

Latitude 38

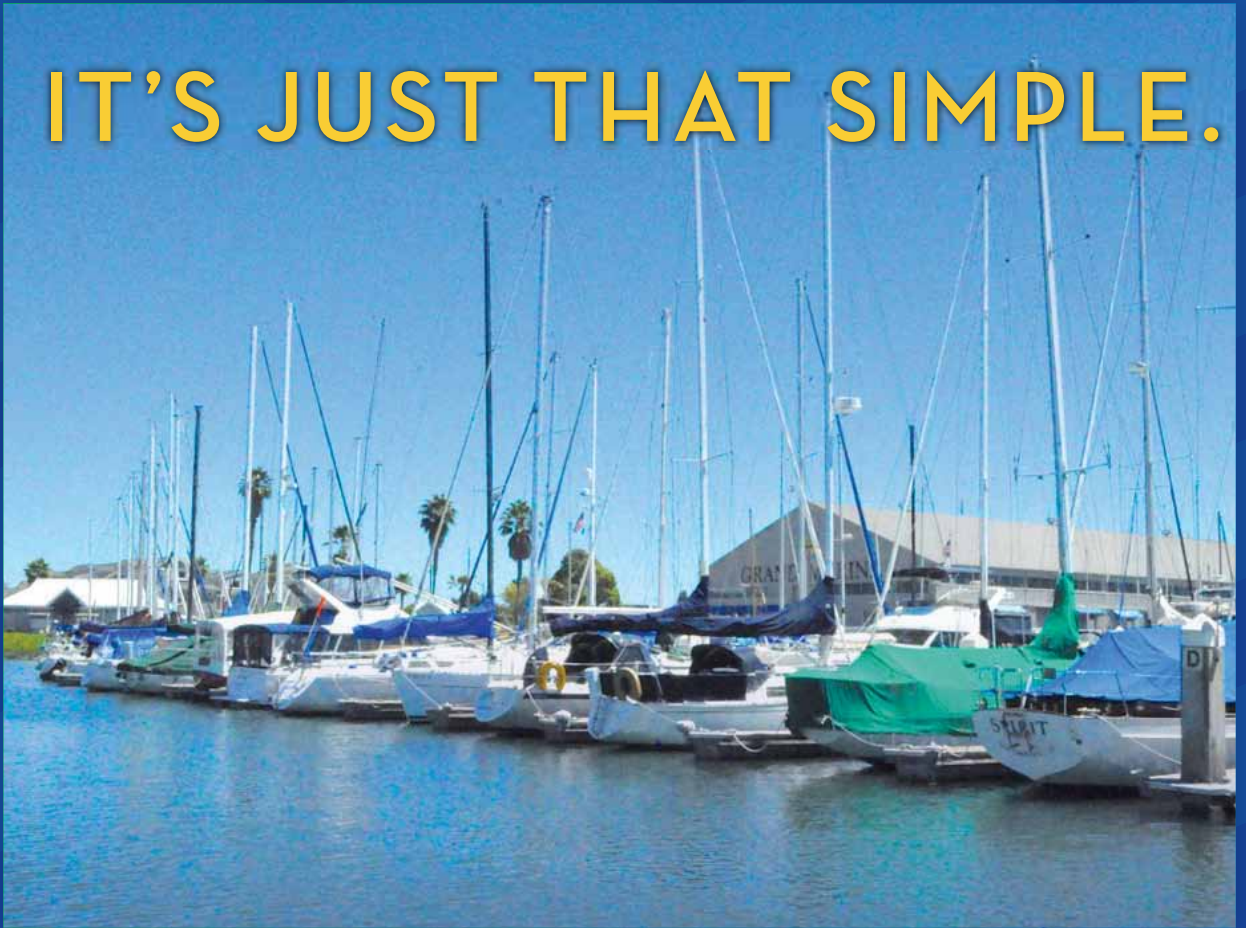
VOLUME 470 August 2016

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Blue Pelican Marine	133
Boat Yard at Grand Marina, The ...	27
Marchal Sailmakers	123
New Era Yachts	136
Pacific Crest Canvas.....	22
Pacific Yacht Imports	18
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
MarineLube	
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A True Fish Story



PHOTOS BY JOHN ARNDT



*Serendipity**

Jonathan Ogle travelled to Maine to purchase a small, classic daysailer and bring West, ideal for sailing with young children and friends. The boat was not ideal (too cramped and small) and instead he found his Pisces 21, hull #1, still under construction. It suited him perfectly. The find was serendipitous; hence the name *Serendipity*.

Jonathan's choice of sailmakers was "a bit more deliberate." He chose Pineapple Sails because over 43 years we have developed an excellent reputation and our sails are made locally, in Alameda.

Serendipity sails weekly out of Alameda Marina, with Jonathan's friends, family and colleagues onboard. To quote: "In normal life ashore, I am a regular looking, middle-aged guy...On *Serendipity*, we become Richard Gere, Rudolf Nureyev and the Great Gatsby all rolled up into one."

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CONTENTS

subscriptions	6
calendar	10
letters	22
sightings	60
pacific cup recap	70
tahiti-moorea sailing rendez-vous	78
20th singlehanded transpac	86
max ebb: does the delta trail	92
the racing sheet	96
world of chartering	102
changes in latitudes	108
classy classifieds	124
advertisers' index	135
brokerage	135

Cover: Manouch Moshayedi's super maxi *Rio 100* blasts toward the finish line of the 2016 Pacific Cup, setting a new elapsed-time record. As you'll read in this issue, it was a wild and windy crossing.

Photo by Lauren Easley / www.leialohacreative.com

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



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- August 22: Lagoon Sailing Experience. Sign up for an exclusive sailing experience on the new Lagoon 450 Sportop. \$75/pp; Limit 6 per trip

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OCEANIS 55, 2016.....	\$652,800
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OCEANIS 37, 2012.....	\$159,000
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FIRST 25, 2013.....	\$59,900
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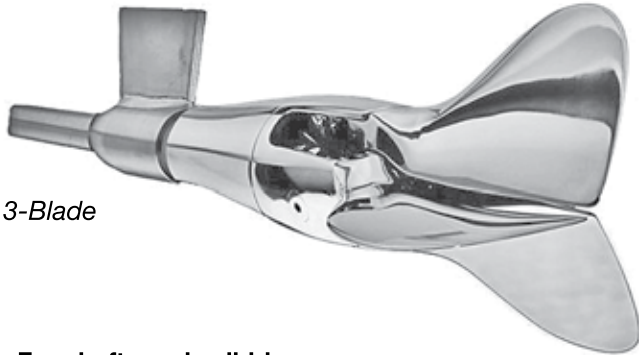
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July 30 — Taste of the Delta, Tower Park, Lodi, 1-4 p.m. Live music, food, wine, auction. A fundraiser for the Delta Chambers. \$25-\$30. Info, www.tasteofthedelta.com.

July 30-31 — Benicia Waterfront Festival, First Street Green, 11 a.m.-6 p.m. Live music, microbrew tastings, arts & crafts, gourmet food, kids' activity area. Info, (707) 745-9791 or www.beniciamainstreet.org.

July 30-31 — US Sailing Safety at Sea Seminar, Silver Gate YC, San Diego, 8 a.m.-5 p.m. \$200/Saturday only; \$250/both days (for ISAF certification). Info, www.sailaweighllc.com.

Aug. 3 — Women in the Maritime Trades Panel, Maritime Museum, San Francisco, 6-8 p.m. \$10-\$15. Light refreshments. Info, www.maritime.org/events.htm.

Aug. 3-31 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Aug. 3-31 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Aug. 6 — Maritime Day & Marine Flea Market, Galilee Harbor, Sausalito, 8 a.m.-6 p.m. Traditional boatbuilding demos, boat rides, floating home tours, live music, food. Free admission. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 6-27 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 7, Sept. 4 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Free. Info, (415) 447-5000 or www.nps.gov/safr.

Aug. 7-28 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Aug. 10 — Food at Sea: Shipboard Cuisine from Ancient Times, a lecture/concert by Simon Spalding. Spaulding Marine Center, Sausalito, 7 p.m. Refreshments. \$10 suggested donation. Info, (415) 332-3179 or www.spauldingcenter.org.

Aug. 11 — Centennial Floating Film Series presents *Moby Dick* (1956). Aboard *Balclutha* on Hyde St. Pier, S.F., 7:30-10:30 p.m. \$5-10. Info, (415) 561-6662 or www.maritime.org.

Aug. 11, Sept. 8 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner at 7 p.m.; meeting at 7:30. Info, www.singlesailors.org.

Aug. 12-13 — Delta Doo Dah mini cruise, Owl Harbor to Stockton Sailing Club. Stay at Owl Friday night, enjoy breakfast on Saturday morning, then sail to SSC for a Burger Bash & Classic Car Show with dancing to rock & roll, 5-10 p.m. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Aug. 12-13 — Concours d'Elegance, Obexer's, Homewood, West Shore Lake Tahoe. Info, www.laketahoeconcours.com.

Aug. 13 — Lobscouse & Dandyfunk: Food in the Age of Sail with historian/musician/author Simon Spalding at Berkeley YC. Doors open at 6 p.m. \$15-\$55. Info, (510) 843-9292 or www.berkeleyyc.org.

Aug. 17 — The Lost Ships of the Farallones, Pier 39 Theatre, S.F. 5:30 p.m. reception; 6:30 program. With marine archaeologist James Delgado. \$10 includes program, light food, one drink. Info, www.thebayinstitute.org.

Aug. 18 — Sail under the full moon on a Thursday.

Aug. 20 — Festival of the Sea, Hyde Street Pier, San Francisco, 10 a.m.-5:30 p.m. Celebrate the Park Service's Cen-

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- 34' Catalina 34 MkII, 1997 **NEW LISTING** 79,500
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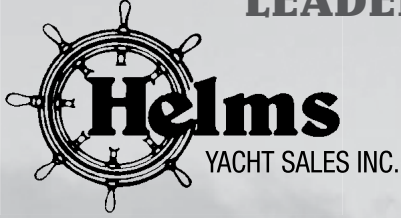
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Aug. 20-21 — Wooden Boat Show, Port of Toledo, OR. Family boatbuilding, poker paddle, live music, food, vendor booths. Info, www.portoftoledo.org.

Aug. 21 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

Aug. 21 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Aug. 27 — Ida Tyler Flea Market, Vallejo YC, 8 a.m.-4 p.m. Space reservations, \$25. Info, www.vyc.org.

Sept. 3, 1903 — Cornelius Vanderbilt III's *Reliance*, a Nat Herreshoff-designed gaff-rigged cutter, successfully defended the America's Cup in the 12th edition of the competition, defeating Sir Thomas Lipton's *Shamrock III* of the Royal Ulster Yacht Club. *Reliance* was scrapped 10 years later.

Sept. 5 — Labor Day. Take a worker sailing!

Sept. 7 — Cruising Mexico Seminar, downstairs at Encinal YC, Alameda, 4-6 p.m. Free admission; a free beer for the first 100 participants; prizes. Dick, 011 52 (322) 226-6728 or Geronimo, 011 52 (669) 916-3468.

Sept. 7 — *Latitude 38's* Mexico-Only Crew List Party, upstairs at Encinal YC, Alameda, 6-9 p.m. \$7 cash only; free for paid 2016 Baja Ha-Ha skippers & first mates. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html or (415) 383-8200, ext. 0.

Sept. 10 — About Boating Safely, Encinal YC, Alameda, 9 a.m.-3 p.m. Beginner boating class. \$35. Doug, (510) 295-7430 or www.cgau.org/boating.

Sept. 9-11 — Wooden Boat Festival, Northwest Maritime Center, Port Townsend, WA. Boats on land & water, presentations, exhibitors, live music, food court, local beer & wine. \$12-\$17; kids 12 & under free. Info, www.numaritime.org.

Sept. 11-17 — SoCal Ta-Ta IV 'Reggae Pon Da Ocean' cruising rally from Santa Barbara to Two Harbors on Catalina Island, with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. The entry deadline has been extended to August 10, or the first 50 boats. Info, www.socaltata.com.

Oct. 30-Nov. 12 — Baja Ha-Ha XXIII cruising rally from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. \$325-\$375. Registration closes 9/15. Info, www.baja-haha.com.

Racing

July 29 — Santa Barbara to King Harbor Race, an 81-mile SoCal tradition. Info, www.sbyc.org.

July 29-31 — Santana 22 Nationals in Santa Cruz. SCYC, www.scyc.org.

July 29-31 — Columbia Gorge One-Design Regatta (aka C-GOD). CGRA, www.cgra.org.

July 30 — McNish Classic Yacht Race on the waters off Channel Islands and Ventura Harbors. Pacific Corinthian YC, www.pcy.org or (805) 985-7292.

July 30-31 — YRA Second Half Opener, hosted by EYC. YRA, www.yra.org.

July 30-31 — Multihull Regatta. SFYC, www.sfy.org.

Aug. 1-5 — International 110 Nationals, Inverness YC, Tomales Bay. Info, www.110class.com.

Aug. 2-4 — El Toro Senior North Americans at Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 5-7 — Laser Masters North Americans. RYC, www.richmondyc.org or www.laser.org.

Aug. 5-7 — Santanarama. Stillwater YC, www.sycpb.org.

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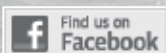


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CALENDAR

Aug. 6 — OYRA #8, RC's choice of racecourse. OYRA, www.yra.org/yra-racing/oyra-series.

Aug. 6 — CBRA #3, hosted on the Knox course by CYC. YRA, www.yra.org.

Aug. 6 — Moseley Regatta. TYC, www.tyc.org.

Aug. 6 — North Bay Series #5/Angel Island Race. VYC, www.vyc.org.

Aug. 6 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Aug. 6 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 6 — Delta Dinghy Ditch, a wild run from Rio Vista to West Sacramento. LWSC, www.lwsailing.org.

Aug. 6 — Shaw Island Race, Friday Harbor, WA. San Juan Island YC, www.sjiyc.com.

Aug. 6-7 — El Toro Worlds at Pincrest Lake. Info, www.eltoroyra.org.

Aug. 6-7 — BAYS #4 for youth. SFYC, www.sfyf.org.

Aug. 7 — Commodore's Cup on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 7 — Santa Cruz Big Brothers Big Sisters Regatta. SCYC, www.scyc.org.

Aug. 7 — Summer PHRF 5 & 6. MPYC, www.mpyc.org.

Aug. 10-14 — RS Aero Gorge Clinic, Speed Challenge and Nationals. CGRA, www.cgra.org.

Aug. 12-14 — Melges 24 PCCs & J/70 Invitational. SFYC, www.sfyf.org.

Aug. 13 — YRA Series #4 run by RYC at Southampton Shoal. YRA, www.yra.org.

Aug. 13 — Double Damned, 36 miles from Cascade Locks to the Dalles on the Columbia River in Oregon. HRYC, www.hoodriveryachtclub.org.

Aug. 13 — Round the Rock Race. BVBC, www.bvbc.org.

Aug. 13 — Steele Cup/Dinghy Weekend, Rancho Seco Lake. FLYC, www.flyc.org.

Aug. 13, Sept. 10 — South Bay InterClub Series. Info, www.jibeset.net.

Aug. 13, Sept. 10 — Cal Cup Windsurfing Series. BYC, www.berkeleyyc.org.

Aug. 13-14 — Summer Keel. SFYC, www.sfyf.org.

Aug. 13-14 — Island to Island Race, from Twitchell Island to Angel Island and back. Pursuit race start, minimum crew of three. ACYC, www.andreascoveyc.org.

Aug. 13-14 — Dolphin Cup. MPYC, www.mpyc.org.

Aug. 13-14 — RS Aero PCCs. CGRA, www.cgra.org.

Aug. 14 — Tri-Island Series Races #2 & 3. BYC, www.berkeleyyc.org.

Aug. 14 — Lady's Day Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 14, Sept. 4, 11 — Fall Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 19-21 — Aldo Alessio & Phyllis Kleinman Swiftsure Regattas. StFYC, www.stfyf.com.

Aug. 20 — H.O. Lind 5-6. TYC, www.tyc.org.

Aug. 20 — Southern Crossing (of Lake Tahoe) long-distance race. Rescheduled from June 18 due to gale conditions. LTWYC, www.tahoewindjammers.com.

Aug. 20 — Moonlight Marathon, from Redwood City to the Central Bay and back. SeqYC, www.sequoiayc.org.

Aug. 20 — Small Boat Races #6. EYC, www.encinal.org.

Aug. 20 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 20 — Intraclub Race #3. RYC, www.richmondyc.org.

Aug. 20 — Wosser Cup. SFYC, www.sfyf.org.

Aug. 20 — Championship Series #4. CYC, www.cyc.org.

Aug. 20 — Junior Championship. MPYC, www.mpyc.org.

Aug. 20 — Singlehanded Regatta. FLYC, www.flyc.org.

Aug. 20, Sept. 10 — Classic Boat Invitational Regatta.

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23' J/Boats J/70 '13	\$47,900
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'03 Farr 36 \$99,000



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CALENDAR

SYC, www.sausalitoyachtclub.org.

Aug. 20-21 — USA Junior Olympic Festival/Northwest Youth Championship. Seattle YC, www.seattleyachtclub.org.

Aug. 21 — Gracie & George doublehanded coed race. Gracie drives. EYC, www.encinal.org.

Aug. 21 — Baxter/Judson Series Race #6. PresYC, www.presidiyachtclub.org.

Aug. 21 — Singlehanded Races on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Aug. 21 — Summer 5 & 6 One Design/Shields Fleet Championships Final. MPYC, www.mpyc.org.

Aug. 21, Sept. 18 — Spring Lake Series. SRSC, www.santarosasailingclub.org.

Aug. 22-26 — 18-ft Skiff International Regatta. StFYC, www.stfyc.com.

Aug. 25 — Ronstan Bridge to Bridge, an evening run for (mostly) skiffs and boards. StFYC, www.stfyc.com.

Aug. 27 — Women Skippers Regatta. "No man's hand shall touch the helm." SYC, www.sausalitoyachtclub.org.

Aug. 27 — Double Angle Race, with starts in Santa Cruz and Monterey and the finish in Moss Landing. Elkhorn YC, (831) 724-3875 or www.elkhornyc.org/racing.

Aug. 27 — Summer #4. SeqYC, www.sequoiayc.org.

Aug. 27 — Moore 24 Roadmaster Regatta in Richmond. RYC, www.richmondyc.org or www.moore24.org.

Aug. 27 — One More Time Wooden Hull Regatta on Santa Monica Bay. Steve, (323) 653-6797, or Andy, (818) 324-5872.

Aug. 27 — One Design Series. LWSC, www.lwsailing.org.

Aug. 27 — Skipper's Scramble. KBSC, www.kbsail.org.

Aug. 27-28 — OYRA/SSS Drake's Bay Race, run by CYC. Info, www.jibeset.net.

Aug. 27-28 — Corinthian Cup. SFYC, www.sfyc.org.

Aug. 27-28 — Veeder Cup. MPYC, www.mpyc.org.

Aug. 27-28 — Women on the Water/Woman at the Helm Regatta, Marina del Rey. Info, www.wsasmb.org/wow-wah.

Aug. 28 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 31-Sept. 10 — International Knarr Championships. StFYC, www.stfyc.com.

Sept. 2 — Windjammers Race from San Francisco to a finish off the Santa Cruz Wharf, for PHRF, doublehanded and cruising divisions. SCYC, www.scyc.org.

Sept. 3 — Jazz Cup, a 26-mile race from north of Treasure Island to Benicia, co-hosted by South Beach and Benicia YCs. Info, www.southbeachyachtclub.org.

Sept. 3 — North Bay Series #6. VYC, www.vyc.org.

Sept. 3-4 — Perpetual Regatta on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Sept. 3-4 — Labor Day Regatta for Mercurys on Carmel Bay. Stillwater YC, www.sycpb.org.

Sept. 3-4 — Redwood Regatta, Big Lagoon, with free camping. Humboldt YC, www.humboldtyachtclub.org.

Sept. 4 — Fall 1 & 2 PHRF. MPYC, www.mpyc.org.

Sept. 4, 11 — Governor's Cup. FLYC, www.flyc.org.

Sept. 5-11 — IOD Worlds. SFYC, www.sfyc.org.

Sept. 10 — OYRA Series final race, RC's choice of course. OYRA, www.yra.org/yra-racing/oyma-series.

Sept. 10 — Single/Doublehanded Race #4. SeqYC, www.sequoiayc.org.

Sept. 10 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 10 — Buoy Series Races. KBSC, www.kbsail.org.

Sept. 10-11 — Multihull Regatta in Richmond. RYC, www.richmondyc.org.

Sept. 10-11 — Tahoe Laser Championships, Stampede Reservoir. Info, <http://svendsens-grand-prix.myfleet.org>.

Sept. 10-11 — Millimeter Nationals on the Estuary. EYC,



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CALENDAR

www.encinal.org.

Sept. 11 — Commodore's Cup. EYC, www.encinal.org.

Sept. 11 — Late Summer Race on South Lake Tahoe. LTWYC, www.tahoewindjammers.com.

Sept. 11 — Fall 1-3 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Sept. 15-18 — Rolex Big Boat Series, with one designs for J/70s, J/105s, J/120s, Farr 40s, C&C 30s, more? Plus PHRF, ORR and Multihull divisions. StFYC, www.stfyc.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 8/5, 8/19, 9/2, 9/16. Info, (510) 865-2511 or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Fall: 8/8, 8/22, 8/29, 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/29. Joe, (707) 628-2914 or www.benicaiyachtclub.com.

BERKELEY YC — Every Friday night through 9/30. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Every Friday night through 8/26. Don, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/12. (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday nights. Summer Twilight Series: 8/5, 8/19, 9/9. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday Night Beer Cans through 8/31. Friday Night Summer Sunset Series: 8/5. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/29, 8/12, 8/26. Dennis, (510) 703-5779 or www.ggyc.org.

ISLAND YACHT CLUB — Friday nights. Summer Twilight Series: 7/29, 8/12, 8/26, 9/16. John, (510) 521-2980 or www.iyc.org.

KONOCTI BAY SC — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night on South Lake Tahoe through 10/5. David, (530) 545-9155 or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/29. Info, www.lwsailing.org.

LAKE YOSEMITE SAILING ASSOCIATION — Every Thursday night through 8/25. Dennis, (209) 722-1947 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday night through 9/21. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Summer Series on the Estuary, every Wednesday night through 8/31. Jim, (510) 277-4676 or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday night races: 8/3, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Wednesday Evening Series: 8/3-8/24. Bluerush Thursday Night Kite Racing: 8/11, 9/8, 9/22, 10/6. Friday Night Windsurfing Series: 8/12, 9/9, 9/23. Info, (415) 655-7756 or www.stfyc.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmnyc.org.

SANTA CRUZ YC — Every Wednesday night through 10/26. Info, (831) 425-0690, www.scyc.org.

SANTA ROSA SC — Tuesday nights on Lake Ralphine:



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1998 35'	1D35\$63k
1998 35'	J/105\$66.5k
1984 34'	Sabre 34 MklPending
1985 34'	Islander 34-2\$39.9
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2014 23'	J/70\$50k

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\$276,000 Contact: San Diego

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28' Chris Craft Launch 28 2004
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CALENDAR

8/2, 8/9. Info, www.santarosasailingclub.org.

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 8/9, 8/23, 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Race Series. Every Wednesday night through 10/5; Hannig Cup: 9/7. Andrew, (650) 575-0637 or www.sequoiayc.org.

SIERRA POINT YC — Every Tuesday night through 8/30. Quincy, (650) 291-4061 or www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 7/29, 8/5, 8/19, 8/26. Dan, (925) 209-3081 or www.southbeachyachtclub.org.

STOCKTON SC — Every Wednesday night through 8/24. Info, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series: every Monday night through 8/29. Beer Can Series: every Wednesday night through 8/31. Info, www.tahoeyc.com.

TIBURON YC — Every Friday night through 8/19. Info, www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/28. Dave, (925) 580-1499 or www.vyc.org.

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

August Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
8/06Sat	0206/5.5	0824/0.4	1521/5.4	2055/2.0
8/07Sun	0252/5.0	0902/0.9	1556/5.4	2148/1.9
	LOW	HIGH	LOW	HIGH
8/13Sat	0246/0.8	0957/4.1	1425/2.9	2033/5.8
8/14Sun	0332/0.4	1042/4.4	1515/2.8	2121/6.0
	HIGH	LOW	HIGH	LOW
8/20Sat	0111/6.2	0721/-0.1	1411/5.8	1942/1.4
8/21Sun	0202/5.8	0803/0.3	1450/5.9	2036/1.2
	LOW	HIGH	LOW	HIGH
8/27Sat	0216/0.1	0922/4.7	1406/2.5	2021/6.2
8/28Sun	0315/-0.1	1018/5.0	1508/2.4	2120/6.3

August Weekend Currents

date/day	slack	max	slack	max
8/06Sat		0059/2.3F	0330	0656/3.5E
	1046	1327/2.8F	1628	1941/2.9E
	2331			
8/07Sun		0150/1.9F	0418	0741/3.1E
	1121	1406/2.5F	1657	2020/2.7E
8/13Sat		0044/2.5E	0538	0809/1.7F
	1100	1333/1.7E	1634	1858/1.3F
	2102			
8/14Sun		0127/2.8E	0615	0845/2.0F
	1145	1418/1.9E	1725	1950/1.5F
	2157			
8/20Sat	0204	0538/4.0E	0926	1223/3.3F
	1504	1808/3.4E	2145	
8/21Sun		0036/2.6F	0257	0625/3.8E
	1004	1303/3.2F	1536	1847/3.6E
	2235			
8/27Sat	0434	0707/2.2F	1012	1258/2.1E
	1601	1832/2.0F	2058	
8/28Sun		0059/3.5E	0532	0809/2.6F
	1110	1357/2.5E	1709	1936/2.2F
	2211			

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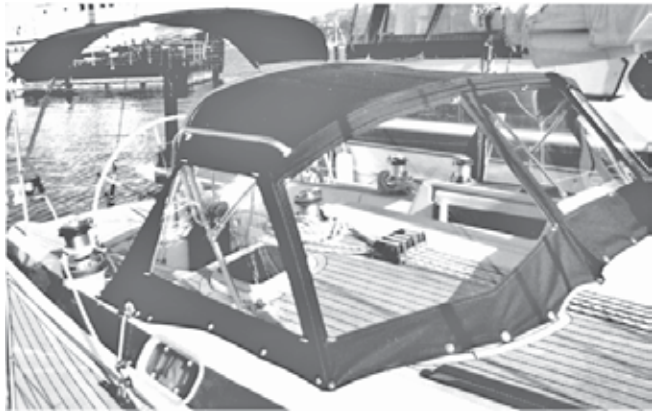
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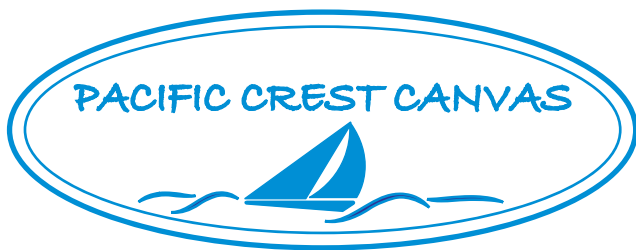
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LETTERS

⇅ SWEET HOME, SAN FRANCISCO BAY

I've read every issue of *Latitude* for many years and have always been amazed by the many reports from around the world sent in by West Coast sailors. The reports come from Thailand, Mexico, Indonesia, Australia, Sri Lanka, Croatia, New Zealand, the South Pacific — the list goes on and on. It's incredible the adventures that all these people have.

I love reading the reports, but the thing I love even more is sailing on our San Francisco Bay and up the Delta for a couple of weeks each summer. I haven't sailed in any foreign countries. I haven't even sailed in Southern California. But I'm just fine with limiting my sailing to on the Bay and up the Delta.

One thing I like about my kind of sailing is that it's so easy. I live in Lafayette and keep my boat in Berkeley. So even with the Bay Area's traffic, it doesn't take me that long to get to my boat. I don't have to sail thousands of miles. I don't have to go through airports and sit in planes for 12 hours to get to a charter boat in another part of the world.

Since I keep my boat in Berkeley, I rarely have to go far to find wind on summer afternoons. And I think that's true pretty much wherever anybody keeps their boat on the Bay. Based what I've read, there are lots of places in the world — Mexico and the Med to name two — where the wind is inconsistent at best.

The Bay also provides a tremendous amount of sailing variety. Strong winds, light winds, ebb currents and flood currents, fog — plenty of challenges.

Most people who cruise in foreign waters have to deal with at least some unpleasant sea conditions. Even after all these years of sailing I still tend toward getting seasick when I venture outside the Gate. Which is why I rarely do it. I don't feel the need to, because between the Bay and the Delta, all my sailing needs are met.

And at the end of each sailing day — at least when I'm not in the Delta — it's only a quick drive home to a hot shower, something on the tube, and a great night's sleep in my own bed. I don't have to worry about whether the watermaker stopped working, whether the anchor will hold, or any of that stuff.

I'm not be the most adventurous sailor in the world. I'll leave that to the Jack van Ommens and Jeanne Socrates of the world. But I venture to say that I'm one of the most content sailors.

By the way, I've had the same 32-ft boat for 28 years and have never raced. I just like how the boat moves with the wind. It seems to erase all my petty troubles. And since I've owned the same boat for all these years, it's actually inexpensive recreation.

In addition to not being the most adventurous sailor, I'm also not the most outgoing, which is why I prefer to remain anonymous.

J.D.

J.D.'s Boat, 32-ft sloop
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J.D. — You should not only feel content, you should feel lucky, because if you're just going to sail one place, there aren't



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LATITUDE / CHRIS



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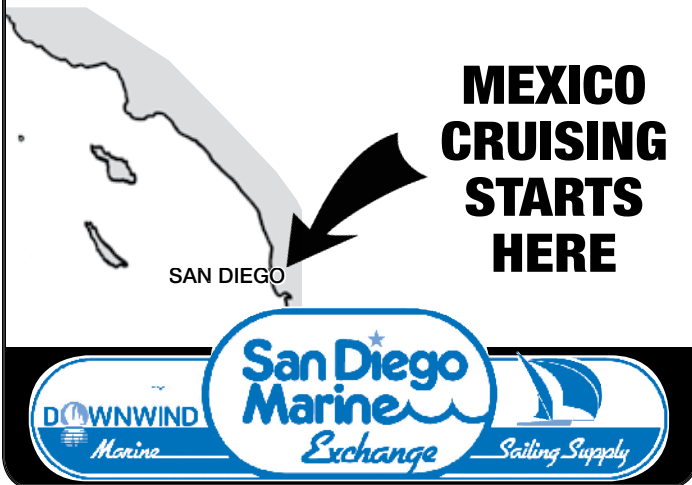
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LETTERS

many places better than San Francisco Bay. As you mentioned, there is always wind in the summer, you experience a variety of conditions, and the season is as long as you want it to be.

↑↓ I DON'T BELIEVE AGE DIFFERENCES SHOULD MATTER WHEN IT COMES TO LOVE

I think — no, I know — that I'm in love . . . with the gal on the cover of the July issue of *Latitude*.

She's my dream girl. The way she so casually stands on the bowsprit. The way her reddish-blond hair — the same color as the boat's wooden masts — blows in the breeze. The way she so casually stands on the bowsprit. Her wacky short shorts over her leggings-like 'foul weather gear'. The way she so casually stands on the bowsprit. Her sleeveless black PFD. The way she so casually stands on the bowsprit. The fact that



Erik Simonson shot the July cover during the Master Mariners Regatta.

she wears a watch — which I find so sexy. The way she so casually stands on the bowsprit. I hope I'm not so smitten that I'm repeating myself.

If she really likes sailing, as she appears to, I could buy a boat and get back into sailing. Do you think I have a chance with her?

By the way, I'm 73 going on 29. Fortunately, I don't believe age differences should stand in the way of true love. I hope she feels the same way.

Please, tell me I have a chance.
Name Withheld by Publisher's
Discretion
San Francisco Bay

NWBPD — *You always have a chance . . . in your dreams. We have to agree with you, the cover gal looks fetching in that cover photo by Erik Simonson. And we agree, much of it is because of the insouciant way that she stands on that bowsprit, seemingly unconcerned at the obvious precarious nature of being on the bowsprit. But be careful up there, darling, be careful.*

↑↓ HAVE I FRITTERED MY OPPORTUNITIES AWAY?

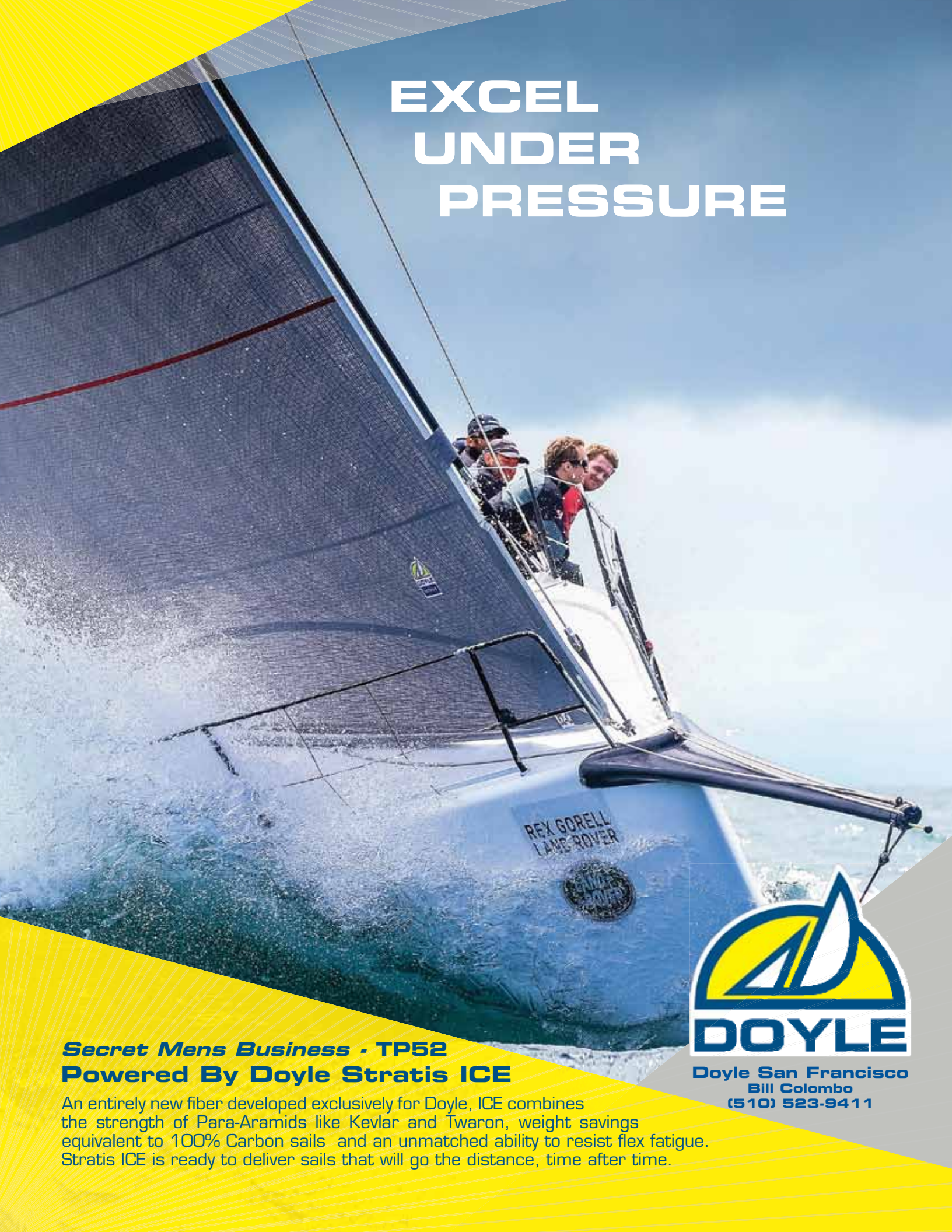
As I write this letter, there is a thrilling battle for first-to-finish honors in this year's 23-boat Singlehanded TransPac. According to this morning's *Lectronic*, young Jiri Šenkyrik on his ancient Olson 30 *Kato* is leading Chris Cartwright on his nearly new J/88 by about 10 miles with about 80 miles to go to the palm trees. It could be a photo finish between the 27-year-old and the 50-year-old.

Thanks to the great SSS website, I've been able to follow the rest of the fleet, too. I'm more of a racer/cruiser boat kind of guy, so I've been keeping tabs on the middle-of-the-fleet boats, too, not just the leaders.

I was in my early 20s when the first Singlehanded TransPac was held in 1978, and it was a very exciting time to be a sailor. It was a very different sailing world back then. Singlehanded was relatively new and rather controversial. As I remember, longtime and much-respected sailmaker Peter Sutter was completely against it, thinking somebody would get killed. He wasn't the only one who held that belief, as the warm-up event the year before, the first Singlehanded Farallones, was held in gale conditions. Only about 10 of the 50 or so starters finished.

I always thought I would do a Singlehanded TransPac,

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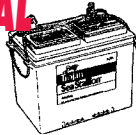


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LETTERS

but life events always seemed to get in the way. When I was young, I was dumber than I am now, and thus spent some time as a guest at Club Fed for helping import some herb — which will no doubt shortly become legal in about every state in the Union. Of course, if it hadn't been illegal, importing it wouldn't have been so potentially lucrative. Anyway, that federal residency pretty much took care of my 20s.

I got further removed from sailing in my early 30s when I fell in love with a woman who didn't care for sailing at all. Then we had a daughter. Things went sour between my wife and me, and we got divorced. So I was in my early 40s and broke. Shared custody meant that I had a little bit of free time to sail on other people's boats. Once my daughter got a little older, I chartered a boat to go sailing with her on the Bay a couple of times. She loved it.

Then I was in my 50s and still doing construction work. The years of manual labor were really starting to take a toll on my bones and muscles. I did manage to get a crew position for the Baja Ha-Ha a few years ago, and loved it. Man, being out on the big ocean was fantastic, and I loved being able to pace our boat — not that she was very fast — with others in the fleet.

So now I'm in my early 60s and fearing that my sailing life — especially my opportunity to do a Singlehanded TransPac — is slipping away. I don't have a lot of money, I don't even have a boat, and I'm older and beginning to doubt myself. Doing a Singlehanded TransPac now seems like such a tall mountain to climb.

I know the publisher was around for the first Singlehanded TransPac and wonder if he remembers Norton Smith, having sailed his Santa Cruz 27 to Hanalei Bay, running up the steps to the Club Med, which is where the finish line was. Or that the only female entry, Amy Boyer, would be pulled from organizer George Sigler's boat the day before the start because he got cold feet about her maybe getting killed.

Please withhold my name, as my daughter might somehow come across this letter and I don't want to remind her of what a dummy her dad had been in his 20s.

Name Withheld Because of My Mistake in My 20s
 Sacramento

NW — We clearly remember how controversial the first Singlehanded TransPac was, and how it went down. We got to Hanalei Bay to cover the race a little after Norton Smith did with his Santa Cruz 27 Solitaire, and later went sailing with him and some locals on Solitaire. The first race was a close one, as Norton only nipped Jim Gannon on the Freya 39 Golden Egg by 12 minutes, with Skip Allan on his Wylie 27 Wildflower not much farther back.

Yes, we also remember Amy Boyer being pulled from Sigler's Freya 39 at the last minute, and being replaced by Bill Collins, an African-American school administrator from Berkeley. This was back in the days before electronic naviga-



Seen here at the start on July 2, Barry Bristol, age 72, was the oldest skipper in this year's SHTP. Ten of the 23 sailors were over 60.

LATITUDE / CHRIS



'Wildflower' (left) and 'Solitaire' in the first Singlehanded TransPac.

LATITUDE / ARCHIVES

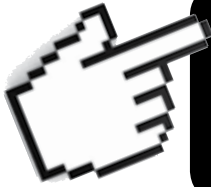
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LETTERS

tion, and Bill sailed right past Kauai. We remember being under the tree on the beach with the other skippers when they pretty much collectively resigned themselves to the fact that Bill had gone overboard or otherwise died. Then he showed up.

Norton Smith went on to build the Wylie 20 American Express, which he used to win both legs of the first-ever Mini-Transat from England to Antigua. A shunned Amy Boyer scraped together enough money to buy a Wilderness 21 and ship Little Rascal to England. She also completed that first Mini-Transat, got the boat to California, and raced her in the next Singlehanded TransPac. She did really well, too. Jim Gannon parlayed his boat's success into selling a good number of Freya 39s that he built in Petaluma. Collins got another boat and slowly cruised her to the Caribbean, where he became a BBQ king on the waterfront of St. Thomas.

Yeah, those were the days.

But cheer up, as a lot of guys in their mid- to late 60s have done Singlehanded TransPacs. Ken 'the General' Roper did most of his 13 Singlehanded TransPacs after age 60. And lots have done the race with small and/or simple boats. Both Able Sugar, a Santana 22, and Caballo Blanco, a Cal 28, for example, were among the 22 boats that finished the first Singlehanded TransPac. And since then others have made it to Hawaii, including a Golden Gate 24, Moore 24s, International Folkboats, Santa Cruz 27s, and Olson 30s. You could pick up one of those for a song, and if you're frugal, not spend that much money equipping one. Remember, the SSS motto is "sail the boat you have." After all, you sure don't want to try to beat Stan Honey's monohull record of 11 days 11 hours with his Cal 40 Illusion. With that trip the world's greatest navigator — he holds countless major international records — bested all previous Cal 40 race times to Hawaii, and there had been over 100 of them.

And just imagine how great it would be to sail across the finish line at Hanalei and have your proud daughter waiting on the beach. Good luck!

⇓ ROTTEN, STINKING OUTBOARD THIEVES

I can't believe the video by Steve Waterloo that appeared in the July 15 *Lectronic*, the one showing the thieves stealing the 250-hp Yamaha and the 9-hp Yamaha kicker from his powerboat at the dry storage facility at Alameda Marina. I looked it up and the manufacturer's recommended price for a 250 is over \$25,000, not counting installation.

The audacity of the thieves! And the stupidity of them, as the license plate numbers of both the vehicles were clearly recorded in the video!

I guess the one redeeming quality of what appears to be the bald-headed, sorry ass, thieving white ringleader is that he's not a racist. For from all appearances, he hires minorities to help him. Although in all fairness, he's probably told them that it's his boat and motors, so they may not have known. But given this is Northern California, the apparent ringleader will probably get a suspended sentence because he's a minority employer or something.

