andrew Holdsworth, StFYC, 13; 3) **No Excuses**, Walt Spevak, Okoboji YC, 14. (15 boats)

LASER STANDARD — 1) **Christine Robin**, Tracy Usher, StFYC, 8 points; 2) Rodion Mazin, ABYC/USCG, 14; 3) **Misery Stick**, Charlie Buckingham, NHYC, 17. (13 boats)

420 — 1) Lawson Willard, StFYC, 5 points; 2) **Harmony**, Gwyneth Dunlevy, StFYC, 9; 3) **Not So Slim Shady**, Nolan Van Dine, StFYC, 19. (13 boats)

FORMULA WINDSURF — 1) Eric Christianson, 7 points; 2) **Starboard 2015**, Xavier Ferlet,

UK Windsurfing Assn, 13; 3) **Electric Banana**, Tom Purcell, PresYC, 13. (6 boats)

HYDROFOIL KITE — 1) **Red Right**, Nico Landauer, SDYC, 7 points; 2) Eric Due, StFYC, 10; 3) **F4**, Chip Wasson, StFYC, 11. (12 boats)

29er — 1) **Impetuous**, Neil Marcellini, RYC, 5 points; 2) Jack Sutter, RYC/StFYC, 13; 3) **Swag**, Hannah Baylis, StFYC/SFYC, 20. (4 boats)

Full results at

www.stfyc.com

SYC Women Skippers Regatta

Competition was friendly and family-oriented at Sausalito YC's 34th Women Skippers Regatta held on Saturday, May 16. Two division starts took nine boats over separate race courses: Spinnaker racers covered 6.1 miles and non-spinnaker crews sailed 6.9 miles. The fleet enjoyed a steady breeze and the usual morning fog, combined with great views of adjacent wooden boat racing, plus mark roundings in the Phyllis Kleinman Swiftsure Regatta along the San Francisco Cityfront.

SYC presented three perpetual trophies. For the All-Woman Team, accolades went to 11-year-old Ava, who raced in the non-spinnaker class on the 38-ft custom Carija *Carodon*. This was her second time helming a race. The Crystal Trophy, awarded to a member of SYC, was bestowed upon Marika Edler. Her Beneteau 45f5 *Ohana* also placed first in the spinnaker division, earning her yet another name-engraving on the bronze

SSS ROUND THE ROCKS, 4/18

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**, F-27, David Morris; 2) **Raven**, F-27, Truls Myklebust. (2 boats)

DOUBLEHANDED MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg/Kyle Gundersen; 2) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 3) **Mojo**, F-25c, Christopher Harvey/Bob Hyde. (10 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Hot Ice**, C&C 110, Mike Haddock; 2) **Jacqueline**, Freedom 30, Mike Cunningham; 3) **Kynntana**, Freedom 38, Carliane Johnson. (3 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Nemesis**, Pearson Commander, Jeff & Pat Sullivan; 2) **Nozomi**, Cal 40, Robb Walker/Rowena Carlson; 3) **Q**, Schumacher 40, Glenn Isaacson/Todd Hedin. (7 boats)

SINGLEHANDED PHRF >162 — 1) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Tchoupitoulas**, Santana 22, Stephen Buckingham. (10 boats)

THE BOX SCORES

DOUBLEHANDED PHRF >162 — 1) **Green Dragon**, Cal 20, Marcus Choy/Howard Weiss; 2) **Zeehond**, Newport 30 MkII, Donn Guay/Dave Salinovich; 3) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton. (6 boats)

SINGLEHANDED PHRF 111-159 — 1) **Rhapsody**, J/32, Chris Boome; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Crinan II**, Wyliecat 30, Don Martin. (9 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Uno**, Wyliecat 30, Brendan Meyer, Steve Wonne; 2) **Arcadio**, Mod. Santana 27, Gordie Nash/Terry Benett; 3) **Paradigm**, J/32, Luther Izmirian/Ken Brown. (12 boats)

SINGLEHANDED PHRF <108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Lightspeed**, Wylie 39, Rick Elkins; 3) **Ventus**, J/88, Chris Cartwright. (5 boats)

DOUBLEHANDED PHRF <108 — 1) **Califor-**

nia Condor, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Yucca**, 8-Meter, Hank Eason/Kevin Burell; 3) **Bullet**, Express 37, Laurence Baskin/Jim Murray. (11 boats)

SINGLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Daniel Alvarez; 2) **Warpath**, Olson 30, Andrew Zimmerman; 3) **Wetsu**, Express 27, Phil Krasner. (3 boats)

DOUBLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Sparrowhawk**, Moore 24, Bill & Caitlin Gutoff; 3) **Wild 1**, Flying Tiger 10, John Lymberg/Chris Jordan. (4 boats)

DOUBLEHANDED EXPRESS 37 — 1) **Verve**, Ron Snetsinger/Stanly Martin; 2) **Dianne**, Steve Katzman/Jeff Fellicetti; 3) **Ergo**, Chris Gage/Ralph Treadway. (4 boats)

OVERALL SINGLEHANDED MONOHULL — 1) **JetStream**; 2) **Summertime Dream**; 3) **Can O'Whoopass**; 4) **Rhapsody**; 5) **Warpath**. (30 boats)

OVERALL DOUBLEHANDED MONOHULL — 1) **California Condor**; 2) **Yucca**; 3) **Uno**; 4)

sailboat trophy. At the helm for her first race was 13-year-old Sarah Borton on the Beneteau 350 *French Kiss*, which finished third in non-spinnaker.

Competitors and guests enjoyed brunch, then solid racing conditions, followed by a champagne toast at the club, music and a BBQ.

— martha blanchfield



JOHN POIMIROO

Dave Nielsen (left) from the Oroville-based Butte Sailing Club, with crew Scott Rovanner of Walnut Creek, won the Camellia Cup. Their enthusiasm was infectious.

Brisk winds during the week preceding Camellia Cup had area sailors hopeful that the weekend regatta would be invigorating, but high pressure blanketed Northern California, generating hot and still sailing conditions. Of five planned races, only three could be completed on Sunday, the second day of racing.

The Camellia Cup is the Sacramento area's oldest and largest sailboat race. This year's regatta attracted boats from across Northern California and as far away as Eugene, Oregon, for the Santana 20 Western Championships.

FLYC's Mark Erdrich of Elk Grove captained his boat, *Fusion*, to win the 11-boat Santana 20 class and become the Santana 20 Western Champion, returning the perpetual trophy to California. He also won the Open Keel Boat Perpetual Trophy.

— john poimiroo

FLYC CAMELLIA CUP REGATTA, 4/18-19 (3r, 0t)

BANSHEE — 1) **Ghost**, Charles Witcher, 4 points; 2) **Cruzin**, Steven Cassingham, 5; 3) Tim Loomis, 12. (5 boats)

CATALINA 22 — 1) **Colonel Mustard II**, Doug Brennan, 5 points; 2) **Blue Diamond**, Dave Strain, 6; 3) **Sirius**, Mike Rayfuse, 7. (5 boats)

DAY SAILER — 1) **Long Gone**, Dean Iwahashi, 4 points; 2) **Hot Flash**, Craig Lee, 7; 3) **Flight Risk**, Steve Lowry, 7. (7 boats)

LASER — 1) **Because I'm Happy**, Steve Aguilar, 3 points; 2) Ben Seward, 7; 3) **Afternoon Delight**, Nick Cave, 12. (4 boats)

LIDO 14 — 1) Todd Craig, 4 points; 2) **Blitz**, Harold Ho, 5; 3) Mel Morrison, 10. (5 boats)

SANTANA 20 — 1) **Fusion**, Mark Erdrich, 5 points; 2) **2-Step**, Mark Werder, 6; 3) **Bipolar**, Glenn Hughes, 9. (11 boats)

OPEN CENTERBOARD BLUE — 1) **Greta**, Pelican, Mike Harper, 6 points; 2) Montgomery 15, Bruce King, 10; 3) **Klompfen**, Scamp, 12. (3 boats)

OPEN CENTERBOARD RED — 1) **Sea Alice**, Windmill, Dave Nielsen, 3 points; 2) **Osprey**, Thistle, Dan Clark, 8; 3) **C ya**, Wing Dinghy, Steve Cameron, 9. (9 boats)

OPEN KEEL — 1) **Kudzu**, Capri 22, Jerry Lewis, 4 points; 2) **Te Natura**, Wavelength 24, Phil Hodgson, 6; 3) Capri 22, Roger Taylor, 9. (7 boats)

SPORTBOAT — 1) **Two Much Moxie**, Melges 24, Jason Crowson, 4 points; 2) J/70, Tim Sisson, 7; 3) **Maverick**, VX One, Kelly Pike, 7. (3 boats)

Full results at www.flyc.org

SYC WOMEN SKIPPERS REGATTA, 5/16

SPINNAKER — 1) **Ohana**, Beneteau 45f5, Marika Edler; 2) **Wind Speed**, J/30, Joan Byrne/Maureen Castruccio. (2 boats)

NON-SPINNAKER — 1) **Just Em**, Cal 20, Sally Clapper; 2) **Cattitude**, Tartan Ten, Deana Maggard; 3) **French Kiss**, Beneteau 350, Tara Borton. (8 boats)

Full results at www.sausalitoyachtclub.org

Camellia Cup Regatta

A Roseville man rode a Windmill on Folsom Lake to win the 49th Camellia Cup Regatta on April 18-19. Dave Nielsen, 62, sailed the two-person, 15.5-ft *Sea Alice* to beat 60 boats and win Folsom Lake YC's 49th Camellia Cup Regatta.

It was Nielsen's first Camellia Cup championship and his second win as top Open Centerboard sailor in the regatta. In addition to being named the Camellia Cup's best overall sailor, Nielsen won the Open Centerboard class and Red Open Centerboard fleet with first-place finishes in three races.

Arcadia; 5) Bullet. (45 boats)

Full results at www.sfbaysss.org

SFYC RESIN REGATTA, 4/18-19

MELGES 24 (5r, 0t) — 1) **Wilco**, Doug Wilhelm, 5 points; 2) **Posse**, Jan Crosbie-Taylor, 16; 3) **Go211**, JC Raby, 18. (7 boats)

EXPRESS 27 (4r, 0t) — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Peaches**, John Rivlin, 9; 3) **Athena**, Peggy Lidster, 14. (9 boats)

KNARR (4r, 0t) — 1) **Three Boys and a Girl**, Chris Perkins, 5 points; 2) **Adelante**, Don Nazzal, 13; 3) **USA 125**, Jon Perkins, 16; 4) **Gjendin**, Graham Green, 19. (16 boats)

Full results at www.sfyc.org

StFYC J/FEST, 4/18-19 (5r, 0t)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Feral Rooster**, Paul van Ravenswaay, 16; 3) **Fly by Night**, Alex Schultink, 19. (8 boats)

J/70 — 1) **1FA**, Scott Sellers, 9 points; 2) **Loose Lucy**, Justin Kromelow, 16; 3) **Jennifer**, Chris Kostanecki, 16. (9 boats)

THE BOX SCORES

J/105 — 1) **Godot**, Phillip Laby, 21; 2) **Mojo**, Jeff Littfin, 21; 3) **Jam Session**, Adam Spiegel, 27; 4) **Arbitrage**, Bruce Stone, 29; 5) **Akula**, Doug Bailey, 31. (21 boats)

J/111 — 1) **MadMen**, Dorian McKelvy, 5 points; 2) **Bad Dog**, Richard Swanson, 12; 3) **Swift Ness**, Nesrin Basoz, 15. (6 boats)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Peregrine**, David Halliwill, 8; 3) **Mr. Magoo**, Stephen Madeira, 15. (5 boats)

Full results at www.stfyc.com

TYC BEHRENS REGATTA, 5/16 (3r, 0t)

ULTIMATE 20 — 1) **UAgain**, David Woodside, 4 points; 2) **Uhoo!**, Mike Josselyn, 5; 3) **Breakaway**, John Wolfe, 10. (4 boats)

PHRF SPINNAKER — 1) **Siento el Viento**, C&C 29, Ian Matthew, 3 points; 2) **White Bear**, Nonsuch 30, David Harp, 7; 3) **Don Wan**, Santana

28, Don Kunstler, 8. (3 boats)

PHRF NON-SPINNAKER — 1) **Galante**, Folkboat, Otto Schreier, 4 points; 2) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 7; 3) **Joyride**, J/105, Bill Hoehler, 10. (6 boats)

Full results at www.tyc.org

StFYC PHYLLIS KLEINMAN SWIFTSURE REGATTA, 5/16-17 (5r, 0t)

J/105 — 1) **Mojo**, Jeff Littfin, 13 points; 2) **Arbitrage**, Bruce Stone, 25; 3) **Perseverance**, Steve Gregg/Paul Kent, 27; 4) **Blackhawk**, Ryan Simmons, 28. (17 boats)

J/111 — 1) **Skeleton Key**, Peter Wagner, 5 points; 2) **Perseverance**, Bennet Greenwald, 14; 3) **Bad Dog**, Dick Swanson, 19. (8 boats)

J/120 — 1) **Peregrine**, David Halliwill, 8 points; 2) **Mr. Magoo**, Steve Madeira, 12; 3) **Chance**, Barry Lewis, 14. (5 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel, 5 points; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 14. (2 boats)

Full results at www.stfyc.com

*With a special report this month on **A Mini-Expedition to the Farallones Marine Sanctuary** plus **Charter Notes**.*

A Schooner Sail to California's Galapagos

We've got nothing against celebrating Mother's Day by sipping mimosas, brunching on eggs Benedict, and enjoying quiet conversation with the moms in our life. But when we heard about the charter schooner *Freda B's* first annual Mother's Day cruise to the South Farallon Islands, we jumped at the chance to join the fun.

Despite all the places we've sailed to in Northern California and beyond, we'd never been out to the South Farallones, a cluster of jagged granite pinnacles that jut up from the sea floor 28 miles west of the Golden Gate. (The North Farallones lie five and a half miles farther to the northwest.)

Although these remote isles are barren and somewhat forbidding, they host an enormous population of seabirds and marine mammals, but only about a half dozen humans reside here, all research scientists who rotate onto and off the island every six weeks or so.

The idea to try a Farallones Mother's Day cruise — and make it an annual tradition — was dreamed up by Paul Dines and Marina O'Neill of SF Bay Adventures, largely because Paul has been fascinated with these desolate isles for decades due to his involvement with the Farallon Pa-

On the return to the Bay five-year-old Ben, the youngest crew member, strikes a pose beneath the Golden Gate with his daddy, Zac.



trol, a group of volunteer mariners who shuttle scientists and supplies from the Bay to the islands. The group was originated by the late Charlie Merrill, one of Paul's principal sailing mentors when he was young.

Roughly 30 passengers spanning several generations showed up at 9 a.m. on that overcast Sunday morning, all bundled up for what they suspected would be a chilly, but exciting adventure. Belowdecks, in the 80-ft steel schooner's comfy, wood-trimmed salon, was a spread of bagels, fresh fruit, cereal and hot beverages that served as a hint of the culinary treats that would follow — no one goes hungry aboard the *Freda B*.

After a short safety briefing, Captain Paul and his well-practiced crew shoved off from the schooner's berth in the 'front row' of Sausalito Yacht Harbor, and were soon hoisting sails — all without winches, in the tradition of old-school marlinespike seamanship. A traditionally rigged gaff schooner, *Freda B* typically carries a mainsail, foresail, staysail and jib.



With their abundant food supply, the South Farallones serve as a waterside resort for all sorts of marine mammals.

As we cruised south from Sausalito toward the Golden Gate, a strong, cold breeze roared down Hurricane Gulch, and crewmen began passing out waterproof lap blankets to keep all passengers on deck cozy and warm.

Once outside the Gate and beyond the Point Bonita Lighthouse, *Freda B* tacked northwest, slowly pulling away from the Marin Headlands and angling toward open ocean. After an hour and



ALL PHOTOS LATITUDE / ANDY

a half or two, the coast faded away and the silhouette of the Farallon peaks came into view. Everyone seemed to have their cameras at the ready, as we'd already seen several seals and dolphins, plus a pair of spouting humpback whales.

By this point guests were on their second or third course of tasty, homecooked food: After the breakfast spread came hot quiche, then plates of cheese and sliced baguettes, after which the smell of steaming minestrone soup began wafting up through the midship companionway.

As if by special arrangement, the overcast dissipated as we drew near the islands, revealing a brilliant blue sky.

Having been here many times before, Paul knew he could safely anchor in Fisherman's Bay — the only possible spot to do so.

As the crew stripped off their outer layers and enjoyed hot soup and beef stew, seabirds and marine mammals put on a show on the rocky shore, a mere 30 yards away. Scientists tell us that the Farallones are home to the largest colony of seabirds in the contiguous



in the early 1800s Russian fur traders decimated populations of fur seals, sea lions and elephant seals here.

While his guests relaxed and marveled at the abundance of nearby wildlife, Captain Paul shared one of the more bizarre chapters of Farallones history. During the Gold Rush, fresh eggs — along with many other basic commodities — were extremely scarce around San Francisco Bay. So groups of men would sail out to the islands and strip the rugged terrain of eggs laid by birds called common murre. They reportedly had a very pleasant taste, and according to Paul, they were sold back in San Francisco for as much as a dollar apiece — big money at the time. Despite such prices the murre population was devastated. But eventually the practice was outlawed,

"Brie and baguettes anyone?" Tasty treats seemed to be coming up from the galley all day long.

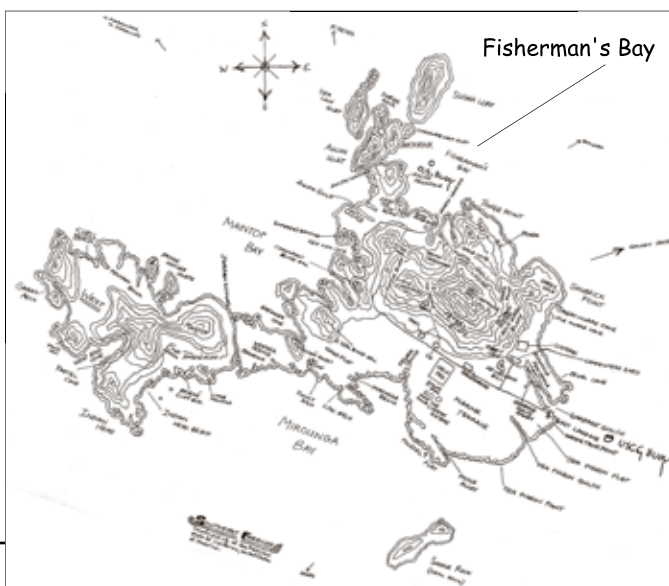
Above: Captain Paul swings 'Freda B' into Fisherman's Bay. Below: Charlie Merrill's hand-drawn map of the South Farallones.

United States — some 300,000 of them (from 13 species) during the nesting season — in addition to many marine mammals such as sea lions, sea otters,

seals and whales. Hence the nickname "California's Galapagos." Great white sharks are often spotted here also, although we didn't see any on this trip.

Why such a proliferation of species? Because of the Farallones' unique location. They lie far from the direct influences of human habitation, while also near the 6,000-ft dropoff of the continental shelf, where they are surrounded by a rich soup of nutrients brought up from the depths by upwelling — especially in the spring and summer. Lying within the federally protected Gulf of the Farallones National Marine Sanctuary, these unglamorous isles are "amid one of the most productive marine food webs on the planet," according to Sanctuary scientists.

As prolific as birds and marine mammals are today, however, they have endured several dark chapters. For example, historians tell us that



WORLD OF CHARTERING

and populations of wildlife eventually began to rebuild after the Farallones' protected status was codified in 1909 by President Teddy Roosevelt, who declared most of the islands a National Wildlife Refuge.

Before sailing back to the Bay, we took a spin all the way around the South Farallones, observing not only the landscape but the few man-made structures, such as the crane that hoists a special launch into and out of a tiny cove — the only way ashore — and the two identical houses, originally built for light-house keepers, that now accommodate visiting scientists from all over the world.

Unfortunately, the strong winds forecast for the return trip never materialized, but we had a pleasant motorsail back to Sausalito nonetheless. The 60-mile round trip was probably the longest daysail any of us had ever taken on a charter boat. But this was one Mother's Day cruise that would not soon be forgotten.



Using the detailed map drawn by his childhood sailing mentor, Capt. Paul points out various topographical features of the South Farallones.

As a final note, we should point out that this mini-expedition is a great example of the sort of outside-the-box thinking that might lead you to dream up other unique daysails that utilize the Bay Area's professionally crewed charter fleet.

For more info on *Freda B*, contact SF Bay Adventures via www.sfbayadventures.com.

tures.com. You'll find a comprehensive list of other Bay Area charter operations in the "Chartering" section of www.latitude38.com.


— andy

Charter Notes

We've boxed ourselves into a corner this month, but we do have room to share one important thought: If you've been hoping to do a charter beyond the Bay Area this summer, there's still time, especially if September or early October will work for you.

Considered the "shoulder season" in many prime Northern Hemisphere charter venues such as the Med, Aegean, Adriatic and Pacific Northwest, chartering during the late summer will result in lower prices, much less crowded anchorages, restaurants and shops — and you may also find better sailing breeze than is typical during the hottest weeks of mid-summer. So quit procrastinating and pull the trigger.


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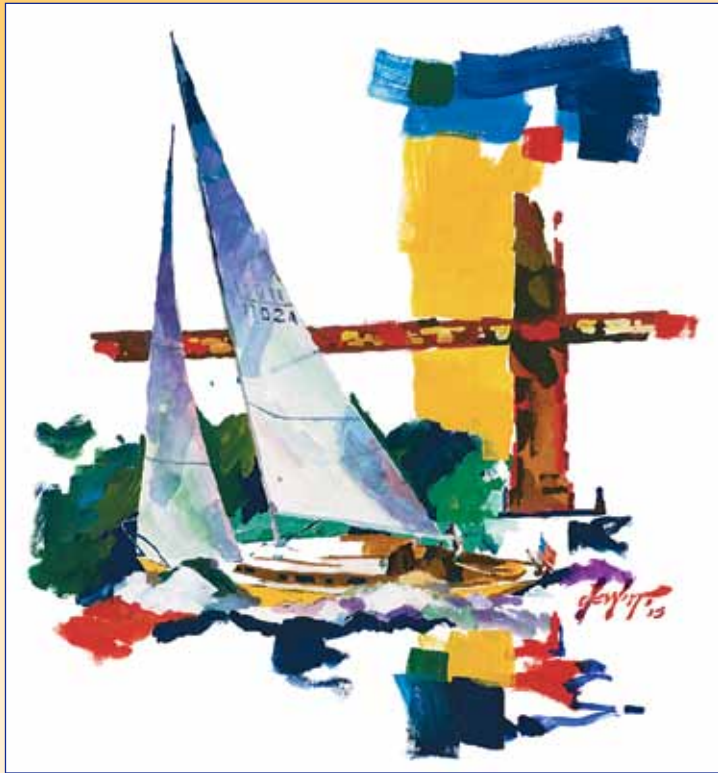
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CHANGES

With reports this month from **Shamwari** on an eight-week cruise to Southern California; from **Celebrate** on completing a 14-month circumnavigation as part of the World ARC; photos from **Jan Grygier** on being a walk-on crewmember at Antigua Sailing Week; from **Beach House** on a visit to Havana; from **Harmony** on the first three years of cruising on the East Coast and in the Caribbean; and **Cruise Notes**.

Shamwari — Tayana 37 Charles Lane A California Cruise (Castro Valley)

I recently returned to San Francisco after 37 days of cruising Southern California and visiting the Channel Islands.

My single-handed passage from Marina del Rey to the Golden Gate in just under five days is probably my personal best — and not bad for a five-knot d o u b l e -ender.

For this trip I had a copy of Brian Fagan's excellent book, *The Cruising Guide to Central and Southern California: Golden Gate to Ensenada, Mexico, Including the Offshore Islands*. It was a huge help. For example, following his advice I waited out a strong afternoon blow hunkered down in tiny San Simeon Bay, then jumped out for the long sprint past Big Sur and Carmel.

However, halfway up this desolate stretch of coast, meaning at the worst time possible, the engine quit. It just stopped. I was five miles offshore at the time, and thanks to no wind but a heavy swell, *Shamwari* was rolling vigorously. Working the problem, I ruled out major breakage, bled the fuel lines, and

The much-traveled Tayana 37 'Shamwari'. She finished her 37 days in SoCal with a five-day singlehanded passage from MDR to S.F.

restarted it. I got her going several more times, but each time she'd stop again without warning.

By this time I had developed a very fast routine to open the secondary filter bleed, use the finger lever to pump fuel, and, when it flowed out the top, tighten everything. At that point she would fire right up again.

But the engine kept dying, so I replaced all weepy fuel lines and hot swap tubing with a new single hose, tightly clamped, that connected the diesel line directly to the fuel pump. It was as simple as you can get, but the engine still stopped a few more times. But she always restarted right after purging.

When I got back home, Frank Magnotta, a sailing friend, told me my engine problems were caused by having one large un baffled fuel tank forward while rolling heavily. He said that the fuel becomes like a giant milkshake in a blender in such conditions, and tiny air bubbles form that enter the fuel line and kill the engine.

He might know what he's talking about, because once the rolling ceased, the engine purred all the way home. Any thoughts from *Latitude* readers?

During the trip I also replaced the engine's transmission.

— charles 04/15/2015

Celebrate — Taswell 58 Charlie and Cathie Simon Around the World In 14 Months (Spokane/Nuevo Vallarta)

[Editor's note: According to Andy Barrow, who crewed for the Simons during the first leg of the World ARC, if you saw Charlie and Cathie walking down the street, you wouldn't assume that they were the kind of people to circumnavigate. But indeed they did, so we interviewed them in the Caribbean after they finished.]