According to the report, one of the suspects is under arrest. But I'll wager he and his associates — if they ever get caught — will soon be released to steal again and again. Which is why this East Bay outboard motor theft problem has been going on for years and years, and which is why it will probably



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STEVE WATERLOO

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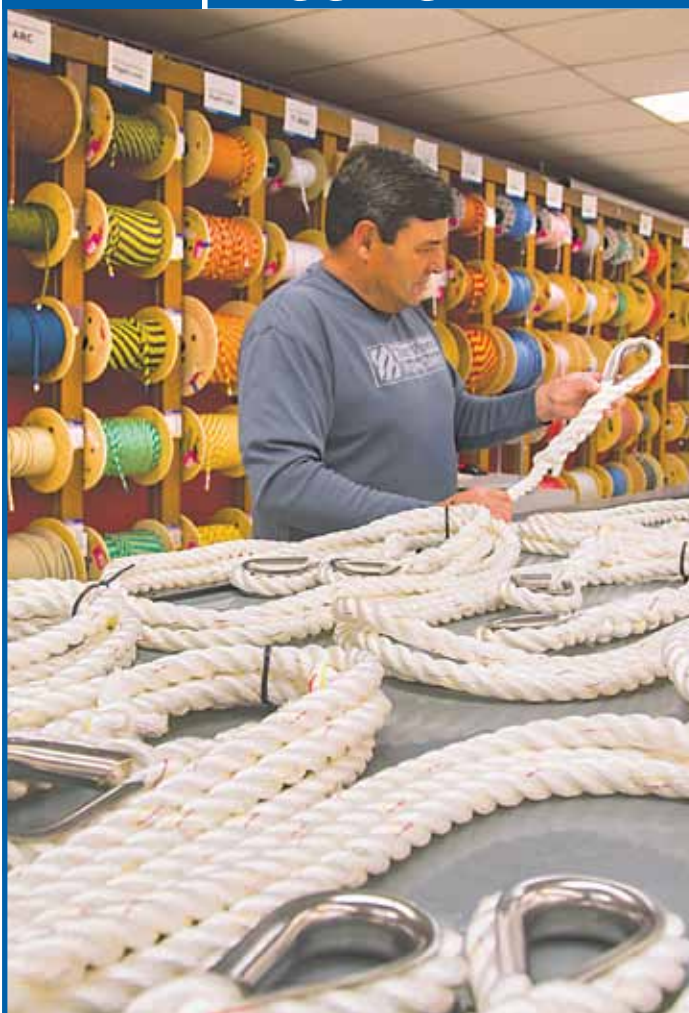


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LETTERS

continue to go on for years and years. And which is why cars keep getting broken into in San Francisco at an incredible rate. I'm embarrassed by American society.

Aaron Jenkins
Badwater
The Delta

↑↓ THE DANGER OF SUBMERGED ROCKS

The accompanying photos were taken at Coyote Point Marina in San Mateo. I left the marina on Sunday, and when I returned July 5, 2016, I noticed a sailboat sunk just south of the main channel.

Boating accidents are not a laughing matter, but when I saw the mast sticking out of the water next to the sign "Danger-Submerged Rocks Shallow Area-Keep Out," I just had to chuckle.



SPENCER COVEY

The sign reads: "Danger. Submerged Rocks. Shallow Area. Keep Out." And they really mean it.

I will say that when a sailboat leaves the marina and gets just past the jetty, (see the jetty at a 45° angle at top of the Google photo), the wind and the current can really surprise a novice sailor. I'm not sure that is what caused this particular accident, but it's possible.

Spencer Covey
Lani Kai, Grand Banks 46
San Mateo

↑↓ THE DANGER OF DRY ICE

As someone who is cruising the Delta this summer, I was very interested to read the June issue article titled "Ten Tips for Delta Cruising." Lots of excellent tips, many thanks.

However, as someone who's spent a lot of time working in laboratories, I have to take issue with one of the suggestions. Tip 9 was to put dry ice in your icebox as a substitute for refrigeration. When dry ice evaporates — it actually sublimates — meaning it becomes gaseous carbon dioxide. This is heavier than air and will fill the boat from the bottom up.

Depending on the size of the block and the size of the boat — smaller boats are the ones less likely to have refrigeration — this gaseous carbon dioxide could fill to above the level of settees and berths.

Most labs do not allow dry ice to be transported in elevators because they are fully enclosed spaces, which means there would be the potential for 'game over'.

Josh Wittenberg
Sababa, Baba 30
Oakland

Josh — Several Internet sources confirm that dry ice indeed turns to carbon dioxide gas, which although not toxic, changes the chemistry of the air to lower the amount of oxygen neces-



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LETTERS

sary for humans. According to the sources we read, it's not a problem in well-ventilated areas, but the lower parts of small sailboat cabins, where heavier-than-air carbon dioxide collects, are not well ventilated. So thanks for the heads-up.

Dry ice is still fine to use — as long as it's kept in a cooler that is kept outdoors.

↑↓ PIECES OF SPRUCE RAINED DOWN

During the Master Mariners Regatta on May 28 there was a collision between the 65-ft *Seaward* and my 36-ft *Papoose*. It resulted in my boat's being dismasted.

I feel incredibly lucky that nobody was seriously hurt or worse. Masts can be replaced; lives can't. As far as we know, there was only minor damage to *Papoose's* hull.

Seaward has apologized and expressed their regret for this unfortunate accident. I very much appreciate it. Their insurance surveyor has a great reputation for being knowledgeable and fair, and has been nothing but a pleasure to work with. All parties share the goal of getting *Papoose* repaired and back out on the Bay soon.

Here's how the accident happened. Having tacked over a minute before, *Papoose* was on a course to Blackaller Buoy, her next mark, on a heading of 152° going about 6 knots. *Seaward* was headed to Blossom Rock, her next mark, at a heading of 120° at 9.5 knots. She had just rounded Yellow Bluff. Both boats were on starboard tack.

Seaward was to windward of *Papoose* and overtaking her. *Papoose* properly maintained her course and speed. *Seaward* intended to cross astern of *Papoose*, but misjudged, and hit *Papoose* just a couple of inches forward of the transom on the windward rail. *Seaward's* bowsprit caught *Papoose's* backstay, causing her mast to come down. Pieces of spruce rained down on both boats. *Seaward's* bowsprit then broke from the tug of *Papoose's* backstay.

The above information is supported by GPS tracks, witness statements, photographs, and *Papoose's* NMEA log. Data on *Seaward's* course and speed are from them.

I pretty much just race *Papoose* in the Tuesday SPYC Beer Can races and maintain her. I have done well and win most of my races. While it is not a high-level series, it is fun and gets me together with my friends who are crew. Beyond that, I design custom marine electronics and software for my own use and others who are interested. Sailing is pretty much my life, so this accident was particularly upsetting.

Allen Edwards
Papoose, L-36
Brisbane

↑↓ HE'S GOT A BIGGER PROBLEM

This is my perspective on the collision between the 65-ft schooner *Seaward* and *Papoose* that took place during the Master Mariners Regatta. As we on *Seaward* came around Yellow Bluff and were heading for Blossom Rock, I was watching *Elizabeth Muir* as she was coming up across our path, but way ahead of us. Then all of the sudden *Papoose* came up on our port side at a pretty good clip.

"What are we going to do?" I thought to myself. After all, she was the leeward boat. I decided to follow her downwind, knowing that if we went too fast we would run into her. So I



LATITUDE / CHRIS

The spruce storm on 'Papoose'.
No one was hurt during the crash.



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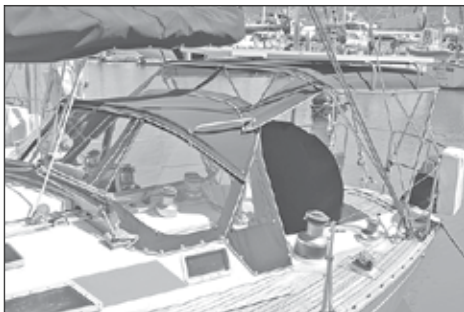
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LETTERS

had to wait a little to get farther up in the process.

Seaward was doing 9.5 knots, so it wasn't as if I could make a quick move. Finally, I thought I had it nailed in that I could slip just behind her. But it appeared to me that she came up briefly at that moment, slowing her down just enough so that I couldn't maneuver clear of her.

I didn't want to turn down too early and then go into *Papoose*, because given the angle if I turned early, I'd sail right through him.

As a result, we hit *Papoose*. It was an unfortunate accident, and I'm not trying to put a lot of blame anyplace for anything. We run these courses really close, and this was a sort of a small boat in a crossing situation in the race course — which probably sets up problems when you also have big boats involved.

We met with the guys from *Papoose* and talked it over. We wanted to make sure that he would get his coverage because he should get his boat fixed. We fixed our own vessel fairly quickly. We were able to make a bowsprit and get a couple of wires and put it all back together. He's got a bigger problem.

We offered to make a new mast for him if he's interested, but the owner wasn't sure where he wanted to go. I think we sort of left it as the idea of putting any specific blame on anything is probably not the right way to go.

It was one of those days out there. I've got my view on it, he's got his. These things get a little complicated sometimes. And sometimes you get in difficult situations.

There was no protest hearing, as the owner of *Papoose* withdrew his protest after we talked. To have a protest you have to have one boat that finishes.

I don't want to get into any kind of contentious thing. I'd just like to amiably say, "Oh yeah, these things happen."

Alan Olson

Seaward, 62-ft schooner
Sausalito

Readers — We didn't see the incident described in the last two letters, but over the last 32 years we've done a lot of not-so-serious racing on big boats. First with our Ocean 71 Big O, and for the last 20 years with our 63-ft catamaran Profligate.

We haven't hit any other boats with either of them, but we've learned three valuable lessons, the first from experience and the second and third from observation:

1) 'A stitch in time saves nine' when it comes to avoiding potentially dangerous situations. With a bigger and faster boat, there is a much larger matrix of boats that you have to keep tabs on and prepare to avoid — even if you could claim rights. In almost all situations, you can eliminate big problems by taking minor action early. 2) No pickle dish is worth the risk of a collision, so try to resist elevated testosterone levels in order to always maintain an adequate buffer. 3) Size matters. It's rarely the end of the world if two Etchells have contact, but the likelihood of injury and greater collision expense goes up exponentially when the boats are measured in tons.

NEVER SURRENDER

In your parting shots in the June issue, there was a brief discussion about the beheading of Canadian cruiser John Ridsdel, one of three cruisers who had been kidnapped by



LATITUDE / CHRIS

'*Seaward*', with all sails pulling, a few minutes before the collision.

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LETTERS



Canadians Robert Hall (left) and John Ridsdel in captivity.

Islamic militants from Ocean View Marina in the Philippines last year.

We have been cruising in Asia and I remember reading about his capture in a news article. I tried to verify my recollection of the facts, but was unable to find references, so I'll just go with what I recall. The

article stated that the kidnappers first went to a boat in the marina on Samal Island, Philippines, with the intent of kidnapping the occupants. The occupants put up a struggle and apparently made quite a ruckus. That's when John Ridsdel and the others walked out on the pier to see what was going on. The kidnappers realized that taking their intended victims was going to be a struggle, so they quit them and grabbed Ridsdel and the others. As I said, this is how I remember it.

As we know, the result of going with the kidnappers turned out poorly, as two of the kidnapped cruisers were killed.

I had a career in law enforcement, and we were taught to never surrender. Regardless of the circumstances, it is better to be left battered and bleeding on the street than to be executed in a remote field somewhere. I think we as cruisers should think about this incident, and make a commitment to never willingly go with kidnappers. As long as you have a means to resist, do it.

Kidnappings can happen anywhere, and incidents like this seem to be happening more frequently. My suggestion is to think this over, discuss it with your partner and crew, and when the shit hits the fan, fight like hell.

Donald Bryden
Quetzalcoatl, Brewer 45
Pulau Langkawi, Malaysia

Donald — The kidnappers initially tried to grab an American cruiser and his Japanese-American wife, who wisely — at least in retrospect — jumped into the water. Only then did the kidnappers move on to the other victims, at least one of whom, the marina manager, came to see what the commotion was all about and try to help. No good deed goes unpunished.

To resist or not resist? We Googled expert advice, and half seem to think you resist as best you can, and half say you shouldn't. It's a hard call that no doubt depends largely on the circumstances.

↑↓ TWO CORRECTIONS

I'm writing in regards to the letter that appeared in the July *Latitude* titled "Cruising With Seven and a Dog on a J/24." There were two errors, one in the letter and one in your response.

My husband Howard and I were anchored in the Marquesas when Carlos Aragón sailed in from Mexico on his 14-ft Finn. We assumed he'd been out for a daysail instead of a 107-day crossing.

Carlos stopped by our boat and asked where he should land, and I gave him directions to the pier! Anyway, he never went farther than the Marquesas.

In regards to your answer, Webb Chiles, a close friend of ours, never completed a circumnavigation on the two *Chidlock*



Webb Chiles in the 'salon' of his Moore 24, 'Gannet'.

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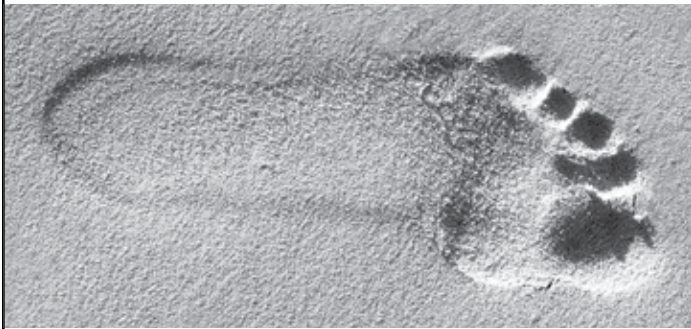
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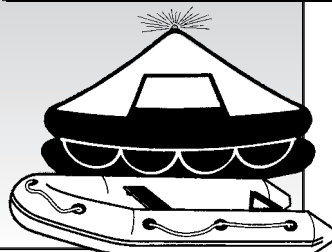
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LETTERS

Tichbournes he owned. As I recall, he made it most of the way around but stopped in the Canary Islands. By the way, we're following his progress with *Gannet*, the Moore 24 he's in the process of sailing around via the Southern Ocean.

Susan & Howard Wormsley
Boatless in San Diego

Susan — Thanks for the corrections. *Carlos and Webb*, two true sailors whose achievements almost defy belief.

This reminds us of the time we were honeymooning on a *Moorings 445* at Bora Bora after one of our marriages, when we saw a guy anchored nearby on a 23-ft boat somewhat similar to a J/24. The singlehander's name was *Thomas Grammatikos*, and he was three years out of Greece on what he expected would be a six-year circumnavigation. Despite the fact that his boat was painted canary yellow and named *Conqueror*, he'd given up checking into countries after Panama. He said it was too much of a pain and nobody really cared. Thomas had an onboard shell collection with 2,500 specimens. He also had a round dinghy he paddled with a single oar.

Latitude salutes small-boat cruisers!

↑↓ I WAS WISHING I WAS ON A 747

It's been awhile now, but I burned almost no fuel when I sailed my Pearson Ariel 26 *Uhuru* from Ventura to Australia. That was from November 1981 to April 1985.

When the wind died I could either wait or row with a sculling oar, as my 'swear by it or swear at it' Seagull 3-hp engine wasn't up to moving *Uhuru*.

For those interested in small-boat cruising, here's a recap of the trip and what I did to modify my boat.

From Ventura we sailed down the coast of Baja, stopping off along the way until we came to Cabo San Lucas. From Cabo we harbor-hopped to Acapulco. From Acapulco we sailed 34 days — the longest passage — to the Marquesas. We spent several months there.

As this was long before the advent of GPS, we navigated with my trusty sextant, using the planets, stars, moon and the sun.

From the Marquesas, we sailed to the Tuamotus and spent some time at Ahe. These atolls are no taller than the palm trees

and the currents are very tricky, so as we got close I couldn't figure out why I couldn't see them. Then I remembered that the Polynesians knew that birds fly to land at dusk. It was about dusk and I noticed birds heading in one direction. Climbing the mast, I looked in that direction and saw land! Visibility was also poor in 'the dangerous archipelago', so those birds were a godsend.



The Pearson Ariel 'Uhuru' at rest in Raiatea Marina.

After the Tuamotus we sailed to Tahiti and the Society Islands. We spent six months there dodging hurricanes. Hurricanes are quite rare in French Polynesia, but not that year, as they had their most destructive hurricanes in history. But it was awesome watching those waterfalls coming off the peaks and going straight up into the clouds.

We spent some time attending a few Tahitian weddings. In fact, the Chief of Urafara on Moorea wanted me to stay there and marry his daughter. But I kept going.

From the Society Islands we sailed to Aitutaki in the Cook



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LETTERS

Islands. The pass wasn't much wider than *Uhuru* was long. It was here that I used another Polynesian technique to spot land. You find the lagoon by looking at the reflection of it in the clouds above. It works.

While we did sail everywhere we went, I just used about five gallons of gas in the Seagull to propel the Avon inflatable.

After Aitutaki we sailed to Niue, a big rock in the middle of nowhere. That's where we met the famous John Guzzwell of *Trekka* fame. He befriended us when we got to New Zealand.

From Niue we sailed on to American Samoa, which had the filthiest harbor I have ever seen. At this point *Uhuru* was soaking wet on the inside from the constant beating into the trades and the leaking around the forward hatch.

After a stop in Western Samoa we had some lovely sailing in the protected waters of the Vava'u Group of Tonga. It was gray and the wind was honking from aft as we continued on to Fiji. The gray made it hard to use the sextant, but our navigation was still always right on the money.

I did a yacht delivery from Fiji to New Zealand, and then flew right back to *Uhuru* to sail her to New Zealand's Bay of Islands. The boat spent six months there while I went backpacking to see the rest of New Zealand. Wow, what a country!

While putting in a dogleg near Norfolk Island on the way to Brisbane, *Uhuru* was rolled almost 360 degrees, causing a lot of damage. I was wishing I was on a 747 when that happened.

After a few weeks in Brisbane, I delivered a 90-ft steel schooner to Sydney. It was a clear spring morning when we sailed into Sydney Harbour, and quite memorable. I left *Uhuru* in Brisbane and toured the East Coast of Australia by motorbike.

That's it in a nutshell, as I sold *Uhuru* in Australia. I flew to the US and spent a few months here on my way to the International Boatbuilding Training Center in England to learn how to build wooden yachts from boat plans. The course also included constructing the interiors. My instructor was a joiner for the Queen of England!

Here's what I did to beef up my small boat before sailing her across the big ocean.

First, I built a much stronger mast step, with eye-bolts to the extremely beefy mast supports. The mast strongback was replaced with solid teak (or Honduran mahogany). It must have been two inches by 10 inches from the sole to the deck.

The chainplates were replaced and put outside the hull.

The rudder shaft and support system were totally rebuilt with stainless.

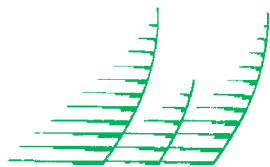
The foredeck was reinforced with stringers inside because the balsa core had delaminated. I used a foam core for the delamination repair.

I added a manual Simpson Lawrence windlass with 100 feet of 3/8-inch chain with a CQR.

My sail inventory consisted of a storm trysail, a storm jib, a 120% genoa, a mainsail, and my favorite, a cruising chute for those frequent light-air days. The self-steering was with an Aries windvane, the premier device in its day. I did have a Ham radio, but never did get it to transmit properly.

I got my electrical power from a wind/water generator until I bought a solar panel in Tahiti. The panels were very expensive back then, so fortunately the French government subsidized them for the islanders. I didn't need the wind/water generator after that.

Uhuru's only means of propulsion was the wind on the sails. The 3-hp Seagull with five gallons of gas was for the dinghy only. When you don't have an engine, you get good at sailing your boat. When I was living in Ventura, I would sail *Uhuru*



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LETTERS

backward out of the slip and then off on a reach. It didn't matter where I had to 'park' her, I could do it under sail.

Tony Benado
Berkeley

↑↓ CRUISING WITHOUT DIESEL

In a recent issue, the publisher of *Latitude* asked who has sailed across the Pacific without using any fuel. My girlfriend Anna Behrens and I didn't exactly sail across the Pacific, but we recently sailed our Atkins 28 double-ender from San Francisco to Cape Cod. We couldn't really use fuel except for cooking because we didn't have an engine.

As most sailors might know, you can't sail through the Panama Canal. Getting a tow through the Canal seemed like an expensive hassle, so we headed west from Panama on a very long loop into the very empty South Pacific. Fifty-two days later we arrived at Valdivia, Chile. From there we went south and through the Beagle Channel to reach the Atlantic and the Falkland Islands before heading back north up the Atlantic Ocean.

Our Valdivia passage wasn't actually the longest leg of our trip, as it took us 55 days to get from Uruguay to Antigua.

Ben Pedersen-Wedlock
Inga, Atkins 28
San Francisco/Cape Cod



Ben Pedersen-Wedlock's pretty yellow Atkins 28 lookin' good.

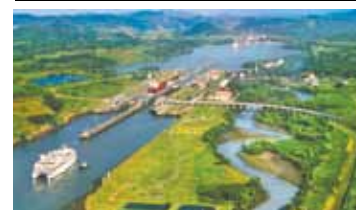
↑↓ CLOSE CALL IN THE PANAMA CANAL

We had a near-miss June 13-14 while transiting the Panama Canal from the Pacific side to the Caribbean side with *Sereno II*, a Hunter 39 that continued south after last year's Baja Ha-Ha.

My wife and I were two of the four requisite "line handlers" on deck, who received the monkey's-fist ends of heaving lines from the canal workers atop the locks. We then put the ends of the 125-ft-long, one-inch diameter lines on cleats. The other ends of the lines were put over bollards on the side of the canal, bollards that were nearly as high as the top of *Sereno's* mast.

The chamber of the 100-year-old locks — not the new bigger ones — is 1,000 feet long and 110 feet wide. Our yacht, like most, was expected to use the four 125-ft lines to position herself 'center-chamber' ahead of the enormous cargo ship that was to fill the lock to the stern of us. Once in place, deck line handlers take in or ease their lines as the water rises or falls in the lock.

As part of the \$2,200 cost of transit, the Canal Authority places an Advisor on your boat. The Advisor's role is apparently to instruct the skipper and crew and — most importantly — communicate and coordinate with those operating the locks. This seemed to work well until our sixth and final lock, when we down-locked from Gatun Lake to the level of the Caribbean Sea.



The locks connect the bodies of water that make up the Canal.

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LETTERS

As we slowly motored into the final lock chamber, the four canal employees on the top of the lock walked forward, trailing their heaving lines that were already attached to the bights on our heavy mooring lines. From my position on the bow, I soon noticed that our speed down the chamber was accelerating without any increase in our engine rpms. Within moments I noticed that we were being carried forward on a 6-7 knot current, headed directly toward the closed lock and tugboat at the far end of the chamber! The line walkers on the side of the lock broke into a jog to keep up with our boat speed, but didn't reach the bollards on which they were to secure the lines in time.

In desperation, our skipper threw the transmission into reverse and gunned the engine. More than anything, this produced a large cloud of black diesel smoke and thrust our stern to the port side of the lock and toward the rough cement wall. Our boat was clearly out of control, hurtling stern-first toward the wall. While the sides of the boat were well protected by the rented globe fenders, the stern of the boat — where the dinghy with its motor hung from its davits — was completely unprotected.

Only at the last moment did a worker on the top of the lock manage to secure our starboard aft mooring line to a bollard. Our boat's stern crew threw two turns on the aft winch, and because they were near the bitter end of the 125-ft line, held on for dear life. As it was, the 125-ft line was stretched from near-mast height across the 110-ft chamber. We were saved, but it had become close.

How did this situation come about? The four electric locomotive 'mules' had begun pulling the cargo ship forward toward us in the lock chamber before we were secured to the bollards. The movement of the cargo ship, which filled the lock chamber from side to side, generated the intense current that accelerated our movement down the chamber, causing us to lose control of the boat.

I regret to report that while this was going on, our Canal Advisor in the cockpit was unaware of what was going on — and reluctant to interrupt a personal conversation that he was having on his cellphone. It was not until the skipper shouted at him to help the crew to restrain the mooring line that he seemed to take notice and reach for his walkie-talkie.

As the sideways careening of our stern was arrested only feet from the rough chamber wall and we regained control of the boat using the four mooring lines now over their bollards, the skipper of the tugboat toward which we had been flying got on his hailer and said:

"Nice catch, guys!"

This experience leads me to two observations. First, when transiting the locks it is key to remain aware of the big picture of what is happening — and force your Advisor to do the same. A timely intervention from the Advisor to those handling the cargo ship as well as line handlers on the lock itself might have prevented this sketchy situation from developing.

Second, there seems to be no procedure for accountability on the part of the Advisors. While the Advisor who took us through the up-locking on the Pacific side seemed competent, the Advisor put on board for the down-locking displayed little knowledge of the effect of wind and current on sailboats, nor was he attentive to the operation of the locks and the requisite coordination of the actors involved.

As soon as a pilot boat retrieved the Advisor from our boat, the skipper ordered shots of tequila all around. Believe me, we were ready! Besides the stress, we were all drenched to the skin from the 16-knot squall that had pelted us with tropical rain from the time we approached the locks. But we were

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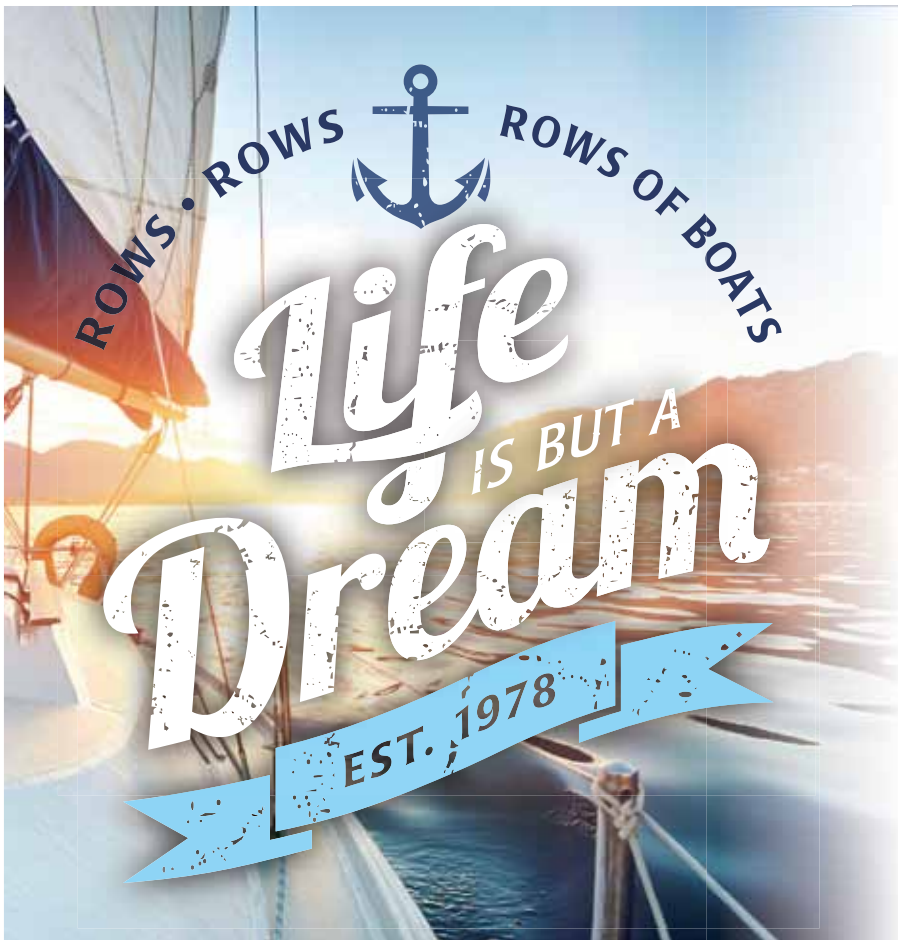
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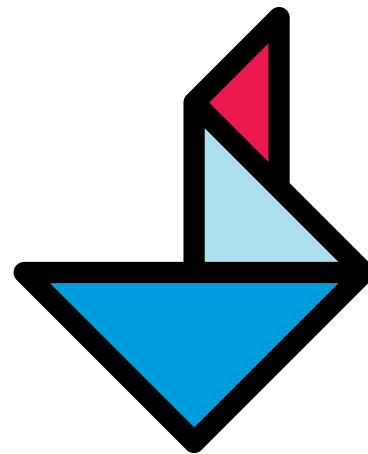


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LETTERS

relieved and grateful to have completed our transit without damage or injury. We had successfully stitched the Ditch and made it to the Caribbean.

Richard Schaper
Ebenezer III, Hunter 39
Sausalito

Richard — It's always been our understanding, and experience, that when going down the last down lock on either side of the Canal, there is strong current trying to push your boat into the end of the lock. It's also our experience that the Canal employees walking your boat lines along the top of the lock are indifferent to a 'stitch in time saves nine' philosophy that would prevent dangerous situations from developing. We suspect they might even secretly enjoy boat crews' having to deal with a little chaos and near-disaster.

We never put much faith in the Canal Advisors or any other person put on our boats to assist. It's our belief that if it's your boat, you have to be completely in charge. A good Advisor or pilot can give you important information, but only a foolish skipper gives up control of his boat.

⇕ **MY OUTBOARD HASN'T LET ME DOWN**

I was just enjoying the latest *Latitude* and read the Wanderer's *Changes* piece about his AB inflatable and Yamaha 15 outboard. Here are my thoughts:

1) Like the Wanderer, I consider it a matter of faith to untie my dinghy from the boat or dock before trying to start the outboard. My outboard hasn't let me down yet. But I don't recommend it to others.

2) Tohatsu makes great outboards in the small sizes we cruisers use, and the small-to-medium-size outboards charterboats use. As it turns out, many outboards with other brand names — such as Nissans and quite a few Mercurys — including my 25-hp Sea Pro model — are actually Tohatsu outboards with different branding. So they and parts for them are not as uncommon as the Wanderer thinks. I've had several Tohatsu outboards and loved them.

3) Like the Wanderer, I'm not sure what I'll do for a dinghy/outboard when the time comes for me to leave the charter business. It's true that a 12-ft dinghy is big, but it offers more than just greater size. For example, except in perfect conditions, a 12-footer is much drier than a 10-footer. The ride is also better if you do happen to have a few friends aboard.

Another favorite dinghy of mine was a 10-ft Avon with an inflatable floor. It was lightning-fast with an 8-hp engine, and very dry because it was so light. But the inflatable floor — made of PVC rather than Hypalon like the rest of the dinghy — was a nightmare. Although it was comfortable to sleep on.

So I'm thinking that when the time comes, I'll go with another 12-footer, but will probably downsize from a 25-hp to an 18- or maybe even a 15-hp. And I would go for either another Tohatsu, in one of its many guises, or a Yamaha.

Tim Schaff
Jet Stream, Leopard 45
Tortola, British Virgin Islands

⇕ **AN AMERICAN LIVING IN MEXICO**

I met my Canadian wife in Cabo San Lucas 32 years ago while I was there to deliver the Choate 40 *Rodeo Drive* back to L.A. after a Cabo Race. We now live in Ensenada, where we built our house 23 years ago.

We really appreciate *Latitude's* good will toward Mexico and the truth that you spread about the country, and mainly about the people.



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you blood red roses, and it's cold and drafty
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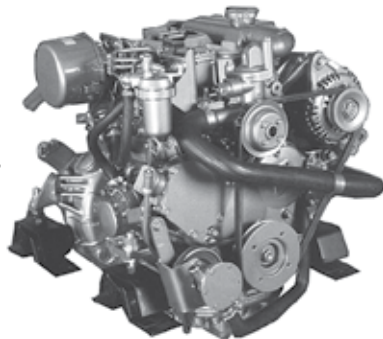
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LETTERS

When we are asked about why we live in Mexico, with an added, "Probably because it is cheaper," we explain that yes, land is certainly less expensive. And the property tax is almost nothing compared to California. But the people of Mexico are the reason we live there.

We felt welcome in Mexico right from the beginning when we bought our lot and started building our house. And we don't live in a gringo compound. In fact, we are the only gringos who live in a little canyon with 10 to 12 other families.

In my 43 years of travel in Mexico, I can honestly say that neither my wife nor I has ever had a serious problem. Quite the contrary, we have found that the Mexican people will bend over backward to help out a stranger — as they have us many times over.

By the way, our travels in Mexico over the years have included not just thousands of miles of coastal deliveries and cruising, but also with a 1972 VW bus, with a motorcycle, and with a camper towing a Hobie Cat. These trips have been up and down Baja and over on the mainland.

By the way, I might be a contender for owning a boat for the longest time. I bought a 35-ft hull from Columbia Yachts during the 1973 oil crisis when the boatbuilders in Southern California were going out of business. Or in the case of Columbia, moving operations to Virginia. The hull was a tooling piece — actually a fiberglass plug to build their mold from. I believe that it is the strongest hull that Columbia ever built. I went on to build a cold-molded trunk cabin with custom modifications to the underbelly. *Patience* is and will be our only cruising boat. We keep her at Marina Coral, just 10 minutes from our house.

Capt. Mark Philbrick
Patience, Custom Columbia 35
Ensenada, Baja

Captain Mark — While we haven't had any bad incidents in the more than 35 years we've been traveling in Mexico, we attribute at least part of it to the fact that we've used common sense, avoided well-known dangerous areas, and don't dress to exude wealth. It's the same cautious formula we use no matter where we travel in the world, including the United States.

This is certainly not to say there isn't crime in Mexico, because there is. But we certainly aren't any more concerned about our personal safety in Mexico than we are in many parts of the United States.

As for being helped by Mexicans, we think it's sort of a universal truism that no matter where you are in the world, if you need help, you are far more likely to get it from poor people than rich people. But it's even more true in Mexico.

↑↓ ANOTHER SAILOR WITH A STORY

I'm an old California sailor whose insurance company pushed us away well over a decade ago. We have been in Texas, Florida, the Caribbean, the Canary Islands and the Med — with bounces to other spots that called to us.

We are headed back to the Pacific and home. But I have been gone so long that all of my local knowledge is beyond worthless and verging on dangerously out of date. I am looking for guidance. We are headed north from the Panama Canal as soon as we can make the transit. We need a boatyard and most likely dry storage somewhere along the way or in the Bay. We are opening a land base in Hawaii and need our boat safe while we get set up.

Where can our *Free Spirit*, a beautiful 76-ft cutter with roughly 20 feet of beam, 8.5 feet of draft, and a 100-ft stick comfortably and safely sit while we prepare our grounds and

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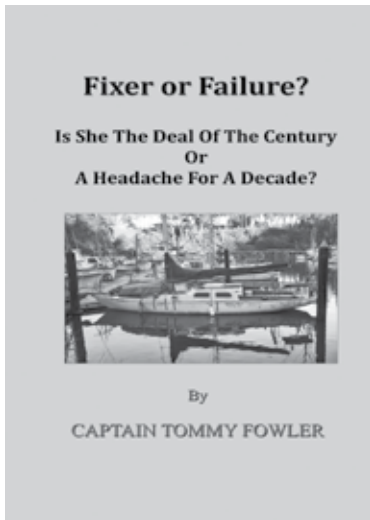


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LETTERS

base in Hawaii for our teen sailing program?

Knowing that the *Latitude* publisher will want to know more about us, here goes: I'm just another sailor with a story, although I have been running a teen sailing program for 20 years or so, and have a long string of success stories with improved lives. *Free Spirit*, on the other hand, is a legend. She was built in Costa Mesa and Marina del Rey in 1978/79 as the second-largest Airex-cored boat at the time. She was designed by Bruce King for owner Harlan Lee, who had previously owned a much smaller King-designed Ericson 35 Mk II.

From the mainsheet traveler forward, *Free Spirit* is a racing maxi but with teak decks, multi-zoned A/C, and a fridge and deep freezer. She has five staterooms, plenty of showers, and all the toys of a sailing megayacht.



LATITUDE / RICHARD

**The Bruce King custom 76-footer
'Free Spirit'.**

From the traveler aft, *Free Spirit* was 'de-tuned' with a canoe stern to keep her from kicking off on the swells and surfing. This keeps down the need for highly skilled crew to make her a very high-performance family cruiser.

After sailing in Southern California for a little while, *Free Spirit* left for the Caribbean and then Europe. While in Europe she sailed and chartered, but mostly made herself known by never failing to win a trophy for beauty.

A man from Norway then bought her with the intention of sailing her around the world with his family. So he installed all new rigging, electronics, and much more. It was a \$750,000 upgrade. Then they took off with the 2012 ARC across the Atlantic to the Caribbean. According to the stories, his wife left the boat with no desire to return. As a result, the stunning yacht ended up in a little town in Panama where she didn't belong.

I love classics and one-of-a-kind boats. At different times I have owned Monte Livingston's 50-ft *Checkmate* and his 55-ft *Checkmate*, as well as the Open 60 *Thursday's Child*, and the 100-ft schooner that the movie *Pirate Radio* was made about.

I was looking for another classic for my students to sail and adventure aboard. After a year of no love, *Free Spirit*, the nautical heroine of this story, was in the wrong place with an out-of-country owner and bad varnish. We swept in with some cash and a dream — and became her new caretakers.

We are now looking to sail our beautiful girl home and set up another land base in the Pacific, where the waters have a darker blue, where the winds call my name, and where the ground swells of the Pacific rock me to sleep despite making the cabinet doors rattle. I miss home.

I will keep *Latitude* posted from time to time as my business of working with teens comes along. Although as you know, plans and reality rarely match up for long.

Capt. Scott Rhoads
Free Spirit, Bruce King Custom 76
Panama

Readers — It was ages ago, but we remember anchoring next to *Free Spirit* at Catalina when she was relatively new. What a gorgeous yacht with an unusual canoe stern. We bet she is fast, for at 76 ft long and 20 ft wide, she was five feet longer and 2.5 feet wider than our Ocean 71 Big O, which at 90,000 pounds displaced 28,000 pounds more and had less sail area.

As for boatyards on the West Coast, not that much has

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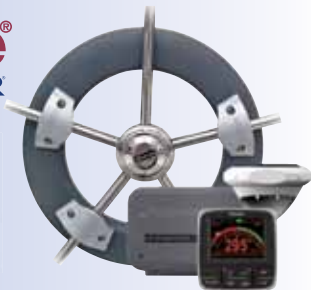
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LETTERS

changed except perhaps for the addition of the La Cruz Shipyard near Puerto Vallarta. They can easily haul a big boat such as yours, as can the familiar yards in California.

↑↑ AT AGE 13, I PAINTED JAVA HEAD'S ENGINE ROOM

I was lucky enough to have some history with *Java Head*, the 44-ft cutter that was built in 1933 and has now been taken back east for restoration. As such, I can contribute to the request for parts of her history.

Java Head did the 1949 Honolulu Race when owned by Frank Bilek of the Richmond YC, and came in seventh overall. She did the next Transpac under the ownership of her next owner, Elmer Peterson, with Bill Selbach, Sr., as the sailing master and Myron Spaulding as the navigator. They came in fifth overall.

At age 13, I painted *Java Head's* engine room and was invited to sail on her for Opening Day 1953 with Peterson and the Selbachs.

Elmer sold the boat to my wife Elizabeth and me in 1972. We took the engine out, stopped the leaks, and painted, varnished and generally maintained her. We lived aboard, but were always able to stow gear to sail on the Bay — which we did frequently.

In 1973 Stone Boat Works replaced most of the bulwarks, caprail and cockpit coaming. We re-fastened the deck and re-covered the cabin top, while the boatyard reefed out, recaulked and paid out the deck seams.



JAVA HEAD

'Java Head' sailing along nicely in 1974.

On one particularly gusty winter day in 1975, Randy Chandler and I short-tacked *Java Head* — with her new Perkins engine lashed on deck — up the Cutting Canal to the Richmond Boat Works where the engine was later installed. Soon afterwards we sold the *Java Head* to Ed Schoon.

Victor Segal
Misty, Whitehall 17
Berkeley

↑↑ SEEKING A KETCH NAMED KAMA

Maybe *Latitude* could help me out. I'm trying to find information and/or images of a 36-ft ketch named *Kama* that was built (or rebuilt) around 1931 (or 1933) in San Francisco. News stories said it was built by unemployed sailors to thank Lois Jordan for running a soup kitchen in the Embarcadero from January 1931 through February 1933.

Kama later made news for being "lost" after she left San Francisco in July 1933. But she turned up in San Pedro later that month. *Kama* went on to sail to Tahiti, and returned to San Francisco in September 1934.

Thanks for whatever light you can shed on this matter.

Steve Minniear
Dublin

Steve — Sorry, but the name doesn't ring any bells with us. Back then wood boats weren't really expected to last much more than 15 or 20 years, and 1934 was over 70 years ago.

↑↑ WHY NO ALUMINUM?

I was recently at a couple of conferences involving small craft (MACC and CPBS) and especially at MACC (which is

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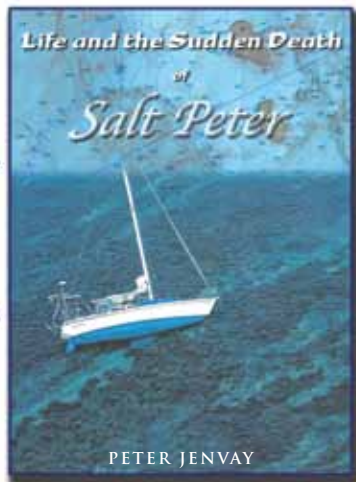
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LETTERS

military/commercial). Most of the boats or the papers involved aluminum construction.

One subject of discussion was the almost complete absence of aluminum sailboats.

Aluminum has become more accessible for military and commercial workboats due to computer numerical cutting, but this hasn't been reflected in most of the recreational boat market. Not in sail and not in power. The question is, why?

Perhaps it is because no one builds aluminum boats into these markets, or perhaps no one in the market wants aluminum boats. I would like to hear any thoughts about this from you and your readers.

Chris Barry

SNAME Small Craft T&R Committee Chair
Annapolis, MD

Chris — We suppose it's probably because it's more cost-effective to build production boats out of fiberglass.

Then, too, it might have something to do with the failure of



COURTESY CHRIS KLEIN

some aluminum sailboats. A few years ago we ran a story about the cutting up of Leading Lady, a Doug Peterson two-tonner that was one of the more famous racing boats on the Bay in the 1980s. Her hull was disintegrating to the point where they just had to cut her up — something that almost never happens with fiberglass boats.

'Leading Lady' broaches while racing in the 1990 St. Francis YC Big Boat Series.

Then there was the 1999 68-ft Wylie design that was built in aluminum for Dewey and Darlene Hines of the St. Francis YC. As we recall, the two of them doublehanded the boat to Hawaii and Alaska, but were later informed that there had been a problem with the batch of aluminum. According to Tom Wylie, the aluminum manufacturer had to buy the boat back from them — the hull plating was bad. The original builder, Jim Betts, rebuilt the boat a couple of years ago, and it has had a happy second life under a new owner.

Aluminum boats have long been popular in France and to a certain extent in the Netherlands. We don't know why they haven't in the States.

↑↓ THEY LEFT MY CUP INTEREST IN SAN FRANCISCO

I loved the America's Cup when it was competed for in monohulls, and the catamaran America's Cup in San Francisco was fun to watch. But my interest left when the Cup left for Bermuda. My interest is in the local races and the races to Hawaii. And, of course, the French around-the-world races.

Greg Clausen

Free Spirit, Beneteau Oceanis 390
Tiburon

Readers — Greg's letter is in response to the editor's 'Lectronic Latitude request for reader response on their interest in the upcoming America's Cup. To best understand Greg's letter, and the others that follow, we're publishing the 'Lectronic item again here. For those who have lost interest, it will also help set the scene for next year's event.

"As perhaps only a couple of readers know, the 35th America's Cup is to be held next June in Bermuda. We think it's safe

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LETTERS

to say that after the fabulous spectacle of the 2013 America's Cup on San Francisco Bay, and Oracle's Cinderella come-from-behind victory, the fact that Oracle and San Francisco could not keep the event on the Bay frittered away a tremendous amount of goodwill and West Coast interest.

"Oracle Team USA will, of course, be the Defender, with Challenges put up by Artemis from Sweden; Land Rover BAR from England; Emirates Team New Zealand from you know where; Groupama Team France, and Softbank Team Japan, featuring former Kiwi skipper Dean Barker.

"The run-up to the America's Cup has been and continues to be the Louis Vuitton World Series, which uses foiling AC45 catamarans. Three of the World Series events — in Oman, New York and Chicago — have already been held. The next one was late in July in Portsmouth, UK, with additional ones later this year in Toulon, France, and Fukuoka, Japan.

"The boats used in 2017 will be box-rule 15-meter (50-ft) foiling wing sail catamarans that are 8.48 meters wide. The Defender is allowed to build two boats, the Challengers just one each. Twenty-five percent of each boat's crew must be sailors from the boat's country.

"The Louis Vuitton America's Cup Qualifiers and Challenger Playoffs are slated to be held in Bermuda from May 26 to June 17 next year. The America's Cup Match, presented by Louis Vuitton, will be between Oracle Team USA and the Challenger on June 17-18 and June 24-27. NBC will broadcast coverage in the United States.

"The racing will be held on Bermuda's Great Sound, which is described as a "natural amphitheatre for the race course." The America's Cup Village will be at the Royal Navy Dockyard. The islands of Bermuda cover a total of just 21 square miles — less than half of San Francisco — and have just 60,000 residents. Accommodations for visitors are very limited.

"Those are the facts. Now we have some questions for you.

- 1) Did you never care about the America's Cup?
- 2) Did you care about the America's Cup until they switched to catamarans?
- 3) Did you love the America's Cup on San Francisco Bay but lost all interest since it left?
- 4) Have you always loved the America's Cup and are you excited about next year's edition?
- 5) Are you somewhere in between?

We've love to hear your thoughts and just a couple of sentences explaining why you think the way you do."

That ends the item; the following are a few of the many responses we received.

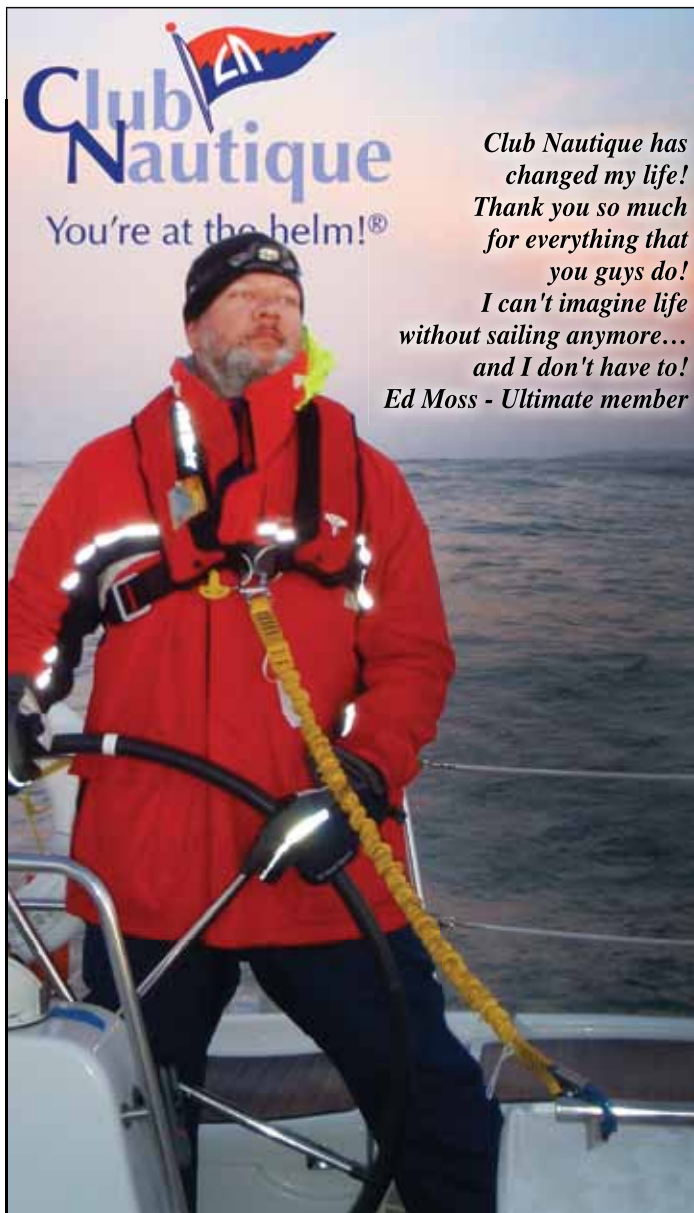
↑↓ ANGRY, DISILLUSIONED AND BETRAYED

I've followed the America's Cup closely since the 1980s. It's where development of sailing technology takes place. Think riblets, wing keels and foiling. Originally developed to demonstrate the fastest possible delivery times of precious cargos such as tea, the America's Cup has always been about technological development.

On the other hand, the America's Cup is also the oldest trophy in sport, and tradition counts. One tradition is having the winner host the next Cup on their home waters. It's an honor.

There were a lot of great things about the 2013 Cup on San Francisco Bay: Amazing aerial shots with the world's most beautiful city as a backdrop. Consistent, challenging winds. Amazing spectator access. Fabulous technology. And all the usual America's Cup intrigue. It was all I had wanted for 20 years.

I attended four races in person, and watched others at the



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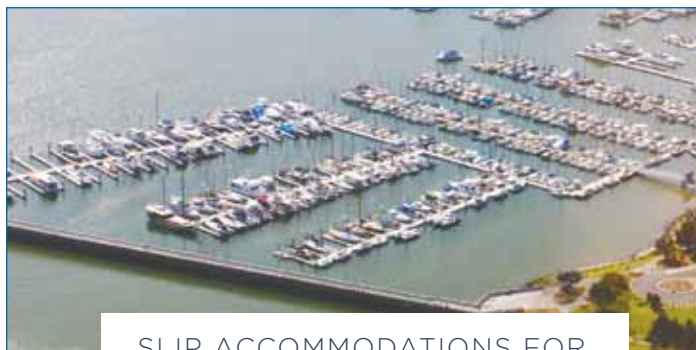
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LETTERS

Alameda Theater or from the water. I saw them all on TV.

And now we have the 2017 America's Cup in Bermuda, as one of the richest men on the planet, and one of the most poorly run cities on the planet, combined to see the Cup leave the best possible venue. Disgusting! If I get any email about the America's Cup, I delete it.

I am angry, disillusioned and feel betrayed. I won't be watching the 2017 America's Cup, and hope that anybody but that greedy SOB Ellison wins.

See you in this fall's Baja Ha-Ha. We're entry #4 with a non-foiling catamaran.

Michael Britt
 Footloose, Catana 471
 Roy, NM

⇕ **BERMUDA THE HOME WATERS OF GGYC**

Being from the United Kingdom, I have cared about the America's Cup since a child. The company my mother worked for was involved with the *Lionheart* campaign.

The J boats, the 12 Meters, and the IACC formats were all great. Sailing technology evolves, and foiling catamarans align with the "biggest and fastest boats" mentality. At least they did until cost became a factor with the 72s.

The last Cup on San Francisco Bay was terrific, and I watched every race in person. I also watched the World Series on the Bay and traveled to watch it in San Diego.

Politics tend to spoil everything in time. The essence of the Deed of Gift seems to now have revised interpretations that lead to Bermuda's somehow being the home waters of Golden Gate YC! And the S.F. Board of Supervisors seem to not play well with billionaires or members of a perceived elite. It's a loss to San Francisco.

If it's easy to find coverage of the upcoming Cup in Bermuda, I will watch it, but I'll certainly miss the experience of watching it in person from the hills above Crissy Field. It was a lot of fun meeting the same folks up there every day.

I hope the Cup goes back to where it started, and can be reborn based on the original interpretation of the deed. If that happens, we'll see more sailing — and less politicking and trying to turn it into the sailing equivalent of F1 schemed by professional sailors to bankroll their lifestyle!

Simon Shortman
 ex-Nemesis, Antrim 27
 Larkspur

⇕ **HOPING THE SMALLER CATS WILL HELP**

I'm primarily a cat sailor so I'm biased. But I tell people this: "Catamarans are the most fun to sail, but dinghies are the most fun to race." With cats you have the speed and exhilaration, but you are not up close and personal with your competition as you are in dinghy racing.

It's the same for racing. The foiling and speed of the cats was amazing for a while, but eventually it got old. Two slow keelboats match-racing close together, with fouls, covering, spinnaker tears, and so on, makes for more interesting viewing. Two blazing fast cats that rarely cross bows gets rather boring. I'm hopeful that the smaller cats will help.

I will continue to watch the Cup as always, but wish it were still on San Francisco Bay.

Mark Rygh
 Union City

⇕ **BUILD THE BOATS OUT OF WOOD**

After watching the duel on the Bay with the 72-ft cats — which was a thrilling surprise to me — I still find myself

LETTERS

wishing they would go back to monohull racing. And build the boats out of wood. Maybe I'm old-fashioned, but I really liked the 12s. As for the Bermuda venue for next year's America's Cup Finals, I'm not impressed.

Fred Waters
Adirondack Guide Boat
McArthur

↑↓ WAKE ME UP NEXT JUNE

I loved the 12 Meters. I love the foiling cats. Wake me up when the racing starts.

Jack Chalais
Hind Sight, Lancer 27
San Francisco

↑↓ IT'S A PITY WHAT LARRY DID

I'd always liked the America's Cup, but less so when they switched to multihulls. And less so when Oracle automated their cat's trim system and the jury didn't rule their mods illegal. And even less so when they left San Francisco behind.

Cheating cats in Bermuda? It's the biggest yawn possible, so I won't be spending a dime to watch it. It's a pity that Ellison ruined what once was a great competition.

I have followed AC racing since the Newport days, went to Auckland in 2000, decided I had to have a boat there for 2003, and bought with partners the Ron Holland 66 *Picasso*, later renamed *Platino*, in which we did the 2002-03 Superyacht regatta to Kawau. I also sailed on Dave Thompson's NZL 21 up the middle of the course in 2003 when they called the race for lack of wind. Not.

And, I crewed on NZL 14 in the incredible AC Class regatta with Mary Coleman on San Francisco Bay 10 years ago.

George Brewster
Black Swan, Saga 409
Belvedere

↑↓ RIDICULOUSLY IMPRACTICAL WATER TOYS

I'm a longtime multihull enthusiast who lost all interest in the America's Cup since it was switched to the ridiculously impractical foiling water toys. I am far more captivated by the heart and human spirit on display in the Race to Alaska.

I do, however, want to thank Larry for providing my humble catamaran with dock space in Lanai for a few nights . . . until they noticed that I was there.

Matt Daniel
Tumbleweed, Outremer 42
Honolulu, HI



MATT DANIEL

Enjoying Larry's hospitality in Lanai, HI. Ellison owns 98% of the island, which is the smallest inhabited island in the Hawaiian chain.

↑↓ SHOPPING IT AROUND

I think the Cup has become a crass money grab. Once it got to the point that they were shopping the venue around to the highest bidder it seemed to lose all connection with actual racing.

The jettisoning of the host club and the great San Francisco Bay venue, and the constant changes in the boats, show they care little about the actual racing. If they had bailed on the 72s and stuck with the 45s in 2013, they would have had the 10-15 challengers they promised. If they had stayed with

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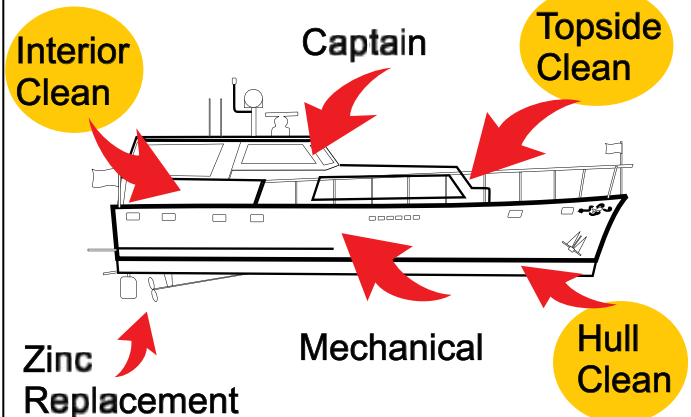
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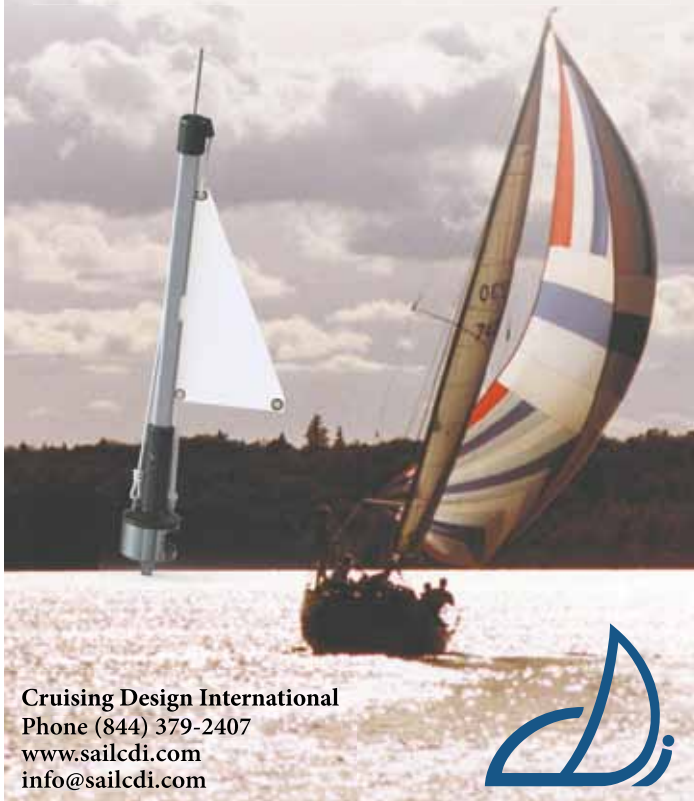
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LETTERS

the San Francisco Bay venue and gone with the 45s for the coming round, it would have been an awesome event. And I think it would have gotten them the exposure and money that they apparently want so desperately. As it is, I have no interest.

Stephen Orosz
Harbormaster,
Marina Bay Yacht Harbor
Richmond

↑↓ **A SIMPLY STUPID DECISION**

On a scale of 1 to 10, with 10 being totally jazzed about the upcoming Cup, I'm at 3. For Ellison to spend all that money to win the trophy for the United States, then choose to hold the next Cup on foreign waters was simply stupid. That decision is the reason I won't buy Oracle products.

Craig Moyle
Concordia, Cape North 43
Sacramento

↑↓ **I HAD SIX PEOPLE CAMPED OUT ON THE FLOOR**

One of the best things about the America's Cup for me was the social aspect — the parties, the friends I made, and the friends that visited from all over. Robin Stout lived with me for a month, and during the Youth America's Cup I had six people camped out on the floor of my two-bedroom condo in Point Richmond. Through the Youth America's Cup I met Ken Read, Annie Gardner, Kimball Livingston, the Wanderer, Doña de Mallorca, and numerous others I can't remember, but people I appreciate. I spent numerous hours inside the Oracle Pier 80 facility, met many of the Oracle team members, and was granted press passes during the actual America's Cup. None of that would have happened had America's Cup 34 not been on San Francisco Bay. I'm not happy about Bermuda.

Kimberly Paternoster
Prudence, Islander Freeport 36
Point Richmond

↑↓ **MY TWIN BOYS BECAME ADDICTED**

I always cared about the America's Cup, and liked being able to watch the races from the shore, something that wasn't possible until the event came to San Francisco Bay. I thought the 72 cats beat the slow monohulls for entertainment value. My whole family loved the Cup on San Francisco Bay, including my twin boys, who hadn't been particularly interested before. They became addicted.

They've now lost interest, but not me. Even though I'm 65, I'm still addicted to sailing, be it kiteboarding, windsurfing or sailboat racing. Even on land, I look at the direction of smoke, the direction of flags. When I cross the Rio Vista Bridge I check tidal conditions of the Sacramento River. I've always loved the America's Cup, but I'm not as excited about next year's edition.

Ed Vitrano
Rio Vista

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

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

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

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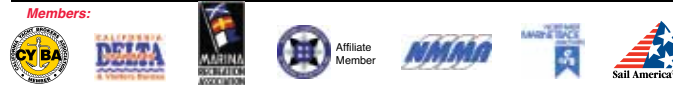


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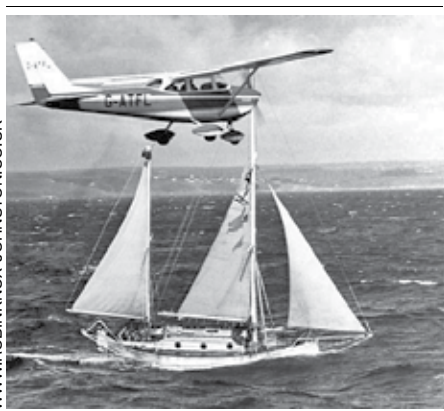


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SIGHTINGS

golden globe redux

Have you ever considered reliving the experiences of history's most famous trailblazers? You know, crossing the plains in a covered wagon; maybe sluicing down the Colorado River on rickety boats à la John Wesley Powell; or climbing Everest alongside the ghost of George Mallory — using only the tools and skills those intrepid pioneers had available back then? Neither have we.



WWW.ROBINKNOX-JOHNSTON.CO.UK

During the original Golden Globe, merchant mariner Robin Knox-Johnston was photographed sailing his tiny ketch 'Suhaili'.

bound Atlantic leg. Nigel Tetley, an early leader, had his boat sink under him. Ex-British paratrooper Chay Blyth (the heretofore non-sailor) made it just past the Cape of Good Hope before dropping out.

Donald Crowhurst famously filed false position reports from his trimaran and eventually committed suicide. Bernard Moitessier, who had a clear shot at winning after rounding Cape Horn well ahead of his competition, decided not to finish. Apparently in protest of the commercialization of the event, he kept on going halfway around the world again to eventually stop in Tahiti.

There was only one finisher. Almost a year after he departed — 312 days to be exact — 30-year-old Robin Knox-Johnston sailed his

32-ft, double-ended wooden ketch *Suhaili* (an Atkins Eric design) back into Falmouth Harbor. Not only did he win the Golden Globe trophy (and a cash prize that he donated to the Crowhurst family), he also became the first solo sailor to sail nonstop around the world.

Although the event inspired the creation of the BOC Round-the-World Race a few years later — and was the precursor to every around-the-world race since — there never was a second Golden Globe. Until now.

Australian adventurer/sailor Donald McIntyre wants to do it again, just as they did it back

then. Yachts are limited to 32-36 feet LOA, must have been designed before 1988, and must have full keels with keel-hung rudders. The only electronics allowed on board are SSB/Ham and VHF radios — no electronic charts, GPS, weather routing, laptops, tablets, autopilots or any other newfangled folderol. Navigation will be by sextant. And how's this for serious? CD players are not allowed, but you can take along a cassette player and cassette tapes (assuming you can find them anymore). Even digital cameras are banned. But film cam-

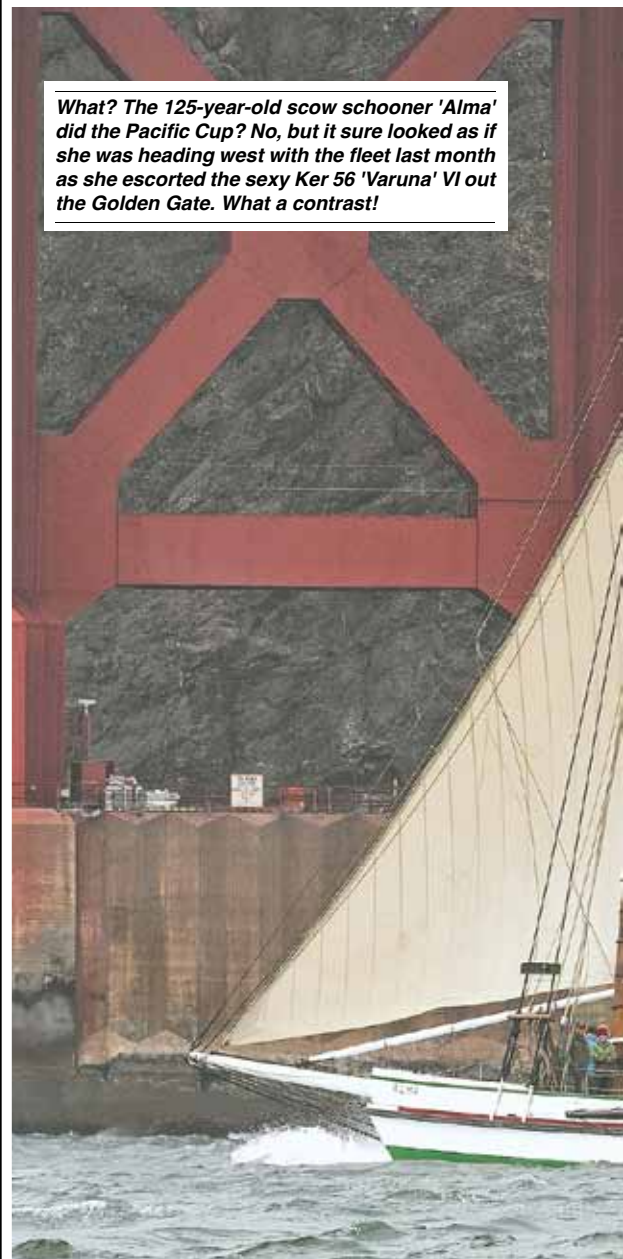
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join us for some

If you'd love to use your boat for something more ambitious than a Central Bay daysail but aren't ready to enter the cruising lifestyle full-time, we've got the perfect solution: Join us on the fourth annual SoCal Ta-Ta rally, a week-long, one-directional cruising rally from Santa Barbara to Catalina Island. Dates are September 11-17, and we still have room for more fun-loving sailors to register. (See www.socaltata.com.)

Designed so that every leg of the trip is off the wind and can be completed during daylight hours, the family-friendly rally's reggae-themed fun begins in

What? The 125-year-old scow schooner 'Alma' did the Pacific Cup? No, but it sure looked as if she was heading west with the fleet last month as she escorted the sexy Ker 56 'Varuna' VI out the Golden Gate. What a contrast!



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

JEAN LUC VAN DEN HEEDE / WWW.VDH.FR/GB/



The new race has attracted indomitable sailors such as Jean Luc Van Den Heede.

prime so cal cruising

Santa Barbara on Sunday, September 11, with a kick-off party on the beach at the Santa Barbara YC.

The next day, the fleet sails to Santa Cruz Island (25 miles) for a two-day stay that includes plenty of free time for hiking ashore, kayaking, snorkeling or scuba diving. On at least one night of the rally, each skipper and 'admiral' will be invited aboard the mothership, *Profligate*, for sundowners with the Rally Committee.

The next leg (18 miles) is to Channel Islands Harbor, where for the last two

continued in middle column of next sightings page

golden globe — continued

eras are allowed.

As part of the safety protocol, there will be a sealed compartment on each boat containing a satphone and GPS – the latter for tracking purposes. Breaking into it means disqualification. But at least you might live to tell about it.

Of Knox-Johnston's voyage, McIntyre writes: "He had only a wind-up chronometer and a barograph to face the world alone, and caught rainwater to survive, but was at one with the ocean, able to contemplate and absorb all that this epic voyage had to offer."

The race is by invitation only. So you apply and if the RC likes what they see, you will be given provisional status until you complete the 2,000-mile solo qualifier and pony up the entry fees — a \$2,200 (US) deposit, plus \$8,200 to enter, plus another \$8,200 if you have a sponsor. (The original 1968 race cost nothing to enter.) That's

continued on outside column of next sightings page



SIGHTINGS

golden globe — continued

on top of the price of the boat, refit and retro-gear. The low-end estimate for buying and refitting a suitable boat is about \$100,000, and the sky's the limit depending on how deep your pockets go. But it's a lot cheaper than mounting a Vendée Globe or Velux 5 Oceans effort.

The entrants come from all walks of life; range in age from 26 to 71; and hail from 13 different countries. There is one woman so far, 26-year-old Brit Susie Bundegaard Goodall. Perhaps the best-known name on the list is Jean Luc Van Den Heede, at 71 the 'old man' of the group. VDH, as he is known, is a veteran and podium finisher of four solo round-the-world races, and currently holds the record for fastest solo 'wrong way' (westabout) circumnavigation. He will be sailing a Rustler 36.

For more on the Golden Globe Redux 2018-2019, check out www.mcintyreadventure.com/goldengloberace.

— jr

so cal ta-ta

years the friendly folks at Vintage Marina and Channel Islands Marina have provided a terrific site for the fleet BBQ — and free berthing for almost the entire fleet!

Thursday is the 22-mile sail down the beach past County Line and around Point Dume to Paradise Cove, for a mel-low overnight on the hook.

Then it's off to Catalina Island (36 miles), where we'll spend two nights at Two Harbors, with a BBQ party ashore.

Not only does the Ta-Ta serve as an ideal shakedown for future cruising, but it's always a whole lot of fun for all ages,



Above: Actor Martin Sheen is proud to have been a longtime supporter of Sea Shepherd. Spread: The new vessel that bears his name. Right insets: Crew members pull illegal nets. Working with Mexican authorities in the Sea of Cortez.



— continued

and you can't help but forge a few lasting friendships along the way.

Because of limitations on docking space, we can only accept 50 entries, so don't procrastinate, shanghai a boatload of fun-loving sailors and join the fun. What do you say? Will this be your year to Ta-Ta?

— andy



Prime SoCal sailing.



ALL PHOTOS COURTESY SEA SHEPHERD

the new star of sea shepherd's fleet

Sailors tend to be helpful by nature, rushing to the aid of fellow mariners in distress. Yet, who answers the silent call of sea life in distress? From a very young age Paul Watson knew he wanted to dedicate his life to protecting creatures that can't ask for help. In 1972 Watson co-founded Greenpeace, then in 1977 branched off to create the Sea Shepherd Conservation Society, an international, nongovernmental nonprofit whose mission is to conserve and protect ocean ecosystems and stop the destruction of habitat and the slaughter of wildlife.

Sea Shepherd operates a fleet of ships worldwide. Campaigns have included working to prevent illegal whaling in the Southern Ocean, disrupting Canadian harp seal slaughter, exposing the killing of dolphins in Japan, bringing worldwide attention to annual pilot whale slaughter in the Faroe Islands, destroying driftnets, and exposing shark-fin poachers in the Galapagos. Sea Shepherd vessels host marine biologists studying marine life and plastic levels in the sea, and its members organize marina and beach cleanups.

At times, Sea Shepherd's tactics have been criticized as being too aggressive, but when no government agency would step in to protect the Southern Ocean whale sanctuary, Sea Shepherd took it upon themselves to chase down and maneuver their ships between Japanese vessels and the whales they were trying to harpoon. These campaigns were featured on Animal Planet TV's *Whale Wars*.

Although Watson's direct-action style has landed him in hot water with some government authorities, his group's actions have saved the lives of thousands of marine animals. Nearly 40 years of Sea Shepherd's efforts to protect and preserve marine life and habitats has earned the nonprofit the respect of donors and supporters including celebrities Martin Sheen, Pamela Anderson, Brigitte Bardot, Pierce Brosnan, Aidan Quinn, Bob Barker and Richard Dean Anderson.

Sea Shepherd occasionally partners with governmental agencies, such as its cooperative efforts with the Mexican Navy *Operation Milagro II*, a program to protect the dwindling population of small porpoise named *vaquita*, which are under threat from illegal gillnetters in the Sea of Cortez. On this cooperative mission, the recently acquired aluminum-hulled ketch named for longtime supporter Martin Sheen collected miles of nets and longlines, and freed entangled wildlife including whales.

The 80-ft *R/V Martin Sheen* briefly visited San Francisco Marina in June. While there, volunteer crew Ivan said, "Sea Shepherd combines everything I love. I'm a sailor and scuba instructor and this is a way to give back to the ocean." Ivan is no stranger to ocean adventures, having sailed his Valiant 32 from Alameda down the coast of Mexico and then to Hiva Oa in the Marquesas. The opportunity to help protect what they love has brought together ever-changing teams from around the globe, whose highly rewarding experiences forge lasting bonds among them.

The *Martin Sheen's* current campaign, Operation Virus Hunter, brought her to British Columbia. There, under the guidance of renowned Canadian marine biologist Alexandra Morton, the crew will travel along the coast of Vancouver Island tracking major migration routes of salmon, which have been in decline. They will stop at various salmon farms to document levels of bacteria and viruses found in farmed-salmon pens, and study their effects on indigenous wild salmon. We've been assured that the *Sheen's* crew will conduct these studies in a non-aggressive and scientific manner.

What can sailors do to protect the oceans and their creatures? For information on volunteer opportunities for all ages and nationalities, onboard and ashore, as well as donation information, visit: www.seashepherd.org. Captain Paul Watson can be found on Facebook.

— Lynn Ringseis

74th windjammers regatta

When the starting horn sounds from the St. Francis Yacht Club on the first Friday in September, dozens of hardy sailors will set sail for Santa Cruz, continuing a long-standing Bay sailing tradition: the Windjammers Regatta.

This year marks the 74th running of this historic race. Besides a respite during WWII, this venerable race has been run annually

since 1938 — when the competing yachts passed under the Golden Gate Bridge just one year after the new span first opened to traffic. These days the Windjammers Regatta is the oldest coastal race on the West Coast.

The roots of the competition date back to 1926, when the Casa del Rey perpetual trophy was created to honor the winner of what was then simply an annual competition to see who could sail fastest from San



COURTESY NANCY RIDEOUT

The legendary Ernie Rideout at the helm of 'Golden Eagle' during the famous 1977 Windjammers Regatta — which he won.

Francisco to Santa Cruz.

The name of that 1926 winner is now lost to the sands of time, but in 1927, the sloop *Chance*, piloted by Ben J. Brooks, won the race, becoming the first name engraved on the two-foot-tall trophy. The annual race and trophy morphed into the Windjammers Regatta in 1938 after a small group of intrepid sailors formed the Windjammers Yacht Club, a paper club whose members from San Francisco and Santa Cruz would meet on the coast in Half Moon Bay to plan their next adventures. That year, the cutter *Yo Ho Ho* with E.J. Feisel Jr. at the helm registered the first official Windjammers win. To this day, that same Casa del Rey trophy is awarded to the Windjammers racer with the fastest adjusted time.

In 1977, Ernie Rideout drove Columbia 29 *Golden Eagle* to a Windjammers win. Rideout, a well-known Bay Area sailor who was still winning class championships while in his 90s, passed away last year, but as Santa Cruz YC historian, he left an oral history that included memories of the 1977 race.

That year the racers prepared to launch their boats in front of the site where, sadly, the St. Francis clubhouse no longer stood — it had fallen victim to a Christmas-tree fire the previous holiday season. As was the custom, racers hit the starting line at 5 p.m., heading under the bridge and down the coast.

"We sailed all that night. Then all the boats caught up with each other just off Davenport," Rideout recalled in 2008. "It was a sight you don't often see, when a big fleet of 40, 50, 60 boats come together like this in light air. We could walk from boat to boat.

"We all got down to the lighthouse. And we radioed my brother who was on the committee to get more people to help him because we were all going to get there at the same time."

In the early years, boats left StFYC in the evening and raced down the coast through the night. And every boat was allowed an allotment of motoring time based on its engine and speed — this was both an encouragement for more participation, and to ensure more fun time in Santa Cruz. In the '70s, with a push from skippers of ultralights who wanted more time in heavier winds for downwind surfing, the start time was changed to a morning departure, and a second class was created for the slower boats.

But other traditions remain unchanged. Just as they have from

continued on outside column of next sightings page

britannia rules

The sun may have set on the glorious heyday of the British Empire, but the Brits still rule their own waters. It really was Super Sunday on July 24 for Sir Ben Ainslie and his America's Cup team, Land Rover BAR, whose results in Sunday's three races gave them the overall regatta win at the Louis Vuitton America's Cup World Series Portsmouth event this weekend.

On hot, sunny Saturday, July 23, in light, difficult breeze, Land Rover BAR



COURTESY NANCY RIDEOUT

Spread: Greg Nelsen's Azzura 310 'Outsider' sails under the Golden Gate Bridge on the way to winning last year's Windjammers. Inset: The '77 race was particularly memorable because the entire fleet got becalmed off Davenport.

WWW.NORCALSAILING.COM

the (acws) waves

recovered from a poor first race result to win the next two contests and complete the day at the top of the leaderboard.

The winds on Sunday presented the teams with perfect conditions for the AC45F catamarans to foil, thrilling the tens of thousands of fans who lined the Portsmouth shore. The British team used local knowledge and the cheers of the crowd to propel them to victory in race one. At the start of race two it was

continued in middle column of next sightings page

windjammers — continued

the beginning, race-committee members will station themselves all night and into the morning hours with a large spotlight on the end of the Santa Cruz wharf, watching for finishing boats. And as they have from the beginning, arriving sailors will be welcomed with bowls of hot clam chowder to warm them up. Once inside Santa Cruz Harbor, racers can relax in the recently remodeled SCYC clubhouse overlooking the yacht harbor or explore the beachside town with its Boardwalk amusement park and burgeoning foodie culture along Pacific Avenue.

Registration for September 2's race is now open this website: www.regattanetwork.com/event/11205, or see www.scyc.org.

— tom manheim



SIGHTINGS

warrior sailing on the bay

Between a slippery deck, a squirrely pole and an unruly spinnaker, running the foredeck on a J/22 is no simple task. Doing so blind is simply incredible. And still, Scott Ford, veteran of the United States Navy, insists on running foredeck when he races a J/22. Scott is a participant in the Warrior Sailing Program, which recently found its way to San Francisco Bay to train on J/22s out of the St. Francis Yacht Club. From July 14–17, five participants practiced for several hours a day, taking advantage of the challenging conditions to bring their skill levels another notch higher.

"Sailing in San Francisco was an incredible experience for our program as it was by far our most challenging venue to date," said WSP Program Director Ben Poucher. "We sailed in breeze as high as 30 knots as well as lumpy seas and chilly conditions — all challenges that helped these sailors push to the next level."

Warrior Sailing Program was established in 2014 under the US Merchant Marine Academy Sailing Foundation to connect injured

continued on outside column of next sightings page

britannia

Oracle Team USA, representing Golden Gate YC, who seized the early advantage and increased their lead throughout the race. Although the Yanks also won the third and last race of the day, it was the Brits who edged ahead on points to win the regatta 82 to 81.

"It's been a brilliant weekend," said skipper Ainslie. "For us to race in Portsmouth, with the weather playing its part and two cracking days of racing, as a home team to win in front of our home crowd is the best thing we could do." Royal sports fans Prince William and Princess Kate were on hand for the awards ceremony. The British also won last year's ACWS event in Portsmouth,

TOM PRICE



These veterans came to San Francisco in mid-July to train for August's J/22 World Championships. It was blowing 25-30 knots all weekend.



rules — continued

making this victory a repeat.

The next stop on the tour will be Toulon, France, on September 10-11. Toulon lies along the French Riviera in the south of France, on the Mediterranean. Spectators will be able to watch from the beaches of the Mourillon neighborhood.

Then, on November 18-20, America's Cup racing will venture to Asia for the first time in its 165-year history, when Fukuoka, the fifth-largest city in Japan, hosts an ACWS regatta. SoftBank Team Japan, skippered by Kiwi Dean Barker, is the fourth Japanese challenge for the America's Cup, and the first since 1999.

See www.americascup.com more info.

— chris



ALL PHOTOS BEN POUCHER EXCEPT AS NOTED

warriors — continued

military veterans and active service members with the maritime community. The program provides three levels of training: Basic Training (an introduction to sailing), Advanced Training Camp, and finally, the Warrior Sailing Team, which travels to various locations around the country to train and network with local sailors. To date, the program has developed over 130 veteran sailors, of whom 75% have been diagnosed with post-traumatic stress disorder, traumatic brain injury, or both.

In San Francisco, the team of Warriors was impressive. In addition to Scott Ford, there was Sammy Lugo, a former Army Special Operations soldier who lost his leg in an IED explosion and is racing in several major regattas including Charleston Race Week. There was Army veteran Anthony Radetic who also races Jet Skis internationally, and there was Melissa Klotz (active-duty Navy), and Josh Agripino (active-duty Marines), who both utilize sailing as therapy to cope with their traumatic injuries. "Sailing keeps these Warriors active," explained Poucher. "And, as you can imagine, they are all incredibly disciplined and motivated to win, regardless of the challenge."

Since establishing its first camps in 2014, Warrior Sailing has brought together a group of experienced sailors, recreational therapists and motivated volunteers to point these worthy participants in the right direction. But, the competitive team is not a vacation. Paralympic silver medalist and co-founder Jen French explained, "This is not a pity party. The program is focused on helping wounded veterans compete on the water against the best in the world."

The Warriors were first introduced to StFYC and San Francisco Bay through local sailors and club member Tom Price, who first heard about Warrior Sailing in 2015. "I noticed the program was traveling to locations all over the U.S. but did not have any plans to visit SF Bay," said Price. "Given that the Warriors train on J/22s, of which we have an entire fleet, I decided to take up the effort to bring them to our waters." Price offers a special thanks to Commodore Kimball Livingston and member Doug Thorne for helping organize the visit, as well as the dozens of member-volunteers who donated their time to participate in on-water training.

After San Francisco, the Warriors took off for Chicago for a final training session before the J/22 Worlds on August 19-25 in Ontario. During their time in the Bay, they experienced some rare up-close views of a pod of humpback whales. "Between the challenging conditions, the incredible hospitality of StFYC and the great whale sighting, San Francisco was an incredible venue," said Poucher. "We will be back."

For more on Warrior Sailing, visit www.warriorsailing.org.

— meredith laitos

alameda marina redevelopment pitch

Developer Bay West has submitted a draft master plan to the City of Alameda, detailing its vision for the redevelopment of Alameda Marina. The plan calls for eliminating much of the commercial, boat-yard and dry storage area currently on the site and replacing it with housing. (Plans can be viewed at alamedamarina.com in the updates section.) The plans will be reviewed by city officials, and there is no set timeline for community input.

The current designs show a commercial area (in purple on the illustrations) that allows for 150,000 sq. ft. of commercial space to house maritime, office and retail space. "The news is not good," says Nancy Hird, a leader of the Save Alameda's Working Waterfront community group. "The multiple meetings that Bay West held with their stakeholders has resulted in a bubble concept that is not much of an improvement over their original pictures we saw on their website

continued on outside column of next sightings page

SIGHTINGS

alameda marina development pitch

that showed houses throughout the property after they planned to bulldoze all of the buildings."

As expected, the bulk of the property would be used for housing — referred to in the designs as Dwelling Units. "The total number of units — 500 to 650 — indicates they expect to use Density Bonus Laws to inflate the 396 units that the city originally thought appropriate for the site," says Hird.

Bay West has told tenants it's terminating some leases, and in other cases making it difficult for marine tenants to stay. Slip fees increased by 30% beginning July 1, and rates have also gone up for dry-docked boats. Many commercial tenants haven't received their new 18-month leases as promised, in many cases for considerably less space than they currently have. Short leases are a particular concern for DOER Marine, which needs a longer lease to bid on

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delta doo dah

The last of the Delta Doo Dah 8 organized activities are coming up on August 12-13. For the past few years, the inland cruising rally has combined a do-it-yourself format with multiple opportunities for conviviality among fleet members.

On Friday, August 12, Owl Harbor Marina, just off the San Joaquin River in Isleton, invites official ralliers to stay overnight for free in preparation for a cruise to Stockton Sailing Club on the 13th. On Saturday morning, the friendly and generous crew at Owl Harbor will send the sailors off with a hearty (and free) breakfast.



Left to right: Sue Griffin and Mike Pollard of 'Sea Bear', Katia Benjan and Chris Gage of 'Ergo', and Steve Andersen of the Ericson 32 'Thetis' were among the sailors hosted by Little Venice Yacht Club on June 19. Mike and Sue won the 8-Ball tournament, acquiring a set of Pubware unbreakable drinkware for their Pearson 26.



The Express 27 'Ergo' sailed up the San Joaquin River from Owl Harbor to Little Venice Island in very light air, making for easy jibes and allowing novice sailor Katia to take a turn at the helm.

BOTH PHOTOS LATITUDE / CHRIS

cruise to stockton

A downwind sail to Stockton will follow, with cruisers arriving at SSC in time to join in the club's Burger Bash and Classic Car Show from 5 to 10 p.m. Doo Dah'ers also get free berthing at SSC, so it's worth taking the time to sign up. Registration is free and available at www.deltadoodah.com.

The previous organized events were held on the weekend of Summer Sailstice. Owl Harbor hosted a BBQ for the sailors on June 18, and Little Venice YC welcomed Doo Dah 8 participants for an 8-Ball tournament on July 19.

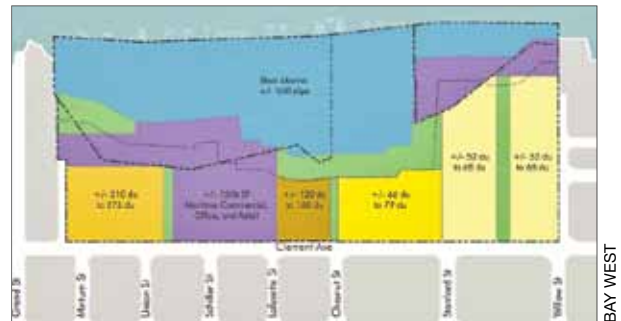
— chris



alameda marina — continued

grants for government and scientific projects. Security issues are also troubling, as sporadic outboard-engine thefts continue to occur in broad daylight.