38: You just sailed around the world in 14 months as part of the World ARC Rally. How was it?

Cathie: It was easy! Except for a little bit in the Indian Ocean when it got a little rough. The hard part was adding all the new equipment and safety gear, and getting the boat ready to go.



Charlie: Once you start sailing, you just put one foot in front of the other, and after 14 months you've sailed around the world.

38: What did the rally cost, somewhere in the neighborhood of \$25,000?

Charlie: I don't remember exactly, but it was a lot of money. [Laughter.]

38: Was it money well spent?

Cathie: Yes, we both think so.

Charlie: It sounds really expensive, but you have to realize that they take care of all the dock fees, the agent fees, and all kinds of things like that.

Cathie: We started our trip on the West Coast, and had to sail down Central America, through the Panama Canal, and up to Florida before we got to the start in St. Lucia. Having to check in and clear out of all these countries really got tiring. It was wonderful having the rally people take care of all that while we went around the world. The ARC people have been doing this for years, so they knew all the officials and could handle any problems.

Charlie: When we pulled into Brazil,

SHAMWARI



Charles Lane, in the rain.

SHAMWARI



IN LATITUDES



LATITUDE / RICHARD

Spread; Cathie and Charlie aboard 'Celebrate', the Taswell 58 they sailed around the world in just 14 months. Inset top left; The map shows the tropical route that the fleet took. Twenty of the 40 boats made it around in 15 months. Inset bottom left; The couple in one of their two saloon areas.

for example, it would have been hard for us to clear in because neither of us speaks Portuguese. But we just gave our passports and documents to the rally lady and we were done.

Cathie: The World ARC is actually a 15-month party. Every time we arrived somewhere, we were greeted with Champagne at the dock, followed by a party, and later a tour.

38: You didn't get the feeling that it was a predigested experience?

Cathie: Not at all. And we could be independent, too. For example, when we got to the Indian Ocean, Charlie decided it was best for us to leave two days early, so we did. As a result, we made it to Richards Bay, South Africa, before everyone else, and before the worst of the weather.

Charlie: *Celebrate* is also a 33-ton boat, so she and we could handle rougher weather more easily than most of the other boats anyway.

38: Can we presume the rally helped you make a lot of lifelong friends?

Cathie: Yes, although we lost a lot of great friends in Fiji because that's where some boats headed off to New Zealand or New Caledonia, perhaps to rejoin the next rally next year. Twenty of the 40 boats left at Fiji, and it was very hard to say goodbye to so many people we'd become such good friends with. On the other hand, we soon learned that a group of 20 boats is much tighter than a group of 40 boats could have ever been. It became a more cohesive group.

Charlie: A 20-boat rally was better than a 40-boat rally.

38: What are your thoughts about the speed at which you went around?

Cathie: It was fast, no doubt about it. We actually did it in 14 months instead

of 15, because after Carnival in Rio we decided that we'd have more fun in the Caribbean than Brazil. So we took off and finished a month early. But yes, it's a fast pace and you can get tired. By the time we got to Cape Town, I was a little tired. But after six weeks in Cape Town — which we loved! — I was rested and ready to go again.

Charlie: At some point everyone did get tired.

38: If you had to do it over, would you do it the same way?

Charlie: You have to understand that we're of the age where one of us could become debilitated at any time. So if we had started a five-year circumnavigation, there was a greater possibility that we wouldn't have been able to make it around.

Cathie: Had we been on our own, we'd have gone slower. But we can go around again or fly back to the places that we really liked. Those places aren't lost to us. For us, the important thing was that we were able to do a circumnavigation.

Charlie: We had signed up to do the Ha-Ha on our way to the World ARC start in St. Lucia, but I ruptured a disk while at Catalina and had to be flown to L.A. for surgery. So we missed the Ha-Ha. But from what I've read and heard from other people, the Ha-Ha is presented in a different tone than the World ARC, which is, after all, run by a bunch of Brits.

38: Are you saying you think the Ha-Ha is more fun-loving, light-hearted and casual?

Cathie: Let me put it this way, the ARC hosts great parties, but they are all very official and British.

Charlie: You don't have to wear formal wear, but the parties are more formal than those in the Ha-Ha. That said, we did wear formal clothes to the grand finale party in St. Lucia, which was great, and which is where everybody got thrown into the pool.

Thanks to "mechanical advantage", Cathie and Charlie were able to doublehand most of the way around the world with relative ease.



LATITUDE / RICHARD

CHANGES

38: You bought a Taswell 58 just for the event. How did you like her?

Charlie: Our boat was outstanding!

Cathie: I was the one who picked her out. But it was a hard choice, as after sailing on *Latitude's* 63-ft cat *Profligate* on Banderas Bay, I could see that it

was doable on a cat. And I loved the gorgeous *Catana* 52 cat *Bright Wing* that *Latitude* arranged for us to tour. But in the end, I've been sailing monohulls for 40 years, and I wanted to go with something I was familiar with.

38: Cruisers sometimes have a tendency to get more gear than

Charlie, at the edge of the volcano at Tanna Is.

they need. How about you?

Cathie: We added what the ARC required and then some.

Charlie: I added three jumbo solar panels on a rack on the back, which turned out to be really great. When we hauled in Fiji, the solar panels were enough to power the freezer.

38: What do you like the most about the boat?

Cathie: That she's so stable. Actually, we almost bought a Taswell 60.

Charlie: We went so far as to make an offer on a Taswell 72, too, but fortunately we didn't get her. She would have been too big. Anything over 60 feet would have been too big.

Cathie: Our 58 was plenty big. *Celebrate's* main saloon has love seats with small tables on both sides of the boat. I threw a Champagne party for Charlie's 60th birthday, and we had 90 people on the inside of the boat. And a bunch more outside. *Celebrate* has plenty of space.

At some point in the World ARC everybody gets tired. Fortunately for the Simons, for them it was at South Africa. The had a great six-week rest.

Doña de Mallorca: Plenty of space means plenty to clean, doesn't it? That's why I never let the Wanderer into the port hulls of *Profligate* and *'ti Profligate*. I barricade them so he can't mess them up or get them dirty.

Cathie: One of the great things about Cape Town — and there were many — is that I was able to get a girl to come in once a week to clean for \$50 a day. In South Africa, that's a lot of money.

Charlie: The guy who worked on our gel coat charged just \$75 a day!

Cathie: We feel we were lucky with our boat because we haven't sailed that many big boats, and she turned out to be a great ocean-going boat. She's reasonably fast upwind and on a reach, and super stable.

38: Big boats require big crews. How many did you have?

Charlie: Most boats had a total of four, and some of the big cats had six or eight. But Cathie and I like to sail our own boat.

Cathie: We'd do six hours on, six hours off.

38: Are you saying that you double-handed your heavy 58-footer?

Charlie: We had a third person aboard for three of the 15 legs. Andy Barrow of Nuevo Vallarta did the first leg, from St. Lucia to Panama, with us. It was a good thing he did, because Cathie came down with a wicked flu right after the start.

38: But six on and six off for days on end on a 58-ft boat!?

Charlie: We also had one crew for the longest leg, to the Marquesas. But for Cathie and me, the important thing is how much time we get off watch. We could always force ourselves to do two extra hours on watch, but we each needed to have a good sleep. So Cathie and I are used to six and six. Andy was great crew, but I have to say, he wasn't used to being on watch for six hours at a time.

Cathie: I have a lot of tricks to stay awake. I go up and down the companionway steps, I check on this or that, I change where I'm sitting, things like that.

Charlie: And we love our Watch Commander, which is a glorified timer. We'd set it for 15 minutes, and after 15 minutes it would go beep, beep, beep. If you didn't turn it off right away, an extremely loud alarm would sound, alerting the person off watch that whoever was on watch had fallen asleep — or overboard. It's a great device.

Cathie: When you



think about it, if you each do a six-hour watch at night, then it's daytime.

Charlie: One thing we noticed about boats that had racers on their crew is that they wanted to go top speed all the time. Their attitude was that if you weren't breaking stuff, you weren't sailing fast enough. Baloney!

Cathie: We wanted to be tender with our boat and gear. We were happy to go a knot slower than we could have gone, but not break stuff.

The circumnavigation proved to us that we're cruisers. It seemed to us that the racers and the sailors who weren't as experienced didn't have as much fun as we did. A couple of the boats with less experienced crew got discouraged and dropped out.

Charlie: When you've cruised — and Cathie and I have a combined 100,000 ocean miles now — you don't get upset when things break or fail. [Laughter.] You're used to it.

CELEBRATE



CELEBRATE



IN LATITUDES



ALL PHOTOS COURTESY JAN GRYGIER

forecast 15-knot headwinds, but they turned out to be 35 knots. Thirty-five knots isn't that bad, but you don't like it when it's 20 more knots than forecast.

Actually, our worst weather was off Cape Hatteras on the way to the start. [Laughter.] In fact, it was at Hatteras that I learned something that few people know — that Raymarine anemometers top out at 99 knots. We were anchored at Cape Lookout near Hatteras in February. It started to blow 40 knots and the anchor dragged, so we pulled it up and motored around in the pitch black. Suddenly the wind was really howling and we were doing 8.5 knots under bare poles.

Cathie: I couldn't believe it, but I was seeing 99 knots on the anemometer. Then I heard a tornado warning.

Charlie: I couldn't believe what I was seeing on the anemometer either. But it was good it happened, because you can't have an anchor that drags in just 40 knots of wind. So we bought a 200-lb Bruce. We had the biggest anchor in the fleet, so we slept really well. We had to replace the chain with bigger stuff, and of course the gypsy, too. While replacing it, we found out that the last 150 feet of old chain had rusted together in a single heap.

Cathie: You would have loved doing the World ARC with *Profligate*.

Charlie: Although in a cross sea the people with cats complained.

38: Beam seas aren't the most comfortable on cats.

Charlie: Our boat was fast, but downwind, such as from St. Lucia to Panama, the cats cleaned out clocks.

But seeing squalls to 40 knots was not unusual, but we didn't see many squalls over 50 knots. You can tell a lot about a squall with your radar. I got to know the boat well and from time to time got lazy, so I'd leave the full main up in 30 knots. It really helped that we had power furling

"You can tell a lot about a squall with your radar," says Charlie, which allowed him to get a little lazy about reefing the main.



Jan Grygier showed up at Antigua for the Classic Regatta in April and 'walked the dock'. The result was a crew position aboard the 91-year-old Dutch gaff top fishing schooner 'Samsara' — and these fine photos. So many great adventures are to be had by simply showing up.

38: Give us a better idea of your sailing experience.

Cathie: We've sailed San Francisco Bay for 36 years. Then we cruised to Alaska twice on our Beneteau 461 *Cher*, and later sailed her around to the East Coast.

Charlie: We're coming up on 30,000 miles on *Celebrate* since I replaced all the instruments.

Cathie: We put so much new stuff on the boat that it's lucky that Charlie is an engineer and could do most of it himself.

Charlie: Which meant I knew how everything worked, which really helped.

38: What kind of breakdowns?

Charlie: All the usual little things. Cathie and I were doing the 2,500-mile passage from Salvador, Brazil to Grenada ourselves, the longest one just the two of us did, and about halfway along the

generator overheated and quit. A hose had broken and dumped all the coolant into the bilge. We replaced it and were golden again. That's not a breakdown, but you have to expect stuff like that.

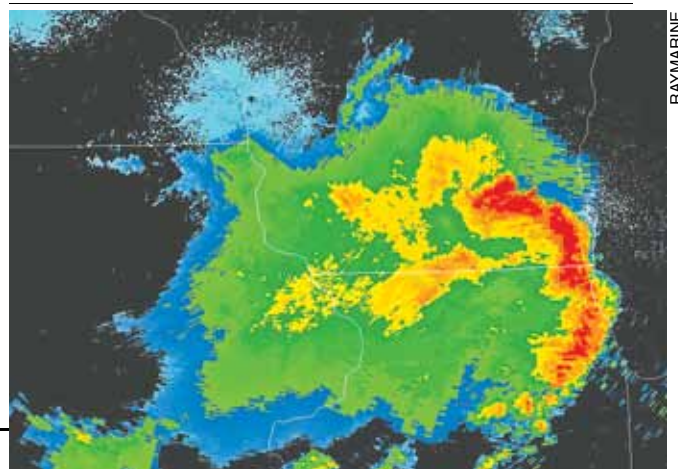
We also had to replace the Raymarine autopilot twice. I later learned the largest

Raymarine autopilot has a displacement limit of 77,000 pounds, and *Celebrate* is just under that. But that displacement, combined with the fact that the rudder bearings needed replacing, toasted the autopilots.

38: What was the worst weather you had?

Cathie: The Indian Ocean was worse than anywhere else, but it wasn't too bad.

Charlie: The GRIB file



RAYMARINE

CHANGES

on the headsail and in-boom furling on the main.

Cathie: The in-boom furling made it easy for either of us to reef alone. It was key that I could operate it myself and not have to wake Charlie.



Cathie and Charlie — they've 'been around'.

We also had a surround cockpit that we could completely enclose. I insisted on it, and it was wonderful. We never got wet when it was rough, and when it was cold out, we were warm in the enclosed

cockpit.

Charlie: The enclosed cockpit made a lot of difference going around South Africa.

38: So what's next?

Cathie: We really like our boat, so we're trying to figure out whether we do upgrades to a 10-year-old boat, or do we get something else?

We've got our next year planned, as we're doing the ARC USA to Bermuda, then we're going to sail the Chesapeake Bay. At the end of the season we'll visit the Annapolis Boat Show to see if there are any other boats we might like.

Charlie: We really like *Celebrate*, but there's no room for an office, and we'd really like that.

Cathie: But we're cruisers, so we don't really know what we're going to do.

— latitude/rs 04/15/2015

Beach House — Switch 55 Scott Stolnitz and Nikki Woodrow Havana (Marina del Rey)

Dani and Tate aboard the Louisiana-based Westsail 32 'Sundowner' started their circumnavigation with a stop at Hemingway Marina.



BEACH HOUSE

[Editor's note: This is Part Two of Scott and Nikki's adventures in Cuba.]

During our second day at Hemingway Marina outside Havana, we met Dani and Tate, a nice young couple from Louisiana on the Westsail 32 *Sundowner*. They've just started what they plan to be a five-year circumnavigation. Young and tough, they will have had quite the adventure by the time they return home.

Speaking of Americans, there were between 15 and 25 US-registered vessels at Hemingway Marina. Technically, Americans aren't supposed to visit Cuba with their boats because it would require that they 'trade with the enemy', which is illegal. But the bottom line is if you're an American and want to bring your boat to Cuba, the Cubans will welcome you with open arms, and the US government won't do anything about it.

Not wanting to wait for a mechanic who would never come, we found Ricardo, a young tour guide who spoke perfect English, to escort us around in his associate's 1952 Chevy Bel Air. One of the first buildings he drove us past was the Russian Embassy, which he correctly identified as "the ugliest building in all of Havana."

Embassy Row, made up of old colonial homes, didn't have a U.S. Embassy because we don't have one. We do, however, have an 'Interests Section', which is located on the *malecon* away from all the other embassies. The Interests Section has been located in Havana since just after the revolution in 1958.

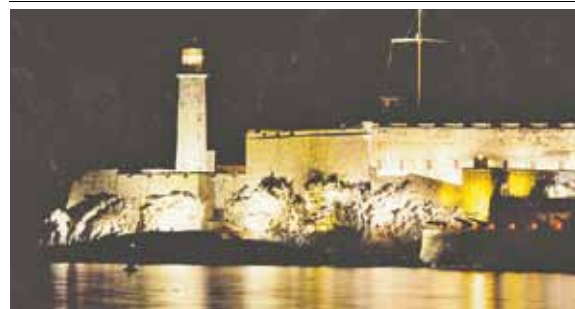
As we continued down the *malecon* we would see the Military Morro fortress across the way, with the Fortress de San Carlos de la Cabaña just inland. The La Cabaña Fort was Che Guevara's domain after the Revolution, and it's where at least several thousand Cubans, many of them guilty of nothing, were executed. Ricardo forgot to mention this.

Opinions of Che remain divided.

For a favorable view, one should read *Che Guevara, A Revolutionary Life* by Jon Lee Anderson. For a less favorable view, check out *Exposing the Real Che Guevara, and the Useful Idiots Who Idolize Him* by Humberto Fontova.

A huge rendering of Che's famous image is on the Ministry of the Interior building — which some call the Secret Police Building.

The Morro Fort on the point was used to protect Havana Harbor from raiders,



pirates and fleets of other nations until the Spanish-American War. By that time it was, like most of the other forts, rendered obsolete by technology.

Havana Harbor is where the *USS Maine* blew up, precipitating the Spanish-American War. How the *Maine* met its demise is as controversial as Che. Some say it was the Spanish, some say it was an accident, and some even suggest — which I'm sure must be poppycock — that the U.S. blew it up as a *causus belli*.

Tourism is big in Cuba and particularly in Havana. We saw many buses lined up that had brought hordes of tourists on day trips from the many hotels on the Varadero Peninsula.

Obispo Street is the happening tourist mecca in Old Havana, so we got out to do a walking tour. In the distance we could see the capitol building, the design of which was inspired by the US Capitol building. Obispo Street has been extensively rebuilt to be an important tourist destination. But just off to either side are the familiar slums.

One of the first attractions we saw was the United Buddy Bears exhibit at the

IN LATITUDES



BEACH HOUSE

Orwell said, "not all animals are created equal". The elite and tourists get quick and very good treatment. Ordinary Cubans, not so much.

Nonetheless, our young guide was very optimistic. He told us that all of Cuba is excited about the prospect of normalized relations with the US, and the ending of the embargo. Although Cubans can't say it out loud, my distinct impression is that once Fidel and Raul have passed on, the next generation of leaders will make major positive changes for the general population.

After all this sightseeing, it was time for a visit to the very up-market Hotel Nacional for a mojito. The Nacional was built by mafioso boss Meyer Lansky as his Cuban retreat. Apparently, the mob bosses, including Al Capone, would meet here to discuss 'business'. Cuba became the center of casino gambling and rum running during Prohibition. The Nacional is beautiful and commands one of the best views of the *malecon* and Havana Harbor. Another refreshing feature was that we had one of the two best mojitos ever. Mojito means, 'the little moistener', and was apparently Hemingway's drink of choice.

Would I recommend taking one's boat to Cuba? Absolutely. Would I want to live there. Absolutely not. And I'm not alone. In December alone, the U.S. Coast Guard interdicted 481 Cubans hoping to find freedom in the United States.

— scott 03/15/2015



Scenes from a Communist country stumbling toward the future. Clockwise from above: A classic Chevy that's nearly 60 years old. The Cathedral de San Cristobal. Modern invaders come on tourist buses. The military fort. An unknown Cuban. The Hotel Nacional, a mafia favorite. Hemingway.

Plaza de San Francisco. This is a touring exhibit, co-sponsored by the United Nations and private donors, to promote tolerance amongst the peoples of the world. The Cuba Bear was an attraction, but no bear had a bigger line for families to pose in front of than — what a surprise — the USA Statue of Liberty Bear.

We visited the beautiful old Cathedral de San Cristobal de la Habana, which is known for its uneven and asymmetrical towers, and Christopher Columbus being interred there from 1795 until 1898. Columbus 'discovered' Cuba in 1492, and described it as "the most beautiful earth that human eyes had ever seen".

Among our other Havana stops were the Hotel Ambos Mundos (Two Worlds), which is famous because it was here that Ernest Hemingway wrote *A Farewell to Arms* and *Green Fields of Africa*. Hemingway's fifth-floor room is now a museum. It also has a model of his beloved fishing boat *Pilar*.

We then returned to our 'ride', which

was now being driven by Remy. He told us that he had inherited the car from his dad, and that the original engine had been replaced with a Nissan diesel. I asked him how many miles it had on it. "The odometer broke at 287,000 miles," he said. "That was about 25 years ago."

We then went to a nice lunch at a local *palador*, which is a private home that functions as both a restaurant and a residence for the owners. Capitalism is slowly but surely creeping into Cuban life. It's an exciting prospect for many Cubans, as it allows them to supplement their meager incomes.

Cubans receive a ration card each month, which they told us generally works out to about half of what they need for the basics of life. As a result, almost all Cubans must have some other means of supplementing their incomes.

Health care is free, but as

Harmony — F/P 43 Belize Cat Brit and Sandy Horn Three Years of Cruising (Cazadero)

"Ever since I was a teenager growing up in San Diego's North County, it was my dream to sail my own boat wherever I wanted," Brit told *Latitude* during an April interview in the French West Indies.

The Horns bought 'Harmony', a former charter boat, three years ago on the East Coast. They've been cruising her ever since.



HARMONY

CHANGES

Apparently the ocean flows through the family veins, for his father was a “big time wave guy as early as the 1940s, and later surfed with legends such as Greg Noll, Peter Cole and Buzzy Trent.”

Brit would eventually spend more time in the ocean than his father. In addition to being a lifelong surfer, he was a lifeguard in Southern California for 14 years at famed spots such as Malibu and Leo Carrillo State Beach. And prior to retiring six years ago, for 17 years he ran the California state lifeguard program on the rugged Sonoma Coast.

Brit's into the water more than ever. He and his wife Sandy currently carry “six or seven surfboards between 5'10" and 7'7", two SUPs, three kite boards and four kites, plus dive tanks and scuba gear” on their boat. The complete waterman program.

The tropics are ideal, of course, for enjoying all these watersports, yet Brit is one of the few cruisers who salivates at the idea of being able to leave the tropics in the winter to return to the very chilly waters of Northern California.

“I'd love to go home in the winter to surf the big waves of the Sonoma Coast. There are some great spots north of Bodega Bay during that time of year, and I've got some great waterman friends that I really like to surf with.”

Because Brit's busy time of year during his lifeguarding career was the summer, and he could travel in the winter, his wife Sandy always worked as a substitute rather than full-time teacher.

“Our first cruising boat was a Cheoy Lee 30 Bermuda ketch,” recalls Sandy, “that we'd sail to the Channel Islands each year. In 1991, we sailed her down Baja and up to La Paz. We didn't have radar, refrigeration, a watermaker — not even a depthsounder.”

“I set aside 3½ weeks for the Bash

Sandy and Brit Horn at a colorful spot in the Bahamas, an island group they loved. The Bahamas' weather is different from the Caribbean's.

from Cabo to San Diego,” recalls Brit, “but it turned out to be not long enough. The boat had an old Atomic 4 gas engine that I'd rebuilt with the help of Sandy's dad, but old fuel tanks and bad fuel were a bad combo and caused a lot of trouble. We finally blew the crankshaft motoring between Cabo and Mag Bay. Thanks to a combination of sailing and motoring with a 7.5-hp outboard we stuck on the back, we eventually made it to Turtle Bay.”

“By then we were out of time,” says Sandy, picking up the story. “So we left the boat in Turtle Bay for what would be three weeks, and made our way to the Transpeninsular Highway to catch the bus to Ensenada. It was Easter and the buses were packed. They kept telling us there were no seats, but for some reason other people kept getting on the buses. We finally discovered that while there were no seats, we could sit in the aisle. It was a 13-hour ride sitting on our duffel bags, but it was actually a lot of fun because we got to talk to all kinds of college kids on vacation.”

Brit and his brother would eventually return with a long-shaft outboard and motorsail back to California. It was a long and slow trip, the epitome of a Baja Bash.

“We've actually 'Bashed' both up and down Baja,” laughs Sandy, “as we had to sail to windward to get to Cabo in October.”

“It's true,” says Brit. “Besides, with just working sails we needed 15 knots to sail downwind at any kind of speed.”

“Which seems to be about how much wind we need to sail our F/P 43 Belize catamaran we bought three years ago,” Sandy says, laughing again. “What's different is that we're now pushing two hulls instead of one.”

No matter if you have a catamaran or a monohull, if you want to go downwind in light air, you need a spinnaker or gennaker, and you need folding props.

In order to buy their cruising boat, the Horns sold their Russian River rental, but not their home in Cazadero, which they describe as “in the Sonoma rain and redwood country.”

“We mostly looked at boats in the Caribbean and East Coast because that's where the catamarans are — although we did look at an old CSK catamaran in



Santa Cruz,” says Brit.

“If you buy that,” Sandy remembers telling him, “you're going to be going alone.” There are a lot of things that I'd did at 30 that I won't do in my 50s. Being uncomfortable all the time on a boat is one of them.”

Eventually Brit narrowed the field down to Belize 43 cats, and a broker found one in Charleston, South Carolina.

“As soon as I walked aboard, I went, ‘Yeah, I can do this,’” says Sandy. “The cat was within our budget, plenty big, and clean enough. But she still needed work.”

“She was a 2002 that had been in a charter program, and was in fair shape,” explains Brit. “We didn't get a chance to sea trial her until the day before we had to close the deal, and the sea trial consisted of a few miles on a river. But the Belize 43 is a known commodity, so we went ahead with the purchase.

“We paid a couple of hundred thou-



HARMONY

IN LATITUDES



SPREAD BY LATITUDE / RICHARD; INSET COURTESY HARMONY

Spread; Sandy and Brit. Their current cruising life is but a shadow — see inset — of the kind of tranquil life they lived in Cazadero.

sand for *Harmony*," says Brit, "which we think was a fair price. But we immediately sank another 30k into her."

"*Harmony* came with one original 30-hp Yanmar 3GM diesel and one 2009 Yanmar 3YM diesel, both with saildrives. They start and run just fine — unless you have to push into anything, at which time they are ridiculously underpowered.

"The joke," Sandy says, "is that you're not supposed to push into it."

For most cats, that's not really a joke.

"If I had the money to repower, I would," says Brit. He would also like feathering props and new sails. The latter are in next year's budget.