In the new plans, space for dry-docked boats will be reduced from 300 to between 50 and 75. Bay West explained that it was allocating those for sailboats, with the priority going to Alameda-based owners. To conserve space, "mules" (movable boat cradles) would replace vehicle access. Sailors are perplexed as to why the City of Alameda would want to limit dry storage to city residents. "Bay West thinks the fact that only 24% of the boaters using slips and spaces are Alamedans is a reason to classify the other 76% as second-class citizens, even though they spend their money and pay sales taxes in Alameda like everyone who lives here — and use fewer infrastructure resources in the process," says Hird. "To SAWW's way of thinking, this statistic illustrates the importance of Alameda Marina as a regional asset."



If the proposed redevelopment plan is approved, the blue areas above will remain marina slips; purple areas will be occupied by marine businesses, and green areas will be open space. Everywhere else will be residential.

Bob Hinden, a Palo Alto resident who keeps two of his family's race boats in Alameda, said he doubts the city officials have any idea how important out-of-town boating enthusiasts are to the local economy, not only through boating products and services such as sail lofts and rigging services, but also restaurants, hardware, food and gas. "The City of Alameda would be crazy to allow the developer to eliminate space for services at Alameda Marina. They should be doing everything possible to protect and grow marine businesses on the Island," says Hinden. "I don't think city officials have any idea how much money is being spent by people like me who keep their boats in Alameda. And if the services aren't there, we'll have to take our boats elsewhere."

— elisa williams

what would leif eriksson say?

From our WTF Dept. comes this bizarre news item, as reported by one of our favorite email newsletters, gCaptain (www.gcaptain.com): Last month, after the authentic Norwegian Viking ship replica *Draken* — similar to the one(s) that may have landed on North America prior to Columbus — successfully crossed the North Atlantic, with stops at Iceland, Greenland and Newfoundland, she passed through the St. Lawrence Seaway en route to the Tall Ships Challenge Great Lakes 2016, a grand event that includes port calls in all five of the Great Lakes. Fantastic, right? Trouble is, *after* arriving in Lake Erie, the non-profit-funded expedition organizers were informed that — contrary to previous instructions — the *Draken* is required to have a pilot on board at all times while underway, with no possibility of a discount on fees." The tab for pilot services during the Tall Ship Challenge run more than \$400,000. Sheesh! Makes us wonder what Leif Eriksson would say.



The 'Draken'.

— andy

PACIFIC CUP 2016 —

The 2016 Pacific Cup was truly a standout among Hawaii races, which left both competitors and shoreside spectators buzzed with excitement. While embodying the spirit of its motto, "the fun race to Hawaii," this 19th edition of the biennial, 2,070-mile romp from San Francisco to Kaneohe Bay, Oahu, had all the right ingredients to make it that once-in-a-decade race that becomes the stuff of yacht racing legend.

This edition of the Pac Cup came replete with enough intriguing story lines and dramatic mo-

ments that it made this reporter's job easy. Without question, the 19th Pacific Cup was worthy of the often overused descriptor 'epic': Over a period of four days between July 11 and 15, each of eight divisions started in ideal conditions; it blew like stink all the way across; multiple course records were broken; and virtually the entire fleet had to negotiate a tropical storm or two before arriving at Kaneohe.

With the fast conditions came swells from multiple directions, creating very con-

fused seas that only exacerbated the impact of the already windy conditions.

Mix this in with significant cloud cover and many dark, moonless nights with intense squall activity, and you'll realize why we say the 2016 Pac Cup served up a lot more than just broken records.

Out on the course there was all sorts of carnage within the 63-boat fleet: spinakers destroyed, a few masts coming down, gear failures, and all sorts of other drama. So when competitors shared their first cold drink on the Kaneohe YC docks, there was no shortage of gnarly stories to tell.

The fun didn't end when the race did either, as much of the fleet finished in



Spread and inset: Manouch Moshayedi's sleek super-maxi 'Rio100' makes an appearance on San Francisco Bay — in order to start the Pacific Cup on July 15.



RHUMBLINE TO THE RUM LINE

inclement conditions as the result of Tropical Storm Darby. Many were forced to anchor away from the yacht club, as the docks were temporarily unusable.

When the bulk of the fleet had arrived in Kaneohe, a sentimental favorite emerged to claim a resounding clean sweep of the results. Having benefited from nuking conditions that would allow them to surf their iconic Nor-Cal ULDB into the record books, the winners set a new course record of

their own. As this issue of *Latitude 38* goes to press, results are still provisional, as a few competitors are still on the race course, but it's just a formality that keeps us from officially announcing Mark



The crew of the Caliber 40 LRC 'Rapture' were all smiles at the start.



few years now, claiming more than their share of hardware along the way. Benefiting from the experience, friendship and support element that exists in the Moore 24 fleet, English and Rogers re-fit *iMas!* under the watchful eye and tutelage of past Moore 24 Pac Cup winners Karl Robrock and local composite guru and co-skipper Gilles Combrisson.

The duo of Mark English and Ian Rogers on their way to glory in a humble Moore 24.

English and Ian Rogers on the Moore 24 *iMas!* as the overall winners of this year's Pacific Cup.

For English and Rogers, the victory comes as the well-deserved pinnacle to a journey that has now lasted nearly half a decade. Four years ago English bought *iMas!* with the intention of merely sailing in a few regattas here and there. Along the way, the duo gained the ocean racing stoke after taking the tiny green boat out for a Windjammers Race from San Francisco to Santa Cruz three years ago.

Since discovering the joy and reward of sailing a Moore 24 offshore and off the breeze, the two haven't looked back and have campaigned the boat extensively for the past

Tricked out with asymmetrical spinners, an open transom and no shortage of magic worked by Combrisson and his GC Rigging outfit, *iMas!* had been converted from buoy boat to offshore weapon. With the right horse for the course, all of the proper tools in the tool box, and two co-skippers with the skills

When the bulk of the fleet had arrived in Kaneohe, a sentimental favorite emerged to claim a resounding clean sweep of the results.

and experience to get the job done, *iMas!* only needed to have Lady Luck on her side, plus the proper weather conditions, to achieve victory.

In a year that saw the record books get virtually thrown out and replaced, the duo was blessed with the conditions to hook into the good stuff and haul the mail all the way to Hawaii for a new Moore 24 course record.

With an elapsed time of 10 days, 14 hours and 30 minutes, English and Rogers have become the quickest Moore 24



PACIFIC CUP 2016 —

ALL PHOTOS LESLIE RICHTER EXCEPT AS NOTED



The Santa Cruz-based Olson 30 'Double Espresso' and Richmond-based Antrim Class 40 'California Condor' sailed doublehanded.

crew to ever sail the race, besting literally dozens of attempts that have taken place over the past three and a half decades, and turning in a time that is quicker than many fully-crewed — and much more modern — 50-footers routinely deliver. So impressive was their time that they beat the previous Moore 24 record by more than 19 hours; a record that had stood for 18 years! What the two young fathers have achieved is truly the stuff of enduring yacht racing lore, and the sort of accomplishment that inspires regular guys and girls with a dream to buy a boat and give it a go. Well done lads, and a hearty tip of the *Latitude 38* cap to you for your efforts and accomplishment. Bravo, ¡Mas!

While ¡Mas! took home the lion's 'J World's Hula Girl', seen here at the start in San Francisco, pulled off a division win in Kaneohe, sailing in ORR D.

the glory earned by a pair of maxi class yachts that each put in an incredible performanc.

Since heading out the Golden Gate toward Hawaii, both Manouch Moshayedi's super-maxi *Rio100* and Jens Kellinghusen's Ker 56 *Varuna VI* clocked jaw-dropping numbers that provided another stunning display of just how far yacht racing design and performance have come over the years.

As if shot out of a cannon, Moshayedi's sleek SoCal-based super-maxi sat on average speeds in the high teens and reeled off consistent 400+ mile days toward the islands, with a top daily run of over 440 miles. A strong, northerly positioned Pacific High twisted up the good stuff and provided that rare, all-VMG, heavy-pressure, straight-down-the-rhumblin weather window that allowed ultra-stud navigator Chris Branning to put the boat where it needed to be to have a shot at *Mari Cha IV's* 12-year-old

share of the hardware in this Pac Cup, owing partly to her established and somewhat generous handicap rating in breeze-on surfing conditions, she didn't completely steal

elapsed-time record.

With *Rio100's* new Doyle A3 spinnaker doing most of the heavy lifting, *Rio100* came smoking into Kaneohe after just 5 days, 2 hours and 41 minutes, to knock nearly three hours off the 40-ft-longer *Mari Cha IV's* already lofty record. *Rio* also beat the Barn Door-winning time that she'd set in last year's Transpac by two days.

No less impressive was *Varuna VI's* performance. The relatively short 56-footer came smashing into Kaneohe less than a day after *Rio*, still under the six-day mark with an elapsed time of 5 days, 20 hours and 42 minutes. The custom, Jason Ker-designed canting-keeler made the trek all



RUFLESS

As the Melges 32 'Rufless' backed into a slip, they found they had brought along several yards of fishing rope wrapped around the keel.

the way from Germany as part of her inaugural world tour. After racing in Europe, she rampaged in the Caribbean and has now crushed her way to Hawaii. Next, *Varuna VI* will head Down Under to compete in this year's Rolex Sydney Hobart.

With a crew that included Jens Kellinghusen's German regulars alongside Spanish über bad-ass Guillermo Altadill and a select group of Bay Area rockstars — including Hartwell Jordan and Matt Noble — the sub-mini-maxi-length boat has proved to be a viable weapon in the



RHUMBLINE TO THE RUM LINE



Melinda and Bill Erkelens arrive in Hawaii aboard the Jim Donovan-designed 30-footer 'Wolfpack' for a Doublehanded 2 win.

conditions for which she was designed: power reaching in stiff breeze.

In a race that uncharacteristically offered up the right conditions for the boat, the 'little' 56-footer from Germany added a unique but welcome element to the race. Keeping the 100-footer honest and leaving the 70-ft sleds in the dust, *Varuna VI* continues to show impressive pace and will surely be an exciting entry to watch in this year's Boxing Day classic to Tasmania.

While the dark green 24-ft overall winner and the two black-as-night maxis may have grabbed the major headlines in this Pac Cup, there was an equally interesting and diverse group of slightly less colorful boats in the middle of the fleet that helped make the race special. What follows is a rundown of division-by-division results and highlights, as current as we can make it before going to press.

Honu Division — DW PHRF A

First to finish and first on corrected time in Honu division — the first fleet to start this

year's race — was a proper West Coast classic specifically designed for racing to Hawaii: Walter Smith's Cal 40 *Redhead*.

Meticulously prepared and clearly reveling in the windy downwind conditions of the race, the gorgeous Bill Lapworth-designed sloop — the granddaddy of purpose-built downwind Hawaii surfers — claimed a wire-to-wire division win. With a talented crew that included renowned helmsman Robin Jeffers of Monterey, who sailed in his eighth Pacific Cup, *Redhead* fought with *Mas!* for overall corrected-time honors early, before slipping to third overall, yet managed a comfortable division victory to win by nearly 19 hours over second-place *Windswept Lady*, Kerry Sheehan's X-362 Classic.

Third place in Honu Division went to Kit Wiegman's Islander 36 *Cassiopeia*.

Kolea Division Doublehanded 1

Mas! may have gained rockstar status and dominated the headlines to win DH 1 and overall, but they were by no means the only great story and effort to come out of the Kolea Division. Behind *Mas!* was the Portland-based Moore 24 *Evermoore*, campaigned by Rhys Balmer and Martin Gibson, who represented the Moore 24 fleet to the fullest. Operating on a budget that was described as "half a shoestring," these intrepid Pacific Northwest sailors used all recycled gear, no new blocks or hardware and an old, less-than-optimized sail inventory, yet sailed true and fast with an impressive performance that put them solidly on the podium with a second-place finish. Their time was also under the existing Moore 24 passage record. Also on the DH 1 podium was another West Coast classic, Rowena Carlson and Robb Walker's San Diego-based Cal 40 *Nozomi*.

Latitude 38 Cruising Division

A quickly growing staple of the Pacific Cup is the relatively new cruising division *Aloha, 'Sweet Okole!* Below: Dean Treadway's cold-molded Farr 36 leads the way at the Division C start.



PACIFIC CUP 2016 —

LAUREN EASLEY / WWW.LEIALOHACREATIVE.COM



Another sailing couple, Steve and Amanda Kleha, raced their San Francisco-based Archambault 27 'Alchimiste' to Oahu.

sion, sponsored by yours truly, *Latitude 38*. With no handicap ratings in play, the focus was solely on fun, though that didn't stop much of the fleet from sailing hard and fast.

Not surprisingly, the quickest boat in the fleet was Rick Niello's Sausalito-based Jeanneau 57 *Ticket II*, which benefited from a waterline advantage to easily extend out on the cruising fleet.

Weems & Plath Division DW PHRF B

It was a family affair aboard Scott Dickinson's Coyote Point-based J/42 *Tiki J*, which managed an impressive provisional victory in the Weems &

The Pyewacketeers arrived in the night on July 21. Preliminary results show Roy Pat Disney's Andrews 70 sled topping all the ORR boats.

Plath Division. With most of the crew being close family members, including Scott's 9-year-old son Cody, *Tiki J* embodied the consistent theme of the Pacific Cup and offered up many inspirational anecdotes that center around camaraderie on the high seas.

To win PHRF B was no small task, as they had to beat Wayne Koide's very well sailed Sydney 36 CR *Encore*, which ultimately took second place after a hard-fought battle. *Encore* was navigated by none other than 14-time Pac Cup veteran and 2012 Singlehanded TransPac champion Jim Quanci, who summed up the race's relentless breeze and swells:

"Usually, after a few days things quiet down and you can catch your breath. Not this year!"

Rounding out the podium finishers was Bill Williams' San Francisco-based J/44 *Viajante*, which had steering issues that caused the team to "take their foot off the pedal at times," yet managed an impressive result nonetheless.

Williams and crew's caution and conservative sailing was clearly not without



LESLIE RICHTER



RHUMBLINE TO THE RUM LINE

merit. In contention until dismasting was Ray Sanborn's J/109 *RV Aloha*, the newly relocated, Kaneohe-based replacement for Sanborn's well-known J/33 *Troubador*. After suffering backstay problems throughout the course of the race, *RV Aloha's* spinnaker filled, which apparently snapped the Spectra-reinforced hydraulic backstay, causing the rig to topple over the port side of the boat.

Once the mast was cut away and it, along with the brand-new sails, was sent to the abyss below, *RV Aloha* motored the final 150 miles to Kaneohe, arriving on a nearly empty tank, but to a hero's welcome from the home crowd. They came out en masse to support the triumphant locals who'd put in a brilliant performance before overcoming their unfortunate dismasting. They arrived home safely just before Tropical Storm Darby made landfall.

Alaska Airlines Division DW PHRF C

A great battle developed in the Alaska Airlines Division, which saw Shawn Ivie's San Pedro-based Express 37 *Limitless* prove its name to be quite fitting. Reportedly de-



LESIE RICHTER

and Dawson Jones' Oahu-based *One-Eyed Jack*.

Also in this class was perennial contender *Sweet Okole*, a Farr 36, which took second. *Okole's* skipper, Dean Treadway, one of the most experienced Pacific Cup racers in the fleet, came away amazed at the conditions. "It was a *fast* Pac Cup," emphasized Treadway, who completed his 11th Hawaii Race (five Transpacs and six Pac Cups). "It seems like it was the easiest because it was so quick. It was just a direct shot from San Francisco to Hawaii," the veteran skipper commented.

Two spinnakers gave up the ghost in full-on conditions, which added to the drama and excitement. Young rockstar crew member Mikey Radziejowski added, "Driving through the morning squalls was amazing. It felt like you were tumbling inside a washing machine." Strong words from the Youth America's Cup AC45 crewmember and accomplished skiff sailor.

Elan claimed third place.

North Sails Division Doublehanded 2

Not surprisingly claiming a resounding victory in the Doublehanded 2 division was Bill and Melinda Erkelens' highly optimized and well-sorted Donovan 30 *Wolfpack*.

Wolfpack benefited from consummate professional Bill Erkelens' wealth of experience at the highest levels of yacht racing. Not to say this was a one-man affair; when teamed up with his wife Melinda, the two have proven to be a formidable



LAUREN EASLEY / WWW.LEIALOHACREATIVE.COM

Scott Dickinson and Kim Worsham's San Mateo-based J/42 'Tiki J' sailed with kids Max (12) and Cody (9) among the crew.

duo whenever they line up for the start. Sending it all the way to Hawaii in an elapsed time of just 9 days, 5 hours and 19 minutes, the duo put in one of the most impressive doublehanded efforts in race history to push a 30-ft boat to Hawaii as quickly and seemingly effortlessly as they did.

Once in Kaneohe, the couple reported rather nonchalantly that they "flew a kite all the way except for a 12-hour window on the 18th when we flew the blast reacher and still had 12+ knots of boatspeed. No drama in the kite department." All of this despite losing wind data shortly into the race and an accidental wave-induced deployment of their stern-

Michael Johnson's Beneteau First 40 'Vera Cruz' arrives in Oahu, having placed third in the 'Latitude 38' Cruising Division.



LESIE RICHTER

Doublehanders Charly Devanneaux and Fred Courouble raced a Beneteau First 30E to benefit the ALS Association.

stroying four out of five spinnakers in their inventory, including one of the new asymmetrical variety in a 40-knot squall, the *Limitless* crew refused to back off the throttle and claimed a convincing division win over a tough fleet that included three sisterships: Laurence Baskin's *Bullet*, Jack Peurach's *Elan* — both of San Francisco —



LESIE RICHTER

2016 PACIFIC CUP PROVISIONAL RESULTS

Results as of July 26 — 63 starters, 10 drop outs & 53 finishers

Div	Fit	Boat	Type	Skipper	Yacht Club
HONU Division A (Started 7/11 at 10:10:00 PDT)					
1	3	Redhead	Cal 40	Walter Smith	Richmond YC
2	17	Windswept Lady	X-362	Kerry Sheehan	Pacific Cup YC
3	35	Cassiopeia	Islander 36	Kit Wiegman	Pacific Cup YC
4	36	Nicole	Orion 35	Mel Morrison	Folsom Lake YC/Richmond YC
5	37	Shadowside	Allied Mistress MkIII	Lad Burgin	Coyote Pt. YC
DNF		Psyche	Cal 40	Steve Calhoun	Los Angeles YC
DNF		Serenity	Islander 36	Eric Mueller	Coyote Pt. YC/San Jose SC
KOLEA Doublehanded 1 (Started 7/11 at 10:25:00 PDT)					
1	1	¡Mas!	Moore 24	Mark English	Richmond YC
2	5	Evermoore	Moore 24	Rhys Balmer	Thorn City YC
3	13	Nozomi	Cal 40	Rowena Carlson	Richmond YC/San Diego YC
4	14	Alchimiste	Archambault A27	Amanda Kleha	Lido Island YC
5	*	Sanguine	Tartan 3800	Keith Fullenwider	Cabrillo Beach YC/TPYC
DNF		Alternate Reality	Express 27	Darrel Jensen	STYC
LATITUDE 38 Cruising Division (Started 7/11 at 10:40:00 PDT)					
1		Ticket II	Jeanneau 57	Rick Niello	St. Francis YC
2		Pacem	Islander 48	Chris Berge	San Francisco, CA
3		Vera Cruz	Beneteau First 40	Michael Johnson	Pacific Cup YC
4		Aquavit	Jeanneau 42i	Michael Hutchison	Santa Cruz YC
5		Bear Boat	Jeanneau 40.3	Paul Koenig	Ballena Bay YC
6		Rapture	Caliber 40 LRC	Gregory Newman	Berkeley YC
7		Aeriagnie	C&C 40	Cecile Schwedes	Pacific Singlehanded SA
8		Agaséa	Sun Odyssey 43DS	Gene Scott	Richmond YC
DNF		Alegria	Nelson Marek 366	Matt Shore	Pacific Cup YC
DNF		Cetacea	Hudson Force 50	Peter Masson	Berkeley YC
DNF		Sierra	Beneteau 423	Hal Lynam	Encinal YC/Oakland YC
WEEMS & PLATH Division B (Started 7/12 at 11:10:00 PDT)					
1	11	Tiki J	J/42	Scott Dickinson	Coyote Point YC
2	19	Encore	Sydney 36 CR	Wayne Koide	Richmond YC
3	27	Viajante	J/44	Bill Williams	Richmond YC
4	*	Shearwater	J/35	Karl Haflinger	Corinthian YC Tacoma
5	*	Ohana	Beneteau 45f5	Steve Hocking	Sausalito YC
6	32	Chance	Centurion 42	Mark Lowry	Richmond YC
7	*	Confetti	Farr 44	Glen Margolis	Pacific Cup YC
8	38	Avion	Bianca 414	Thomas Abbott	Encinal YC
DNF		RV Aloha	J/109	Ray Sanborn	Kaneohe YC
DNF		Velocity	J/42	Tom Keffer	Portland YC/Hood River YC
ALASKA AIRLINES Division C (Started 7/12 at 11:25:00 PDT)					
1	4	Limitless	Express 37	Shawn Ivie	Seal Beach YC
2	6	Sweet Okole	Farr 36	Dean Treadway	Richmond YC
3	7	Elan	Express 37	Jack Peurach	Singlehanded Sailing Society
4	8	Aero	Hobie 33	Joe Wells	Singlehanded Sailing Society
5	9	Tiki Blue	Beneteau 423	Gary Troxel	Richmond YC
6	*	Nota Bene	Beneteau 411	Jack Vetter	Vallejo YC
7	18	Bullet	Express 27	Laurence Baskin	Singlehanded Sailing Society
8	29	One-Eyed Jack	Express 37	Dawson Jones	Kaneohe YC
DNF		Mirthmaker	Archambault A35	Kirk Denebeim	Marina Del Coma YC
NORTH SAILS Doublehanded 2 (Started 7/12 at 11:40:00 PDT)					
1	2	Wolfpack	MORC30	Melinda Erkelens	Richmond YC
2	12	Sailing For ALS	Beneteau First 30E	Charles Devanneaux	California YC
3	22	California Condor	Antrim Class 40	Buzz Blackett	Richmond YC
4	24	Double Espresso	Olson 30	Jason Lauer	Santa Cruz YC
5	26	Spadefoot	Schumacher 28	Christina Wolfe	Austin YC
6	39	Mirador	Antrim 27	Eric Devaney	San Diego YC
PASHA HAWAII ORR Division D (Started 7/14 at 13:10:00 PDT)					
1	15	J World's Hula Girl	SC50 Modified	Wayne Zittel	San Diego YC
2	16	Oaxaca	SC50	Michael Moradzadeh	CYC/StFYC/RORC/PCYC
3	20	Adrenalin	SC50 Custom	Shana Bagley Howe	Richmond YC
4	23	Surprise	Schumacher 46	Robert Hinden	Encinal YC
5	33	Rufless	Melges 32	Rufus Sjoberg	Richmond YC
6	31	Elusive	Club Swan 42	Thomas Furlong	San Francisco YC
7	30	Riva	J/46	Scott Campbell	Portland YC
8	34	Chasch Mer	SC50	Gib Black	Kaneohe YC
DNF		Albion	J/124	Graham Ellis	Royal Ocean Racing Club
BMW OF SAN RAFAEL ORR Division E (Started 7/15 at 14:10:00 PDT)					
1	10	Pyewacket	Andrews 70	Roy Disney	Waikiki YC
2	21	Buona Sera	SC70	Edward Marez	Santa Cruz YC
3	25	Runaway	Andrews 70	Hector Velarde	Waikiki YC
4	28	Varuna VI	Ker 56	Jens Kellinghusen	NRV, APC
5	*	Rio100	Super Maxi	Manouch Moshayedi	St. Francis YC

* = Not Available at presstime. See pacificcup.org for complete results.

mounted man-overboard module (MOM)! Professional in execution indeed, the Erkelens obliterated their fleet to win by some 20 and a half hours on corrected time and place second overall in the Pacific Cup.

Second in DH 2 went to repeat offenders Charles Devanneaux and Fred Courouble on the Beneteau First 30E *Sailing for ALS*, while another pair of recidivists rounded out the podium.

Buzz Blackett and Jim Antrim sailed Blackett's one-off Antrim Class 40 *California Condor* to Kaneohe in a blistering time of 8 days, 11 hours, 38 minutes, shaving some three days and eight hours off their 2014 time. Blackett estimated they each got only three to four hours of sleep a day, explaining, "We were just flying." Along the way, the experienced doublehanders blew out two spinnakers, and at one point had to drop the kite and back down to clear off whatever was hooked on the keel and/or sail drive. The *Condor* crew was the first to get le'd in Kaneohe, and the first boat, aside from the two maxis, to finish.

Pasha Hawaii Division — ORR D

Thursday's sole group of starters departed the Bay in strong conditions that saw most of the fleet tuck in reefs at the start before shaking them out and changing headsails right outside the Gate. Once to the synoptic breeze, the fleet took off, and, as became a theme throughout the race, the boats that were designed specifically to race to Hawaii proved, not surprisingly, to be extremely effective. In this case it was the venerable Santa Cruz 50 design that claimed a clean sweep of the podium, with Wayne Zittel's *J World's Hula Girl* — the scratch boat in the fleet — claiming a near wire-to-wire win. In addition, *Hula Girl* also set what is believed to be a new Santa Cruz 50 Hawaii race record with an elapsed time of 7 days, 20 hours, 3 minutes.

It's rare that a "school" boat or pay-to-play operation claims victory in a Hawaii race, but with two coaches and six students on board, the turboed SC50, formerly owned by Paul Cayard, proved the class of the fleet against some very well-sailed competition in the form of Michael Moradzadeh's *Oaxaca* and Mark and Shana Bagley-Howe's *Adrenalin*, which filled out the all-SC50 podium.

A very notable entry was Rufus Sjoberg's Melges 32 *Rufless*, one of the pre-race favorites, a lightweight, ultra-powered-up sportboat that struggled with the breezy conditions and confused sea state

RHUMBLINE TO THE RUM LINE

but came away with a great experience and result in this Pac Cup. "We had an awesome adventure the whole way through," said Sjoberg. "It was a little too much breeze for this boat we were sailing. A lot of people were wondering if we were going to make it. This is a lake boat."

Though Sjoberg and his talented crew didn't finish as quickly as they had originally hoped, they still made history as the first and possibly only Melges 32 to undertake a major long-distance ocean race.

BMW of San Rafael Division — ORR E

While the two faster maxis, *Rio100* and *Varuna VI*, captured the headlines with their flashy sub-six-day elapsed-time runs and a new course record, it was the more classic 70-ft sleds that



After breaking the course record, the crew of 'Rio100' enjoys some well-earned tropical libations.

were in it to win it on corrected time. Again benefiting from the perfect speed conditions that prevailed across the course, Roy Pat Disney's *Andrews 70 Pyewacket* laid down a 370-mile day en route to winning the Maxi division and narrowly edging out *J World's Hula Girl* for overall honors under the ORR rule. For Disney, it was another great result in a long and celebrated career of 24 Hawaii

aces.

Edward Marez' Santa Cruz-based SC70 *Buona Sera* corrected out to second place, some 14 hours back of *Pyewacket*, while fellow *Andrews 70 Runaway* ran away with the final podium position, besting both *Rio100* and *Varuna VI* by eight hours on corrected time.

Ironically, both *Varuna VI* and *Rio100* corrected out to within two minutes of each other, with *Rio100* ending up with the inglorious status of last place in ORR E, despite setting a new overall course record that is likely to stand for many years to come.

Looking back on it, this Pacific Cup was truly a standout that won't be forgotten any time soon by those who experienced it. Our hearty congratulations go out to all the winners.

— ronnie simpson



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TAHITI-MOOREA SAILING RENDEZ-VOUS —

What fun is completing a major accomplishment, if you don't take time to celebrate?

As if to answer that very question, 11 years ago our friends in Tahiti created



When asked to dance by a beautiful Tahitian, Allen Valkie of the Wisconsin-based Leopard 40 cat 'Nauti-Nauti' didn't hesitate.

the annual Tahiti-Moorea Sailing Rendez-vous, which has the dual purpose of welcoming the newly arrived fleet of international cruisers — which we call Pacific Puddle Jumpers — and introducing them to time-honored Polynesian cultural traditions in music, dance, sport and cuisine.

This year's event, June 24-26, was the biggest ever, drawing 66 cruising boats from nine countries, with roughly 200 salty sailors participating, including a couple dozen kids.

Ever since we coined the phrase Pacific Puddle Jump two decades ago, we've dedicated lots of effort and ink to reporting on this annual westward migration of cruisers, as we consider the 3,000-mile nonstop passage from Mexico to the Marquesas — or 4,000 from Panama — to be

Neil and Jeanette Hay's Freemantle, Australia-based Beneteau 47 'Echo Echo' sails into Cook's Bay under cloudy skies.

a pretty big deal. At our annual sendoff parties every March in Mexico (at the Vallarta YC) and Panama (at both the Balboa YC and the Shelter Island Marina), we're always fascinated to meet these adventurous offshore sailors. And we're always amazed by the diversity of their backgrounds. This year several were on their second lap around the planet, while others had just bought their boats a few months earlier. But they all seemed to share a deep fascination with the South Pacific islands that they were

about to explore — especially the storied isles of French Polynesia.

As in the past, this year's Rendez-vous began in downtown Papeete Friday afternoon in the plaza outside the Tahiti Tourisme office, a stone's throw from the city's one-year-old marina.

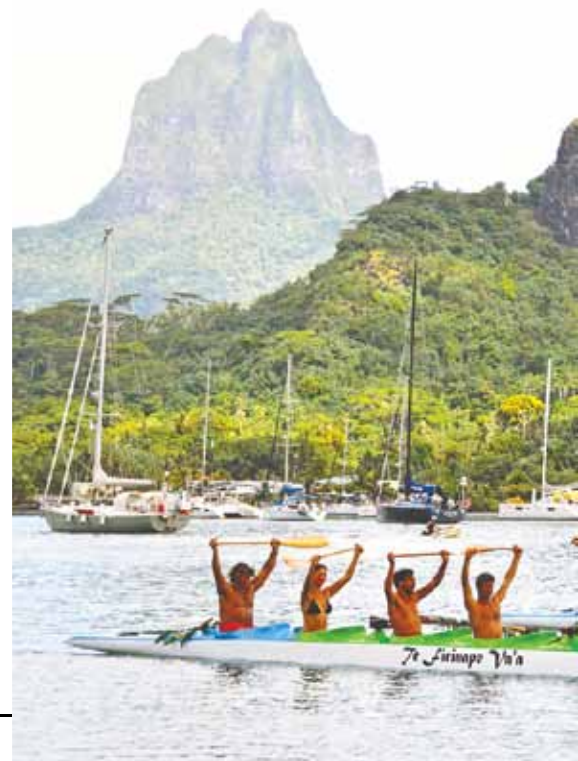
After months spent at sea and in the company of only a few other boat crews, many old friends had fun getting reconnected, while new acquaintances compared crossing tales. Meanwhile, event partners from New Zealand, Australia and Fiji set up information tables in the adjoining garden. They'd flown in specifically to educate fleet members about the attractions of their home waters, including info on long-term berthing, repair services, immigration formalities and inland touring.

Our longtime Rendez-vous partner Stephanie Betz — who dreamed up the Rendez-vous concept years ago — kicked off the afternoon's activities with an impressively detailed chart briefing on cruising Tahiti, its sister island, Moorea, and the five islands of the Leewards: Raiatea, Taha'a, Huahine, Bora Bora and

Maupiti. Not only has she sailed these waters for 20 years, but her company, Archipelagoes, is tasked with keeping local charts up to date for the bareboat charter companies. So her attentive audience members were scribbling notes as fast as they could.

We helped out by explaining the ultra-simple starting sequence for the next day's 15-mile rally/race to Moorea's majestic Cook's Bay. Since few in the fleet were diehard racers — and all of them were sailing their 'houses' — we assured them the starting line would be long and the start time would be obvious: "When we say, 'Go!' on the VHF."

Fleet members then assembled in the adjoining garden, where they were warmly welcomed by Minister of Tourism Jean-Christophe Bouissou. Director



A WELL-EARNED CELEBRATION

of Tahiti Tourisme Paul Sloan and the mayors of Papeete and Moorea were also in attendance, leading us to believe they recognize that visiting cruisers comprise an important niche in their tourism economy.

After a large, heavily tattooed dance troupe from the Marquesas appeared, all the skippers and first mates were called up for a traditional blessing of the fleet by the group's chieftain — in Marquesan dialect. We had no idea what he was saying, of course, but by the intensity of his delivery we knew his sentiment was deadly serious.

The music and dance show that followed was both beautiful and sensual. And by the enthusiasm of the cruisers in attendance, we could tell this was probably their very first exposure to one of Polynesia's most highly revered traditions. A cocktail party followed, featuring wines made from grapes grown on the atolls of the Tuamotus.

Thanks to the influence of El
Left: The Mexico-based crew of 'Avatar' was thrilled to enter Cook's Bay. Below: Paddles up and ready to rock. Right: Puddle Jumpers record the moment on the lawn of the Bali Hai.

Niño, and perhaps other factors, this year's fleet experienced more than the usual amount of squally, unsettled weather, in addition to occasional calms, on their passages from the West Coast of the Americas.

It was a bitter irony that while several boats missed the event because they were held up in the Tuamotus (250 miles away) by rough weather, in Tahiti

"We're just thrilled that you've brought us to this amazing place."

the trade winds shut down almost completely prior to Saturday's scheduled race/rally to Moorea.

With less than five knots of breeze blowing at the appointed start time, we reluctantly instituted a 'rolling start',



With extra muscle provided by Tahitian hosts, Kiwi and Fijian partners paddled to a hard-earned victory in the final heat.

where all boats were allowed to motor down the rhumbline until the breeze filled in. Sadly, it never did, except under a few small squalls, so an hour and a half later we officially canceled the race — a first in the Rendez-vous' history.

No one seemed to care in the least, though. As one skipper put it, "Who cares about racing? We're just thrilled that you've brought us to this amazing place."

Cook's Bay really is breathtakingly beautiful — in any weather. And we couldn't have a better partner there than the Club Bali Hai Hotel, which lies right along the edge of the anchorage. Former Southern Californian Jay Carlisle and two buddies bought and developed it many years ago and, being a sailor him-



self, Jay is always thrilled to meet our well-traveled fleet and hear about their adventures.

After a few hours of playing and relaxing in the anchorage, fleet members came ashore in the late afternoon to schmooze over cocktails. Then the event's various South Pacific partners each gave 10-minute presentations about their home waters that were so packed with useful, up-to-date info that

TAHITI-MOOREA SAILING RENDEZ-VOUS —

many sailors probably wished they'd recorded it.

Dinner was served afterward, and as twilight set in a fantastic dance troupe arrived to entertain the sailors with a series of exotic dances, accompanied, of course, by ukuleles, hardwood drums and singing. The finale was a group of bare-chested fire dancers who dazzled the crowd with their seemingly dangerous antics.

Not long after dawn on Sunday, a member of the event staff went from boat to boat in the anchorage, quietly dropping fresh baguettes in each cockpit. It was an impressive gesture, and thoroughly French.

Traditional Polynesian sports were the main focus of Sunday's activities,

and most fleet members were eager to participate. The highlight, as always, was a series of six-person outrigger canoe races staged on the lagoon, right in front of the Bali Hai. Although few of these sailors had ever paddled an outrigger before, 40 teams signed up to compete in a round robin-style elimination. The local canoe club lined up five brightly painted canoes on the beach and gave the eager cruisers a quickie paddling lesson in both French and English. With an accomplished Tahitian paddler in the front position 'calling tactics' and another in the stern seat steering, the four middle seats were taken by paddlers of all ages and physiques.

As the non-racers cheered from the waterside deck of the Bali Hai, the high-



Rijnhard Keet of the Roberts 55 'Enchanter' poses with Miss Moorea. Every skipper got an etched and polished clam shell as a memento.

energy battles began. Each heat took the armada of canoes roughly 100 yards down the lagoon, around a buoy and back again. It became obvious during the first heat that turning on a dime is not



A WELL-EARNED CELEBRATION

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

an option in a 30-ft outrigger. Gaining an advantage had almost as much to do with how you rounded the turning mark as with muscle and paddling technique.

In the end, a combined team of Kiwi and Fijian event partners took top honors. But it's probably fair to say that every paddler was glad to have given it their best effort, especially since it would be hard to find a race course more dramatic than this one — surrounded by jagged, volcano-formed peaks — anywhere on the planet.

Our old friend Mako was on hand to guide the foreign sailors through other activities on the lawn of the Bali Hai. An

affable bear of a man, he would be intimidating by his size if he wasn't so friendly and funny: "Years ago Tahitians used to eat white people. But not anymore. Too much cholesterol."

He and a gentle Tahitian named Jordan oversaw other traditional sports competitions including stone lifting, tug of war, coconut husking and the ancient fruit-carrier's race. When Tahitians do this, each competitor runs around a course carrying a heavy wooden pole with a huge stock of bananas tied to the each end. But our hosts gave the visiting cruisers a break: the poles they carried were skinny and relatively light, with

only a couple of coconuts tied to each end. Rather than asking them to run a long distance, each member of a four-person team ran a short lap, then handed off their cargo as if passing a baton in a traditional relay race. Sounds simple enough, right? But it always turns out to be hilarious, as competitors stumble, drop their poles, or simply run out of steam. All in all, these games are always great fun, and most who attend the Rendez-vous are inspired to participate.

By the middle of the day many sailors had worked up an appetite, which was a good thing because our hosts had prepared a traditional Tahitian luncheon that introduced them to a wide variety of favorite Polynesian dishes including sashimi, poisson cru (a sort of Polyn-

Clockwise from upper left: Cruiser kids won the tug of war; the music and dance troupe was stellar; the largest fleet you'll ever see in Cook's Bay; sampling 'poisson cru'; a cruiser kid shoulders the lifting stone; the fruit-carriers race; playing with fire.



TAHITI-MOOREA SAILING RENDEZ-VOUS

sian ceviche), poi, taro, roast pork, and delicious island-grown pineapple for dessert.

In the afternoon, Mako gave a comical demonstration of how to tie a *pareu* (sarong) on a lovely *vahine* (woman) — and how not to. Once again, he got everybody chuckling.

The finale of the afternoon was another sensual, high-energy dance show, where cruisers were invited to join in. They did their best to keep up, but probably all came away with a greater appreciation of how physically difficult some of the classic moves are — especially the rapid-fire hip gyrations that the female dancers seem to do almost effortlessly.

The Rendez-vous ended with a short and simple awards ceremony during which the top three paddling teams received a hand-carved hardwood plaque



Probably no Rendez-vous'ers were more excited to try their hand at paddling than these cruiser kids.

commemorating their hard-fought success, and every skipper got a polished black pearl shell that was engraved with the event logo — a classy memento of the event that's small enough to display aboard a cruising boat.

Although most participating sailors had already been in French Polynesia for a month or two, the Rendez-vous

undoubtedly gave them insights into Polynesian culture beyond what they'd previously experienced. Catching up with fellow cruisers was a bonus. We're proud to be associated with this ambitious event, as we believe it's a win-win for all concerned. So if cruising Tahiti is in your future plans, be sure to include a Rendez-vous on your 'must-do' list. Tentative dates for the 2017 event are June 23-25

— **latitude** / andy

Next month, look for our comprehensive recap on the 2016 Pacific Puddle Jump, including crossing data and cruiser insights.

Special thanks to Air Tahiti Nui, Tahiti Tourisme, Port Autonome de Papeete, the Club Bali Hai, and our other South Pacific partners for their support, which helped make the Rendez-vous — and this article — possible.

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BAJA HA-HA MELTING POT

As most *Latitude 38* readers know, the Baja 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.

One look at the Ha-Ha XXIII entry roster on the event's website, www.baja-haha.com, and you'll see that a great variety of boats are entered, and the backgrounds of those who sail them vary greatly also. Look for mini-bios on all owners in the October issue of *Latitude 38*.

In addition to the many first-timers who'll be sailing south this year with the Ha-Ha, there are plenty of 'repeat offenders' who are eager to replay some of the fun and great sailing that they experienced during previous rallies. A few full-time Mexico cruisers have even vowed to sail all the way back to San Diego this year, just to re-do the rally.

Look for event updates in *Sightings*, and 'Lectronic *Latitude*.

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CREWING FOR CRUISERS

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 7. There, hundreds of potential crew will mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Whether you are looking for a ride or for crew, you can get a head start on this 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.

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IMPORTANT DATES

- September 7, 4-6 p.m. – Free Mexico Cruising Seminar, Alameda's Encinal YC.
- September 7, 6-9 p.m. – *Latitude 38's* Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC.
- September 15, Midnight – Entry deadline.
- October 22, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
- October 29, 5 p.m. – Pacific Puddle Jump Seminar. Inside West Marine at 1250 Rosecrans St., San Diego.
- October 30, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- October 30, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- October 31, 10 a.m. – BHH Kick-Off Parade.
- October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 3, Noon – BHH baseball game at Turtle Bay.
- November 4, 11 a.m. – Famous Turtle Bay Beach Potluck Party.
- November 5 – Start of Leg Two to Bahia Santa Maria.
- November 8 – Beach Party at BSM.
- November 9 – Start of Leg Three to Cabo.
- November 10 – Dance Party at Squid Roe.
- November 11 – Cabo Beach Party.
- November 12 – Awards presentations hosted by Cabo Marina.
- November 22, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to events@latitude38.com.
 Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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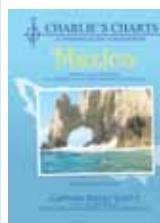
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20TH SINGLEHANDED TRANSPAC



DANCES WITH HURRICANES



Above: Tired and happy, David Herrigel arrived in Hanalei Bay, Kauai, at three in the morning on July 16. **Spread:** Herrigel sets sail from Hanalei to deliver his Wilderness 30 'Domino' to Nawiliwili Harbor on the opposite side of the island. — All photos Kristen Soetebier except as noted.

As Brian Boschma pointed out, a hurricane during summer races to Hawaii is not unusual. "But there are five, one right after another, every four days." Boschma is the race chair of the Singlehanded Sailing Society's 2016 Singlehanded TransPac, and his concern was for his fleet of 23 solo sailors crossing the Pacific Ocean in the first three weeks of July. One after another, like clockwork, hurricanes formed west of Mexico and Central America and headed west or northwest, marching toward the path of the three races bound for Hawaii.