Since buying *Harmony* three years ago, the couple have made two round trips between the East Coast and the Caribbean, plus a third trip to the Caribbean.

"The first year we took the ICW south from Charleston, and then crossed over to the Bahamas," says Brit.

"I hated the ICW because the VHF antenna atop our 62.5-ft mast kept scraping the bottom of the bridges," says Sandy. "It was so stressful." Indeed, the following year the anemometer wand was knocked off by an ICW bridge.

"We spent three months in the Bahamas in our first season, and it was great," says Brit. "There were the typical cold fronts once a week, which meant the wind would change directions, and we'd usually have to change anchorages. We dragged anchor once, which really stressed out an already stressed-out Sandy. Most of the time she was ready to fly home."

Sandy eventually did fly home for a month, leaving Brit

on the boat alone — which he found stressful. When the Horns told us that Sandy had flown home for a month, it almost sounded as though they thought it was unusual. A spouse flying home for a month is not uncommon at all.

While Brit was initially stressed by being alone with the cat, it actually turned out to be a major turning point in the Horns' cruising lives, as he discovered he didn't have a problem handling the boat alone. Every sailor/cruiser will tell you there's a special moment of freedom when he/she learns he/she doesn't have to have help to run their boat.

When the Horns were ready to leave Charleston for their second trip down the ICW to Lauderdale to start their second cruising season, it was so cold there was snow on the decks. "The whole city was shut down by the snow and ice," says Sandy. "But we finally made it out."

"Our cat has an air conditioner that can be reversed to create heat," says Brit, "but the generator to drive it was dead. So we had to buy a Honda portable genset to run it. We made it all the way down to Lauderdale to do work on the boat, then had a great six weeks in the Bahamas.

"We then continued south to Georgetown in the Bahamas, which is nicknamed 'Chickentown' because that's where a lot of cruisers decide not to continue on down to the Caribbean. It's a big scene in Georgetown, and we stayed two weeks, which is really a very long time for us to spend in any one place."

The couple was lucky to find a weather window that allowed them to sail outside the Turks & Caicos to Mayaguez, Puerto Rico, as Sandy had a deadline to meet her daughter, who was interning at Woods Hole Institute in Massachusetts. This was the second time in two years that Brit was left on the boat alone, but now he was ready for it.

"I have to admit that the first year of cruising was very stressful on our marriage and our relationship," Brit says. "But when I learned that I could deal with

The Horns have found that cruising isn't just one happy moment after the other. But there are great ones, such as with friends.



HARMONY

CHANGES

the boat alone, it suddenly made things much easier. Sandy could leave if she was stressed or wanted to, and it wasn't a big deal. So I continued on alone to the Virgin Islands, often in company with Matt and Jen and their kids on *Perry*, a Privilege 48 catamaran. We'd met them working on our boats in Lauderdale and had come to just love their boys. They just transited the Canal.

"After a month of being alone, I picked Sandy up in Puerto Rico, at which point we started heading back to the States via the Dominican Republic, the Caicos, and the Old Bahama Channel . . . on the back of hurricane *Albert*."

"It was really scary, with waterspouts, thunder, lightning and 35-knot winds. It sure would have been nice to have radar," says Sandy."

In any event, the couple made their way up the East Coast to Toms River, where Sandy has family, and spent a week in New York.

"We anchored at Liberty Harbor, which is the anchorage — without a dinghy dock — behind the Statue of Liberty," says Sandy. "Then we'd cross the Hudson River in our dinghy with our bikes, and pay \$10 a day to tie up at a park. Then we rode all over Manhattan. We had a ball!"

Then they spent a month in Cape Cod, at which point both returned home to the West Coast for about a month.

By the time the couple got back together again, Brit had installed two new refrigeration systems. But it was also October in Cuttyhunk, and "it was butt cold with snow flurries, and all the mooring balls had been removed for the season." It was time to make the 640-mile trip across the Gulf Stream to Bermuda.

"The first two nights were really cold," remembers Brit, "and the wind came from all directions. In addition, unlike down

When winter comes to Cuttyhunk — and it can start darn near late October — you need to have gotten your boat and your butt to the tropics.



by Florida, the Gulf Stream was all over the place, with back eddies everywhere."

"After 5½ days we made it to Bermuda," says Sandy, "which was nice and warm, and which I really loved. The people were so friendly, which is how we met Steve Hollis, the Doyle Sails guy and owner of the Venus gaff-ketch *Segue*. We not only met his son Austin and friend Will Tucker, but went surfing with them and spent Thanksgiving with them."

"When we finally sailed south to the Caribbean, we kept our eye out for them and *Segue* in St. Barth, as they had sailed south, too. We arrived late and didn't really know where to anchor, so we just dropped the hook — right next to *Segue*! And Will's dad Dal took us surfing at Lorient."

The Horns are the first to admit that there is more than one reason they like their cat.

"One reason we got a cat is because we needed room for all our water toys, and the cat has that," says Sandy. "But it's also because from time to time we both need personal space. And we're not alone. We met one cruising couple on a monohull who have a dinghy named *TAZ* — for Temporary Autonomous Zone."

"I love Sandy dearly and would go around the world naked for her," says Brit, "but it can be hard to be with anyone 24/7. At least the cat gives us the space you can't get with a monohull."

Although the couple believe they'd need three more seasons to really see the East Coast — they missed Maine, Annapolis and Delaware — their plan was to head Down Island for two months, then put their cat in Guatemala's Rio Dulce by July 1. They'll leave the boat there and go home for three months.

"I can only afford to go home once a year to see my mom and do other stuff," says Brit. "Five weeks is too short a period and seven months is way too long."

Three months is about right for me — although I really wish I could go home twice a year so I could also hit the winter surf with my friends."

"We women are a little different from men," says Sandy. "We really miss our family and friends. The members of the transient cruising community are great, but it's your longtime core friends that give you sustenance. So I like to stay home longer. And



I want to pick berries and do things like that."

"Plus," Sandy continues, "I worry more on the boat and am more sensitive about things. One time during our first season we dragged anchor. That really stressed me out and was a big factor in my going home. I also get really stressed when parking the boat or dropping the hook in crowded anchorages. Once we dropped the hook behind a German couple in Virgin Gorda, and they just glared at us. I'm really sensitive to things like that."

Brit solved the dragging problem by upgrading to a hefty 85-lb anchor at the end of 200 ft of chain. As for Sandy's sensitivity problem with people glaring at her because *Harmony* anchored behind them in the Caribbean trades — which is exactly what you are supposed to do — like every sailor she has to develop confidence in knowing what she/they are doing is the right thing. When you have confidence you're right, you can ignore numbskulls with impunity and peace of

IN LATITUDES



PHOTOS BY LATITUDE / RICHARD

Spread; If you like blustery winds and cold-weather sailing, Galway, on the west coast of Ireland, might offer the kind of cruising you like. Inset; Unfortunately, it's not possible to go sailing at any state of the tide. But Galway has plenty of warm pubs, and the Irish will talk as long as you want.

mind. How do you gain that confidence? By cruising. And yes, by making mistakes from time to time.

There is one decision the Horns made that they are very happy with — not selling their home.

"We talk to a lot of cruisers who come home and couch surf with family and friends for a couple of months," says Sandy. "They tell us it gets old quickly, so we're really happy we kept our home."

— *latitude/rs* 04/15/2015

Cruise Notes:

Oops! Due to technical difficulties — a brain fade on the part of the *Changes* editor — Part II of Geoff and Linda Goodall's report on their circumnavigation of South America with their Vancouver-based Rival 36 **Curare** will not appear until next month. Our apologies. Speaking of the Goodalls, here's their most

recent report:

"Linda and I were lucky enough to get on **Flying Buzzard**, the committee boat for the Antigua Classic Regatta. We're not great photographers, but we couldn't help but get some great shots of the action. The *Flying Buzzard* folks were fantastic hosts, and you could never hope to meet a greater cast of cruising characters. It turns out that I knew the captain, Mike. Thirty years ago we'd spent time together on Gabriola, a tiny island in the Pacific Northwest."

Not many people sail directly from California to the Marquesas, but Mike and Deanna Ruel did with their Delaware-based Manta 42, **R Sea Cat**.

"Yay! We've just an-

chored and have gotten a full night's sleep for the first time in three weeks," they wrote. They were pleased to soon find themselves in a very international group of cruisers, with boats from Germany, Australia, the Netherlands and South Africa.

One of the problems with sailing to the South Pacific is how to get back to the West Coast. Dietmar Petetschnig of the Las Vegas-based Lagoon 440

Carinthia decided to bite the bullet by sailed back to California by way of Hawaii. He and crew Dan Bornholdt sailed the 3,146-miles from

Fiji to Hawaii in 46 days. It wasn't a nonstop trip, and we think 46 days includes the number of days on the hook.

"The last 10 days to the Waikiki YC in Honolulu were upwind in 20 to 35 knots of wind," Petetschnig reports. Not exactly a Lagoon 440's ideal sailing conditions. Dietmar has come a long way with his sailing. He started cruising with the 2008 Baja Ha-Ha, at which time he admittedly knew next to nothing. But now, well, he's got a lot of open-ocean experience under his belt.

"I took a couple of water-oriented photos for *Latitude* while cruising here in Thailand," reports Tom Van Dyke of the Santa Cruz-based Searunner 31 trimaran **En Pointe**. "The first was of the Scilly Isles-based ketch **Innisfree**, which somehow managed to end up on Phuket's Kuta Beach on the calmest of days. I have no idea how she got there or if she got off in one piece.

"I also took photos of the **Song-It's unclear how 'Innisfree' ended up on Kuta Beach, Phuket on such a calm day. And why she hadn't been kedged or pulled off.**



"Land ho!" Dietmar finally spots Honolulu.

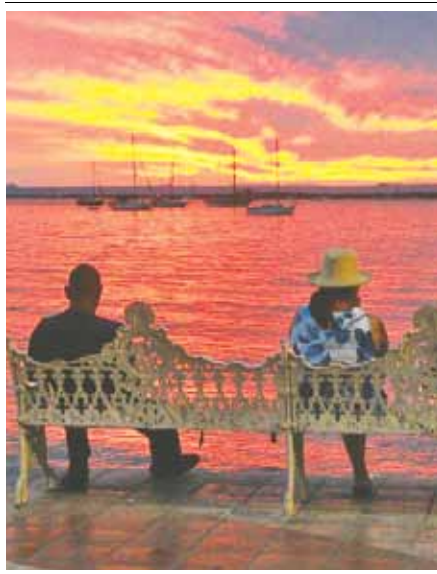


TOM VAN DYKE

CHANGES

Kran Festival celebrations in Thailand. At the start of the Dai peoples' new year, which happens to correspond with the onset of the warmest months in already sizzling Thailand, believers have traditionally sprinkled water over the heads of friends and loved ones as signs of love and respect, and to cleanse them for the start of the new year. As one might imagine, irreverent western tourists embraced a tortured version of the ritual with reckless enthusiasm. No gentle sprinkling of water for Aussies and Yanks, who started splashing, spraying and dousing everyone in sight — including the police. As a result, tourists have hijacked the serious Dai ritual into something akin to a nationwide water fight that is now known as the Water Festival. An important aspect of the Songkran Festival is that adherents must throw away everything they have, as keeping it into the new year would be bad luck. Surprisingly, westerners have yet to embrace this aspect of the cleansing ritual.

"Lately it's been calm — like a mountain lake — here on La Paz Bay at night," reports Bob Willmann of the Colorado-



LA PAZ TOURISM


La Paz in the late spring. Not only do lots of dolphins swim around the boats, the sunsets are breathtaking.

based Casamance 47 catamaran **Viva!** "While sitting in my cockpit, I've been able to hear dolphins gasp for air as they circle around my cat. At this time of year there are a lot of baby dolphins swim-

ming around with adult supervision. The babies must just be learning to breathe, because they make wimpy, almost desperate gasps, as though they've been holding their breath too long. Based on the sound of the gasping, I can tell if it's a mother, a calf or two mature dolphins around, even in the dark. Dolphins almost always travel in at least pairs. Lots of dolphins is one of the many good things about the cruising life in La Paz. I feel privileged to be living this lifestyle."

Speaking of dolphins and porpoises, the Mexican government has agreed to pay the **Sea Shepherd Conservation Society** \$69 million dollars to conduct two years' worth of surveillance and scientific monitoring to prevent the illegal fishing that threatens the vaquita marina porpoises. Only about 100 of the vaquita porpoises, which only live in the northern Sea, are still alive. A tip of the hat to the Mexican government for funding this program. We hope they do more, particularly in the Sea of Cortez.

What do you do following a circumnavigation? If you've read our interview



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with Charlie and Cathie Simon of the Taswell 58 **Celebration** earlier in this *Changes*, you know they're going to continue sailing, and perhaps upgrade to a sailboat with an office. As for Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who has been out there for about eight years now, and who will cross his outbound path near the Galapagos next year, he says he'll cross the Pacific at least one more time. He and partner Nicki Woodrow have put *Beach House* in RAM Marina on Guatemala's Rio Dulce for the hurricane season and to get some major work done. When they return to the cat in November, they'll head for Isla Providencia, the San Blas Islands, and the Panama Canal.

"I think we'll sail with the Pacific Puddle Jumpers all the way to Oz next season," says Stolnitz, "as that means Nikki will get to complete her circumnavigation, too. After Australia, I have no idea what we'll do. Maybe ship the boat back to Fort Lauderdale and put her up for sale."

Louis Kruk reports that so far this

year he's made two trips to his Beneteau First 42s7 **Cirque** in the Bocas del Toro region of Panama, where he's been joined by a total of seven guests. The first was Frank Goddard, who did the 2007 Ha-Ha with Louis and Louis' late wife Laura. Next came Louis' niece Gwen and her two 20-something cousins, Michelle, a civilian engineer for the Army Corps, and her brother Trevor, who flies C-17s for the Air Force.

"Upon their departure," reports Louis, "I was joined by Aussie Cheryl Ann Osborne, who stayed for six weeks of cruising and diving the archipelago. The onboard food was fabulous. My last two guests were Rick and Julie Sullivan."

"I'd flown home between guests," continues Louis. "On my flight from SFO to Houston on my way back to Panama, I took a walk to the back of the plane to



At the far right is Gwen, Louis' niece, with her cousins Trevor and Michelle. They dove right into the cruising life aboard 'Cirque'.

use the facilities. While in the latter, I palpated my lower abdomen, and I was wracked with anxiety on my return to my seat. In the previous four months I'd experienced a wide array of curious health symptoms. Since I had been to exotic places such as Detroit, Tokyo, Phnom Penh and others, I decided to resolve the situation right then. I used the fast airport Wi-Fi to Google 'hospitals' in Houston, and before long I




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Navigation, Communication & Weather

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was on a Super Shuttle heading to the emergency room at Houston Methodist, the best hospital in all of Texas. After a night of blood tests, X-rays and scans, I was diagnosed as having an infection. I was given antibiotics and a bunch of other meds, and was admonished not to leave Houston until it was obvious the infection was gone. When nobody was looking, I sneaked out of the hospital and got a Super Shuttle to the airport to catch the midday flight to Panama City.

Trying to achieve progress in the troubled Mexican **Temporary Import Permits** (TIPs) process has been one step forward, one step back, then one step sideways. "But at least the Mexican government has started accepting our suggestions," reports **Tere Grossman**, president of the Mexican Marina Owners Association. "A big improvement in the latest TIPs is that there is now a space on the forms for the owner *and* the captain (or driver if a boat is being trailered to Mexico.) Another big change is that the TIP document looks slightly different if it's been requested by the private owner of the boat as opposed to a boat owned by a corporation that is run by a captain."



Some of the old Temporary Import Permits (TIPs) were a lovely ruby color. The new ones aren't so stylish. But the old ones are still good.

Grossman also asked that *Latitude* repeat the different ways for people to cancel their TIP. Why cancel a 10-Year TIP? It makes sense if you know for sure you're not coming back to Mexico.

Because if the boat has a TIP that hasn't been cancelled, the boat can't return to Mexico under new ownership. There's only one TIP per boat. You can cancel your TIP either when clearing out of Mexico for the last time, or by sending it to the following address via registered mail: Administración de Operación Aduanera "3", Administración Central de Operación Aduanera, Av. Hidalgo No. 77, Módulo IV, 1º piso, Col. Guerrero. C.P. 06300, México, D.F."

There was tragedy in the Atlantic 500 miles south of the Azores on May 6, as winds of 50 knots and seas to 45 feet had the crews of at least four recreational boats calling for help. The sequence isn't clear to us, but one of the boats, **Reves Do**, a nearly new Lagoon 40 catamaran with a family of four aboard, capsized, caught fire, and sank. The 37-year-old mother and her nine-year-old son managed to get into the liferaft, and were rescued in good condition by the 900-ft bulk carrier **Yuan Fu Star**. The 39-year-old father and six-year-old daughter didn't make it to the liferaft, but floated

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The Cruiser's Home in Mexico

for seven hours before they were rescued by a hospital ship. Unfortunately, the young girl succumbed to the effects of hypothermia after being rescued.

A Portuguese Air Force helicopter rescued the crew of the Norwegian-flagged Swan 44 **Kolibri**, which had been rolled and knocked down several times. Two Dutch crew from the boat *Grandul*, type and hailing port unknown, were rescued by another ship after abandoning their vessel. We were unable to get details on the fourth vessel, which was also abandoned.

You don't find many West Coast sailors, even those who are doing circumnavigations, sailing around in the Netherlands. The biggest reason is that The Netherlands is so far out of the normal cruising routes. But despite the cold and blustery conditions, the toxic-looking brown water, and the short summer, the Dutch are crazy for sailing. We've been to the Netherlands twice in the last two years on business, and both times have been flabbergasted at the number of boats. It seems as if there are about

three for every family.

The most classic of Dutch boats are the *skûtsje*, which are sailing barges traditionally used to transport cargo. The Dutch are nuts about these flat-bottom lee-boarded boats, and race them competitively. We can't read Dutch, but the best we can understand it is that 14 of these

sponsored boats follow a two-week route of day events around Friesland, during which time they are followed by about 15,000 fans. The partying is said to be wild. We always assumed that the crews would sail these flat-bottomed cargo boats flat, but they sail them on their ears. They even knock them down. When knocked down 90 degrees, the *skûtsjes* stay on their sides because the water is almost always less than six feet deep.

We're not sure where Jeanne Socrates



This is just a photo of a photo, but it gives you a sense of how the Dutch race their lumbering cargo boats as though they were dinghies.

is headed, but the East London friend of *Latitude's* who at 70 became the oldest woman to singlehanded around the world nonstop, recently pulled into Mazatlan aboard her Najad 380 **Nereida**. When asked for local knowledge, Michael and Melissa of the S&S 44 **Tortue** gave her the following advice:

"Make sure you secure everything, including your dinghy and outboard, if you anchor at Stone Island or the Old

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Harbor. Sadly, there has been a spate of thefts in those areas recently. A safer option might be at the northeast corner of Isla Venados, the middle of the three islands off the more northern part of the city. Sometimes it's roly, but you can find good holding in sand in about 15 feet of water. There is an extended sand spit to the south. We normally anchor there when returning to Mazatlan, as we never attempt to come into the jetty at the north end of town unless it's daylight and unless we have a favorable report on conditions from someone who is there."

Sounds like good advice to us.

Readers from time to time ask for our advice regarding the best camera for cruising. It's changed over the years as technology has evolved, but as far as we're concerned nothing can compare with the **iPhone 6+**. It's incredibly versatile and easy to have with you all the time. In addition to taking fabulous hires photos, it has instant slow-mo, time lapse, video and stabilization. Eight photos in this month's *Changes* were taken with our iPhone 6+. It also does all those other non-camera things astonishingly well, too. The built-in editing features

are sensational. We spend half our time on long flights massaging some of the 12,000 or so high-res photos we have on our phone. We felt like killing ourselves when our iPhone 6+ wouldn't charge during our last week in the French West Indies. Not only did we not have our most valuable editorial tool, we hadn't backed up in two days and were missing some terrific photos and two digitally recorded interviews. When we got back to L.A., the Apple techs fixed it in two minutes. They removed the grain of rice that had become imbedded in the power receptacle!

Want to make your iPhone camera/phone even more valuable? Dump your current carrier and sign up for a no-contract plan with **T Mobile**. We dumped the evil AT&T for T Mobile, and for one-third the price we are now getting unlimited data and texting in the United States — plus 119 other countries! It's worked great in the Caribbean islands, the States, Ireland and the Netherlands so far. It's not always ultra high-speed, but

it works and it's free. Wi-Fi phone calls are free from 120 countries, and if you don't have Wi-Fi, they're only 20 cents/minute. Call us iPhone and T Mobile 'fanboys' if it makes you feel good, but for us the proof is in the results.

If you want to enter the **SoCal Ta-Ta**, the Southern California version of the Baja Ha-Ha that takes the fleet from Santa Barbara to Catalina via Santa Cruz Island, the Channel Islands and Paradise Cove, the time to sign up is now. There is only room for 50 entries, and 39 spots were grabbed in just the first couple of days. The dates are September 13-19. For complete information, visit www.socaltata.com.

As for the 22nd **Baja Ha-Ha** that starts on October 26, 48 boats signed up in the first week. The earlier you sign up, the higher your boat is on the list for a slip at Cabo San Lucas. Getting a slip in Cabo may not seem like a big deal now, but it might after you've been at sea or on the hook for nine days. For full info on the Ha-Ha, visit www.baja-haha.com. The editor of *Changes* will be the Grand Poobah again, and can't wait to go south with you.



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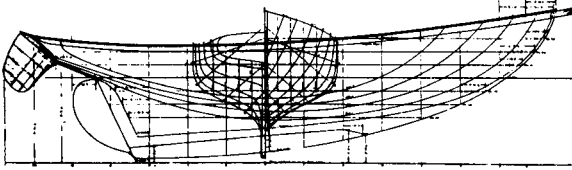
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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII entry roster at www.baja-haha.com shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

See 'Lectronic Latitude' for updates: www.latitude38.com. In the magazine, look for fleet profiles this summer and a complete recap in December.



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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 2. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Get a head start on the process at our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.

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IMPORTANT DATES

Sept. 2, 4-6 p.m. – Mexico Cruising Seminar, featuring presenters from Mexico marinas. Free! Encinal YC in Alameda.

Sept. 2, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC in Alameda.

Sept. 15, midnight — Deadline for all entries to be received.

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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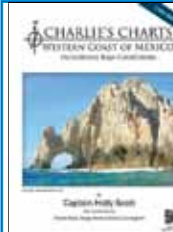
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24-FT WYLIE WABBIT, 1983. San Diego, CA. \$5,500. Wabbit sail #8415, hull #3, Several Natls and Ditch wins. New sails: 3 sets, 2 masts, 3 spin poles. Hull faired and painted 2011. Galvanized trailer. Call (619) 414-6264 or asturm.adds@gmail.com.



22-FT CATALINA, 1970. Santa Cruz. \$1,500. "Rare antique," hull number 26 of over 15,000 manufactured. Good condition, on sound trailer. Two sets of sails: one standard set, one excellent set of heavy weather sails. Seagull outboard. More info at bugmenow@sbcglobal.net or (831) 427-2611.



14-FT WEST WIGHT POTTER, 1976. Santa Cruz. \$1,500 or trade. Good condition overall, three sails: main and two jibs. Trailer, electric outboard, marine battery, submersible LED taillights, oars, registration current. Will trade for minivan in good running condition. Info at (831) 427-2611 or bugmenow@sbcglobal.net.

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10-FT PORTA-BOTE, 2014. Elk Grove. \$1,500. New. Oars, tie-down straps and seats included. Information at (916) 647-6203 or (916) 595-8035 or davidgagne84@yahoo.com.



PACIFIC SEACRAFT - DANA 24, 2001. Anacortes, WA. \$84,000. Cutter-rigged. 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.



24-FT J/24, 1978. Alameda Marina. \$8,000/obo. Fast. Trailer included. Verm job done. Brand new: Micron66 bottom paint, KiwiGrip, spinnaker, motor, tiller, sail cover. Carbon fiber genoa, Tacktick electronics. Inspected. Needs new traveler (~\$350). For more info contact: nathanielwroblewski@gmail.com.



17-FT COM-PAC SUNCAT, 2009. Truckee, CA. \$11,500. 2009 SunCats for quick do e...vanized trailer...new-1st reg...ly a few time...system.

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18-FT MARSHALL SANDERLING, 1976. Napa. \$9,500. LOA 18'2", Beam 8'6", Draft 19" board up, 4'4" down. Sail area 243 sqft. Includes a 4hp Yamaha outboard with adjustable mounting bracket. Depth gauge. Info at (707) 287-5632 or garylmichaud@gmail.com.



CAL 20, 1967. Belvedere, CA. \$1,750. Hull #1050. Ready to race or cruise. Standing rigging replaced in 2010. Crispy sails. Great shape. Please call (415) 987-8055 or (415) 717-3613 or amorkemo@gmail.com.

22-FT NONSUCH, 1987. San Mateo. \$19,800. High quality easy to sail with distinctive wishbone rig. Hull 49. New sail. Yamaha T9.9 with controls in cockpit. Standing headroom and enclosed head with potti. Clean throughout. Trailer available. Contact kilbrid3@gmail.com or (650) 288-8839.

25 TO 28 FEET



26-FT INTERNATIONAL FOLKBOAT. (Modified), 1973. Alameda. \$29,900. Blue-water cruiser, fiberglass, fully rigged for world sailing. Double-spreader aluminum mast. Lines to cockpit. Windvane. Autopilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info. jdarh@lycos.com.