The first three hurricanes weakened as they tracked north, getting downgraded to tropical storms or depressions. The storms dumped torrents of rain on the islands and kicked up big swells out to sea. Ironically, the lingering low-pressure systems slowed the usual tradewinds.

Before dealing with the march of storms, however, the fleet had to reach subtropical waters. They started the race on Saturday, July 2, off the race deck of the Corinthian Yacht Club in Tiburon. Inside San Francisco Bay, the typically windy and choppy summer conditions called for foulies and reefs, some quite deep. Once outside the Gate, the racers found 10 knots of breeze from the southwest, flat seas, and plenty of whales.

The next morning, Vance Sprock, sailing the oldest boat in the fleet, the 1962 Cal 40 *Seazed Asset*, reported "sporty" and unpleasant conditions, with 25-30 knots from the southwest.

Chris Cartwright on the J/88 *Ventus* had his roughest time getting off the coast, for 20 hours feeling as if he was being dragged along by the boat at 10-12 knots like a cowboy with a foot caught in

the stirrup.

David Herrigel on the Wilderness 30 *Domino* was sailing a path fairly far south of the rhumbline and the rest of the fleet. "I had chosen a more classic strategy as if the Pacific High was going to be in a place that it wasn't. The High was much farther north. But then, looking at the weather reports, I saw a lane of high pressure that was going to kill the wind across the right side of the course, so I'd boxed myself in and there was no way I could get back up to the rhumbline. But there was a little lane of wind if I would just turn south, so I jibed in the middle of the night on Day 2. That second high that built in along the course pretty much stopped the rest of the fleet that was going down the rhumbline. Those of us that were on the left-hand side of the course were able to break through and

20TH SINGLEHANDED TRANSPAC



LATITUDE / CHRIS

LATITUDE / CHRIS

The class of 2016 rocked their 'Latitude 38' shirts, a traditional gift to the racers, at CYC on July 1.

keep going."

Domino, *Ventus* and two other boats — the Olson 30 *Kato* and Olson 29 *Nina* — would trade the lead throughout the 2,120 miles to Hanalei Bay.

As *Kato* and *Ventus* came within 100 miles of the island, they were clearly in a drag race for line honors, and excitement

mounted among those awaiting their arrival in Hanalei.

As clocks in Hawaii ticked toward dawn on July 15, *Kato*, sailing at 7.5 knots, was winning the race with *Ventus*. Contact from Jiri Šenkyrik, at age 27 the youngest skipper in the fleet, came not via VHF — cliffs block the signal — but via sat phone text messages to his girlfriend, Brianne Kwasny, who waited

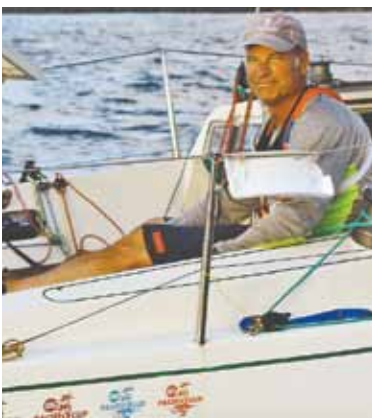
with Jiri's parents and the race committee volunteers. He finished at 8:18 a.m. When the shoreboat reached the Olson 30 to help with anchoring, and to take the tired sailor ashore, Brianne asked him, "How was last night?" He exclaimed, "It was rough!"

He reported a top speed of 18.1, on Monday the 11th, with apparent wind in the high 20s. "That was an accident!

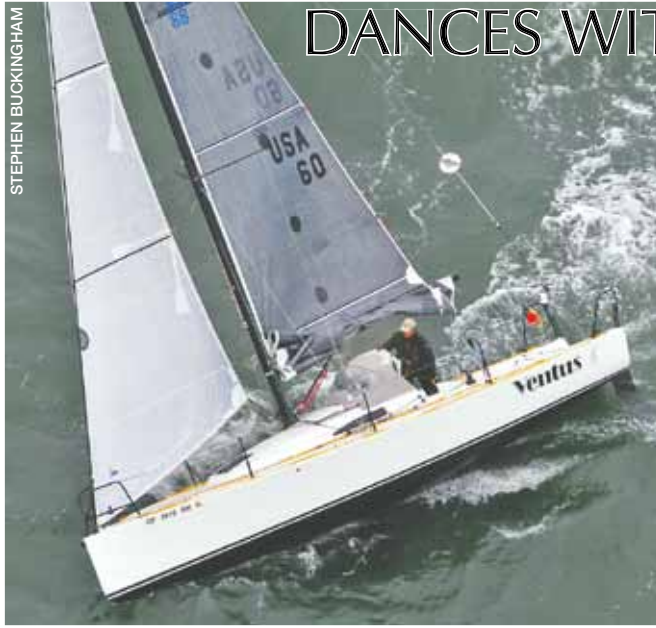
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Above, left to right: Jiri Šenkyrik's parents and girlfriend went out on the shoreboat to greet him; "I found the right island," said Chris Cartwright of 'Ventus'; Vance Sprock's girlfriend, Amy Harris, joined him for a plunge in the warm blue water when his Cal 40, 'Seized Asset' finished. Below: David Garman's Washington-based Santa Cruz 27 'Giant Slayer' won the Jim Tallet Trophy for first place from outside Northern California; David Nabors' Olson 34 'Temerity' and Tom Burden's Cal 40 'Shaman' came in on the morning of Sunday, July 17; George Lythcott's Express 27 'Taz!!' finished just before noon that day.



DANCES WITH HURRICANES



STEPHEN BUCKINGHAM

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Above, left: 'Kato' heads for the Gate. Jiri Šenkyrik's Olson 30 would be the first boat to arrive in Hanalei, following a literal drag race with Chris Cartwright's J/88 'Ventus' (middle), on July 15 (Day 13). Above right: Robert MacDonald's Olson 29 'Nina' was the third boat to finish, the same afternoon.

I didn't mean to do that," he said.

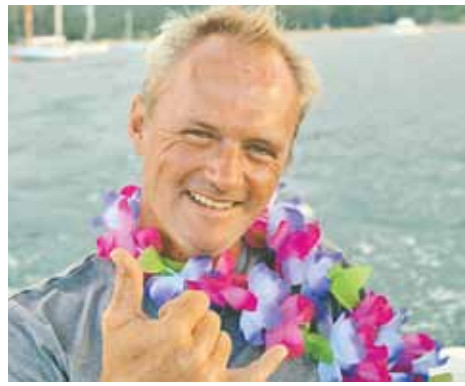
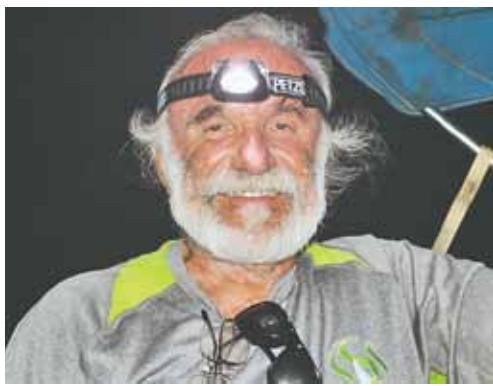
RC volunteer Jackie Philpott asked the first-timer his advice for future SHTP-ers. "Don't let your sails drag in the water," he replied. "It's the most dangerous thing to do, having to go forward and pull them out of the water. Have an

SSB receiver. If you get really lonely out there and you have a bad day, you can turn on the SSB and hear human voices. You find out they had problems too."

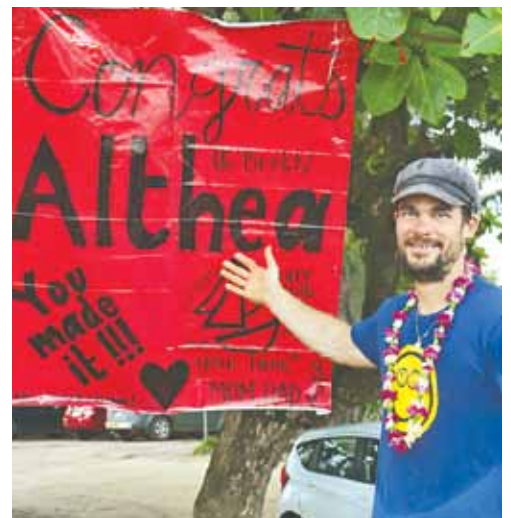
Ventus finished less than two hours after *Kato*. "One of the things I learned from this was patience," said Chris, an-

other first-timer. "Another was to be in the moment."

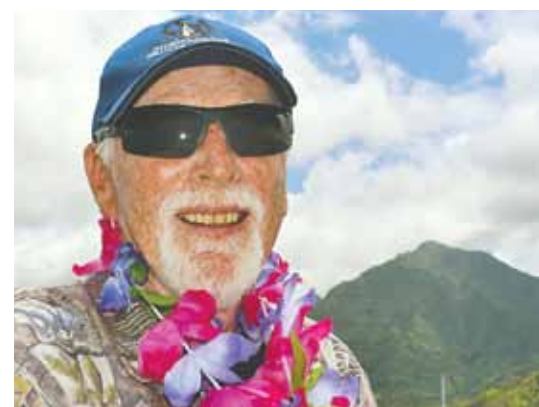
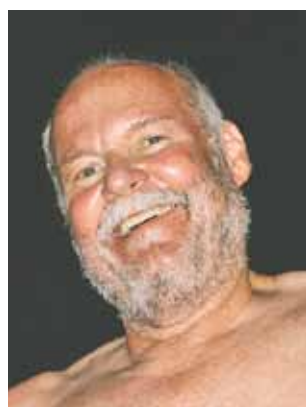
He said he couldn't go as far north as he'd planned due to the swells. On Wednesday, July 6, he stopped fighting it. "I dove south a day earlier than I'd planned." When he stepped out of the shoreboat onto dry land for the first time in 13 days, he said it felt different, "like a 7-second period of 2-ft swells." He was



Above, left to right: Joe Barry's Express 37 'Pakala' finished at night; in the mini Mini fleet, Yves Vergnolle's 'Minibar' beat Grégory Saramite's 'Libra' to Hanalei; Grégory's wife Chloe FaceTimed his arrival to his parents in France from her iPhone. Below: Mike Jefferson completed his fifth SHTP; Bill Meanley's Pacific Seacraft 37 'Dolfin' finished in a rain squall; a big sign welcomed Brett Suwyn of the Cavalier 39 'Althea'.



20TH SINGLEHANDED TRANSPAC



Happy finishers, left to right: At 72, Barry Bristol was this year's oldest racer, on the Capri 30 'Fast Lane'; Margie Woods, 2016's only female racer, sailed the Catalina 34 'Haunani'; on the Freedom 30 'Jacqueline'; Mike Cunningham arrived in Hanalei Bay shirtless at 2 a.m. (gotta love the tropics); John Woodworth on the Pacific Seacraft 37 'Owl' reported 50 knots of wind in the remnants of Hurricane Celia. His windvane was damaged, but he called the storm "awesome!"

amazed at how the ocean would change. There'd be big swells and then it would just go flat.

In light air, Chris kept the spinnaker up for 39 hours straight; otherwise he doused it at night. One time he had the kite up in the middle of the day, going along great until a sudden squall came along and he couldn't see the bow. "The kite's flogging; the boat's on its side."

David Herrigel had a similar experience on *Domino*. "The fact that I got out to the wind line with *Kato* and *Ventus* and kept up with them for a couple of days was very encouraging." In a battle for honors, David pushed very hard for the first half of the race.

"I got the spinnaker up on Day 3 and pretty much kept it up through the following Sunday, at which point I wiped out pretty hard. The swell from the tropical depression (Blas) caught up with me and it proved impossible to get the kite up in 30+ knots with a 15- to 20-ft swell running, pretty much straight behind me. There was a lot of leftover prevailing swell going roughly north to south, across the swell from Blas. Every so often I'd get up on top of one of these big rollers and get a counter-swell that moved across it that would kick the stern around. With the kite up the boat would do a little brody and the autopilot would correct itself and start an oscillation with the pole and the boom each getting within a foot of the water."

That was the most frustrating part of the race for him, because he was still trying to push the boat and was unable to do so. "I would get another kite up and wipe out. Eventually I stopped hitting my head against the wall and said 'OK, I'm really spent. I really need to rest.' So I turned downwind, poled out a jib-top and slept for about eight hours or so," he chuckled, "and just kept trucking that

way. It was a lot easier to sail and not really all that much slower."

David's "fear of God" moment came in the middle of the night at the end of Day 3. "I'd been sailing with the kite, full main and spinnaker staysail. It was the first night of squalls, with no moon. I was going fast through the night trying to dodge rain showers. I kept skirting around the edges of them. About 1 a.m. I could see lightning off in the distance, which was a totally new phenomenon." He thought, "Hmm, that's an interesting squall."

He got up to it about an hour later. "I was running parallel to it and there was a lot of wind, about 27 knots gusting to 30 or so. I was going really fast, 10-14 knots, and the wind was coming from a fairly consistent direction. I could tell it was pushing down and then out just like it normally does from a squall. This kept

up for about two and a half hours — just flying along the edge of a big black cloud off my left-hand side with heat lightning but no rain really."

The inevitable eventually happened. "A line squall rolled over me, which was like running into a 50-knot downdraft, a vertical wall of wind. I could almost feel the boat sink into the water. It wiped out on its right-hand side, and I had spreaders in the water almost instantaneously. I still had the kite and staysail up and one reef in the main."

He'd already gotten all the lines ready to run, so he blew off the guy to depower the spinnaker. "The boat came up so that it wasn't horizontal, but there was still not enough bite for the rudder to do anything. I blew the mainsheet off and began to pull the spinnaker in behind the main in a modified letter-box, which didn't do any good because the wind was coming straight down — it wasn't coming from the side at all. I got most of the foot of the spinnaker in my hand and reached over to blow the halyard off. Which seemed like a good idea; it's the

2016 SSS SINGLEHANDED TRANSPAC OVERALL RESULTS

Place	Boat	Type	Skipper	Homeport	Div.	Finish (HST) date & time	Elapsed corrected time
1	Domino	Wilderness 30	David Herrigel	Oakland	Kane	16 03:08	249.6
2	Kato	Olson 30	Jiri Senkyrik	San Francisco	Kane	15 08:18	252.6
3	Nina	Olson 29	Robert MacDonald	Mill Valley	Kane	15 13:20	257.6
4	Ventus	J/88	Chris Cartwright	Palo Alto	Kane	15 10:02	258.5
5	Giant Slayer	Santa Cruz 27	David Garman	Des Moines, WA	Kane	16 18:55	260.1
6	Seazed Asset	Cal 40	Vance Sprock	Cupertino	Lono	16 13:57	264.2
7	Shaman	Cal 40	Tom Burden	Capitola	Lono	17 05:48	280.0
8	Temerity	Olson 34	David Nabors	Sunnyvale	Ku	17 04:06	281.4
9	Taz!!	Express 27	George Lythcott	Oakland	Kane	17 11:51	285.9
10	Dolphin	Pacific Seacraft 37	Bill Meanley	San Diego	Lono	18 12:39	286.1
11	Saraband	Westsail 32	David King	Portland, OR	Kanaloa	19 14:09	295.4
12	Elizabeth Ann	Westsail 32	Gary Burton	Brookings, OR	Kanaloa	19 17:38	298.9
13	Minibar	Mini Transat 6.50	Yves Vergnolle	Manhattan Beach	Kane	17 16:06	299.0
14	Libra	Pogo2	Grégory Saramite	Sausalito	Kane	17 18:00	300.9
15	Pakala	Express 37	Joe Barry	Dana Point	Ku	17 00:18	301.2
16	Althea	Cavalier 39	Brett Suwyn	San Francisco	Ku	18 08:49	302.5
17	Tortuga	Westsail 32	Randy Leasure	San Francisco	Kanaloa	20 02:39	307.9
18	Mouton Noir	Garcia Passoa 47	Michael Jefferson	San Jose	Lono	18 07:05	311.8
19	Jackqueline	Freedom 30	Mike Cunningham	Discovery Bay	Lono	20 02:18	316.1
20	Haunani	Catalina 34	Margie Woods	Venice	Ku	19 11:33	319.8
21	Fast Lane	Catalina Capri 30	Barry Bristol	Escondido	Ku	19 11:18	333.1
22	Patience	Westsail 32	Lee Perry	Brookings, OR	Kanaloa	21 07:12	333.5
23	Owl	Pacific Seacraft 37	John Woodworth	Richmond	Lono	20 12:32	335.2

DANCES WITH HURRICANES

normal procedure. Well, not so much in this situation. It ripped the spinnaker out of my hand and ran the halyard out to the end of its stopper knot, and now I had a spinnaker 30 feet out from the boat flapping like this giant ghost banshee in the wind. The boat was still moving forward at five knots. My vision was, 'If that goes in the water, it's going to become a giant anchor that's going to rip the mast off the boat. It'll have all the leverage at the top of the mast.' I watched it touch the water and then lift up once, and then I grabbed the remaining sheet and managed to gather the whole thing up into some controlled mass of nylon and pull it into the cockpit."

Finally the squall moved over *Domino* and allowed the boat to stand back up. "The boat sailed along at 8 knots with just the staysail and the reefed main. Dawn was breaking at that point, and when I looked back I could see this gi-



DANIELLE MACHADO

The Westsailors at Nawiliwili YC, left to right: David King, 'Saraband'; Randy Leasure, 'Tortuga'; Gary Burton, 'Elizabeth Ann'; Lee Perry, 'Patience'. Michael Toubassi is producing a documentary about the Westsail 32s.

gantic line of black cloud, about 20 miles long." The spinnaker survived the ordeal but the anemometer did not.

David went on to finish fourth, in the wee hours of July 16, and correct out over the others to win the race overall. "I have an overwhelming sense of satisfaction that I managed to pull something off that I've dreamt about since I was probably about 13 years old," he said. "Regardless of results, I'm just really happy to have done it."

By July 21, the remaining boats had finished, tidily within the July 23 time limit. Earning the Perseverance Trophy, Lee Perry's Westsail 32 *Patience* brought up the rear, the mainsail having fallen victim to what remained of Hurricane Celia. Lee completed the race with his storm jib attached to the boom in place of the main. That Saturday, the entire contingent trooped around the island to Nawiliwili YC at the south end of Lihue for the awards party.

But one more hurricane lay in wait for the Singlehanded Sailing Society. "Due to Hurricane Darby, most of us have changed our flights," reported race committee volunteer/photographer Kristen Soetebier. Downgraded to a tropical depression on July 25, Darby skirted just north of the Hawaiian Islands.

See www.sfbaysss.org for more.

— **latitude**/chris

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San Francisco Bay is cold and windy all summer, and that's one of its best features. It's a terrible place for powerboats, which makes it a great place for sailing. But by August, I'm ready to escape the overcast and the fog, so I head for the Delta.

The trip up the river is a delight, because when you plan the tides correctly, you can stay in a strong flood current all day. The maximum flood reaches the Carquinez Bridge more than two hours after maximum current at the Gate, and it's another two hours before the wave of flood current gets to Stockton. So you can ride the flood all day, deep into the Delta.

But when you get a late start and the timing is wrong, it's better to peel off and anchor for a night.

I have a secret spot in the lee of Point Pinole. This former explosives manufacturing site is now part of the East Bay Regional Park District, and the shoreline of this 2,000-acre park is a welcome change from other post-industrial waterfronts. As long as the tide doesn't get too low, and your keel isn't too deep, and the wind is from the west, there's a shallow anchorage on the east side of the point. I can usually count on being the only boat there.

On my last trip there, however, I had just barely set the anchor and gone below for a nap when something bumped my hull. I poked my head out the hatch.

"What happened, Max?" said a familiar voice. "Miss the tide?"

It was Lee Helm, sitting in an eight-ft El Toro. She had surmised my situation precisely.

"Yes, got a late start," I admitted. "No

Mini 'cruising' boats pulled up on the beach for the night on the east side of Point Pinole — one of many potential haulout sites.



point fighting ebb when I can be in flood all day tomorrow.

"You'll be in the mud at least 'til mid-morning," added a kayaker as he probed the water depth with his paddle, showing me a paddle blade tipped with mud.

"That should be OK," explained Lee. "Lots of flood current even at high water. It's not like the South Bay, which is like the end of a sloshing bathtub with slack current at low water and high water. The

"That's why we get the phase difference between North Bay and South Bay tides, with the South Bay current changes leading the North Bay's."

Delta is different. With so much tidal water surface upstream, and a narrow path in and out, the water runs in at maximum speed at high water and out at maximum speed at low water. That's why we get the phase difference between North Bay and South Bay tides, with the South Bay current changes leading the North Bay's."

"At least in theory," I added, having checked this out in some detail. "But what are you doing out here in that little dinghy?"

"Cruising to Stockton," she answered. "There are a couple more kayaks and some other small sailboats in the flotilla. We do this every year to demonstrate the Water Trail, and advocate for more trailheads."

"This is our first stop," said the kayaker. "Point Pinole has a reservable group campsite. Next stop is Martinez."

"I think they just designated my marina as a Water Trail Trailhead," I said. "It doesn't seem to change anything, except that we have a few new signs."

"For sure," sighed Lee. "That's the problem with the Water Trail implementation. They spend millions on planning, signage, and compromising with the birdwatchers, but there's almost nothing to show for it that actually provides better access to the

Bay."

"The Water Trail concept got totally hijacked," added the kayaker. "No on-site storage, no new overnight options, not even any long-term parking at trailheads. All the money was diverted to environmental education and ADA compliance, and a few new floats and ramps."

"That doesn't sound so bad," I had to say. "Are you opposed to environmental education and the 34 ADA? Aren't those new floats and ramps a good thing?"

"The ADA is a wonderful thing," he assured me. "But we had a windsurfer access project killed because the ramp down to the water was too steep for the ADA. Sheesh, if there's one activity that you really can't do at all with a physical disability that requires a wheelchair and a shallow ramp, it's windsurfing. But without ADA access, you can't build it and you certainly can't use public money to finance it."

"There's an ADA gangway over in SF that's a worse example," added a woman from another kayak as she coasted alongside my cockpit. "They built a gangway to a new kayak launching float with a lot of turns and switchbacks to keep the slope within ADA guidelines. Well, if you're carrying a kayak down that ramp, you can't get a boat around the right-angle turns, so most kayakers use the nearby beach, and the ADA ramp is essentially abandoned."

"Let's not judge the ADA by a couple of bad examples," I cautioned.

"For sure," Lee agreed. "But, like, real access for people with disabilities depends more on the social architecture than the physical architecture. There isn't a paddling, sailing or rowing club in the Bay whose members aren't delighted to carry a wheelchair down a ramp, or welcome a blind sailor onto one of their boats. Clubs provide the best access for everyone — disabled or not. But, like, clubs and co-ops with group-owned



DOES THE DELTA TRAIL



The Bay and Delta are full of places where you can camp without being arrested. But hardly any of them are actually legal.

boats need on-site storage to exist.

"New access points on the Water Trail can't be bad," I suggested.

"Thing is, if you have a boat on top of your car," she continued, "you already have tons of access options. All the water trail has done so far is add a few more, some of them in environmentally sensitive locations."

"What the birdwatchers don't understand," said the first kayaker, "is that every time you put a new paddler on the water, you also create a new birder. Look, here's my bird identification chart and my binoculars." He held up the two items, apparently always at the ready in a special bracket he had added onto the deck of his kayak. "I never had the slightest interest in birds 'til I got this boat. There's just too much to see out here, and you'd think the bird advocates would figure out that they would build a very active constituency by encouraging new kayakers instead of working against them."

"Maybe it's because the kayakers and birders here in the Bay don't have to fight off a common enemy: jet skis."

"Still," said the woman in the other

kayak, "without on-site storage and cooperatively owned boats, there's really no new access for the people who don't have access now. A club can make kayaks available for less than \$10 a month, or small sailboats for \$30 for a month of unlimited use. A commercial rental operation usually charges \$20 just for an hour. And to own your own boat you need a garage or a back yard, and a car to schlep it down to the water."

"The Water Trail people," said Lee, "think they're improving access to the Bay by adding more places you can only use if you can bring your boat to the site by car."

"And remember that even if you do access a site by car and own your own boat," added the first kayaker, "on-site storage saves a lot of driving miles. You can go to the water straight from work and not have to go home first to get the boat or the gear. Or you can use a much smaller car. Just one example. It's a big win on the carbon footprint."

"What about multi-day trips?" I asked. "Like the trip you're on now. That doesn't require on-site storage, does it?"

Lee sighed again. "Multi-day touring by dinghy or kayak is the gold standard

for us Water Trail advocates. We need places where anyone can sail in, stay for the night, and not get arrested. It should be possible to take a weeklong cruise around the Bay by kayak, sailing dinghy or windsurfer without making reservations in advance, because we can't schedule the weather."

"I did a lot of that back in Long Island Sound in my mis-spent youth," I confessed. "And I was almost always trespassing. Doesn't the Water Trail management share the vision for facilitating that kind of thing?"

"They say they do, but they ignore the easy ways to make it happen," explained the kayaker. "Like historic ships, for example. The ships are already set up for overnight visitors, mostly camps or school groups. They're not in environmentally sensitive locations, and there are no neighbors to object. Just add some gangways or ladders to make it possible to get to the ship from the water. We could have overnight options on the *Jeremiah O'Brien* in San Francisco, the *Red Oak Victory* in Richmond, and the *Hornet* in Alameda, to name a

few.

"I paddle with plastic on these overnight sojourns," added the woman in the other kayak. "It's still a multi-day adventure even if I spend a night in a hotel. And lots of marinas have waterfront hotels. All the Water Trail folks have to do is put some agreements in place so that sail-in or paddle-in guests will have a secure place to put their boats. Simple, cheap, and makes the Water Trail work. But noooooo ..."

"Thing is, if you have a boat on top of your car," she continued, "you already have tons of access options."

"I can see how a hotel room and a nice restaurant would be essential after 65 miles crammed in an El Toro," I said. "I tried to race one of those things one time, when they made all the grown-ups have a go at it during the yacht club's junior program. It was pretty darned uncomfortable. You need to get your weight right over the thwart to keep the boat in proper fore-and-aft trim."

"Not a problem for me," Lee replied.

MAX EBB

"All the deadweight goes in the forward part of the boat, so I can sit in back. I use my camping ground pad to line the bottom right behind the thwart, and the shape of the hull makes a decent lounge chair. Except for 50 pounds of extra weight, the boat is, like, pretty close to racing trim."

"Something that's also left out of Water Trail plans," noted the kayaker, "is that people need a secure place to leave a car for a week if they plan to be out sailing for a week. A lot of the new or planned launch sites in parks don't have that. This is where marinas and waterfront hotels can play an important role."

"**B**ut, honestly," I asked, "does anyone really think that there are that many small-boat sailors and paddlers out there who actually want to take weeklong cruises?"

"It's a 'build it and they might come' kind of thing," said Lee. "It's also kind of like the Bay Trail, the 500-mile-long hiking and bike path that encircles the



An El Toro in cruising trim. Needless to say, the cargo-carrying capacity is extremely limited, so it helps if you are a minimalist!

Bay. Hardly anyone will walk or bike around the entire Bay, but, like, the fact that it circles the Bay is the conceptual glue that holds the whole thing together. Same with the Water Trail. Most of the use will be in and out at the same location, but the fact that it's also a stop for people doing something much more

ambitious is a major draw."

"But the main thing," said the kayaker, returning to the access theme, "is to pay more attention to ways to promote the formation of small-boat co-ops and clubs, instead of building ramps at remote lakes where you have to own your own boat and an SUV to cart it around. Meaningful water access projects need to work on urban waterfronts first, and serve people who don't have backyards or garage space."

The group decided it was time to head for the beach to set up their campsite.

"Drop in for dinner after your tents are pitched," I hailed as they pulled away. "I can make plenty of hot water for your freeze-dried packets, and I'll supply desert."

They took me up on my invite, arriving about an hour later just as the sun was going down and the muffins were coming out of the oven.

"The secret of successful cruising in very small boats," observed Lee as they all found seats around my cabin table, "is to have friends with bigger boats."

— max ebb

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THE RACING

The second **Race to Alaska** set a record pace; the **Westpoint Regatta** sailed to the party in the South Bay; Sausalito YC hosted the lightly-attended **Lipton Cup**; and the winner of the **California Offshore Race Week** commented on the new coastal series. A varied smattering of **Race Notes** follows, plus a great big **Box of Scores**.

Alaska or Bust

A Bay Area-based cat, Randy Miller's Marstrom 32, ripped up the second Race to Alaska and ate it for breakfast. Once Team Tritium's 73-ft tri (ex-*Lending Club*) withdrew due to damage during their delivery up from SoCal, Team MAD Dog Racing was the animal to beat. None of the other entries could touch the big red beach cat, but how about that driftwood?

The Race to Alaska started from Port Townsend, WA, on June 23, made a pit stop at Victoria, BC, and continued on to Ketchikan, AK, for 750 total cold-water miles, the vast majority of it through rugged wilderness.

The cat lapped up the course so quickly that the race committee was almost caught napping on the morning of their finish. "Team MAD Dog Racing was hurtling through the night on a screamer, 23 knots downwind through the great wide open of Dixon Entrance," organizers reported. Six soggy and swollen hands would soon be clutching the cold hard cash prize of \$10,000.

Ian Andrewes and Colin Dunphy sailed with Miller, who explained how the

the nets. We labeled every bag with a Sharpie, and even wrote right on the hulls so that we wouldn't waste time trying to find the right bag. We ate dehydrated camping food for dinner, oatmeal for breakfast, and lots of bars and snack food. We had fresh apples and carrots. We also had those wax-covered mini gouda cheese balls. Those were good. We heated water for the freeze-dried meals and oatmeal using a jet-boil camp stove. It worked great. One of us would just hold the stove for the three minutes it took to boil water. We could only cook when it was relatively calm. But most of the race was light, so this wasn't an issue."

After all, they were only on the 710-mile Stage 2 course for 3 days, 20 hours, and 13 minutes — despite a number of calms.

"We used a pedal drive that I designed and Greg Nelsen built," said Miller. "It allowed two of us to crank a single prop. The assembly was lashed to the net and could quickly tilt down into the water. We used it for maybe six hours. It worked great when we needed it."

They took turns sleeping in a bivouac sack, in their drysuits, arms crossed to wedge themselves into position on the rack, a knife in one hand in case of a sudden capsized. They were asked how they avoided driftwood, and they replied: "When it gets dark the driftwood seems to disappear."

Again due to Team Tritium's withdrawal, the honor of being the biggest boat in the fleet went to the Skiff Sailing Foundation's Fox 44 carbon-fiber monohull sloop *Ocelot*, skippered by Benjamin Glass. At Team Jungle Kitty's midnight arrival, according to a news update, "Their steak-knife finish exploded all eight crewmembers out of their boat." (The prize for second place being a set of steak knives.)

Mark Eastham, sailing his F-31, familiar to Bay Area racers as *Ma's Rover*, competed in the race with crew Stephane Lesaffre and Jeremy Boyette as Team It Ain't Brain Surgery (Dr. Eastham actu-



SPREAD AND INSET TOP RACE TO ALASKA

ally is a brain surgeon).

Sailing with the current, they had no trouble with the infamous Seymour Narrows. Then, on Day 3, in Johnstone Strait, they got socked hard with 30-35 knots of breeze. They tried to reef the main but one of the slugs pulled out of the track. "It looked like we were going to rip the track out of the mast and that would be the end of our race. So I turned around to a beat and a dolphin shot out of the water at the same height as me. As we turned around again, four dolphins swam in front of the boat, one at each ama and two at the main bow, and they were jumping six feet out of the water in unison, like Blue Angels escorts." The boat was rocketing along at 15-16 knots. "We had our hands full in choppy square 3x3-ft waves and a tremendous amount of wind." That time, they were able to duck behind a giant rock to regroup.

The next night would be one of sheer terror, in the southern section of Hecate Strait, exposed to the ocean, west of Aristazabal Island (which Eastham renamed Beelzebub Island). "There were some inside passages we could have taken if we thought it was going to be nasty, but it just wasn't. We were thinking there'd be better wind in the more open ocean. The forecast had been spot-on until then.



RACE TO ALASKA

Team Jungle Kitty sailed an 'Ocelot' to Ketchikan and took home a set of steak knives.

trio coped with day-to-day necessities: "All our gear, personal kit, and food was stowed in heavy-duty dry bags, which were stowed in the hulls or lashed to

Spread: MAD Dog Racing made short work of the Race to Alaska. Inset top left: Team Akula in scenic Victoria, BC. Bottom left: The cash prize was nailed to a chunk of firewood. "I didn't have a pry bar to pull the nail," said Randy Miller. "Fortunately a friendly Alaskan woman with an axe split the log to free the prize money." Top right: The gory remains of 'Ma's Rover's boxing glove dangle from her sprit.



For a few hours we were going 6-7 knots with the screacher in 6-7 knots of wind — the most comfortable sail you could imagine, cutting through flat water. The wind built to 12-15 knots by 10:30 p.m. Because it was getting dark, we took the screacher down. We put up the jib, and my next move would have been to put one reef in the main." All of a sudden, at about 11 p.m., they were in it, going way too fast, surfing down waves that hadn't been there before. They rolled up the jib and continued on full main only. "We were convinced that if we'd tried to turn upwind to reef we would have rolled the boat. The main was plastered against the shrouds, so we could not get it down."

The tri plummeted through the pitch-black night at 16-18 knots. The seas were huge, but the crew couldn't see them. The strait was pockmarked with rocks. "We were desperately looking for any kind of protection, a big rock, an island to get behind, but there was no relief. We were just praying that we didn't hit one of the giant logs that were everywhere, and that we didn't flip over. We called the Coast Guard and told them we were in a serious situation but not in immediate danger. We said if the tracker stops and our EPIRB goes off, it's real."

The trio stayed clipped in, watching

out for one another, huddled together in the cockpit. No one went down below. No one went up on the foredeck. "We stuffed the bow a couple times and got up to a 30-45° angle. The rudder came out of the water. The boat would just stop. That was the worst night of my life."

The team navigated from the southern end of the island to the northern end in five hours, and as the sun came up they saw a giant rock. "The happiest I've ever been is when we saw that rock. We snuck behind that, put in a double reef and rolled out the jib, then surfed down waves the rest of the day. The boat was completely soaked, with 6-8 inches of water in the main cabin. We were sleeping in wet clothes for two days."

The rest was uneventful, with a lot of rowing, some great spinnaker runs, beautiful scenery, and whale sightings. *Ma's Rover* pulled into Ketchikan around 3 a.m. on the sixth day. "They got us on video and we had no reaction. It was like a scene from *The Walking Dead*. I think it was from sleep deprivation and two days of mild, steady hypothermia," said Mark.

Eastham has the claim to fame of being the only guy to ever finish the race twice in one year. Team Alula, three paraplegic men, were sailing an F-27 trimaran. One of them had to drop out at

Campbell River, just before the Seymour Narrows. "The other two guys were determined to make it. They made a call out to the people who had finished and asked if anyone wanted to help." (*Alula* would be disqualified — you can't add crew.) "I immediately said, 'are you kidding me, I'm in.' So myself and Morgan Tedrow from *Mail Order Bride* went back. He flew to Campbell River. We switched in Bella Bella and I finished the race with *Alula*. It was the most amazing experience of my life hanging out with those guys, Zach Tapac and Spike Kane."

Mark's souvenir is the nail from the stack of Benjamins. "I went all the way to Alaska and all I got was a nail," he joked. He plans to make a shrine out of it.

Of the 65 boats registered, 26 finished. Many more tales of derring-do can be found on the event's entertaining website, www.r2ak.com.

— latitude/chris

RACE TO ALAKSA FINISHERS (as of 7/22)

1) Team MAD Dog Racing; 2) Team Skiff Foundation Jungle Kitty (first monohull); 3) Team Big Broderna; 4) Team Madrona; 5) Team Mail Order Bride; 6) Team Pure & Wild; 7) Team Un-Cruise Adventures; 8) Team Turn Point Design; 9) Team It Ain't Brain Surgery; 10) Team Golden Oldies/Ghost Rider; 11) Team Fly; 12) Team Hot Mess; 13) Team Salish Express; 14) Team Ketchikan; 15) Team Sistership; 16) Team A Pirate Looks at 30; 17) Team Onism; 18) Team Angus Rowboats (first solo finisher); 19) Team Vantucky; 20) Team Excellent Adventure; DSQ) Team Alula; 21) Team Super Friends; 22) Team LITEBOAT; 23) Team Sea Runners; 24) Team Bunny Whaler; 25) Team Squamish; 26) Team Can't Anchor Us.

YRA Westpoint Regatta

The Race to Alaska is a tough act to follow. It makes sailing on San Francisco Bay in the summer sound downright tame. But the racers in the Westpoint Re-

For more racing news, subscribe to *Lectronic Latitude* online at www.latitude38.com

July's racing stories included:

- Singlehanded TransPac
 - Pacific Cup • America's Cup
 - Vic-Maui • Round the Island Race
 - More on the Race to Alaska
- Plus previews of the Golden Globe and August races in California — and we're planning a preview of the Rio Olympics on August 1.

THE RACING

ERIK SIMONSON / WWW.PRESSURE-DROP.US



LATITUDE / CHRIS



ROXANNE FAIRBAIRN



This page, clockwise from top left: the Olson 25 'Shark on Bluegrass' in Bay View Boat Club's Plastic Classic on July 16; rounding Alcatraz in the YRA Westpoint Regatta, which sailed from the Central Bay to Redwood City on July 9; the Express 27 'Abigail Morgan' wipes out in the summer breeze during the Lipton Cup, hosted by Sausalito YC on July 9; hoisting the kite on Justin Hersh's J/105 '007' in South Beach YC's Bay Bridge Regatta on July 16.

gatta on July 9 had plenty of brisk wind to cope with, though dodging driftwood was kept to a minimum.

Treasure Island YC ran the start northeast of TI, out of the lee of the island but not quite in the full force of the Slot. The forecast for the day called for 15 to 22 knots of breeze, and the starting area saw 15 when the first warning shot was fired at 11:25 a.m. During the 45-minute starting sequence, windspeed indicators crept up to 22, and a dying ebb current whipped the surface of the water into a meringue of whitecaps.

The 54-boat fleet first sailed close-hauled to YRA mark #24 (a Red 6 shipping channel buoy east of Angel Island), then tacked around it and made for Alcatraz, the next rounding mark, on a white-sail (and white-knuckle) reach. Spinnakers appeared only gradually, as the boats reached down to the Bay Bridge, past the industrial part of San Francisco's shoreline, and onward to the San Mateo Bridge.

The finish area in the South Bay off Redwood City saw 24 knots of breeze and

some pretty wild jibes.

Greg Nelsen's *Azzura 310 Outsider* raced with a crew of three. They reported that they flew three spinnakers and the Code Zero. "We set four times and blew up the A3. It was old."

As in any good regatta, the actual sailing was bracketed by parties. After all, the Westpoint Regatta is part of what the YRA used to call the Party Circuit. On Friday night, TIYC hosted a pre-race reception at Epic Steakhouse on the San Francisco Embarcadero, with Mt. Gay rum drinks and the restaurant's "delicacies." At the other end of the race, the finish-line club, Sequoia, hosted an Island Time Party, fueled in part by more Mt. Gay rum, slowly draining adrenaline, live dance music by the RipTides, grilled menu items with an island flair, and the sailors' own sea stories.

— latitude / chris

YRA WESTPOINT REGATTA, TIYC/SeqYC, 7/9

PHRF 1 — 1) **Deception**, SC50, Bill Helvestine; 2) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Popp; 3) **Mintaka 4**, Farr 38, Gerry

Brown. (7 boats)

PHRF 2 — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Ahi**, Santana 35, Andy Newell. (8 boats)

PHRF 3 — 1) **Circlesea**, Folkboat, Tom Haverstock; 2) **Polecat**, Wyliecat 30, Dan Doud; 3) **Neja**, Dasher, Jim Borger. (8 boats)

SF 30 — 1) **Friction Loss**, J/30, Jenny Thompson; 2) **L20**, J/29, Alex Huang; 3) **Elusive**, Olson 911, Charles Pick. (5 boats)

ULTRALIGHTS — 1) **Special Edition**, Wilderness 30, Mike Devries; 2) **Gotcha**, SC27, John Ross; 3) **Espresso**, Hobie 33, David Ballantine. (4 boats)

SPORTBOAT — 1) **Red Boat**, Open 6.50, Charlie Watt; 2) **Outsider**, *Azzura 310*, Greg Nelsen; 3) **CentoMiglia**, Flying Tiger, Mark Kennedy. (6 boats)

J/105 — 1) **Russian Roulette**, Sergey Lubar-sky; 2) **Yunona**, Artem Savinov; 3) **Melilani**, Richard Butts. (4 boats)

NON-SPINNER — 1) **Kynntana**, Freedom 38, Carliane Johnson; 2) **Lightwave**, J/105, John Robison; 3) **Grinnin Bear**, Catalina 30, John Ten-nyson. (7 boats)

MULTIHULLS — 1) **Trident**, Corsair 31R, Damien Campbell; 2) **Relentless**, Corsair Dash 750 Mkl, Ben Eastwood. (2 boats)

F18 — 1) **Kaos vs. Control**, Charles Froeb; 2) **Double Trouble**, Mattheaus Leitner; 3) **Mikey and Fei**, Mikey Howser.

Full results at www.jibeset.net



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

Lipton Cup Series

With Jeff Zarwell and company providing A-quality race management, and a moderate flood offering a mostly mogul-free sea state on the Knox course on Saturday, July 9, it was a shame that only nine boats showed up to represent their clubs in what should be one of the premier yearly events on the Bay, the Lipton Cup.

One entry from any PICYA club was invited to sail in each of four divisions: J/105s, Express 27s, SF 30s, and Cal 20s. San Francisco YC fielded the most entries, with boats racing in three out of the four classes.

With only one SF 30 sailing, the Tartan Ten *Abba-Zaba* representing SFYC, Zarwell laughingly admonished Greg Arkus and crew not to be over early, or they would trigger a general recall.