CATALINA 27, 1975. Fort Bragg. \$5,900. Atomic 4 inboard runs good. Schaefer roller furling genoa. Sails in good shape. Head and galley w/alcohol stove and ice box. Slip available in Dolphin Isle Marina \$95/mo. Contact (641) 919-7371 or dwightwind@gmail.com.



26-FT COLUMBIA, 1970. San Diego. \$9,750. 2011 Honda 9.9, 4-stroke, remote steering station. 2012 new rigging, mast lighting, electrical panel/wiring, LED lighting, carpet. Replaced interior/cockpit cushions, canvas, hatch, windows, paint. 3-sails, spinnaker. Well maintained, TLC. Contact dockmom@mac.com or (858) 459-5978.

25-FT NORDIC FOLKBOAT, 1976. SF Marina West. \$9,300. US 101 for sale. Svendsen's-built. Fully equipped; Ready to sail. F/G hull, cabin and deck. Teak trim. Finished interior. Extra sails. More info at (408) 607-4740 or (408) 779-6195 or jefraser@charter.net.

27-FT CATALINA, 1982. Delta Bay Marina. Price! 135% wheel steering. For picture.

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27-FT CAL 2-27, 1975. Redwood City. \$6,300. Standing rigging, lifelines, roller furling replaced 2010. New 85% jib 2014. Universal M18 diesel, folding prop. Head w/holding tank. 2-burner CNG stove. Raymarine autopilot, VHF, depth gauge, knotmeter. More information at (408) 841-6648 or Christopher.Burns@sandisk.com.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$23,500. 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.



26-FT MACGREGOR, 1987. Alameda. \$8,500. MacGregor 26 w/trailer includes a recently serviced electric-start 9.9hp in very sound condition. Complete cockpit cushions, interior is like new. New items include: jib, mainsail cover, LED lighting and all lines. Private toilet area, pop-top - canvas "like new," two new batteries. Immaculate and definitely ready to sail today! Info at <http://tinyurl.com/njw8sxw> or contact mac26forsale@gmail.com or (510) 253-5883.



25-FT NORDIC FOLKBOAT, 1992. SF Marina East. \$15,750/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. Contact (415) 271-6267 or us115@myastound.net.

28-FT NEWPORT, 1980. Marina Bay, Richmond. \$6,750/obo. Diesel, wheel steering, new batteries, new fuel tank, spinnaker, pole, roller furling jib, depth/knotmeters, full cushions. Great Bay boat, sails beautifully! Please contact (209) 527-7530 or (209) 204-7137 or Mike.chiavetta@gmail.com.

27-FT US YACHT (BAYLINER), 1982. Emery Cove Yacht Harbor. \$10,500. Teak interior. Stove/sink/head, roomy. New outboard motor/mount/controls. All gear in good condition. Sails great. You will love this boat as we do. Contact (916) 524-8030 or clive.delany@gmail.com.



27-FT CATALINA, 1973. Berkeley. \$9,950/obo. Prettiest C27 on SF Bay. Hauled out 2014 w/new Mercury 9.9 w/electric start/tilt/ cockpit controls, Dyneema lifelines, lines led aft, jiffy reefing, lazy jacks, custom heavy duty anchor roller w/Rocna 10, internal halyards, new standing rigging, new Schaefer furler w/ reefable jib, Bad Boy wifi antenna, new radio/antenna, new thru-hulls and bottom, all new professionally installed wiring/panel, wireless speed/depth, flat screen AC/DC TV/DVD player and much more. Sad to sell but a bigger boat beckons! More info at <http://sfbay.craigslist.org/eb/boa/5011613050.html> or contact davidsteeleonline@gmail.com.

27-FT ERICSON, 1976. Ballena Isle Marina. \$4,300. Great boat! 2012 Honda 8hp extra long shaft/electric start. Good sails. New hatch cover. VHF, depthsounder. 100% jib w/Harken furler. Rigged for singlehanded. Contact (408) 206-5504 or mxbag@comcast.net.

29 TO 31 FEET



30-FT ERICSON 30+, 1986. Redwood City. \$15,900 for fast sale. Universal diesel with rebuilt Hurth transmission, wheel, furling jib, dodger. Autopilot, depthsounder, wind indicator, GPS. Good singlehanded with self-tacking jib and all lines led to cockpit. Please call (408) 691-7271.

29-FT CAL 2-29, 1973. Sausalito. \$6,000. Roller furling jib. One-year-old 9.7hp outboard with electric start. Pictures and condition in recent survey report available upon request. Opportunity for sailor/handyman to make repairs identified in survey. Contact (415) 461-1604 or kendale@comcast.net.



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30-FT BRISTOL 29.9, 1979. Moss Landing, CA. \$13,000. Herreshoff design, Yanmar diesel, all new standing and running rigging, batteries, anchor system, canvas, VHF, Harken furler. 2014 new bottom paint and thru-hulls. Beautiful wood interior, very clean. More info at (831) 402-9169 or danagrnt@aol.com.



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. San Rafael berth. Contact Tom at (408) 316-3744 or tarlowt@gmail.com.



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



30-FT WYLIECAT, 1997. Santa Barbara. \$84,500. Dazzler. 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, shore-power, charger. Seller highly motivated. rrwawles@gmail.com.

CATALINA 30, 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/eby/boa/5000578898.html>. (510) 708-5581 or greg@gregotoole.com.



30-FT J BOAT J/29, 1984. Alameda. \$16,000. A regular on the podium, *Audacious* is a well maintained, fractional rig J/29. She has been upgraded with new standing and running rigging, full Harken deck layout, lifelines, Head Foil, Micron racing bottom and rebuilt outboard. Full complement of well used racing sails. In excellent condition, *Audacious* is turnkey and ready for both Bay and ocean racing or cruising. The nicest J/29 in Northern California! Contact kevin@kmcourdy.com or (650) 575-1329.



30-FT SANTANA 30/30, 1986. Marina del Rey. \$9,990. Custom tall mast, keel. 3-cylinder diesel rebuilt 2014. Recent rigging, new head, new cushions. No worries. Races like a dinghy. Multiple trophy winner. 30/30s have an almost one-design fleet in MDR. Fun competition. (310) 920-1478 or (213) 369-9872 or cazintl@yahoo.com.



30-FT C&C, 1980. Sausalito. \$15,000. Excellent condition. Roller furling jib. Dodger. Boarding platform with ladder. Stainless steel barbecue. Refurbished 12hp Yanmar engine. Electronics: autopilot, depth finder, wind indicator, GPS, stereo, and VHF. Galley: Ice box with melted water discharge pump. Head with shower. New batteries. New jib sheet winches. New running rigging. Cushion-lined cockpit. New life buoy. Many extras. (510) 735-6953.



30-FT J/92, 1997 REDWOOD CITY. \$44,500. Turnkey boat. New bottom paint, engine service and race sails. ST60+WSD. Upgraded halyards, sheets, and control lines. Proven PHRF racer and daysailer crewed or shorthanded. Please contact tmrsailing@gmail.com or (650) 400-7532.

30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$25,000. Well maintained with self furling jib, diesel engine, wheel. Price includes Marina Green slip! Please contact (650) 400-6898 or Dfoley@ewingfoley.com.

CATALINA 30, 1986. Alameda, CA. \$33,000. Great turnkey Bay and coastal cruising boat. Excellent condition, professionally maintained. Raytheon dual display radar/GPS chartplotter, wind, speed, and depth at helm with repeater at nav. station. Autopilot. Standard Horizon VHF with AIS and DSC with RAM mic at helm. Refrigeration. Full batten mainsail with lazy jacks, 135% roller furling genoa, like-new gennaker. All lines led to cockpit. Dodger. Upgraded stainless steel mainsheet traveler and Garhauer boom vang. Four deep-cycle gel 73 batteries with Heart interface monitor. Dinghy with Mercury 4hp outboard. Many other upgrades. Pictures, equipment list, repair and maintenance log available. Contact (925) 984-6556 or craighk@yahoo.com.



31-FT CATALINA 310, 2000. Pier 39. \$83,400. Well maintained turnkey coastal cruiser. Ready for weekends on the Bay or racing. New mainsail 2011, New lifelines, New heat exchanger, Aft motor mounts replaced and more. Information at <http://harmonyboat.weebly.com/>. Contact (408) 431-4333 or dreyes999@gmail.com.

30-FT CAL 3-30, 1974. San Rafael. \$10,000/obo. Sleeps 7. Completely redone sloop, with rebuilt A-4, holding tank, 8 sails, full batten main, 2 poles, new instrument panel, new depth/GPS, new stereo. Contact (415) 386-4509 or romanrivas@sbcglobal.net.



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 (415) 999-7698 or reeves0802@gmail.com. Info at <http://figure8voyage.com/a-capable-cruiser-for-sale/>.

32 TO 35 FEET



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 on website: <http://bit.ly/1Kb5kJo> or via email donaldsnyder1@gmail.com or call (541) 890-4168.

NONSUCH 33, 1989. Grand Marina, Alameda. The Nonsuch 33 is a classic coastal cruising yacht. Totally in a class by itself, unmatched for livability with 13' beam, and effortless tacking or running. Bristol condition. <http://gypsyspirits.me>. Please contact (530) 412-0144 or cbellasail@sbcglobal.net.

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



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35-FT ERICSON, 1972. Berkeley, CA. \$21,975. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV surround sound/CD/DVD/X box. Great liveaboard. (510) 213-0202 or quickjantony@gmail.com.



32-FT MARINER, 1971. Sausalito \$39,500 Recent professionally refit classic Japanese-made (Hull #1) fiberglass ketch. New standing, running rigging, headsail, furler, cockpit teak overlay, dodger, canvas, panel, wiring, head, hoses, chartplotter, VHF, paint, varnish. Has Perkins 4-108, SSB, radar, wind, solar, 300-ft chain, 2 anchors, windlass, Force 10 stove, A-B fridge, davits, main, mizzen, staysail, trysail, shade canvas, 6'3" headroom, solid mahogany below. Great lines in *Good Old Boat* - Jan. 2014. Outstanding Mexico boat. See Craigslist for pictures: <http://sfbay.craigslist.org/nby/boa/4982368702.html>. Email: tom_kucera@hotmail.com.



33-FT YORKTOWN, 1977. Stockton. \$27,900. Much teak/mahogany, new top/bottom paint. Most everything updated within 4 years. Sails used 3 times, windlass, refrigeration, hot/cold water, 4 Trojan-sealed 6VDC batteries, canvas, outside cushions, XM1800 inverter. Perkins 4-108 diesel, propane stove/oven/BBQ, CQR anchor with 150' chain, TV/antenna, electric head, autopilot, compass, handheld VHF/GPS, all lines aft, 8' rubber dinghy w/6 hp outboard. Contact (916) 765-5874 or forfun1950@hotmail.com.



32-FT WESTSAIL, 1972. Portland, OR. \$32,500. Factory finished with many upgrades. She is well maintained and is ready to sail south in the Baja Ha Ha, or? Double reef main, staysail, roller furling headsail, reacher/drifter, two-speed self-tailing primary winches and self-tailing main halyard winch are just a few things. Perkins 4-108, custom fuel filter and oil filter. High output alternator. Contact Gerald for photos and more information at gastrella@aol.com or (541) 556-1113.



34-FT WYLIE, 1979. Redwood City. \$22,000. Ready to race or cruise, sleeps six and PHRF preformer. New jib and asymmetrical spinnaker, many good sails. Easom running rigging and a reliable Yanmar. Many extras. Email for details: rwcCarthy@gmail.com or (650) 363-7996.



32-FT PEARSON 323, 1979. Alameda (Marina Village). \$23,000. Volvo-Penta MD11C. Internet will provide pedigree and tech specs. I singlehand on SF Bay often. She excels in heavy wind. Cockpit stays dry in heavy chop. Life is getting busy, she needs new owner who will get her out. Contact: (508) 439-1159 or billacton66@gmail.com.

32-FT FOLEY CUSTOM, 1978. Reno, Nevada. \$7,500. *Thirdreef* is for sale. 1978 ULDB., 32-ft., 8-ft. beam. Newer rudder, sprit, dropkeel, 4hp ob. Trailer. This is the boat that Hobie designed the Hobie 33 from. Contact (775) 240-0090 or thirdreef775@gmail.com.



RANGER 33, 1977. Santa Cruz Harbor. \$12,000. Gary Mull design. Good condition. In berth Santa Cruz Harbor (A-15). Dove Sailing routinely cleans bottom. Will need bottom paint. Atomic 4 diesel engine. Usual sails including spinnaker. For more information contact (831) 345-2656 or dranthonycalciano@gmail.com.

34-FT PANDA CUTTER, 1985. San Diego, CA. \$85,000/obo. Ta Shing-built bluewater 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 herрман@san.rr.com.



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

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

34-FT ERICSON, 1988. Vallejo, CA. \$29,000. Autohelm 4000 with windvane, adjustable whisker pole, factory optional bow water tank and newer aluminum fuel tank. 12v refrigerator. 6'3" headroom in cabin. Contact captron34@hotmail.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.



WESTSAIL 32, 1975. Brickyard Cove, Richmond, CA. \$28,000. Excellent condition. New 44hp Yanmar diesel, roller furling jib, 7 bags of headsails, Aries windvane, Shipmate 3-burner stove, 3 anchors, new dodger, AC/DC, VHF, stereo radio, trickle charger, galvanic isolator. Recently hauled and bottom painted. Teak and mahogany interior looks like new. Contact johnohareLL@comcast.net or (925) 324-6906.

33-FT FLYING TIGER 10M, 2007. Bayview, Idaho. \$49,000. All upgrades race ready. Betts rudder. 10 bags of sails. Trailer and gen pole. Fast, fun and affordable. More information at www.flyingtiger10m.blogspot.com. Contact (208) 683-0376 or prolinejudd@gmail.com.

36 TO 39 FEET

38-FT BLUEWATER INGRID, 1977. San Rafael. \$38,000. Archer/Atkins ketch. 2-cyl Saab diesel. Solid teak interior and deck. Tanbark sails. Fully found. Needs topside hull paint. Liveaboard berth, San Rafael yacht harbor. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. (562) 899-0774 or sswells@att.net.

36-FT ISLANDER. South Beach Harbor. \$25,000/obo. Perkins 4-108 diesel, low hours, Rod rigging, new mast, spinnaker-rigged, Roller furling jib. Contact Frank. (650) 964-8901.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$69,000. Cruising sailboat, day trips, cruising (Mexico for month). Raymarine autopilot, dinghy w/outboard, bimini. Original owner CG Captain. Jeannau website, "previous models," for pictures. (760) 980-0204 or marshalkagan@yahoo.com.



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37-FT TAYANA, 1978. San Francisco Bay. \$92,000. Mk II cutter, Restored with upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat in great shape. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforale/home> *soltara*. For info: tayana37@gmail.com.



38-FT MORGAN 382, 1978. Alameda. \$45,000. *Skylark* sailed in the Bay and offshore for 25 years. She is set up for doublehanded. Low hours on Yanmar. Sailed lightly last 8 years. Owners leaving California. More info: (650) 722-4546 or darlene@jscpm.com.



36-FT CATALINA, 1984. Alameda. \$43,500. Price reduced! 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, refridge, micro, new CNG stove, autobilge, BBQ, dinghy with semi-rigid bottom, well maintained. (510) 410-3767 or purpleelvis@juno.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.



36-FT HUNTER, 2014. Alameda, CA. \$207,000. 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. (925) 519-3574 or rcbaine@yahoo.com.



36-FT HUNTER VISION, 1994. Marina Bay, Richmond, CA. \$67,000. 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.

TAYANA 37 MK II CUTTER, 1986. French Polynesia. \$76,000. Well equipped, well maintained. Voyaged extensively, and is ready for more. Currently moored in Tahiti. Custom aluminum hard dodger and plenty of offshore gear. Photos, details on website. http://go2anna.blogspot.com/p/boat_18.html. Contact T37anna@gmail.com.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! 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 ingridketchseptember@gmail.com or (360) 507-0541.



39-FT JEANNEAU, 2007. Point Richmond. \$159,000. Amenities abound with legendary deck space and belowdeck comfort. Well kept, well optioned deck salon carries ample headroom aft. Twin helms, open layout, large head, abundant storage, light and ventilation. Great live-aboard or comfortable couples' cruiser. Many opening ports, hatches, privacy curtains. 195 hours on diesel, navigation pod swivels 360° atop teak cockpit table. 2-speed electric winch under dodger makes jib or In-mast furling easy. New suncovers on sails. Telescoping whisker pole stored vertically on mast - adds downwind speed and can carry gennaker (gennaker not included). Raymarine electronics include self-leveling radome. Well maintained - clean bilges. "Sun-daysailed" but capable of "bringing many new horizons." More info at www.sailboatlistings.com/view/47126. (432) 214-2387 or yarboat@msn.com.

38-FT FOLKES STEEL CUTTER, 1979. Marina Real, San Carlos, Sonora, MX. \$39,900. 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: danagernt@aol.com.



BENETEAU FIRST 38, 1985. Long Beach, CA. \$68,000. *Topa* has a three-stateroom layout, sleeps nine. Yanmar engine, beautiful teak interior, VacuFlush head, two showers, racing and cruising sails, new Awlgrip LP, recently replaced standing and running rigging, 110 gals. fresh water, 30 gals. diesel, two stainless galley sinks, three-burner propane stove. She is a race winner and a surprisingly comfortable Catalina cruiser. Call (714) 434-1910 or jjkingjrnew1@gmail.com.



37-FT ENDEAVOUR 37, 1979. Berkeley, CA. \$35,000. Plan A. Open cabin layout. Well equipped cruiser. Caribbean and Mexico vet. Currently in transit from the Sea of Cortez. Two autopilots, two Kyocera solar panels, wind generator, SSB, VHF, InReach Sat Com., radar, plotter, full dodger, Xantrex inverter, Seaward water-heater, much more. 10-ft. Avon RIB, 15hp Yamaha, new Schaefer 2000 roller furling drum, 4-cyl Perkins, Ullman fully battened main with Harken bat cars and Mack Pack system, new running rigging, fresh bottom paint. (510) 388-5534.



37-FT CUSTOM-BUILT CRUISER. CA. \$90,000. World's best fiberglass cruiser built by 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.



39-FT AMAZON, 2000. Port Townsend, WA. \$200,000. Steel pilothouse 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.



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38-FT BENETEAU FIRST 38S5, 1991. Vallejo, CA. \$64,500. 2006 PacCup winner, SSB, heater, radar, recent rod rigging/bottom, Philippe Starck wood interior, dodger, Max-Prop, Volvo diesel, AGM batteries, Dutchman, private owner's head. Contact: (916) 233-6269 or (916) 441-4441 or jvetter@vetterlawoffice.com.

36-FT ISLANDER, 1975. Ballena Isle Marina. The boat is well maintained and sailed 12 times a month. \$10,000 spent last year for bottom paint, new mainsail, motor mounts, etc. Yanmar diesel has about 1015 hrs. (415) 994-5242 or mauldin.jim@gmail.com.



39-FT C&C 37/40XL, 1989. Port Huron, MI. \$120,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/cclver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



36-FT CATALINA CRUISER, 1983. Oxnard, CA. \$49,500/obo. Fully loaded and ready for coastal, long distance and/or regional travel. Very comfortable as a liveaboard. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. Professionally maintained and upgraded. Will consider real estate trades or other tangibles. Big Island of Hawaii A+. Aloha, Captain Dave. For details contact (805) 218-4711 or captaindave_ventura@yahoo.com.



39-FT HORIZON NEMO, 1985. Marina del Rey. \$69,000. SSB, liferaft, watermaker, EPIRB, solar, wind generator, AGM's, electric windlass, hard dodger, Yanmar 30, chartplotter, radar, dinghy, outboard, spinnakers, solid rigging, Monitor wind-vane. <http://losangeles.craigslist.org/wst/boa/5018522754.html>. (831) 402-9069 or Heidyg28@gmail.com.

37-FT EXPRESS, 1985. Friday Harbor, WA. \$45,000. Lots of sails and gear. Located in WA. Email or call for more information. cmcarli@hotmail.com or (340) 643-4388.

40 TO 50 FEET



43-FT J/130, 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 leepryor@cox.net.



45-FT EXPLORER KETCH, 1979. Emeryville. \$45,000. Great cruiser or live-aboard. Well built fiberglass ketch, 2 cabins, 2 heads, 200hrs on Cummins diesel. Beautiful teak Interior, many new upgrades but still needs some work. Motivated seller! Contact (253) 370-0269 or dan@danhartjoy.com.

40-FT CAL, 1965. Alameda. \$34,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. Please email or call for information and pictures. (510) 507-0200 or sailorkh@yahoo.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.

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



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *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/4REqpVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$239,000. Outstanding example of this Bruce Farr cruiser/racer. Bowthruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furlex genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Please call for additional equipment. Excellent condition. Original owner. Call (916) 969-8077 or curtis@surewest.net.



43-FT BENETEAU 423, 1987. South Beach, SF. \$124,900. 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.

HUNTER 40, 1986. South Beach SF. \$59,995. Yanmar diesel. 6 sails. New in 2015: Instruments, canvas covers, batteries, charger-inverter, haulout/bottom job, teak refinished, more. See out of the water at SFBoatworks June 4-5. <http://h40.techuity.com>. Contact (650) 733-6090 or tcsmith00@gmail.com.



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



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44-FT HUNTER 44DS, 2007. In California. \$185,000. Price reduced! 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.



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40-FT HUNTER 40.5, 1996. Vallejo, CA. \$78,000/obo. 50hp Volvo diesel. Garmin chartplotter, depth, wind, radar. Autopilot. Wind turbine. Well maintained. Beautiful much loved boat, moving. Contact (707) 694-7323 or sailorintney@gmail.com.



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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.



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51 FEET & OVER



68-FT DEERFOOT, 1980. Newport Beach, CA. \$340,000. Beautiful Doug Peterson/Steve Dashew performance cruiser will turn heads in any harbor. Significant refits in 2000, 2004 and 2008. Hall Spars carbon rig, Yanmar diesel, Northern Lts genset, Spectra watermaker, Technautics refig, North sails. Deerfoot is a Ha-Ha and Mexico veteran and ready to go again. For more details call (714) 915-8047 or john.fradkin@gmail.com.



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 Awlgrippd new non-skid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.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.



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53-FT SPENCER SLOOP, 1979. Alameda. \$259,000. *Cheers* is outfitted to go cruising. Well maintained in excellent condition. 24-year maintenance log is up to date. 3-staterooms. 2 heads each with a shower. Volvo TMD40A, 120hp. Numerous engine spares. 10 sails, 4 headsails, 3 spinnakers, storm sails and an anchor riding sail. Hydraulic backstay. 6 person Zodiac life raft. EPIRB. Raymarine radar. Simrad AP20 autopilot. 24gal per hour watermaker. SGC Ham/SSB. Northstar chartplotter. 11-ft dinghy with 15hp. Xantrex sine wave inverter. 200 amp Balmar alternator, 3 battery banks. Propane water heater. Surround sound music system, large flat screen TV. 3 anchors. Photos online at <http://m.imgur.com/a/NJBUD>. Please contact (510) 846-2353 or casey_2020@yahoo.com.



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40-FT LAGOON 400, 2010. Grenada. \$359,000. 2010 owner's version, 3 cabin, 2 head. Fully equipped; gen, solar, watermaker, dinghy, chartplotters, 110v & 220v power, ice maker, SAT modem, AGM batteries, electric winches, code 0 gennaker. Custom sunshades and full cockpit enclosure. Original owner. Has all bells and whistles. Picture yourself with family and friends, yachting in the world's most exotic destinations. Don't just dream of sailing into the sunset. Do it! Email dreamcatforsale@gmail.com.



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NEW LISTING

Swan 59 (1984) "Rattler" has just completed a major refit with new teak decks, new engine, generator, winches and rigging. The shallow draft / centerboard make her perfect for cruising. She is 100% ready to go! \$595,000
Please contact Ken Keefe (415) 332-5564 ken@kkmi.com

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Lohengrin is a low use, single-owner boat set up for easy short handed sailing. Docking is made simple with a retractable bow thruster. Carbon fiber mast, no running backstays needed. Twin steering wheels, large comfortable cockpit with electric winches. Located in Sausalito, asking \$625,000.

KKMI For more information please contact Ken Keefe, ken@kkmi.com

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\$324,000

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41' KIRIE FEELING SLOOP, 1996

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36' CARVER MARINER 360, 2004

One owner boat shows very nicely inside/out and is competitively priced to boot. Low time (barely 400 hrs) on twin Crusaders, nice elect., much more.

\$126,800

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REDUCED

36' CATALINA, 2001

Very clean example of this MkII and one of only a couple for sale in California at present.

\$89,000

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38' CATALINA 380, 1997

Mexico veteran.

Set up for short-handed sailing. Deep draft version.

Very competitively priced at \$79,000 – owner motivated.

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44' FELLOWS & STEWART, 1946

Repowered beauty owned by professional shipwright and maintained at Sausalito's Arques Shipyard many years. Shows bristol inside and out.

\$69,000

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46' BRUCE ROBERTS, 1995

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35' MAXI 105, 1983

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GREAT BOAT!



37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



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 **\$9,900**



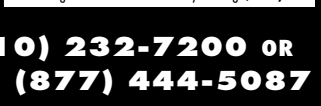
37' RAFIKI Blue Water Cruising Cutter. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$100,000**



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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. **\$34,500/offers**



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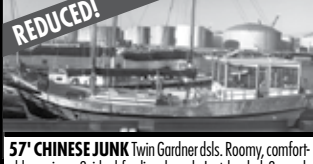
39' GULF PILOTHOUSE Sloop/Motorsailer. Inside and outside helms, very clean, only 280 hours on diesel engine, RF, lines led aft, spinnaker, rod rigging, running rig new. Lots of other new equipment/gear. 2 double staterooms, +. Asking **\$79,950**



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