In the first race with a no-see-um fog just south of the short start-finish line, it was blowing 15-20, with bigger gusts and 20-30° shifts. The temperature gradient inland wasn't accommodating the low-temp push from the west, so the wind just bounced when it hit the water off Sausalito, and a massive hole developed just west of the leeward mark. On the Cal 20 *Can O'Whoopass*, we found ourselves, with a huge lead, wallowing 100 yards

This page, the Westpoint Regatta. Clockwise from top left: the start east of Treasure Island, with 'Double Eagle' serving as committee boat; by the time the F18 cats started, the wind had built into the 20s, whipping up whitecaps; two disabled women, Fernanda at the helm and Julie trimming, plus one able-bodied guy, Allen, sailed Sequoia YC's Santana 22 'Muzzy', which was quickly adapted to meet the gals' needs; Cathy Moyer's Elan 310 'Boudicca' in the South Bay.

from the leeward mark west of Angel Island with the two J/105s, the flood current generating a weak northerly — ugly stuff, as we watched the laggards bring the new wind down.

In the second race, the cooler water from the flood allowed the 8- to 12-knot wind to reattach to the water as the sea state got smooth.

In the third race, the *Can* fell back of CYC's *Raccoon*, which was sailing in her optimum wind range. We stayed within 60 yards at the Yellow Bluff weather mark, then jibed inside of them on port and ground them down to an overlap. We jibed to starboard, forcing them over, and drove them on a bad angle to the pin end of the finish line, jibing to port at the last minute to eke out a photo-finish win.

The races were followed by a great party on the deck of Sausalito YC.

Let's hope that we can build momentum for what should be a must-attend series for all the clubs on the Bay. PICYA may strike some yacht club members (including commodores!) as an "Old Spice and rubber-chicken dinners"

social club, but they are the organizing authority of one of the coolest events of the year. They're up for a better marketing strategy for 2017, and the Cals and E27s, which are invited back next year, will help. It's likely that the J/105s and SF30s will repeat as invitees, too.

— richard vonehrenkrook

PICYA LIPTON SERIES, SYC, 7/9 (3r, 0t)

BIG LIPTON (J/105) — 1) **Hazardous Waste**, Chuck Cihak, SYC, 5 points; 2) **SheLovesIt**, Bill Stucky, CYC, 7. (2 boats)

LARRY KNIGHT (EXPRESS 27) — 1) **Salty Hotel**, Marcia Schnapp, SFYC, 4 points; 2) **Motorcycle Irene**, Zachery Anderson, RYC, 6; 3) **Abigail Morgan**, Ron Kell, CYC, 8. (3 boats)

LITTLE LIPTON (SF 30) — 1) **Abba-Zaba**, Tartan Ten, Greg Arkus, SFYC, 5 points. (1 boat)

ADMIRAL'S CUP (CAL 20) — 1) **Can O'Whoopass**, Richard vonEhrenkrook, SFYC, 4 points; 2) **Raccoon**, Jim Snow, CYC, 5; 3) **Green Dragon**, Marcus Choy, HMBYC, 9. (3 boats)

Full results at www.sausalitoyachtclub.org

Horizon in the CORW

As reported in July's Racing Sheet,

THE RACING

John Shulze's Santa Cruz 50 *Horizon*, based out of Balboa YC in Corona del Mar, won the first-ever California Offshore Race Week overall. Crewing for Shulze were Len Bose, Stan Gibbs, Jeff Thorpe, Craig Chamberlain, Grant Wooden, Gunnar Torre, Daniel Gorman, Shawn Bennett and John Busch.

Of course, we had a few questions for the skipper.

Q: How many of the crew were able to do all three races?

A: All of the crew sailed all three races except that Chamberlain and Bennett got off in Santa Barbara, and replacement John Busch got on for the SoCal 300.

Q: Have you raced in the Spinnaker Cup and/or Coastal Cup before?

A: No, we have not.

Q: What did you think of those races?



DAVID MCBRIDE

The Ushers' Bay Area-based J/70 'Christine Robin' was honored as Long Beach Race Week Boat of the Day on Friday, June 24.

A: They represented a great opportunity to bring together the Santa Cruz 50s and 52s from Northern and Southern California as a single racing class. The conditions this year were a bit lighter/foggier than we expected for the Northern

California coastline.

Q: Was it worthwhile to bring the boat all the way up to San Francisco in order to race back down the coast?

A: For *Horizon*, it was definitely worth traveling to participate in this challenging competition.

Q: Would you do it again?

A: Yes.

Q: What were the deciding factors in the winning the

whole series?

A: Consistency. We were the first SC50/52 to finish in each race; on corrected time our finish positions were 2-1-2. Good crew work and a well-prepared boat. Many sail changes, since the conditions were highly variable, from becalmed in fog to up to 23 knots of breeze. Proper positioning between the two San

SYC SPRING SUNSET SERIES, (5r, 1t)

SPINNAKER A — 1) **Mamaluc**, J/105, Scott Lamson, 9 points; 2) **Hazardous Waste**, J/105, Chuck Cihak, 11; 3) **Streaker**, J/105, Ron Anderson, 13. (7 boats)

SPINNAKER C — 1) **Courageous**, J/88, Gary Panariello, 4 points; 2) **Inconceivable**, J/88, Steven Gordon, 8; 3) **Nancy**, Wyliecat 30, Pat Broderick, 12. (8 boats)

NON-SPINNAKER D — 1) **Tackful**, Santana 22, Frank Lawler, 6 points; 2) **French Kiss**, Benteau 350, David Borton, 11; 3) **Abba-Zaba**, Tartan Ten, Greg Arkus, 14. (13 boats)

Full results at www.sausalito yachtclub.org

NORCAL MERCURY SERIES, EYC (19r, 4t)

1) **Pacer**, Pax Davis, 29 points; 2) **Stars**, Jim Bradley, 49; 3) **Fast Break**, Randy Smith, 69; 4) **Tsunami**, Bill Worden, 73. (19 boats)

Full results at www.mercury-sail.com

ULLMAN SAILS LONG BEACH RACE WEEK, ABYC/LBYC, 6/24-26 (7r, 0t)

PHRF A — 1) **Picosa**, J/111, Doug Jorgensen, 21 points; 2) **Mexican Divorce**, 1D35, Neil Fraser, 22; 3) **E Ticket**, SC37, Tom Hudson, 24. (11 boats)

PHRF B — 1) **Rival**, J/35, David Boatner, 8 points; 2) **Callisto**, Tartan 101, David Brown, 21; 3) **Off the Porch**, J/105, Scott McDaniel, 26. (7 boats)

SPORTBOAT — 1) **Valkyrie**, Bolt 37, Andy Rasdal, 8 points; 2) **Precepts 3.2**, Melges 32, Drew Belk, 15; 3) **Loco**, C&C 30, Ed Feo, 21. (6 boats)

FAST 50 — 1) **Fox**, TP52, Victor Wild, 9 points; 2) **Margaritaville 1.5**, Andrews 52, Jay Steinbeck, 13; 3) **It's OK**, Andrews 49.9, Lew Beery, 20. (6 boats)

FARR 40 — 1) **Insanity**, Rick Goebel, 17 points; 2) **Coquille**, Gary Ezor, 22; 3) **Blade 2**, Michael Shlens, 24. (6 boats)

J/120 — 1) **Jim**, John Snook, 13 points; 2) **Ca-**

THE BOX SCORES

per, John Laun, 14; 3) **CC Rider**, Chuck Nichols, 24. (7 boats)

CATALINA 37 — 1) **#5**, Dave Hood, 24 points; 2) **#11/Team ABYC**, Clay/Little, 27; 3) **#4**, John Shadden, 27. (9 boats)

J/109 — 1) **Electra**, Thomas Brott, 11 points; 2) **Raptor**, Heinz Butner, 16; 3) **Spray**, Peter Nelson, 18. (4 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 13 points; 2) **Whiplash**, Ted Thompson/John Rossbach, 19; 3) **Strategem**, Mark Hinrichs, 25. (7 boats)

FLYING TIGER — 1) **Relapse**, Tom Hirsh, 8 points; 2) **Abacus**, Timothy Chin, 20; 3) **Mile High Klub**, Phillip Infelise, 21. (5 boats)

J/70 — 1) **Flojito y Cooperando**, Julian Fernandez Neckelmann, 26 points; 2) **Midlife Crisis**, Bruce Golison, 36; 3) **Catapult**, Joel Ronning, 40; 4) **Minor Threat**, Jeff Janov, 45; 5) **USA-32**, Bruce Cooper/Shawn Bennett, 45; 6) **Sugoi**, Chris Raab/Dale Williams, 48; 7) **Jaya**, Craig Tallman, 63. (26 boats)

VIPER 640 — 1) **Venom**, Jeff Grange, 11 points; 2) **Hot Mess**, Kevin Taugher, 17; 3) **Boomslang**, Geoff Fargo, 25; 4) **Cobra**, Timothy Carter, 28. (16 boats)

(3r, 0t)

PHRF RANDOM LEG A — 1) **Medicine Man**, Andrews 63, Robert Lane, 3 points; 2) **Grand Illusion**, SC70, Edward McDowell, 7; 3) **Elyxir**, SC52, Skip Ely, 10. (10 boats)

PHRF RANDOM LEG B — 1) **Gator**, Frers 40, Todd Wheatley, 5 points; 2) **Shockwave**, Newport 41S, Mike Grijalva, 7; 3) **Out Patient**, Cal 2-29, Randy Alcorn, 11. (9 boats)

YACHT CLUB CHALLENGE — **Team LBYC 1 (Team DH3, USA-32, Medicine Man)**

GOLISON & KENT FAMILY TROPHY — **Relapse**, Tom, Keenan & Kyle Hirsh.

FARTHEST TRAVELED — **Florito y Cooper-**

ando, from Mexico City.

BOAT OF THE DAY — Friday: **Christine Robin**, J/70, Tracy Usher; Saturday: **Fox**; Sunday: **Ayres/Satariano Racing**, Catalina 37, Bruce Ayres.

BOAT OF THE WEEK — One Design: **Flojito y Cooperando**; PHRF: **Gator**.

Full results at www.lbrw.org

STFYC WOODIES INVITATIONAL, 6/24-26

FOLKBOAT (6r, 0t) — 1) **Windansea**, David & Don Wilson, 6 points; 2) **Polperro**, Peter Jeal, 13; 3) **Freja**, Tom Reed, 19. (9 boats)

KNARR (6r, 0t) — 1) **Empty/Fempty**, Jon Perkins, 12 points; 2) **3 Boys and a Girl**, Chris Perkins/Haus Baldauf, 22; 3) **Gjendin**, Graham Green, 26. (12 boats)

BIRD (3r, 0t) — 1) **Cuckoo**, Bill Claussen, 5 points; 2) **Widgeon**, Charles Rixford, 9; 3) **Oriole**, Jock MacLean, 11. (5 boats)

Full results at www.stfyc.org

OYRA HALF MOON BAY RACE, 6/25

PHRO 1 — 1) **Akula**, J/105, Douglas Bailey; 2) **Blue**, Swan 53, Ray Paul; 3) **Encore**, Sydney 36 CR, Wayne Koide. (15 boats)

PHRO 2 — 1) **Iniscaw**, Martin 32, Max Crittenden; 2) **Ahi**, Santana 35, Andy Newell; 3) **Ergo**, Ericson 35 MkII, Scott Cyphers. (4 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 2) **White Shadow**, J/88, Jim Hopp/Tom Houweling; 3) **Hang 20**, Express 27, Lori Tewksbury/Moni Blum. (6 boats)

SINGLEHANDED — 1) **Oscar**, SC33, Joshua Rothe; 2) **Nightmare**, Wilderness 30, Gregory Ashby. (2 boats)

Full results at www.jibeset.net

IYC SILVER EAGLE RACE, 6/25

MONOHULL SINGLEHANDED — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Irish Blessing**, J/24, Chad Peddy; 3) **RedSky**, Olson 34, Brian Boschma. (5 boats)

Nicolas islands to get out of the slot early during the night in fog that confounded many of the competitors.

— *latitude/chris*

Race Notes

The reigning Kings of *Latitude 38's Beer Can Challenge* are at it again. Chuck Hooper and Roger Ruud of the Benicia-based Contessa 33 *Warwhoop* invite fellow racers to join them. "The only remaining week that it's possible to compete in five consecutive Beer Can races in the Bay Area is August 8-12," writes Hooper. "I'm planning to be there and would like to see many others. I would love to see an annual gathering of like-minded sailors."

Hooper has in mind Monday at Bay View Boat Club; Tuesday, Sausalito YC; Wednesday, Vallejo; Thursday, Benicia; Friday, Berkeley or Corinthian YC.



LONGPPE PHOTOS

SDYC's Nevin Snow makes a splash, winning his second Governor's Cup junior match race in Corona del Mar. See www.govcupracing.com.

Ruud and Hooper completed the challenge in 2013 and have the *Latitude* T-shirts to prove it. Our offer of logowear

and 15 minutes of fame stands. Send proof of your completion of five consecutive beer can races to racing@latitude38.com.

A 16-year-old sailor from Richmond YC, Kelsey Tostenson, has created an online newsletter for girls called **Gale Force Girls**. She recruited Jocelyn Nash, Julia Paxton, Cinde Lou Delmas, Helena Scutt, Paige Railey, Kristen Lane and Ashley Perrin to contribute stories. See <http://tinyurl.com/hthkmzo>, and share it with girls you know!

World Sailing (ex-ISAF) has published the **2017-2020 Racing Rules of Sailing** (RRS). The new RRS will take effect on January 1 and can be downloaded for free from www.sailing.org/documents/racingrules/index.php. US Sailing members receive a free copy.

Entry is already open for the 2017 **Transpac**; see www.transpacyc.com.

— *latitude/chris*

MONOHULL DOUBLEHANDED — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Kynntana**, Freedom 38, Carliane Johnson. (3 boats)

MONOHULL FULL CREW — 1) **Traveler**, Express 34, David Ross; 2) **Ghost**, Tartan Ten, Glen Krawiec. (2 boats)

MULTIHULL <21 — 1) **Orion**, MOD70, Tom Siebel. (1 boat)

MULTIHULL >22 — 1) **Trident**, Corsair 31, Damien Campbell; 2) **Mojo**, F-25c, Christopher Harvey; 3) **Peregrine Falcon**, F-27, Bill Gardner. (7 boats)

Full results at www.jibeset.net

HART NUNES REGATTA, SFYC, 7/9 (5r, 0t)

MERCURY — 1) **Gator**, Steve Jeppesen/Ken Maring, 14 points; 2) **Italian Stallion**, Chris & Jeff Lanzafame, 15; 3) **Stars**, Jim & Kathy Bradley, 17. (10 boats)

Full results at www.sfyrc.org

FYC HIGH SIERRA REGATTA 1, 7/9-10 (5r, 0t)

MOTH — 1) **Harken**, Matt Struble, 5 points; 2) **USA4169**, Brooks Reed, 10; 3) **#4352**, Paul Kilkenny, 18. (5 boats)

OPTIMIST — 1) **#21144**, Oliver Stokke, 9 points; 2) **#17**, Zoey Ziskind, 13; 3) **Loki2**, Liam Andresen, 17. (13 boats)

DAYSAILER A — 1) **Hot Flash**, Craig Lee, 13 points; 2) **Measures Up**, Neil Stapleton, 23; 3) **Long Gone**, Dean Iwahashi, 24; 4) **Vieja**, David Keran, 36; 5) **Flight Risk**, Steve Lowry, 40. (22 boats)

DAYSAILER B — 1) **Zopilote**, David Hensing-er, 5 points; 2) **Retro**, Steve Fargo, 13; 3) **Solar Coaster**, Christopher Surfleet, 15. (5 boats)

LIDO — 1) **Orin B.**, Mark 'The Shark' Ryan, 6 points; 2) **Angry Angel**, Greg Dair, 18; 3) **Short Bus**, Kevin Thomas, 19. (15 boats)

SNIPER — 1) **Quebra Tudo**, Steve Stewart, 13 points; 2) **#31297**, Doug Hart, 13; 3) **#30618**, Don

THE BOX SCORES

Bedford, 14. (7 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 8 points; 2) **Spirito Veloce**, Steve Anderes, 12; 3) **Cruzin**, Wayne Cassingham, 21. (13 boats)

BYTE — 1) **Spasm**, Claire Arbour, 6 points; 2) **Itch**, Ann Lewis, 10; 3) **Love Byte**, Deirdre Collins, 17. (5 boats)

LASER — 1) **Seaweed Magnet**, Emilio Castelli, 9 points; 2) **#189732**, David Rumbaugh, 16; 3) **#147035**, Marcel Sloane, 25; 4) **#196051**, Roger Herbst, 28; 5) **C'Est la Vie**, John Bernard Duler, 28. (21 boats)

LASER RADIAL — 1) **Voyager 1**, Toshinari Takayanagi, 5 points; 2) **#199603**, Laird Henkel, 14; 3) **#184418**, Marianna Shand, 16. (9 boats)

VANGUARD 15 — 1) **#1275**, Kevin Richards, 8 points; 2) **Iron Jellyfish**, Ty Ingram, 15; 3) **Adelaide**, Benjamin Pedrick, 17. (15 boats)

SAN JUAN 21 — 1) **Black Pearl**, Rod Hansen, 6 points; 2) **Jerry's Ferry**, Jerry Hanson, 16; 3) **Mean, Green and Ugly**, Ruth Barcus, 17. (10 boats)

HIGH SIERRA REGATTA 2, 7/16-17 (5r, 0t)

PHRF A — 1) **Jombo**, Wylie Wabbit, Jon Stewart, 7 points; 2) **Divine Wind**, China/Sport, Robert Farmer, 13; 3) **Scandalous**, Express 27, Garry Owens, 14. (9 boats)

PHRF B — 1) **Fastlane**, Olson 25, Ken Nelson, 10 points; 2) **Make My Day**, Olson 25, Nathaniel Gildersleeve, 14; 3) **Hard N Fast**, Merit 25, Tim Harden, 19. (11 boats)

VICTORY 21 — 1) **Red Eye Special**, Scooter Holmes, 7 points; 2) **#383**, Joe Rollinson, 21; 3) **Mr. Goodwrench**, Donald Bonander, 24. (12 boats)

VIPER 640 — 1) **Cobra**, Timothy Carter, 7 points; 2) **Snake Eyes**, Nigel Brownnett, 13; 3) **Kinetic**, Bob Hayward, 14. (5 boats)

ULTIMATE 20 — 1) **Ultimate Antics**, Bob Comstock, 5 points; 2) **U-20**, Rick Smith, 14; 3) **Peabody**, Donna Womble, 16. (9 boats)

Full results at www.fresnoyachtclub.org

BVBC PLASTIC CLASSIC, 7/16

PHRF <130 — 1) **Abba-Zaba**, Tartan Ten, 1978, Greg Arkus; 2) **Heart of Gold**, Olson 911S, 1985, Joan Byrne; 3) **Breakout**, Santana 35, 1978, Lloyd Richey. (9 boats)

PHRF 130-179 — 1) **Baleineau**, Olson 25, 1984, Dan Coleman; 2) **Wings**, Columbia 5.5, 1963, Michael Jackson; 3) **Shark on Bluegrass**, Olson 25, 1984, Falk Meissner. (5 boats)

PHRF 180-225 — 1) **Ross's Dream**, Catalina 30, 1976, Dan Courter; 2) **Avalon**, Catalina 30, 1976, John Ford; 3) **Sparky**, Catalina 25, 1978, Paul Zell. (7 boats)

PHRF >225 — 1) **Nemesis**, Pearson Commander, 1964, Jeff Sullivan; 2) **Rainbow**, Rawson 30, 1958, Steve Cooper; 3) **High and Dry**, Santana 22, 1966, Igor Polevoy. (5 boats)

TRITON — 1) **Bolero**, 1958, Ely Gilliam; 2) **Sanctuary**, 1958, Ian Elliot; 3) **Ganges**, 1958, Bill Rickman. (5 boats)

Full results at www.plasticclassic.org

SBYC BAY BRIDGE REGATTA, 7/16-17 (5r, 0t)

PHRF — 1) **Scorpio**, Wylie 42, James Mularney, 7 points; 2) **CentoMiglia**, Flying Tiger, Mark Kennedy/Pearl Prisco, 10; 3) **Double Down**, Schumacher 30, Robert Fairbank/David Crone, 13. (3 boats)

J/120 — 1) **Peregrine**, David Halliwill, 7 points; 2) **Chance**, Barry Lewis, 10; 3) **Mr. Magoo**, Stephen Madeira, 16. (5 boats)

J/111 — 1) **Topzy Turvy**, Peter Wagner, 5 points; 2) **Bad Dog**, Richard Swanson, 12; 3) **Swift Ness**, Nesrin Basoz, 15. (4 boats)

J/105 — 1) **Big Buoys**, Peter Baldwin, 11 points; 2) **Yunona**, Artem Savinov, 12; 3) **Russian Roulette**, Sergey Lubarsky, 15. (5 boats)

Full results at www.southbeachyachtclub.org

WORLD

*We depart from our usual format this month to bring you a special report on a creative enhancement to one of the **South Pacific's Most Desirable Chartering Destinations.***

Tahiti's New Overnight Moorings: A Win-Win for Sailors & Islanders

Without question, the Leeward Islands of Tahiti comprise one of the most stunningly beautiful chartering venues in the world. And during the prime sailing season — May to October — conditions there are usually ideal, with mild humidity, air temperatures in the low 80s, and moderate trade winds blowing steadily from the southeast.

We've sailed and played in the spectacular lagoons of the Leewards several times in recent years. But when we flew out to The Moorings' base on Raiatea last month we had a specific mission in mind: to check out a brand-new system of overnight moorings that have been installed to help protect the archipelago's fragile ecosystem, while allowing charterers and visiting cruisers to overnight securely at key locations. Some are found near culturally significant attractions ashore, while others are at places where it would normally be difficult or unwise to anchor.

There are currently two or three yellow mooring buoys in place at 17 locations within the Leewards. For now, that number seems ample, as anchorages there are never what you'd call crowded: There are roughly 80 bareboats available in the Leewards from four companies, but we've never known them all to be in use at the same time, even in the prime season. The only other boats that overnight in the anchorages of the Leewards are international cruising yachts

After snorkeling, it's great fun to learn the names of all the colorful creatures you encountered. Gift shops sell these waterproof guides.

that trickle through during the dry season, and a small number of boats owned by European expats in residence. Native Tahitians are definitely 'water people', but they much prefer paddling their outrigger canoes to sailing — and they typically travel within the lagoons aboard small powerboats. So, even during the peak season when we were there, we had the option of picking up a buoy in every anchorage that we visited where they've been installed (see illustration, right).

Beyond merely providing convenience for visiting boaters, there is meant to be a cultural component to this new Nautical Tourism program. Each group of moorings will eventually be overseen by a local 'host' who will not only collect the \$15-per-night fee (three nights max.), but can offer info on attractions ashore such as vanilla plantation tours, hiking trails, shopping and dining. Hosts can also help with practical issues such as where to top up your water tanks and drop off trash. (Actually, during our week-long trip, no one ever came out to collect a fee, but as we said, the program is still in its infancy.)

Due to the unique characteristics of the Leewards, the new mooring system seems particularly appropriate there. As you may know, each of the Leeward isles — Raiatea, Taha'a, Huahine, Bora Bora and Maupiti — is encircled by a fringing reef, and has a sheltered lagoon between the reef and the island. On the reef side of the lagoons there are a variety of shallow, sand-bottom anchorages. But along the coastlines of these steep-sided volcanic islands most bays and inlets are quite deep, with coral heads scattered across the seabed. The new moor-



ings give access to a number of those places, some of which are adjacent to small villages ashore.

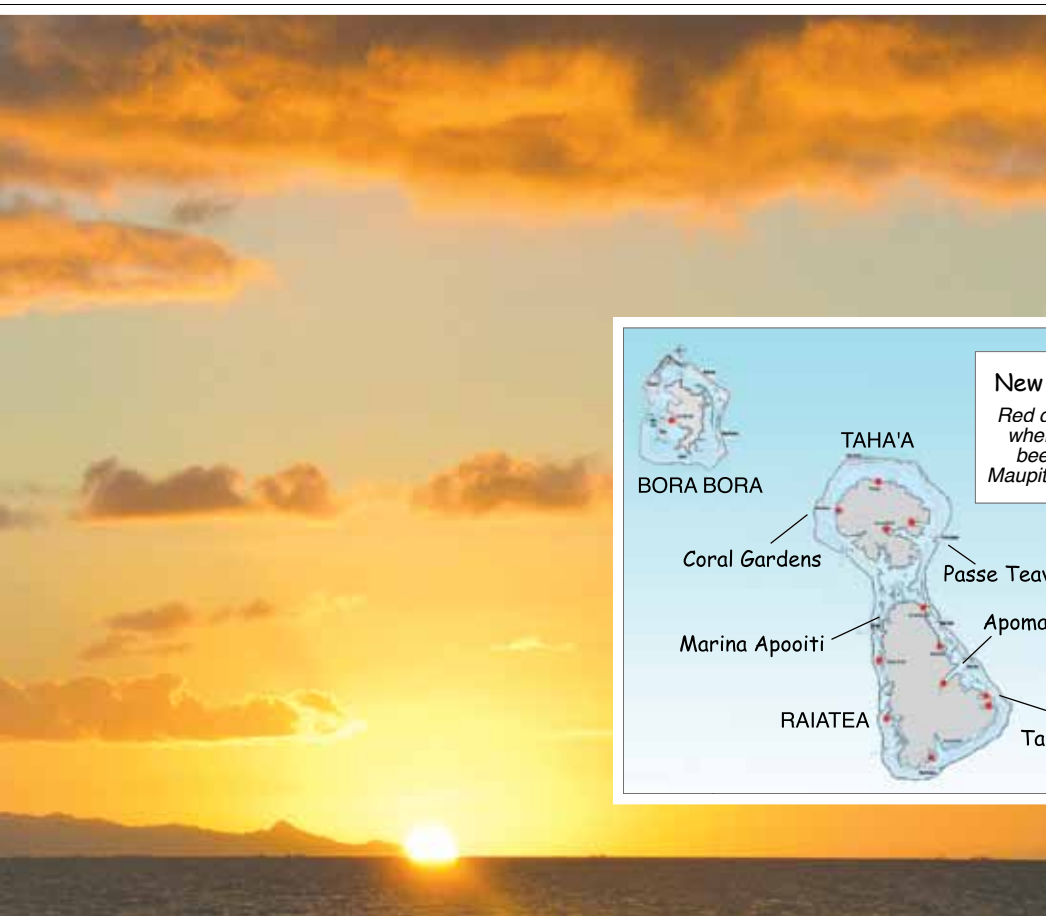
Because you can't just drop a hook anywhere within the lagoons, before the sun begins to sink you need to have a plan for where you'll overnight, as well as a backup — even if you intend to pick up a buoy. So, as soon as we had our charts in hand last month, we had a powwow with our crew and mapped out a very loose game plan for our cruise, then made a toast to the fun-filled week ahead with ice-cold Hinano beers. "*Manuia!*" as the Tahitians say.

After overnighting aboard our Moorings 3900 cat, *Pereta'i*, at the charter base on Raiatea (Marina Apooiti), we got underway early and sailed east past the only real town in the Leewards, Uturoa. Before we knew it, the trades had piped up to 21 knots, so we reefed the main, rolled in the genoa a bit and short-tacked through the flat-water lagoon with all on board smiling ear-to-ear.

For the first-timer on our crew, those first few hours were a jaw-dropping experience. With a backdrop of jagged peaks covered by seemingly impenetrable jungle, the vast majority of islanders



OF CHARTERING



Above: The fiery tropical sun sets off the northern tip of Taha'a. Left inset: Our comfy cat moored in Huahine's tranquil lagoon.

live in idyllic waterside houses perched along the edge of the lagoon, each with breadfruit, bananas, papayas and brilliant tropical flowers growing effortlessly in their gardens, and a dock with a mechanical hoist out front for the family's runabout.

Along the way to our first stop at Baie Faaroa, we spotted two large turtles lollygagging along the surface, then realized we were being chased by a young paddler who was trying to see if he could paddle as fast as we were sailing. He could. And he stuck with us for a half mile or more.

At the far end of the fiord-like bay we spotted three bright yellow mooring balls, as promised, and tied off to one while we explored the Apomau River by dinghy. Along its verdant banks are massive clusters of flowering plants, including ginger and hibiscus, plus groves of coco palms, bananas and other cash crops. During our one-mile meander toward the heart of the island, we saw only two islanders, who offered us fresh coconut water, and did their best to chat with us in English. Sadly, none of our

crew could speak more than a few words of French, but that's not a huge problem in these islands. We do always make an effort to use a few words of Tahitian, though, which always brings a friendly smile. (*Ia Orana* = hello. *Mauruuru* = thank you. *Nana* = goodbye.)

Once back aboard, we cast off the mooring pennant and motorsailed three miles south through the Raiatea lagoon to Baie Opoa, adjacent to the most important historical site in the Leewards: the Marae Taputapuatea. It was built — somehow — of coral blocks and giant slabs of lava rock sometime before 1000 A.D. Historians tell us it was "a place of learning, where priests and navigators from all over the Pacific would gather to offer sacrifices to the gods, and share their knowledge of the genealogical origins of the universe, and of deep-ocean navigation."

To sailors, probably the most impressive

thing about this particular *marae* — there are lesser *maraes* on other Polynesian islands — is that it was from this spot that ancient mariners set out on ambitious voyages of discovery that eventually led to the colonization of Hawaii, New Zealand (*Aotearoa*) and Easter Island (*Rapa Nui*).

Standing at the remains of the 1,000-year-old stone altar, you can look out to the open ocean beyond *Passe Te Ava Mo'a*, through which the ancient navigators departed many generations ago.

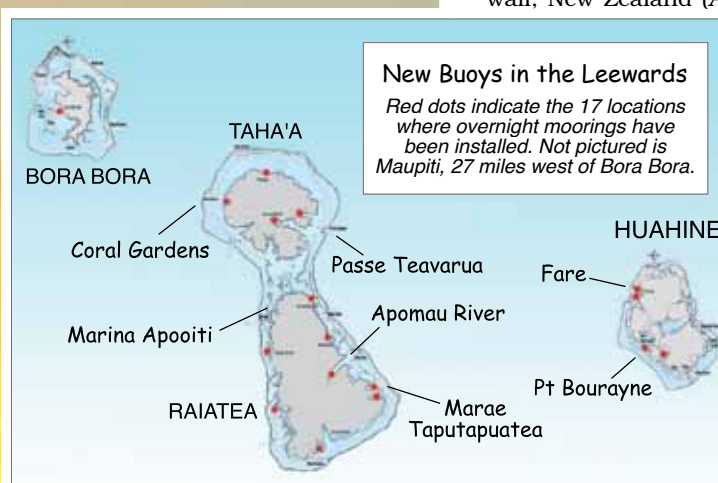
Two new moorings lie a half mile from

the *marae's* well-tended historical park — a respectful distance from the sacred site. We were happy to grab one, as we'd anchored here briefly once before and found the bottom to be sketchy at best.

The southeast trades were still boisterous the next morning as we raised sail and followed the track of the ancient navigators through *Passe Te Ava Mo'a*, then cracked off on a booming 18-mile broad reach toward Fare, Huahine's largest village, located on the island's northwest coast.

Sleepy and laid-back, Huahine is regarded by many world cruisers as their favorite Leeward isle, and it's easy to

Meandering down the shallow Apomau River was a tranquil change of pace from sailing in the accelerated trade winds.



WORLD

understand why. Every morning friendly fishermen sell their catch on the town quay. Within Fare's tiny 'downtown' strip there is a supermarket, a few boutiques, surf shops and restaurants, but there is relatively little tourism infrastructure on the entire island, apart from a couple of swank hotels. However, the seven-mile-long island has at least a half dozen well-protected anchorages, each in a strikingly beautiful location.

The new Nautical Tourism program has placed three or four moorings off Fare, just north of the channel entrance from Passe Avamoa, where local kids often surf the reef break after school. Less than a half mile to the southwest three more yellow floats mark moorings sunk into a broad, sandy plain, 15 to 20 feet deep. Although anchoring there would have been a cinch, we tied off to a ball, then dove to the bottom to check out its attachment. These mooring balls, and

all the others we checked, were shackled to a very heavy length of chain that was fixed to the seabed by two beefy sand screws, drilled into the seabed several feet apart (for redundancy).

After poking around ashore and enjoying sundowners in the cockpit, we barbecued some of the fresh ahi tuna steaks that had come with our provisioning package. (You've probably heard that meals in swank Tahitian restaurants are very pricey. That's true, but we found provisioning costs to be roughly on par with the Caribbean and other popular bareboat venues.)

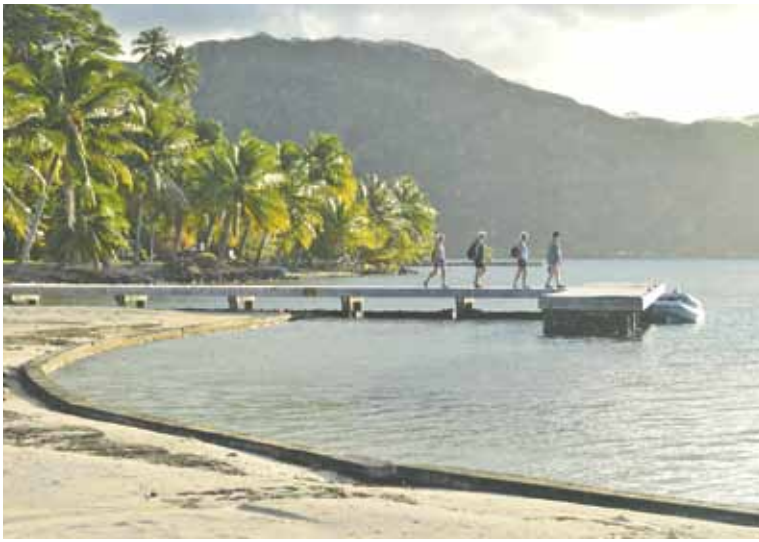
As twilight faded and the first stars came out that night, we easily identified the Southern Cross, but were soon in awe of the density of stars, planets and constellations above us. And to think they served as a road map for the ancient



Local pineapples are delicious, but small. By contrast, though, the local grapefruit, called 'pamplemousse', are huge.

Polynesian navigators.

As the breeze shut down that night *Pereta'i* slowly spun in circles, causing our mooring ball to tap the hull and wake the crew — the only interruption in an otherwise serene night. When I got up at 4:30 a.m. to adjust our bridle lines I had to laugh: Although there was only a sliver of moon above, and only the faintest hint of dawn approaching beyond the eastern



ALL PHOTOS: LATTITUDE / ANDY

OF CHARTERING

peaks, I could clearly see the sandy sea floor below us. Amazing!

Our next stop was a quiet spot off an uninhabited headland just south of Port Bourayne. Three moorings have been placed there to give access to a fantastic snorkeling spot along an unnamed *motu* (islet) that lies just outside the Port. The dozens of varieties of brightly colored fish here could dazzle you for hours.

In addition to a solitary cruising yacht from Hawaii, a multimillion-dollar megayacht was anchored near us, and appeared to be staying for the night. Assuming she'd be running generators all night, we opted to sneak across the channel to a small, recommended anchorage in the sandy flats just beyond a channel marker where the only sound

was the gentle breeze whistling through the rigging.

The next day, after a quick stop in town for ice and other essentials, we set a course for Passe Teavarua, off the east coast of Taha'a. Sadly, the trade winds had abated, so we were forced to motorsail during the 22-mile crossing.

Just north of the pass lies Motu Ofe-taro, which, like many Tahitian *motus*, is private, although uninhabited. But there's no prohibition against snorkeling in the shallows around it, as we did. Thousands of juvenile fish live within the maze of coral heads here, undoubtedly nourished by nutrients that constantly wash through the pass on the prevailing swell. Our most impressive find that day was a surly moray eel, lurking in a

shadowy cavern.

Lying on the hook that night, over a white-sand sea floor that seemed to reflect the starlight above, was truly serene. Although waves crashed on the outer reef a half mile away, our comfy cat rode peacefully on flat water, as the gentle trade winds washed over us. "No wonder cruisers love this lifestyle so much," we thought.

Some of our favorite memories from previous trips are of sailing counter-clockwise around Taha'a within its deep-blue lagoon. In typical conditions you can sail north through the eastern lagoon on a broad reach. Surprisingly, as you round the north end, the breeze often bends around the contour of the island as if specially ordered from the wind gods. So you can sometimes sail all the way around to the famous Coral Gardens, on the western edge of the lagoon, with barely any adjustment to

Clockwise from upper left: A guest dock welcomes visitors to the famous 'marae'; paddlers off 'downtown' Fare; rounding Taha'a's north coast; a typical mooring; fresh-caught mahi for sale at Fare; raising the main; patriotic Americans; another dreamy motu; the marae's ancient altar.



WORLD OF CHARTERING

your sail trim.

Although located beside the exclusive Le Taha'a Island Resort and Spa, and visited by dozens of snorkelers every day, the Coral Gardens remain unique. Between uninhabited Moto Maharare and Motu Tautau, where the resort is located, is a shallow maze of healthy coral that's home to a zillion colorful fish, as well as eels, octopus and other curious creatures.

After snorkeling for hours in this shallow wonderland, we had a little Fourth of July celebration aboard *Pereta'i*, as did the neighboring cat, whose young American crew was decked out in bikinis and board shorts with stars-and-stripes patterns.

As if the palm-covered *motus* were not dreamy enough, the silhouette of Bora Bora's classic peaks lie in the background, 20 miles to the west.

When winds are brisk it's not wise to overnight in the shallows in front of these *motus*, so moorings have been installed



Room rates at the exclusive Le Taha'a Island Resort are beyond most sailors' budgets. But you can have the same view from a bareboat.

across the lagoon at well-protected Baie Tapuamu. But since the breeze was light, we opted to stay put in that magical spot — after diving on our anchor, as we always do.

I offered a variety of choices for how to spend our final day: a visit to a pearl farm, a tour of a vanilla plantation, a mountain hike, shopping in Uturoa...

But the crew was so content with our dreamy location, that they threatened to mutiny if we couldn't stay put in order to snorkel the Gardens yet again. (We'd already opted to save Bora Bora for another visit.) How could I argue with spending another blissful day in this fantasyland?

As we often say, exploring the Leewards under sail is like sailing in a postcard, because wherever you turn, there's another breathtaking vista where lush green mountainsides descent into a brilliant blue lagoon. Wisely, Tahitians have never embraced mass tourism for fear of spoiling these natural treasures. From what we experienced, the new mooring system should serve as a small but important aid to preserving the archipelago's precious ecosystem.

If sailing Tahiti's Leewards isn't already on your bucket list, we'd strongly suggest that you add it.

— andy



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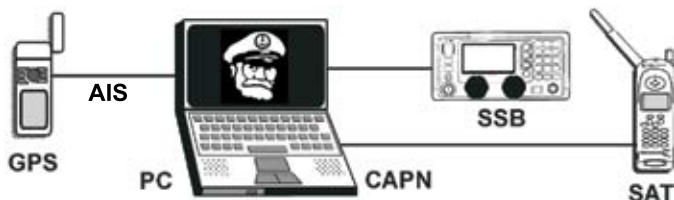
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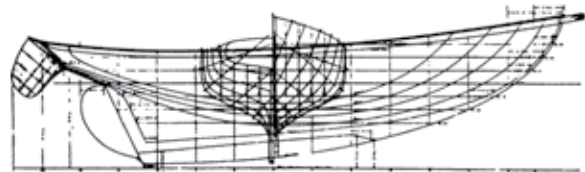
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CHANGES

With reports this month from **Moonshadow** in French Polynesia; the *Wanderer* and *de Mallorca* as guests aboard **Escapade** in Croatia; **Abracadabra** on the Pacific Coast of Honduras; **Mahina Tiare III** headed for the polar ice cap; the end of **Migration's** nightmare refit in Thailand; **Rise and Shine** in Sri Lanka; and **Cruise Notes**.

Moonshadow — Deerfoot 62 **John and Debbie Rogers** **French Polynesia** **(San Diego)**

The Society Islands, which run roughly 200 miles from the south end of Tahiti northwest to Bora Bora, are but one of five island groups that make up

MOONSHADOW



Family fun in French Polynesia, with Debbie in the middle.

French Polynesia. Huahine, Raiatea, Taha'a and Bora Bora are loosely referred to as the Leeward Islands because the prevailing southeast winds put them directly downwind of Tahiti and Moorea. So with two sets of kids arriving, we planned to start each of their visits in Papeete and end up in Bora Bora. That would mean all the sailing would be off the wind and easy.

We didn't want to subject our visitors to the 160-mile bash upwind back to Papeete either, so while Scott and Deanna flew home from Bora Bora, we planned on motoring back to Papeete. Yes, it would be upwind, but we're tough, salty old sailors. We could take it.

We got lucky. There just happened to be an 18-hour window of north wind shortly after Scott and Deanna departed. So we dashed back to Taha'a, caught some sleep, proceeded through the lagoon to Raiatea, then continued on to Papeete. We got to enjoy a port-tack reach the entire way!

These conditions gave us the chance to witness the awesome power of a

A southerly swell breaks on the reef at the entrance to the pass at Taha'a. Passes need to be treated with the utmost respect.



MOONSHADOW

southerly swell crashing onto the reef on either side of *Moonshadow* as she entered the pass to the lagoon at Taha'a. These waves served as a sober reminder why we never attempt such entries in the dark.

Back in Papeete, we tied up to the modern new docks located along the old quay where, until recently, yachts had tied up 'Tahitian style'. This means tying stern-to the quay with the bow anchored out.

When John was here in 1971, he took a photo from the fore-royal yardarm of the barkentine *Stella Maris*. You can't find any of the buildings in the background of that photo today — nor any of the other buildings that lined the Boulevard de la Reine Pomare IV. You also won't see the millions of Vespa scooters that whizzed by the yachts, driven by beautiful Tahitian gals wearing *pareos* and flowers.

No, Papeete is no longer such a romantic place, the images of which were seared into John's young mind 45 years ago. Thus we were happy to depart Papeete for Moorea, where a record 70 other yachts participating in the 2016 Pacific Puddle Jump Tahiti Moorea Sailing Rendez-vous dropped anchor in beautiful Cook's Bay, Moorea. The funny thing about Cook's Bay is that Capt. Cook never anchored there. He preferred Opunohu Bay to the west.

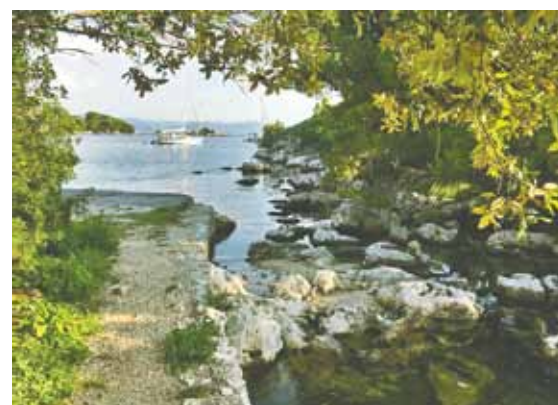
Organizers somehow managed to take over the Bali Hai Hotel on Cook's Bay for the three-day event attended by about 200 cruisers from all over the world. All of us converged here after sailing over 2,800 miles from ports all up and down North and Central America. The Rendez-vous was a bit like a high school reunion, where you run into friends you haven't seen for some time. We all share a common strain of DNA that makes us alike. We all like to talk at length about fixing water pumps and stuff.

Then the games began. Evidently a big sport in old Polynesia is to see how many cruisers could be sent to the hospital with muscle and joint injuries!

For those who can't read between the lines, we'll make it plain — we're having a great time!

— *john and debbie* 07/15/2016

Escapade — Catana 52 **The Wanderer and de Mallorca**



Guests Aboard in Croatia **(Lake Tahoe)**

The big knock on cruising Croatia is that it's so far away from California. Almost 6,400 miles as the 777 flies, assuming that an airline flew one directly, which none of them do. Other than the distance, Croatia has it all — and in spades — during the June to late-September cruising season.

Let's start with the fact that Croatia, which is across the Adriatic Sea from Italy, has over 1,000 islands. Most are covered with pine trees, olive groves, vineyards and other vegetation. Some islands are low; others have mountains. A few islands have population centers, but most are lightly sprinkled with lovely little villages.

We don't know how many places there are to anchor off the islands of Croatia, but there are certainly hundreds of good ones. And that's not counting the lees of most islands, which are perfectly suitable anchorages in the often settled weather. Not only is the number of an-

IN LATITUDES



ALL AERIAL PHOTOS BY LATITUDE / RICHARD

The fabulous cruising conditions of Croatia. Spread; lovely Hvar, with many anchorages a dinghy ride away. Clockwise from left; the uncrowded anchorage at Prozura; 'Escapade' under sail; one of many gorgeous coves at tiny Otok Scedro; the clear water around the corner from Split.

chorages shocking, but as you can tell from the accompanying drone photos, many of them are stunning.

Then there is Croatia's 1,000-mile coastline, which has countless other places to anchor. We know every inch of the coast from San Francisco to the Mexican border, and hate to have to break the news, but none of it compares to the beauty of the best parts of the Croatian coast. Indeed, even the 'average' spots in Croatia are more beautiful than most of the very best spots in California. If Malibu were in Croatia, for instance, nobody would bother living there.

In short, the number and beauty of anchorages in Croatia are obscene.

Croatia has a long and fascinating history as a crossroads, which gave birth to fabulous historical cities such as Dubrovnik, Hvar, Split and Korcula, the latter being the purported birthplace of Marco Polo. Some of the fortresses in

these places date from 300 A.D., and several are worthy World Heritage Sites. All are clean and well-maintained.

The water on the Croatian side of the Adriatic is surprisingly blue with excellent visibility. While there is often grass on the bottom that makes it tricky to get anchors to bite, and there are a few urchins, there is none of the smelly seaweed that is so prevalent in California.

Thanks to an invitation from Greg Dorland and Debbie Macrorie of the Squaw Valley-based Catana 52 *Escapade*, the Wanderer and de Mallorca were able to escape the dreary life — cough, cough — aboard the Wanderer's *Majestic Dalat* in the Arsenal Marina in Paris and join them for a week. We would harbor-hop with them on their luxury cat — unlimited ice and hot water! — from Dubrovnik to Trogir, a distance of about 150 miles.

We were in Croatia during the last week in June. The air tem-

perature was in the mid-80s and the water was probably about 70 degrees. So when you jumped in, it very briefly took your breath away, after which the temperature was perfect. It's so unfair that a place about 350 miles north of San Francisco should have such warm water. It was also T-shirt-and-shorts warm at night, and we never needed more than one sheet. Like Cabo, the Croatian coast gets about 315 cloudless days a year.

It's lucky that there are so many anchorages, because Croatia is affected by all kinds of winds — most of which are notorious for coming up quickly. We learned about this during our first night aboard *Escapade* while anchored just outside the fortress at Dubrovnik. After a really terrific dinner in town and two bottles of good wine, we returned to *Escapade* to find that she was on a lee shore. Greg and the Wanderer, with more than 100 years of sailing experience between them, determined that there was nothing to be concerned about.

That's why it was lucky Greg played with his iPad while in his bunk before going to sleep, and just happened to check *Escapade's* position on the Navionics chart. Jesus, we were just inches from the cat's transoms hitting the breakwater!

After a brief Caucasian fire drill, we motored to an offshore island a mile away, where we planned to anchor in the lee. But it didn't look that great when we got there — many of the islands in Croatia have steep-to bottoms — so we headed toward another island. Before we knew it, the anemometer was registering gusts in the low 40s.

If we were going to get blown out of an anchorage, these were the ideal conditions: T-shirt-and-shorts temperature in the middle of the night, full moon, flat seas, big cat, and an experienced crew. After about an hour the wind died and we dropped the hook in the lee of another island and slept well.

That the wind can come up quickly and from almost any direction is one of

As you can tell by Greg and Debbie's attire, it's very sunny and warm in the Croatian isles during the summer months.



LATITUDE / RICHARD

CHANGES

the few downsides of cruising in Croatia. You always need a Plan B.

Unfortunately for us, except for that one night and one afternoon with the wind right on the nose, we never did get a good sailing breeze. But we were cruising, and other than the lack of a breeze, the weather was ideal.

We made overnight stops at six places, a couple of lunch stops, and covered a distance of maybe 150 miles in a week. This was like being given 20 minutes to read *War & Peace*. A month would be the minimum needed to even scratch the surface of just this section of the Croatian coast.

The reality is that most everyone does the cruise between Dubrovnik and Split in one week because they are on charter. At least from mid-July to the end of August. A Croatian boatowner who shared a beautiful remote anchorage with us said that we were there at the ideal time, because from July 10 until the end of August there would be 20 other boats in the anchorage.

For cruisers as opposed to charterers, the great thing about Croatia is that there are many out-of-the-way anchorages and/or coves that are off the charterboat trail. You can get away if you want to.

On the other hand, if you're like San Franciscan Andrew Vik of the Trogir-based Islander 36 *Geja*, you can find as many opportunities to socialize as

This is the very back of the harbor at Milna on the island of Brač. Berthing was dear, but there was plenty of free anchoring a dinghy ride away.



LATITUDE / RICHARD

you want. All the small villages have a restaurant or two in addition to waterfront bars, and it's easy to strike up conversations. And if you get to places like Dubrovnik, Hvar, Korčula, Split or Trogir, there are countless bars and restaurants in beautiful settings. And coursing through them are thousands of people, many of them young and single. As for the young women, many dress provocatively, as if to make up for being hidden away during the long winters.

One of the things that surprised us the most about Croatia is that everybody — and we mean everybody from the locals to the tourists — is white. The five million people of Croatia are over 95% Catholic and white, and for some reason all the visitors seem to be white, too. We saw three dark-skinned people in the course of the week, and 23 Asians, 20 of them part of a single group. We didn't see anyone who looked as though they were from the Middle East. We don't know why there are only white people in Croatia.

The other thing that struck us about Croatia is how attractive so many of the people are. It's no exaggeration to say that we saw more beautiful women in Split in one hour than we'd seen in Paris in a week. Part of the attractiveness is that the average Croatian seems so much healthier, perhaps because he/she spends more time exercising than smoking and drinking coffee.

Another curious thing is that despite being a Third World European Union country, where the average person makes about one third of what their peers make in France, Germany and England, the people in Croatia dress well and are almost universally well-groomed. Even the old men in outdoor bars sipping grappa — which tastes to us like discount lighter fluid — were more presentable than the average man at a beach town in California.

After a few days we also realized that we hadn't seen any beggars/homeless/bums/druggies. Nor did we see a single 'crazy person', the likes of which seem to have taken over the downtown areas of so many cities in the United States. They must have at least a few such people in Croatia, but they certainly weren't in evidence.

Croatia was so clean and seemed so safe that we wouldn't have been surprised to see Ozzie and



Harriet sailing around with David and Ricky. And rather than anybody giving anybody any attitude, everyone seemed content to appreciate how lucky they were to be where they were, and just enjoy themselves.

According to the US State Department, Croatia is "considered to be very safe", and the police, if needed, are very responsive. While on the Balkan drug route, Croatians are not big consumers of drugs.

Formerly a founding member and a federal constituent of the Socialist Federal Republic of Yugoslavia, Croatia declared independence in 1991, which marked the start of a successful four-year war of independence. As a result, nautical tourism is still relatively new in Croatia. But given the ideal cruising conditions so close to most of Europe — less than two hours by air from Paris — nautical tourism has exploded.

Depending on what source you believe, Croatia has anywhere from 14,000 to 20,000 marina slips, to say nothing of hard-stand and support facilities. By



cruising guide, we took an unmarked turn northwest off the shipping lane one nautical mile before Puerto Henecán. We then threaded our way through some mangrove swamps to San Lorenzo, and anchored off a row of picturesque restaurants.

In the last several years San Lorenzo has become less sleepy, and is now a popular day trip for visitors from Tegucigalpa, the capital of Honduras. There are now three nice restaurants and a hotel on the waterfront, and several other restaurants on the other side of the three-block 'tourist zone'.

Soon after our anchor was set we were greeted by Edward, the English-speaking local *lancha* driver. Edward picked up English when he was a kid while swapping Honduran watermelons for US military MREs (Meals Ready to Eat). His watermelon customers were there as support for the CIA on El Tigre.

Edward had also met

some of our sailing *compañeros* — apparently San Lorenzo sees a sailboat every three months or so — and purported to be well-versed in taking care of visiting sailors. We weren't completely convinced, however, because his ability to bring his *lancha* alongside *Abracadabra* in wind and current didn't improve during our week stay.

Edward arranged for water delivery — via horse-drawn cart — a *lancha*, and a driver to take us to the grocery store.

Puerto Henecán is one of the more unusual ports on the west coast of Central America, as it's inland, about a mile from San Lorenzo.

It's entirely unfair that Croatia has beautiful anchorages such as this all-weather one at Prozura on Mljet just a few miles off the mainland coast. There are countless others like it. Imagine if California had anchorages such as this, as well as warm water during the summer months.

comparison, Mexico has something like 3,000 slips. Given what Croatia has to offer the cruising sailor, it's no wonder. About half the Croatians speak English, and all the ones we met were very helpful.

Croatia has a few downsides. While you can get very decent local wine for \$6 a bottle, the food isn't bad, but isn't up to Italian standards either. While annual berthing fees aren't too bad, single-night rates are ridiculous. The marina at Korcula wanted to charge \$200 a night for *Escapade*, and Greg was still charged \$35 by some authority to anchor out about half a mile from the dinghy dock. There are plenty of places to anchor for free, but not right next to tourist centers.

If we make Croatia sound too good to be true, consider the fact that Andrew Vik will be returning to cruise the Trogir-to-Split waters for the ninth season this summer. And hosts Greg and Debbie said, "Croatia is better than anything we

saw cruising last year." Last year they were in Spain, France and Italy, including their favorite, Sardinia.

Yes, if somebody could just solve that distance from California problem, Croatia would be the bomb.

— *latitude/rs* 07/15/2016

**Abracadabra — CS36
Molly Arnold and Bryce Andrews
Pacific Coast of Honduras, Part II
(San Francisco)**

[Continued from last month.]

After three nights we left El Tigre and continued on our 'less traveled' Pacific Coast path by motoring 24 miles up the clearly marked shipping channel toward Puerto Henecán, Honduras' only port on the Pacific. Our destination was actually San Lorenzo, which we expected to be a sleepy backwater town a short distance from the port.

Thanks to good charts and a



CHANGES

He even arranged for the immigration officer to meet with us very early on the morning of our departure, thus allowing us to leave at high tide. Molly sweetened the deal by baking cookies as a 'thank you' to the officer, who was very nice. Ah, Central America, the land of purported bribery.

We also relied on Edward to taxi us to shore almost every day, because if we hadn't, the 10-ft tidal range would have required us to do significant dinghy dragging up and down the municipal beach. We became happier with our lazy sailors' approach after seeing more than one poorly anchored *lancha* swept off the beach by the rising tide.

Edward, whose primary job is taking national tourists on tours of the estuary and the nearby port, gained indirect benefits from *Abracadabra's* presence in San Lorenzo. Our boat became part of his tour, and on occasion we were celebrity passengers as he diverted his tour to take us to shore. Any time a tour passenger knew English, they were very kind to talk to us and ask us where we were from.

Abracadabra became such a fixture that when Edward was touring DJs from a Choluteca radio station, he talked us into letting them come aboard and dance on *Abracadabra's* deck for the station's videographer.

Edward's greatest kindness was to send his charming 10-year-old son Joseph along to assist Molly on her trip to the Port Captain in Puerto Henecán. Bryce enjoyed talking to young Joseph — aka Neno — so much he gave the lad some binoculars that had been given to him when he was Joseph's age. He also gave Neno very explicit instructions on how to take care of them, because they were *muy viejo* — *un antiguo*. We hope Joseph enjoys them, and that he watches

The Parque Central at San Lorenzo, Valle, Honduras has some charm, but not all that much. It's a rather quiet tourist town.

the stars and looks at the moon as he said he would. Bryce's suggestion that birds were fascinating to watch didn't seem to spark any interest.

Travel Tip: Edward worked for tips, and asked to be paid on departure. We became a sort of savings account for him. We decided to pay him \$15 a day, and then threw in the last of our *lempira* as we were leaving the country, for a total of about 2,000 *lempira* or \$100 for eight days.

Most of our time ashore in San Lorenzo was spent at the tourist restaurants along the estuary, eating seafood, people-watching, and checking weather on the Internet. But we did make a few trips into town.

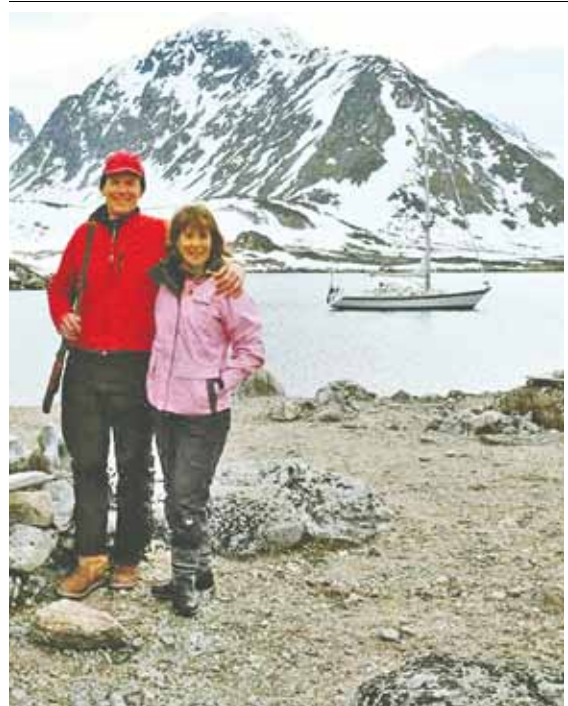
We stopped into the *parroquia* (parish church) and walked through the main square. Our primary destinations were the Claro cellphone office in a failed attempt to purchase a data package, and the local *supermercado* (a *Despensa Familiar* — Family Pantry — the same grocery chain we had used in La Herradura, El Salvador).

San Lorenzo was nicest in the cool mornings as the horse-drawn wagons delivered water and the children were walked to school.

But even with all of Edward's help, not everything went smoothly for us in San Lorenzo. We were very happy with the initial spot we anchored in, as it was in no more than 30 feet of water in a roughly 150-yard-wide estuary. It was scenic and relatively quiet, as the karaoke bar was quite a distance away. For four days *Abracadabra* swung securely up and down the estuary on the changing tide, somewhat closer to the mangrove swamp on the south shore than to the scary-looking concrete piers of the restaurants and hotel on the north shore. Life was good.

Then the wind began to blow hard from the north. It was one of the dreaded Papagayo winds — called *norteros* by the locals — coming over from the Caribbean. As we've said elsewhere, we don't have a working wind-speed indicator at the moment, so we may be overestimating the speed of the gusts, but they felt like 35+ knots to us.

Over several days of swinging in an ovoid pattern in response to



the tidal changes, the anchor chain had stretched to its full 100 feet. So when the wind shifted and strengthened, *Abracadabra* began to sail at the end of the full 100 feet of chain toward the southern shore. It was like a train wreck in very, very slow motion.

We watched as *Abracadabra* sailed and swung ever so slowly toward the mangroves. We looked from the shore to the dropping depth gauge and back to the shore. We took turns looking at the electronic chart, measuring and re-measuring our distance from the line that represented the lowest depth in front of the mangroves. Was this what it was like to drag anchor? We didn't think we were dragging.

Could we up anchor and motor to a deeper spot in this strong wind and against the current? That seemed problematic. At one point Molly went below and washed the lunch dishes — the sailing equivalent of making popcorn during the scariest part of the movie.



IN LATITUDES

then we won't know until we get there and things change, will we?
— *bryce and molly* 05/15/2016

Migration — Cross 45 Trimaran Bruce Balan and Alene Rice Part IV, The End, Finally (California)

If you think reading about our saga of getting a major refit done on *Migration* in Thailand is never-ending, imagine what it was like to have to live through the nightmare of it all. But I promise you, this really is the end.

Last month's third installment ended with our giving the yard a launch date — hooray! But then Alene called me from a hospital to say she'd been in an accident. She'd gone to town on the motorbike to run errands when a truck pulled out in front of her. There was no place for her to go, so she broadsided it. Her helmet probably saved her life.

Alene said she was fine, but my first glance at her blood-spattered face told me that she wasn't. Her adrenaline — and the lack of a mirror — kept her from realizing how bad it was. Her nose was broken. Several bones around her left eye were crushed. She would need surgery and two titanium plates put in her head.

At least she hadn't broken her neck or ended up in a coma. Or died. All of which could have happened. Badly bruised, she was nonetheless alive and whole.

You can imagine the phone calls, the meetings with doctors, the second opinions, the surgeon recommendations from relatives and friends back in the States, the flight to Bangkok, the surgery.

After five days in the Bangkok hospital, and a few more recovering in a hotel, Alene took a little boat ride on the river. She couldn't fly, so we had to take the overnight train and then a bus to get back to Phuket.

A life-and-death incident such as Alene's sure helps put things in perspective. All the months of anguish and

Bruce could barely contain his joy at throwing stuff away and finally clearing all the junk out of their rented storage space.

ALL PHOTOS COURTESY MAHINA TIARE



We've never had a fondness for high-latitude sailing, but dear friends John and Amanda (Swan) Neal sure do with their Hallberg-Rassy 46 'Mahina Tiare III'. At last word, they were leaving Norway in an attempt to get them and their sail-training students as close to the North Pole ice cap as possible. "Our crew is amazing," they report. "One has bicycled around the world, another is from China and loves high-latitude sailing, another has led kayak expeditions to Labrador, Siberia, Greenland and Alaska." We'll have a full report when they get back in Internet range.

Just as the depthsounder read 7 feet — six inches more than *Abracadabra* draws — the tide turned. Just. Deep. Enough.

Until the next day.

As the tide dropped again and the wind continued to push *Abracadabra* toward the mangroves, we realized that she had swung just enough to be sailing toward a particularly shallow spot. Eventually she touched the muddy, sandy bottom, but bottom nonetheless. It was our first grounding. It was not something we'd been looking forward to.

Afraid that *Abracadabra's* keel was touching, and the continuing strong wind would push her onto her side and cause damage, we decided that it was time to try to move. When the next high

tide went slack, and we had only the wind to deal with, we raised anchor and motored into the wind to a new anchoring spot about a quarter of a mile farther into the estuary. A new spot right next to the 24-hour shrimp-packing plant, the public pier/diving platform, and the disco. It was a Friday night, too. The wind dropped soon after we re-anchored, so we decided to live with the disco, and remained there until we left for Nicaragua.

We think the moral of our anchoring kerfuffle is to apply the 'reef when you first think of it — it's not going to get easier' rule to re-anchoring. Going forward, we will likely re-anchor earlier rather than take the wait-and-see-how-bad-it-really-is attitude we applied in San Lorenzo. But



MIGRATION

CHANGES

frustration working on *Migration*. All the time and money spent. It was nothing. Everything would have been nothing if I'd lost my love. God. Guardian Angel. Luck. Fate. The way the atoms were lined up that day. I was so lucky.

We hung out at the condo while Alene recovered. After several days I went back to the boatyard to continue working. There was plenty to do: continuing repairs on the mast, rewiring, and adding new sailtrack.

By late October Alene was well enough to start working again, and we finished installing the hatches, ports, portlights, and deck hardware. *Migration* was sealed up against the elements.

Suddenly things seemed to come together quickly. The tent came down. *Migration's* masts went back up. She got her name on her bows. Transducers and thru-hulls were installed. Anti-fouling was put on the bottom. She got her props and zincs. We brought everything back aboard from the condo.

And then the big day arrived — we were going back into the water! Our friend Toi brought traditional Thai offerings for the launch and garlands for the bow. In keeping with Thai tradition, we lit off a string of 1,000 firecrackers. It was very exciting as Alene held them on a boat hook over the water trying to keep from blowing up the freshly painted deck.

That night, November 19, we moved back aboard. *Migration* had been on the hard for one year, eight months and one week. Only one year longer than we'd planned. We'd been out so long that there had been three different images of *Migration* on Google Earth.

Just because *Migration* was back in the water didn't mean that we were done. Our storage unit was full of stuff, the engine had to be moved up to align with the new position of the shaft, and

Alene, in the green shirt, and Bruce, far right, were delighted to be able to take many of their Thai friends out on their refurbished tri.

electrical and plumbing systems needed reconnecting. But it was awesome to be floating. We spent the next week unpacking boxes and trying to remember where we used to stow things.

After flying home for the holidays, we returned to *Migration* in late January. Over the next 45 days we focused on doing whatever was needed to get *Migration* ready for sea.

After the coup the year before, the rules had changed for foreign boats. Customs was no longer granting extensions. We had overstayed our permit by nearly a year. We wanted to leave Thailand and re-enter so we could get a new permit. We also needed to sail to Langkawi, Malaysia, to have the boat measured for a new mainsail. So on March 4 we untied *Migration* from the dock and motored away from Ao Po Grand Marina.

A few days later we headed to Langkawi and actually sailed. It was heaven! We took four days to sail the 140 miles to Langkawi, stopping at some nice islands along the way.

After a week in Langkawi, we took a week sailing back to Ao Po Marina in Thailand. We spent one whole day at an anchorage where we were the only boat, which made the joy of living aboard *Migration* flow back into our veins.

When we returned to Thailand, we got to work emptying the storage area. I loved getting rid of stuff.

One of the most important jobs left was changing the engine mounts so the engine would align with the shaft's new position. Unfortunately, the new mounts were terrible. So we reinstalled the old ones with spacers beneath. We got a little tired of lifting the engine up and down with a borrowed come-along.

We also spent days trying to get reimbursed for the medical expenses incurred from Alene's accident. The driver had admitted fault and his insurance company was supposed to pay. At the same time we were tracking down missing and broken pieces that our carpenter, Nhoon, had not returned. Both projects were a source of great frustration, but we finally prevailed. Sort of.

We wanted to do something for the many friends we'd made in Thailand, so we went out on three separate daysails with a total of 35 guests aboard. We threw a big dock party and invited nearly every-

ALL PHOTOS LATITUDE / RICHARD



one we knew. Dozens of people came; even some we didn't invite. Unexpectedly, people brought all kinds of going-away gifts.

Unbelievably, the day came when we realized that we'd done enough. Everything wasn't finished, but the boat was shipshape enough to leave. So what if there were boxes everywhere?

We sold our motorbike, gave away the last of our stuff, and then said goodbye to some of our best friends. We went to customs, immigration, and the port captain, and at long last officially cleared out of the country to new adventures. It was two years and five months after we had arrived in Thailand.

It might have been different. Instead, the universe granted us a reprieve from the sorrow that eventually finds us all. It's good to remember how good we have it and what really matters. Be good. Be safe. Have fun.

— bruce 05/15/2016

Rise and Shine — Ingrid 38 Ketch

MIGRATION





not even allowed anywhere near the marina when we attempted to visit friends there. The authorities required that we phone our friends and have them come out to meet us and escort us in. Since we didn't have their phone number on us, we didn't get to see them.

Fellow cruisers also groused that it was difficult to get provisioned properly at the marina. First, it was quite a ways to the stores. Second, they were required to show security what they had purchased. Security would determine how much of anything they could bring in. If there was a problem with what they decided were excess quantities, the excess would have to be brought in by the cruiser's agent.

Galle is one of the southernmost points of Sri Lanka, and was formerly a principal port and trading center for hundreds of years. It is no longer a principal port, but the well-preserved Dutch fort dating from the mid-1600s was of considerable interest. There is a thriving community inside the intact wall of the old fort. We were again fortunate to find a guest house inside the walled city, and strolled the ramps with schoolchildren while gazing out over the Indian Ocean.

Sri Lanka is also a center for precious gems and a thriving jewelry-making trade. There are jewelry stores inside the walls, where you can see the jewelers plying their trade.

We enjoyed our three-day stay here, soaking up the colonial atmosphere, the architecture and the small and quiet streets. Once we left Galle, it was a quick one-hour bus ride back to Colombo.

We then made our way by bus up to the higher elevations, or 'hill stations'

Galle is home to a well-preserved Dutch fort and a soon-to-be-completed pleasure-boat marina. It's another beautiful part of Sri Lanka.

Spread; While passing Korcula, home of Marco Polo, 'Escapade' was recognized and hailed by Sausalito residents Peter, Lisa and Chloe Le Lievre aboard their Nauticat 331. After seven years of cruising Croatia's 1,000+ islands, they are selling their boat, 'Cerga'. We can put you in touch.

**Nick and Bonnie Pepper Nicolle
Sri Lanka, Part II
(Ventura)**

[Continued from Last Month.]

Our next inland stop after Tissamaharama was the Sri Lankan capital of Colombo, which is yet another example of a large, crowded, noisy Asian city. Our main purpose there was to see the national museum, and more specifically the famous trilingual stone.

The large stone tablet is engraved in Chinese, Persian and Tamil, and lists what was brought to Sri Lanka as gifts in the 15th century by Chinese Admiral Cheng Ho. This stone was especially intriguing to Nick, who first read about it decades ago. The museum represented ancient Sri Lankan culture particularly well, including Buddhist and Hindu artifacts, and Sri Lankan craftsmanship in textiles, wood and stone.

After luxuriating in the air-condi-

tioned comfort of our Colombo hotel room, which also had a big screen TV and satellite, it was time to leave and head to the port city of Galle. The ancient port was a short 2½-hour train ride along the coast of the Indian Ocean, and proved to be very scenic. We took the earliest train in order to get seats.

Galle is another Sri Lankan port of entry for cruising boats, and expects to have a marina completed by the end of the year. Friends who stayed in the then- partially completed marina describe it as very secure, but they had to Med moor as the slips weren't complete. Water and electricity weren't available yet either.

The security was so tight that we were



CHANGES

area. Sri Lanka is blessed with microclimates. The one at Nuwara Eliya, elevation 5,000 feet, appealed to us for relief from the heat, the beautiful tea plantations, opportunities for hiking, and enjoying the British Colonial architecture. Nuwara Eliya is a politically incorrect British creation that retains a colonial atmosphere, including the former residences of plantation managers and owners. Some of these have been turned into hotels and B&Bs, one of which we stayed in. It was all so very British colonial, with tea, fireplaces, drawing rooms, doormen, beautiful gardens and a named residence. 'The Levine' is the name of the place where we stayed.

We had a guide take us on a 10-mile walking tour. The weather was perfect and the scenery stunning, with the perfectly groomed green mountainous tea plantations. The colorful Tamil tea 'pluckers' and the tidy villages were all part of Neil Rajanayake's excellent walk.

Our last but not least stop before heading back to our boat in 'Trinco' was to explore the ancient monastic city — and World Heritage Site — of Anuradhapura. It must be an archaeologist's dream, as well over 2,000 years ago there was a thriving civilization. All that remain are crumbling foundations, former Buddhist temples, palaces and monastery sites.

We rented bikes to tour Anuradhapura, as they were the best way to get around the once-mighty city. Imagining what this place must have been like 2,000 years ago really gave us food for thought. So we happily wound up our Sri Lankan land 'circumnavigation' at its most ancient center of civilization.

From Anuradhapura it was approximately a three-hour bus ride back to 'Trinco' and to our beloved *Rise and Shine*, which was bobbing happily at anchor exactly where we had left her.

In terms of culture, Sri Lanka and Asia in general have so much to offer. Anuradhapura is but one great example.

Sri Lanka is so beautiful and has such a rich history that it's well worth including in any cruising plans across the Indian Ocean. Our only complaint is that we were only able to get a 30-day visa. We would have stayed longer if it had been possible. Since it wasn't, we headed to Kochi, India, which is where we are currently based.

— *bonnie 05/09/2016*

Cruise Notes:

What's the summer cruising life like in the heat of a Sea of Cortez summer? Terry and Diane Emigh, vets of the 2011 Baja Ha-Ha with their Anacortes-based Vancouver 42 **Harmony**, offer the following insight:

"Get up early, make coffee and check emails. After a couple of hours of that, make breakfast, then do the two SSB nets — Sonrisa and the Amigo. After the nets it's time for a little paddleboarding before it gets too hot. When the workout is over, it's time to kick back for an hour or so reading or surfing the net. Then it's time to do a little bottom cleaning. I put on the mask, snorkel and fins, and go over the side with scrapers in hand. I do that for an hour or so until the body says it's enough. Then it's time to kick back again, have some lunch, take a nap, and wait for cocktail hour at 4:30 p.m. It's such a hard life."

It's actually going to get harder as the heat and humidity increase until the middle of October.

"We're finally anchored at Neah Bay, Washington, after a 22-day passage from Hanalei Bay, Kauai," report Barry and Silvia Stompe of the Sausalito-based Hughes 48 ketch **Iolani**. "Last night the stormy winds subsided at 3 a.m. and we had to drop sail. Yes, after 21 days of sailing in plenty of big winds and seas, we had to motor the last 22 hours. It was overcast with periods of dense fog enveloping us for hours at a time during that last day.

"As we neared Cape Flattery, the fog really settled in. The light was obscured, so for about 15 miles we navigated by chartplotter and radar alone. The ships would pass on one side, with fishing boats passing and fog horns sounding on the other. Channel markers were also scattered about, which, along with the ebb, made things interesting. It was a big change after being out on the open ocean



for so long. We weren't too thrilled at the prospect of entering a new harbor with only a hundred yards of visibility, so we were happy when the fog lifted about four miles out, and a nearly full moon rose to illuminate our way.

"While it was a tricky end to the passage, we still remember the fifth day of the crossing as being one of our top ten ever on any ocean. We were at 32N, 161 W, the seas were flat, the breeze was perfect, it wasn't too cold yet, and there were a gazillion stars out. We were sailing at about 7.5 knots with the Big Dipper to port, pointing us toward Polaris, which I aligned with the mast. I saw a shooting star that looked as if it was out of a comic book, as it was slow-moving and left a trail of yellow flames. And the morning's sunrise was the first without clouds."

Latitude's dear friend Jeanne Socrates of the Najad 38 **Nereida** reports that



IN LATITUDES



SPREAD PHOTO, JOHN D. SYLVIA PHOTO, IOLANI.

Spread; Test your skill as a sailor. What seems to be wrong with the catamaran 'Bikini Kim' at the entrance to the Ala Wai Yacht Harbor? Inset bottom left; The great Jeanne Socrates. Inset top left; Sylvia Stewart Stompe of Sausalito, prior to setting off on a 22-day crossing with her guy Barry.

she's now almost in position for the start of her attempt to become the oldest person to sail singlehanded nonstop round the world. It's not such a bold goal for the energetic 73-year-old, as she's already the second oldest but by just a few months. She wants to remedy that.

"On July 15, six weeks out of Acapulco, I finally arrived in Neah Bay at the entrance to the Strait of Juan de Fuca," she reports. "I had a few days of sailing in boisterous conditions at the end, but I'm here and about to cross over to Victoria, British Columbia, to prepare for my October start."

Socrates, a former math professor at Brunel University in London, is one of *Latitude's* sailing heroes, and just a wonderful person to boot. If you'd like

to contribute to her attempt at becoming the oldest person to sail nonstop around the world, you can find the details of how to do so at www.svneraida.com. In case you missed it, we also published an interview with her in last month's issue.

Ah, that wonderful East Coast cruising weather! Jim Fair and Linda Powers of the Berkeley-based Outbound 46 **Chesapeake** report they arrived in Norfolk, Virginia in mid-July to less than ideal conditions.

"It's unbelievably hot and humid, and there is no wind," they

report. "So instead of slowly working our way up the East Coast, we are going to go straight to Maine, looking for cooler weather. We will slowly work our way south at the end of the season."

It's cooler in Maine to be sure, often thanks to thick fog. But as a friend of theirs warned them, the mosquitos are already out in force. Jim, a vet of two Singlehanded TransPacs with a Merit 25, and left the States with Linda on their around-the-world-voyage seven years ago.

Cat people with West Coast connections moving up the East Coast include San Diego's Annie Gardner and Erik Witte aboard their Catana 472 **El Gato**, which they cruised in Europe last summer, and Mike and Deanna Ruel of the Manta 42 **R Sea Cat**, who recently completed a circumnavigation. Annie and Eric are loving Newport, Rhode Island, while Mike and Deanna are marveling at the monster flies on the Intracoastal Waterway.

In other reports from frequent *Latitude* contributors, Patsy 'La Reina del Mar' Verhoeven and her crew aboard the La Paz-based Gulfstar 50 **Talion** advise, "We're passing the equator under clear blue skies with flat seas and 15 knots apparent on the beam." If you have any questions about the South Pacific, Patsy will be at both the SoCal Ta-Ta and the Baja Ha-Ha. Friends can follow or text her during her current trip at share.delorme.com/patsy.

Meanwhile, former Club Cruceros de La Paz Commodore Shelly Rothery Ward and Mike Rickman, good friends of La Reina's, aboard the Peterson 44 **Avatar**, are enjoying a much more leisurely cruising pace in the South Pacific. At last report they were still at Fakarova in the Tuamotus, and hadn't even hit Papeete yet. Slow is good.

There were two major arrivals at the Arsenal Marina in Paris in July. The first was fabulous weather, and the second were sailboats.



LATITUDE / RICHARD

CHANGES

The Wanderer and Doña de Mallorca have been aboard **Majestic Dalat** in the Arsenal Marina in Paris getting rested up to do the Baja Bash, the SoCal Ta-Ta and the Baja Ha-Ha with **Profligate**. In mid-July, we noticed that the mix of boats in the Arsenal had changed a bit, with the arrival of a number of sailboats. You can't sail anything but small sailboats in most of the canals and rivers of Europe, but sailboat owners use the canals and rivers to take shortcuts from England, Germany and Baltic countries to the Med — or vice versa. Boat draft can't be much over five feet.

One of the more interesting owners of one such sailboat is from Adelaide, Australia. He, his wife and their son had purchased a well-used **Fisher Cat 28** sight unseen in Strasbourg, France, which is on the Rhine River on the border with Germany and a long way from the ocean. They are headed to the Med, having bought this coastal cruising cat to live on while looking for an oceangoing cat such as a Leopard 45.

The funny thing is the guy not only knew of *Latitude 38*, at one time he'd collected many of the early issues, starting



LATITUDE / RICHARD

From Australia, to buying a boat on the France-Germany border, to Paris, and on to the Med to look for an oceangoing cat. What adventure!

with number 1 back in 1977. It turns out he'd sailed from Hawaii to California, and had even been crew on the winning boat of that year's Master Mariners Regatta. His is such an interesting story — wait till you hear how he and his wife make

a living so they can cruise six months of the year — that you'll have to wait until next month when we can give the story the space it deserves.

While in Paris we've taken a number of friends out for evening sightseeing tours of the city from the decks of *Majestic Dalat*. It's fantastic. One of the people we took out was Daniela de Luca of Paris and St. Barth, who lived in San Francisco from the mid-90s until 2008 when her then husband was high up at Apple Computer. She told us about the recent cruise that she and Alain Charlot, her current husband, took a few months ago aboard their X-48 **Aronnax**.

They started in St. Barth, then headed to the British Virgins, which they hated because it was full of boats with drunk kids on spring break. They found the east coast of Puerto Rico and the Spanish Virgins much more to their liking. Île-à-Vache, the island off the south coast of Haiti, was beautiful, but they were uncomfortable because they couldn't possibly buy all the stuff or use all the services being offered by the impoverished locals who surrounded their boat.



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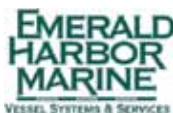
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Daniela and Alain liked the Dominican Republic, and were surprised to find: 1) That one marina with 300 really big slips was completely full, and 2) The country has four airports with direct flights to the United States.

The country the couple really enjoyed was Cuba, where they spent quite a bit of time on the south coast. Their favorite area was the 'Queen's Garden', widely considered to be one of the best-preserved marine areas in the world.

"We found the Cubans to be very friendly," says Daniela. "And smart, too. The motherboard on our generator went up in smoke, but they were able to build a replacement!" While the Cubans were smart, Daniela noted that some other workers moved at an agnozingly slow pace.

Alain later sailed *Aronnax* to Bocas del Toro, Panama, getting hit with bouts of very heavy weather on the way.

If you're heading to the more-open-than-ever Cuba, there is no longer any worry about being able to get **insurance**. Among the companies that have informed *Latitude* they now offer such

coverage for American boats are Novamar of Newport Beach and Puerto Vallarta, and Pantaenius. When we took **Big O** to Cuba 20 years ago, we had to go 'naked'.

The rebuild of the Voyager 43 cat **Quixotic**, which was badly damaged by tropical cyclone Winston in Fiji, continues under new owners Lewis Allen and Alyssa Alexopolous of Redwood City.

"We've been working furiously to get the cat back in the water and make her livable, because we sold our Tartan 37 **Eleutheria** to Kurt Roll of San Diego and a partner, and have to move off her. So this week we have had 12 to 15 people working on *Quixotic* each day. Five guys doing glasswork, five guys inside prepping for interior painting, a few guys fixing all the stainless pulpits and stanchions, and Lyss and I rebuilding and painting the port saildrive and engine.

"Alyssa has taken charge of the inte-



Alyssa of 'Quixotic' working on one of the diesels. If it weren't sexist, we'd say she's the most attractive diesel mechanic we've ever seen.

rior and it's coming along great," Allen continues. "The guys have been making good progress on the bottom, too, as it's been sanded down to the old epoxy barrier coat. What a mess! We found the old waterline — five inches below the current paint. The brackets for the crossbeam have been fit and will be finalized early next week. We had to order more glass, so the keels will be reinforced and faired next week. Otherwise the bottom is watertight and almost done. We have also

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bought all the epoxy barrier-coat sealer, two-pack primer and bottom paint we'll need. We're so close!

"Alyssa and I have also been working hard on the saildrive and engine. This is the first boat we've owned with saildrives, and we were a little hesitant about the one-square-foot hole in the bottom of the boat, so we bought a new diaphragm for \$500 — really, Yanmar? — and have torn the saildrive apart and rebuilt it. But you won't believe what we found in the raw-water cooling hose that runs from the saildrive to the engine. I was blowing through the hose to check if it was clear, and it wasn't, so I ripped it apart. Alyssa noticed a flimsy hose fitting on the engine side. When she loosened the clamp and removed the fitting, she exclaimed, 'Oh my God, it's the cap to a Gatorade bottle!'"

"It sure was, and the cap had closed when I blew through it. We were both astonished that the cooling system — such a crucial part of the engine — was relying on a cheap plastic bottle cap. And below the waterline at that! We can't say for sure that the fitting was used in action, as it very well could have been to flush the saildrive after she was brought



ST. HELENA TOURISM

If St. Helena ever gets significant tourism, we imagine the 699-step 'Jacob's Ladder' will have to be renamed 'Heart Attack Hike.'

out of the water. But it was quite a find nonetheless."

Cruisers — such as the previously mentioned Jim Fair and Linda Powers of *Chesapeake* — who make the very long passage from South Africa to Brazil or the Caribbean almost always stop at

St. Helena, the 10-by five-mile island in the South Atlantic Ocean. At 1,210 miles from southwestern Africa and 2,500 miles east of Rio de Janeiro, this British Overseas Territory is one of the most remote islands in the world. There have only been two ways to get there; either by private yacht or via a five-day ocean passage aboard the RHMS *St. Helena* from South Africa.

Then somebody got the brilliant idea that the tiny island with a population of just over 4,000 needed to be an international tourist destination. Among the 'Seven Wonders of St. Helena' are seeing Jonathan the giant tortoise, who at 184 years is the oldest-known living animal in the world; the 699-step Jacob's Ladder from Jamestown at sea level to the fort atop Ladder Hill; as well as the home in which Napoleon died, and his tomb (now vacated).

So \$410 million was spent building an airport. There is just one problem. During 'validation flights' with a Boeing 737-800, it was found that the wind shear from the consistent southeasterly trades is too extreme for larger aircraft to

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land safely. At this point there are mixed messages about whether the airport will ever be used.

The 2016 **Eastern Pacific hurricane season** — meaning Mexico — got off to a slow start. While it's not unusual for the first named storm of the year to develop by May 15, there wasn't anything this year until tropical storm **Agatha** and hurricane **Blas** both formed on July 2.

July turned out to be very active, with six named storms in the first three weeks. Fortunately, almost all of them headed nearly due west and thus none even remotely threatened Mexico. They were briefly of concern to skippers racing to Hawaii, but turned out not to be a problem. But the busy hurricane season months are still to come, so be prepared.

The **Atlantic Rally for Cruisers** (ARC), the 2,700-mile granddaddy of all cruising rallies, continues to blow the doors off participation records. The entry list is so long that our count might be off a bit for the November event(s), but we came up with 214 entries for the 'classic' route directly from the Canary Islands to St. Lucia in the Eastern Caribbean,

and 72 for the ARC+ from the Canary Islands to the Cape Verde Islands to St. Lucia route. Eleven of the entries are from the United States. The 40 multihull entries, a lot of them big ones, are also a record, and by a lot.

The only West Coast sailor we know doing the ARC is Tim Dick of Honolulu, who has ordered a seriously optimized version of the new Lagoon 42, but she will be sailing under another name.

Originally, all ARC participants sailed the direct route from the Canaries to St. Lucia, but after having to turn so many potential entries away, World Cruising Ltd., which puts on the events, added a second route. Because the boats in the ARC+ group that stops in the Cape Verdes start early, all boats should finish in St. Lucia at about the same time.

Interestingly enough, a lot of people seem to find that the new route, which is



If the Wanderer were going to do the ARC again, he'd do the ARC+, which includes a stop at the Cape Verde Islands off the coast of Africa.

longer but includes a stop, and gets the boats down to the trades more quickly, is more attractive. Perhaps that's why the 'classic' ARC route can still take another 10 entries.

The circus is leaving town. The Tzortzis family — Chris, Heather and kids Tristan, Alexia, Amaia and Alina — of the San Francisco-based Lagoon 470 *Family Circus* — have come to the end of their two-year cruise and have to get

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the kids back in school. So they've been packing up boxes of stuff to send home from the South Pacific. But at least they had good times right up to the end.

"Signal Island in New Caledonia was a treat for our family and guests," reports Heather. "It had the best snorkeling we've seen in a very long time, with turtles, sting rays, sharks, sea snakes, eels, and lots of huge fish. In fact, it looked like the carwash scene from *Shark Tale*. I believe this is a cleaning station for sea life."

While the Tzortzis family moves off their cat, the Gobens family — Teal, Linh, and daughter Emma — moved aboard their Featherlight 43 cat **Basik** on Lake Union in Seattle. Teal and Linh cruised Mexico for several years with a trimaran, and always wanted to return to cruising with a larger catamaran. They bought the dated Featherlight, and between his regular work as a contractor, Teal began a . . . well, total refit doesn't even begin to touch on the scope and quality of his incredible work. For just one example, check out the accompanying photo of Linh and her lighted high-heel shoe display. Most of you will remember that Linh likes to wear high heels, even when



BASIK

Linh and her onboard shoe collection. We can't remember seeing anything quite like this on any other catamaran.

sailing. The Gobens figure they'll be in the Pacific Northwest for at least another year before heading to where it's warmer and sunnier. But it's great to have these folks back afloat again.

On July 12 news reached the South Pacific cruising fleet that one of their own, singlehander Louis V. Schooler,

64, of San Diego, had been found dead aboard his Hylas 42 **Entertainer**, which was discovered grounded on Takapoto Atoll in the Tuamotus.

Confirming details has been difficult, but according to sources in Tahiti and New Zealand, Schooler called his wife via sat phone on July 5, saying he had injured his back. He also put out a DSC distress call that was picked up in New Zealand and Chile, indicating a position 130 miles NE of Takapoto. Tahiti's SAR organization, MRCC Papeete, was notified and responded by sending out a plane to investigate. The boat was spotted under sail, but attempts at radio contact were unsuccessful. However, the boat reportedly changed course and one of its nav lights was switched off.

Four days later Schooler's wife contacted French authorities, as her husband was still overdue. An aerial search found the boat aground on Takapoto. Later that day a helicopter crew arrived in bad weather and reported observing a dead body in the cockpit. But when *gendarmes* arrived the next day to perform an autopsy, Schooler's body was gone, and has not been recovered.

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10-FT SEA EAGLE. Transom sport boat, 2006. Concord. \$1,450/obo. 10'6" total length. 4hp Suzuki and 12 volt motor. Transom wheels. Sun canopy. Boat in very good condition. Lots of extras. Call (925) 686-1718.



20-FT CAL, 1964. SF Marina West Harbor, Gate 15. \$3,000. Wide, exceptional 25-ft rental berth directly in front of the St. Francis Yacht Club - goes with boat. Only 6 berths in the whole harbor and normally one has to get in long waiting lines to get one. Spinnaker, good sails, no motor. Bottom good, hoist ready. Fast boat. Harbor transfer fees not included. Contact original owner at (925) 254-1323 or (925) 708-4983 or lephillips1399@gmail.com.



19-FT OPEN 5.70, 2012. RYC. \$18,500. One-design planing hull, yet easily handled by a crew of 2 or 3 on the Bay. Proven, fast boat, season champ, active Bay fleet with almost 20 boats. Main, 2 jibs, 2 asymmetrical spinnakers. Complete USCG and one-design fleet gear. 2012 Honda 2hp outboard. Galvanized trailer. Always dry sailed. Ready to race or day sail. Custom-made full boat cover. Seller may finance up to 50%. Please contact dave.peckham@gmail.com.

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14-FT INTERNATIONAL, 2000. Richmond. \$4,000. The most exciting of dinghies with double trapeze and racks, asymmetrical spinnaker and hydrofoil rudder. Well maintained, race ready with extra sails, trailer and more. USA #1145. More info on the website: www.i14usa.org/group/classified. Contact (408) 394-8022 or graham.skinner11c@gmail.com.

24 FEET & UNDER



22-FT CATALINA, 1982. Alameda. \$4,600/obo. Swing keel. Includes trailer w/8-ft extension and good tires, brand new propane outboard (never used), new rigging, upgraded wiring and control panel. Crisp white sails, extensive upgrades! Info at <http://tinyurl.com/jlp6mwm>. Contact (510) 253-5883 or cat22forsale@gmail.com.



J/24, 1992. On trailer at Berkeley Marine Center. Best offer. USA 4906 for sale. Five-time winner of the Nationals. Fifth in the World Championships. This entire program/boat is ready to win! Call Michael. (925) 253-9997.

19-FT K6 SPORTBOAT, 2012. SF Bay Area. \$17,900. Rondar-built (UK). Like-new condition. Epoxy hull/keel/rudder. Carbon mast/boom/sprit. Best two-person sportboat made. Trailer/beach dolly, sails, mast tensioner rocks! More information on the website: www.spinnaker-sailing.com/boat/used-boats/rondar-k6-now-17900. Contact (415) 543-7333 or spinnaker.sailing@yahoo.com.

21-FT ANDREWS, 2003. Costa Mesa, CA. \$7,500. Built for the Governor's Cup. Solid, stable, excellent condition with trailer and 3 sails. Details at: www.spinnaker-sailing.com/boat/used-boats/andrews-21-7500. Call (415) 543-7333 or spinnaker.sailing@yahoo.com.

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J/24, 1988. Santa Cruz Harbor. \$10,000. This well maintained boat is in beautiful shape with new rigging in 2012. 6hp, 4-stroke Suzuki recently serviced, 2007. All new cover canvas, 2015. Nice interior cushions. The sails are in good to excellent condition: 2 mainsails, 2 jibs, spinnaker (like new). Race or just enjoy a relaxing sail on this beauty. Contact (831) 234-0183 or linz1@cruzio.com.



22-FT MERIT WITH TRAILER, 1984. Loch Lomond Marina. \$3,500. 6hp outboard. All in perfect shape. 4 jibs, 2 new. Quite fast - poor man's J/22. Great boat for the Bay, Delta or Tahoe. Call (415) 336-5149.



28-FT WEST COAST TRITON, 1960. Newport Beach. \$11,500. Carl Arlberg classic. Extensively restored/rebuilt to create best possible sailing Triton. New mast/boom/rigging/sails and rudder. New thru-hulls. Engine removed and aperture faired and filled. Bottom epoxy coated. Topsides painted with LPU. Sails like a witch. Optional trailer also available for \$6,000. Check details on site: <https://bit.ly/29BQAEw>. Contact (949) 723-4416 or gpkline@gmail.com.



27-FT C&C, 1974. Berkeley Marina. \$9,850. Beautiful, fun racer/cruiser w/ fin keel, spade rudder, tiller. Sleeps five in roomy cabin with standing headroom. Most popular design by this storied designer/builder team. Excellent condition. Diesel inboard repower. Clean bottom. Recent deck paint, port renewal. Single-handed set-up: autopilot, roller furling jib, lines to cockpit. Galley: cooler, stove, sink, water. Private head. Depthsounder, speed log, compass, inclinometer. Ample inventory of sailing gear. Contact (510) 366-9521 or cornwallminer@gmail.com.

25 TO 28 FEET



23-FT SAKONNET DAYSAILER, 2005. Drydocked in West Sonoma County. \$7,450. Classic sailboat, timeless design by Joel White. It really turns heads! I paid over \$35,000. Electric/gas motors. Others on market for \$25K-\$33K. Contact (707) 865-9532 or deanjoynr43@gmail.com.



28-FT PEARSON, 1986. San Leandro Marina, CA. \$14,500. Sloop rig, 20hp Yanmar diesel, roller furler with all lines leading aft. Marine head, shower, hot and cold water, ice box, and alcohol stove. Sleeps 6. Contact (925) 895-9880 or roylmanyf@att.net.



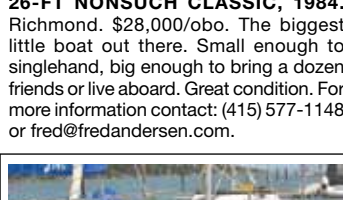
25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$20,000/obo or trade. New carbon Wylie design cat rig. Please contact fred@fredandersen.com or (415) 577-1148.



25-FT MATRIX, 1985. Kelseyville. \$6,500. 25-foot motorsailer. Good trailer. Like-new sail. New Yanmar, 3 cylinder, 21hp diesel engine with only 8 hours with saildrive. Stand-up headroom 6'+. Fiberglass, built in California. Tow with 1/2 ton truck. In Lake County, on trailer. Contact (707) 775-8858 or Dunnedf@gmail.com.



9-FT BOSTON WHALER SQUALL, 1965. Larkspur. \$1,560. Mint condition, 10-plus years in storage. Full sailing package. Spars, sail, and rudder. Full instructions for rigging. All original paperwork and support info. Info at (415) 924-2743 or (415) 265-9694 or jk2jackson@aol.com.



26-FT NONSUCH CLASSIC, 1984. Richmond. \$28,000/obo. The biggest little boat out there. Small enough to singlehand, big enough to bring a dozen friends or live aboard. Great condition. For more information contact: (415) 577-1148 or fred@fredandersen.com.



26-FT COLGATE, 2001. Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. Details on website: www.myitus.com. Contact jvirkki@gmail.com.

29 TO 31 FEET



20-FT CAL, 1967. Marinship Yacht Harbor. \$2,250. Hull 1050, 1967. Sails, rigging and 6hp outboard included. Ready to sail. For more information contact (845) 797-0293 or alexander.casertano@gmail.com.



25-FT MERIT, 1984. Alameda. \$6,000. Honda 2hp, 2 sets of sails. Contact Lee. (510) 219-1092.



25-FT INTERNATIONAL FOLKBOAT. 1975. Morro Bay. \$6,000. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New hal-yards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. Please call (805) 772-3701.



30-FT SCHOCK SANTANA SLOOP. 1979. Cabrillo Isle Marina, San Diego. \$9,995/obo. Great racer/cruiser. Good condition 10hp Volvo diesel, beam 10-ft. Fiberglass. 42" wheel. VHF, 12 volt/110 volt system, sink, toilet with holding tank, newer rigging, roller furling, GPS, knotmeter, 2 spinnakers with pole. Set up for singlehanded. Great boat for the SD Bay. Bought a bigger boat. Contact kenjacksoninsurance@gmail.com or (702) 232-0784.



25-FT SANTANA 525, 1979. South Lake Tahoe, CA. \$4,400. Race-rigged and clean, refurbished interior, trailer, newer Pineapple sails, 3 spinnakers, Honda o/b, Porta-Potti, solar charger, speedo. Contact (530) 318-3939.



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1982 SANTANA 30/30. Portland, Oregon. \$12,500/obo. The Santana 30/30 is a great racer-cruiser. Designed as a dual-purpose boat. She can win a race one weekend and be a comfortable family cruiser the next. *Yesterday's Girl* has been lightly sailed on the Columbia River for the past 8 years. Current owner re-powered with Beta 20 Saildrive. Great sail inventory. For details contact (650) 544-6947 or Debbiehayward99@yahoo.com.

30-FT YANKEE, 1971. Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info. <https://doubleplay.website>.



30-FT WYLIECAT, 1997. Santa Barbara. \$55,500. *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, shorepower, charger. For more information contact rwrwales@gmail.com.



30-FT KNARR, 1961. San Francisco West Harbor. \$37,500/obo. US 103 *Sophia* is a beautiful 1961 Borressen Knarr with a wooden hull. *Sophia* has been perfectly restored, including cabin top, cabin sides, toe rails, plywood/glass deck, keel bolts, garboards, cockpit seats and cockpit. She also has a new full cover, new aluminum rig and recent haulout. *Sophia* has won multiple season championships and is ready to race/sail. She is located in the S.F. West Harbor slip that can go with her subject to harbor regulations. For more information contact (510) 812-5939 or (415) 789-1903 or dwntrs@aol.com.



CATALINA 309, 2007. Alameda Marina. \$72,000. The Catalina 309 is an innovative and exceptional redesign of its ever-popular predecessor featured in the Sailboat Hall of Fame. Designed to maximize comfort and efficacy with increased interior volume and an open look. Modern systems (refrigeration) with excellent light and ventilation below. Autohelm, chartplotter, running rigging, new headsail, head, lifelines, 110 volt inverter, and much more. Contact (510) 881-6495 or rob@cams-sf.com.

J/29, 1984. Emeryville. \$16,500. Fast, fun fractional rig for racing/cruising. Harken deck layout, 6 sails, new cabin paint, new cushion upholstery, depthfinder, New stereo and speakers, safety equipment, Torqeedo outboard w/AGM battery bank. For more information contact (415) 515-6763 or staceyscull@yahoo.com.



29-FT CASCADE AUXILIARY SLOOP. 1971. Clipper Yacht Harbor, Sausalito. \$18,500. Beautifully maintained and restored fiberglass sloop. Ocean keel, wood stove, Origo alcohol stove, Force 10 BBQ, LectraSan head, hull mounted triducer, swivel-arm mounted Garmin 546s chartplotter/fishfinder. 2002 Yanmar 30hp diesel, 310 hours on engine. Custom tiller. Reconditioned hull and paint, new brightwork, topside paint, nonskid, and full boat cover. For more info: (707) 753-0206 or tlind187@comcast.net.



29-FT CAL, 1972. Sausalito. \$6,250. Hull #350. Newer oversized rigging, Harken roller furling, strong Atomic 4, propane stove, VHF, vapor sensor, interior refinished. 3rd owner, hauled October 2015. 15# Danforth, 200-ft anchor rode, spare anchor and chain. Sailed several times a month. Will offer instruction and consider terms. (707) 877-3551 or ndevall@mcn.org.



29-FT ERICSON, 1976. RYC. \$9,995. Anchor roller, power windlass, roller furling. 125%-100% jibs, gennaker with sock. Lewmar self-tailing winches, Barient winches. Wheel steering, battery charger, two new 12v batteries. Power water, electric head, holding tank, propane stove. Simrad instruments, VHF radio, AM/FM stereo. Lazy jacks, cabin heater. Strong running Atomic 4, 55 amp alternator, rebuilt starter, electric fuel pump. Sails in good condition. Hauled November. Needs interior cushions. Contact (510) 207-0869 or Rbward625@gmail.com.



30-FT S2 9.2C, 1979. Treasure Island. \$12,500. Sturdy center cockpit. Newer rigging, furler. Less than 100 hrs. on prof. rebuilt Yanmar. Elec. flushing toilet. Possible slip transfer. Text or email for more pics and details. (415) 497 5892 or peterfirth2@gmail.com.



31-FT JOE TRUMBLY SEAWIND, 1977. San Diego, Chula Vista. \$38,000. Cruise-ready for Baja and beyond. Sloop-rigged tall mast, newer excellent sails, main, jib, genoa, 2 storm trysails. All lines led to cockpit, hard dodger, full boat cover. Dinghy, Garmin chartplotter, radar, Winslow life raft, Hydrovane self-steering, 3 anchors w/chain, wind generator. Volvo MD-2B. Like-new heavy fiberglass hull, all-wood interior, open classic design. 2009 refit. Please contact (316) 200-2974 or curtisindt17@gmail.com.



YANKEE 30, 1972. Moss Landing, CA. \$16,500. Wheel steering, electric windlass, autopilot, roller-furling jib, Garmin GPS, 20hp Universal diesel <500 hrs, VHF radio, new batteries. All lines led to cockpit - easy solo sailing. Contact Bruce. (831) 768-8482.



30-FT GARY MULL CUSTOM, 1972. Vallejo Yacht Club. \$17,900. S.F. Bay racing legend. Designed by Gary Mull and built by Hank Easom, *Pretty Penny* enjoys a great pedigree and an enviable racing record. Newer sails, rigging, engine, and electronics. New Awlgrip and varnish exterior, with new interior cushions and paint. Lightly used and in splendid condition. A delight to the eyes, a pleasure for the senses, and a rare treat to sail. Please call (707) 642-6765.

32 TO 35 FEET



34-FT HANS CHRISTIAN, 1977. Alameda. \$68,000. Beautiful, sturdy classic design, very hard to find this model. Perfect for the Bay or cruising. Great condition. Originally purchased and outfitted for cruising but plans have unfortunately changed. Call (510) 410-3003.

35-FT C&C LANDFALL, 1984. Tiburon. \$15,500. Recent engine work, new transmission, newer NavTec rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. New prop. New bottom paint, new survey. Fully-battened main. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. Contact (707) 291-7867 or markvoss@sonic.net.



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32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$58,500. Reduced price! This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. Health forces sale. Call (360) 316-1421.

35-FT HUNTER 356, 2002. Tradewinds Sailing Club, Marina Bay, Richmond. \$61,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info at (325) 347-2349 or cordero@wcc.net.



ERICSON 35, 1979. Long Beach, CA. \$28,000/obo. 2 80-watt solar panels on bimini, Village Marine watermaker, 30hp Yanmar diesel, dodger, roller-furling jib, cruising spinnaker, radar, chartplotter, fishfinder, stereo, refrigeration. Contact (562) 200-0798 or ginnyface@gmail.com.

32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$20,000/obo. Great for year-round cruising. Radar, microwave, fridge, many extras. For data please see website: https://sailboatdata.com/viewrecord.asp?CLASS_ID=1265. Email for photos and more information: gulf32coyotepoint@live.com.



33-FT WESTERLY STORM, 1987. Glen Cove. \$41,000. Built and designed for heavy weather. Lloyds Register of construction iron fin keel, spade rudder. Very well maintained. Everything works. Beautiful teak interior with forward and aft cabins. Volvo model 2002 2-cylinder is very clean, runs great. Very rare vessel in US. Gimbaled propane stove, nice complement of sails. Very crisp, new GPS, chartplotter, depth sounder. She will survey well. Contact me for more information. Thanks. (707) 372-8660 or bferevr@gmail.com.



32-FT NAUTICAT 321 PILOTHOUSE, 2005. Great Lakes. \$155,000. Navy hull #138, commissioned 6/05. Dual hydraulic steer, 40hp Yanmar (301hrs), bow thruster, Flexofold, bimini/dodger, screens. North sails. Rodkicker, Garmin, Autohelm, Mastervolt electronics. 2 spacious double cabins with fans. Separate head w/HW shower. Cruisair. Well equipped galley, dining settee converts to 3rd double berth. Sailaway includes: Lifesling, cockpit cushions, anchors, MOB, oil pump, mast-climbing equipment, fuel filters, impellers, hose, cutlass bearings, pump, macerator, freshwater and bilge pumps, rebuild kits, Nauticat manuals, Yanmar service, parts, engine install manuals, toolkit with 5-35mm metric wrenches, Flexofold prop puller, Loos gauge, impeller puller. Health forces sale at well below market. Specs, pictures, maintenance summary available. Contact (412) 889-6578 or cmitcpgpa@aol.com.



34-FT C&C, 1980. Portland, OR. \$30,000. Q is a clean C&C kept in fresh water. RL72RC color radar/chartplotter, Nexus suite of instruments, Max-Prop, 3-burner with oven propane range with sniffer and dodger, Furlex roller furling headsail, Lewmar windlass. New asymmetrical spinnaker, marine head, bottom paint, and cutlass bearing in 2015. More info at (503) 887-6668 or lspbjohnson@gmail.com.

34-FT CATALINA, 1989. Santa Cruz Harbor. \$39,500. Strong coastal cruiser with classic wood interior, well maintained above and belowdecks. Bottom job and new fuel tank-Oct 2015. Universal M25 engine runs great. Includes full-batten main with two reef points, 90% jib on the roller furler, 110% Mylar genoa, 135% light Dacron genoa, asymmetric drifter, folding prop, Garmin GPS, LED lighting, and more. One-year Santa Cruz slip license available. Call or email for pictures. (650) 365-0652 or (530) 277-7668 or billywall@hotmail.com.



34-FT EXPRESS, 1987. Santa Cruz. \$60,000. Is your interest racing or cruising? You can do either or both immediately with this well built, well maintained and well equipped 1987 Express 34 sailboat. For full details/more information contact: <http://PatriciaJ.rwfletcher.com>.



34-FT WYLIE. Ensenada, Baja California. \$30,000USD. One of the best performing racer/cruisers amongst anything close to her size. Yanmar diesel 2012 3-cyl 21hp, almost new (120 hours). Electronics: VHF (brand new), autopilot, GPS navigation 1200, Ritchie compass (2), stereo, 4 speakers, depthsounder. For more info contact petraspurr@gmail.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$39,500/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. Website: www.danger-zone.net. Contact Steve: info@americanglobal.org or (617) 838-4648.

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. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



TARTAN 34C, 1979. Petaluma, CA. \$19,500. In good condition, great cruising platform, Atomic 4, new upholstery. Comes with main, 110 jib, 130 genoa, and spinnaker. Has refrigeration. Wheel steering with instrumentation. For more info contact johndickinson46@gmail.com or (707) 773-3111.

36 TO 39 FEET

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 14T. 2-cyl Sabb diesel. Bluewater grp hull with teak and oak traditional deck system. Solid teak interior. Tanbark sails. Fully found. Needs topside hull paint. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. For more info call (562) 899-0774.



36-FT C&C, 1980. Alameda, CA. \$15,000. Great boat. Has solid rod rigging, self-tailing winches, two jib sails, Yanmar diesel engine, radar and GPS. Wheel steering. For more information contact (510) 504-0771 or safetycraig@pacbell.net.



36-FT TRADITIONAL CCA, 1938. Bellingham, WA. \$35,000. Fractional rig. Classic Burmese teak sloop built in Ah King Boat Yard, Hong Kong. Designer unknown but likely Phil Rhodes. Heavy standing rig, ocean veteran. Ported in San Francisco Bay in 1950s. LOA 35.6'. New deck, mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Laminated teak frames on 6" centers, fastened with copper rivets & roves. Blue Sea breaker panel. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, Lifesling, SL555 windlass, 200' 5/16" chain, Avon inflatable. Recent survey. Sweet sailer. Contact (360) 592 0939 or pwilling64@gmail.com.

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40 TO 50 FEET



38-FT MORGAN 382, 1978. Brisbane Marina. \$35,000. Price reduced! This Morgan has a large protected cockpit, is rigged for two-person handling, with all lines down into the cockpit. Her 3-bladed prop cuts fantastically through the Bay chop with aid of her original Yanmar 3QM engine. (Just 500 hrs). Her interior is beautiful, spacious and comfortable. For info and photos: jerry@jscpm.com or bh.hackel@gmail.com or call (650) 722-4546.



38-FT C & C 115, 2006. Redwood City, CA. \$134,500. Proven PHRF racer (rating 63), highest-performance cruiser, exceptionally maintained with detailed documentation. Symmetrical spinnaker (0.75 oz and 1.5 oz), 2010 North 3DL main (good condition), 3DL 110% jib (fair condition, good practice sail) and 3DL 105% (new), 2016 MXB 110% jib (brand new), original cruising sails (offshore Kevlar units) onboard. Two cabins, one head w/ integrated shower, hot/cold water, 2KW charger/inverter, galvanic isolator, gas 2-burner stove w/oven, mint condition belowdecks. Contact (410) 212-8177 or s.scherer80@gmail.com.



37-FT FRANS MAAS SABINA. Pt. Richmond, CA. \$44,000. *Begone* is ready to sail - here or afar! Frans Maas Dutch-designed and built in 1961. Major restoration completed in 2005. Rolled steel hull with wooden cabintop and mast, amazing hard dodger, Yanmar diesel engine. Inventory includes Raymarine instruments, JRC chartplotter/radar, solar panels, refrigerator/freezer, Force 10 stove/oven, watermaker, Icom M802 SSB, EPIRB, Monitor windvane, bimini. Built for performance, seaworthiness and beauty. Contact (415) 531-0432 or listatler@earthlink.net.



42-FT CATALINA, 2001. Newport Beach, CA. \$164,500. With LLC. Raymarine electronics, inverter, windlass, DVD, dodger, new bottom paint. 56hp Yanmar, low hours, roller furling. Boat is turnkey. Contact ginka_62@yahoo.com or (714) 376-7688.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$189,000 USD. Must see! There were only approx. 30 CG 36s completely built by the craftsmen at CG Marine Works (prev. Cecil Lange & Son). This is one of the finest examples afloat! A 2-owner boat with extensive refits in 2007 and 2014. Meticulously maintained in Bristol condition. This is a true bluewater world cruiser, or will sail your local waters in comfort and style. Compliments wherever she is moored. All custom-built magnificent teak interior. Too many extras to list here. See website: www.capegeorge36forsale.com. For complete description and photos please email or phone (575) 770-1872 or wse541@gmail.com.



38-FT WAUQUIEZ: HOOD 38, 1983. San Francisco. \$47,000. Centerboard, windlass, 2 heads (one electric), autopilot, fuel-polishing filter, new dodger, mainsail like new, Fleming windvane (not installed), dinghy. Haulout January 2016. Slip also available. More information at (415) 399-1449 or dushanhrovat@att.net.



36-FT CAPE DORY CUTTER, 1979. San Mateo, CA. \$58,000. SV *LaBaleine*, hull no.10. From the board of Carl Alberg, N.A. A solid classic, with the big 50hp Perkins, bags of sails and many upgrades including: complete standing and running rig, stay furler, storm sail, hard dodger, chart, AIS, 802SSB, 506DSCVHF, EPIRB, windvane, wheel pilot, radar, gel banks, alternator charger monitor, 130W solar, 12V breaker, NEMA 2000 bus and way more. For full details contact (415) 994-2886 or wgreggjohnson@gmail.com.



40-FT BENETEAU FIRST 38, 1987. Emeryville Marina. \$55,000. The new boat is here, breaks my heart, but *Valhalla* needs a new home. Great boat, just back from two seasons in Mexico. Blisters and bottom job in 2015, Perkins 4-108, watermaker, new dodger, electric anchor windlass, spinnaker, extra sails, hard-bottom dinghy w/15hp Evinrude, and lots of spare parts. Lots more. For info contact Super_mick@msn.com or (415) 898-6989.



36-FT CAPE DORY SAILBOAT, 1983. Bethel Island, CA. \$69,500. One owner, outfitted for ocean cruising. Harken roller furling w/135% jib. Monitor windvane, steering, Autohelm ST6000 autopilot, Lo-frans Tigres LW400 power windlass. Many extras, ask for list at kjimbale@mcn.org.

ERICSON 38, 1982. Moss Landing (Monterey Bay) CA. \$32,500. Full-batten main, roller furling, electric windlass, autopilot, radar/chartplotter, Monitor windvane, 32hp Universal diesel, refrigeration, watermaker. Needs TLC but sailed regularly. Contact lazydaze38@gmail.com or (760) 873-8751.

36-FT CATALINA MK II, 1996. Pt. Richmond. \$69,000. Universal diesel, Stack-Pack, dodger, bimini, roller furling, recent bottom, very well equipped, meticulously maintained, interior like new, stereo, TV. Ship's log, all records since new. Must see - no disappointments. Call (925) 890-3658 or (925) 228-2852.

39-FT FAST PASSAGE, 1978. Seattle. \$112,000. Cutter-rigged, bluewater vet, well maintained, outfitted and rewired 2003, Perkins 4-108, 3-blade Max-Prop, Spectra watermaker, autopilot, leather interior, Avon RIB, OB. Dodger and canvas 2011. Survey 2013. Contact (206) 714-8272 or jogginssail@yahoo.com.

36-FT ISLANDER, 1972. Alameda. \$34,000. This Islander 36 is ready to move on to its next captain. Upgraded to 2016 standards. New electronics, wood fireplace, cozy interior. 2014 30hp Beta diesel. Smart charger, roller furling. (510) 508-8709 or muhiudeen@yahoo.com.

39-FT BENETEAU 393, 2002. Sausalito Yacht Harbor. \$120,000. Great cruiser in very good condition. Two-cabin owner's model with two heads, only 1000 hours on diesel, full electronics, classic main, just hauled. Walk to downtown Sausalito. Contact 393@marigotgroup.com or (415) 331-4900.

37-FT PACIFIC SEACRAFT, 2004. Hong Kong. \$149,900. Fully equipped for worldwide cruising: Yanmar 56hp, Monitor windvane, new sails, new chartplotter, new radar, SSB, VHF, Navtex, liferaft, EPIRB, solar panel, wind generator. Pacific Seacraft award-winning quality. Info at www.pacificseacraft37.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Single-handed all over Pacific Mexico in comfort and now lying in a fantastic location. Info on website: www.sanctuarycharters.com/sabbatical.php or contct directly at office@sanctuarycharters.com.



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48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. For details and info: www.theoriana.com. Contact (480) 447-7316 or info@theoriana.com.



44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'1": go to weather board-down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hrs on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30s sailboat. Call (805) 235-4046 or tackorjibe@gmail.com.



BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great liveaboard and passagemaker! 3-stateroom layout, central heat and air, large quality refrigeration, roomy cockpit and swim scoop with handheld shower! Great for living, entertaining and loaded for comfortable passage including all new sat. weather, moving maps, autopilot, radar and 2 new Garmin 15" touch screen navigation systems. All new hatch and port windows, rigging and more! Website with many pictures: <http://tinyurl.com/k8s8b56>. (510) 253-5883 or beneteauforsale@gmail.com.



44-FT CHEOY LEE CUTTER, 1979. Sitka, AK. \$80,000. Bluewater cruising sailboat and great liveaboard. Fully equipped with new Yanmar engine, exhaust, and batteries, and substantial upgrades to electrical, mechanical, and plumbing systems, with refinished interior. Info at: www.svvega.com. Contact (907) 227-6588 or svvegasitka@gmail.com.

42-FT CATALINA, 2-CABIN PULLMAN. 2008. Point Richmond. \$205,000. Fully battened main, Mylar 130% genoa, cruising spinnaker, 110% jib, autopilot, radar, folding prop, dodger, bimini, televisions, stereo and more. Email for full list and pictures. (916) 300-4736 or sailor42@att.net.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$14,900/obo. Welder or Shipwright special! This boat would make an excellent project for the right buyer. Fully loaded with an extensive inventory of cruising gear and equipment. Please see the website for details: www.thissideupyacht.com. Contact tsusailboat@gmail.com, (408) 431-4333 or (360) 431-3723.



40-FT KALIK, 1980. Santa Cruz, CA. \$48,000/obo. Gary Mull 40. Well built and designed racer-cruiser. Built in Korea's best yard. Great boat. Fiberglass deck and hull, strong mast and boom. Great layout, 6'4" headroom, double quarter-berth cabin with door. Head and 2nd helmsman's head. Shower, hot water heater. All teak, very well built. Some unfinished projects and maintenance. Perkins 4-108 runs great. Instruments, lots of sails. 55 Arco 2-speed primary winches. 36" wheel w/leather. Large T-shape cockpit w/teak seats. Very few built. "As-is" - health forces sale. Contact Steve at (831) 332-1366 or (831) 334-2606 or s.elmore@att.net.



45-FT MORGAN, 1983. Alameda. \$89,500/obo. Nelson-Marek design combines sleek hull with luxury interior. Single owner lovingly maintained performance cruiser with gracious teak and holly interior. 2 staterooms and 2 heads with showers. Great fin-keel sailing, easy livability, and wonderful headroom. 8 berths, cedar hanging closets, full galley, and added storage. Extras include Furuno radar, custom dodger, multicolored genaker, and additional Lewmar winches. More info at: <https://ccflash6.wix.com/morgan45-4>. Call (831) 624-0517 or (831) 917-1475 or ccflash@mindspring.com.



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



45-FT CUSTOM KETCH, 2013. Long Beach. \$59,000. New (almost) 45-ft full-keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



40-FT NEWPORTER KETCH, 1958. Ft. Bragg, CA. \$22,000. *Resolute* is for sale. Ackerman design. Hull #65. Solid bluewater motorsailer. Comfortable liveaboard, main salon has full galley, enclosed head, 2 settees, TV and DVD. Pilothouse has raised dinette, sliding screened windows, pilot seat, autopilot, VHF, radar, GPS, depthfinder, compass. Cockpit has wheel steering, compass, RPM, gauges and engine controls. 60hp Perkins diesel, 7kt cruise under power. Water and fuel tanks are 200 gals each. 7 winches, full set of sails. Mast steps. Bowsprit with pulpit, 2 bow anchors with rollers, windlass. Handrails and safety railing. Boarding ladder, dinghy davits, inflatable dinghy. Meets CG safety requirements. Need some TLC, mostly cosmetic. Contact (480) 694-6132 or chuckhy202@gmail.com.



47-FT VAGABOND KETCH, 1984. San Diego. \$145,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. Over \$255,000 invested in purchase and upgrades over 12 years. If interested contact Len at lwohlsdorf@hotmail.com or (310) 357-9673.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$220,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.

43-FT OFFSHORE RACER/CRUISER. 1981. Delta. \$84,000. Doug Peterson design. Semi-custom, Kevlar epoxy, teak interior, aft cabin. Two-year refit, currently being cruised and improved. Safe, comfortable, beefy yet fast. Open listing, lowered price! Take a tour at www.youtube.com/watch?v=OKeCgr4d5H8&feature=youtu.be. For more information contact hookedsailing@gmail.com.

47-FT CATALINA. San Diego. \$209,000. Customized bluewater ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. More information on website: <https://adream2sail.publishpath.com>. Call (916) 607-9026.



43-FT SWAN, 1969. San Francisco. \$69,000. S&S design - Palmer Johnson import. Great boat. AP, radar, chartplotter, dodger, awning, repainted cabintop. Teak/koto interior. Functioning trim tab. Perkins 4-108. Extensive sail inventory. Please contact pibbs1@aol.com or (415) 606-4716.





SYDNEY 41, 1996. Oceanside Harbor. \$119,000. *Twister* is a beautiful and well maintained version of this highly sought-after racer/cruiser. With her powerful carbon rig, Nelson Marek deep keel, and efficient hull shape, the Sydney 41 is one of the few boats as comfortable on the race course as she is cruising the Islands. Designed by Ian Murray and built by Bashford International of Australia, the Sydney 41 was designed around the principle that performance is more important than rating, as speed is timeless and rating is subject to change. The basis of the 41's hull shape comes from the latest of grand prix thinking and is readily evident when under sail. For more information please contact (760) 439-0011 or (760) 579-2899 or jwert007@gmail.com.



42-FT WESTSAIL CENTER COCKPIT. 1975. Long Beach, CA. \$119,900. Great shape, dodger, radar, autopilot, GPS, VHF, 100hp Yanmar diesel, newer generator, new head, 2005 mainmast and sails. Boat is ready to go cruising. Contact (562) 896-3797 or melias51@hotmail.com.

41-FT NEWPORT, 1984. Delta. \$39,500. Excellent condition. Rod rigging, diesel, radar, GPS. Autopilot, dinghy and O/B. Prepared for cruising. Health changes plans. Freshwater berth. Contact (916) 217-6908 or chardonnyamoon@att.net.



41-FT SCEPTRE PILOTHOUSE, 1987. Dana Point, CA. \$179,500. Raised dinette, forward and aft cabin Sparcraft tall rig, rod rig, Yanmar diesel, Mase 3KW generator. In excellent condition, many upgrades. Must see to appreciate.

40-FT J/40, 1986. Vancouver, BC. \$82,000. Legendary performance cruiser. Diesel engine and autopilot. New: fridge, propane stove with detector, windlass, toilets and hard bimini with solar panel. Lots of upgrades! 2-cabin, 2-head layout. For more information see the website: <http://j40forsale.strikingly.com/>. Contact (604) 742-1994 or cham20@gmail.com.

51 FEET & OVER



56-FT JOHN ALDEN. 1964. Vancouver, BC. \$159,000 CDN. Pilothouse cutter. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. For more info contact (604) 358-8968 or (604) 354-5090 or westbynorth@gmail.com.

57-FT FORMOSA, 1982. Alameda. Sell/trade/will carry note. For *Lost Soul* info on YouTube, go to sailboat lost soul returns. Will trade for car or airplane. If I have to, will put cash on top. Please contact (510) 967-8421 or (864) 579-1960 or email: transfercaseexpress@hotmail.com.



68-FT DEREKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. Please visit our website at www.apolloduck.us/feature.phtml?id=267073, and then contact (415) 663-8776 or lorcarrossman@gmail.com.

CLASSIC BOATS



20-FT WHITEHALL WOODEN BOAT. 1993. Reno, Nevada. \$18,900/obo. Commissioned sail and rowing boat. Double sliding-seat rowing stations for smooth rowing, or sail as a gaff-rigged sailboat. Pristine, garaged, UV-protected. Custom trailer, 10 ft. hollow-core oars, like-new sails, all mahogany and cedar, hand-cast fittings, hand-sewn leather, custom covers. Cold-molded epoxy construction by Artisan Boatworks (ME), cost \$32,300 (5,500 person-hours). There is nary a thing like it on the West Coast and priced to sail. For more information contact (303) 704-7185 or gary.drews@outlook.com.



47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.



52-FT STAYSAIL SCHOONER, 1927. Marina Bay, Richmond, CA. \$175,000/obo. EB Schock staysail schooner *Scorpio* has been completely restored and has recently had its original keel, rudder post and deadwood replaced. The engine is an Isuzu diesel. It sleeps 5-6 under sail. It was in the S.F. Great Schooner Race 4 times, and placed 3rd, 1st, 2nd and 4th. *Scorpio* is also rigged for cruising, and the changeover only takes a few hours. (415) 924-0554 or bobvespa@gmail.com.



19-FT CALEDONIA YAWL, 1994. Fremont. \$14,000. Hand-built in 1994. This boat is in mint condition, ready to be taken out today. Includes a Nissan NSSB outboard motor and a Calkins trailer! For more information please contact (925) 989-3090 or codymconnolly@yahoo.com.



35-FT CRUISING KETCH, 1947. Sausalito. \$25,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



MULTIHULLS



45-FT CAPRICORN CAT, 1995. Brisbane Marina, in SF Bay. \$389,000. One-off Kurt Hughes design. She is a fast, agile, lightweight, customized cruising catamaran. High bridgedeck and daggerboards= great windward work, beautiful galley-up, big fridge, big freezer, with new compressors. B&G, Ham/SSB w/upgraded Pactor modem, 2x44hp turbo Volvos, with Flexfolds. Faired bottom, genset, 24gph watermaker, 4 solar panels, 10'6" dinghy w/15hp Yamaha. We have enthusiastically sailed and upgraded so she runs like a top. 3x So. Pac, 6x+ Ha-Ha vet. This boat is ready to go right now. Food, fuel, clothes are all you need. Can you hear Mexico, the whole world calling? Ha-Ha '16 anyone? For info contact (831) 332-8448 or wfhendryx@yahoo.com.



40-FT ONE-OFF, 2001. La Cruz de Huanacastle, MX. \$140,000. Feet is for sale. Performance catamaran, 20 knot+ boat, chartplotter, GPS, sounder, electric windlass, hard sailing dinghy, inflatable with 5hp 4-stroke. 3 sails. Two queens, two singles. Propane 3-burner with oven, Engel refrigeration, LED lighting, solar charging. A sailor's boat. 1/2 to 3/4 wind speed. Contact wla9342@gmail.com.



CORSAIR 24 MK II, 2002. Las Vegas, NV. \$44,000. Freshwater, well maintained, dry-sailed trimaran for overnighting or racing, on Pacific trailer with new tires and disc brake system. Never had bottom paint. Mainsail, jib, roller-furling screacher. Harken mainsheet and turning blocks. Halyards are top-end line, like new. GPS and Autohelm, Onboard marine radio. LED lights, 1 anchor. 8hp 4-stroke Merc, 2 years old (less than 10 hours). 3-man dinghy with 2012 3.5hp 4-stroke Merc. This boat has been in the water twice a year for the last 10 years. For more information contact olsolo@cox.net or (702) 429-4136 or (702) 263-3217.





35-FT CROWTHER TRIMARAN, 1987. Marina Bay, Richmond. \$16,500/obo. Amazing trimaran! Took 2nd place in the single- and doublehanded Farallones races. Great daysailer and Delta boat. Ready to sail offshore today. Email for survey, photos: ryangaleria@gmail.com or call (415) 933-7949.



24-FT CORSAIR F-24-2, 1997. Alameda. \$32,000. Fun, fast, folding, well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screacher and 2 spinnakers. Harken windward sheeting traveler and 4 Harken winches. Nexus 3000 speed/depth instruments with aluminum display pod, LED lights, 2 anchors. Tohatsu 5hp. Contact (510) 865-2511 or (707) 590-0842 or bsn160@gmail.com.

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26 HACKER CRAFT REPLICA. Alameda. \$29,500. Price reduced! *Cloudy Bend*. Beautiful 26 mahogany runabout John Hacker design. Meticulously maintained. Built in 1992 as a replica of a 1929 Hacker-Craft. Very low hrs, runs great, always stored with cover and warehoused. For more information contact (510) 521-8454, ext. 301 or mford@svendsens.com.



42-FT GRAND BANKS, 1977. San Francisco. \$87,000. Meticulously maintained Grand Banks motorboat. Fully serviced twin Cat 320. 700 hours. Two private heads. 7.5kw genset with less than 700 hours.



34-FT CHB AFT CABIN TRAWLER. Long Beach. \$39,500. Ample fuel and water for cruising around the Channel Islands, and/or a trip down to Baja. Fully equipped. Turnkey condition. Many extras. Contact sailman123@gmail.com for full spec list or see Yachtworld.com under Ensenada.



18-FT BOSTON WHALER 520 RHIB. 2014. SF Bay Area. \$32,000. On the water for less than 15 hours and in perfect shape. Direct from factory with a new tube, new hull, Garmin, 60hp brand-new Mercury, and a brand-new trailer. Perfect coach boat, yacht tender. (530) 304-3724 or (707) 826-2887 or abranagh@wing.com.

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MARINE FLEAMARKET. Vendor booths available, Sausalito. \$30. Maritime Day @ Galilee Harbor, 300 Napa St., Sausalito. Sat. Aug. 6, 2016, 8am-6pm. Call or email to reserve your space today. Visit our site at www.galileeharbor.org. (415) 332-8554 or galileeharbor@gmail.com.

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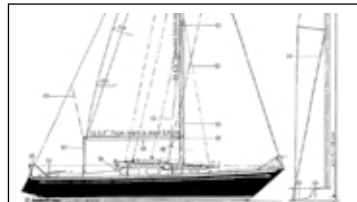


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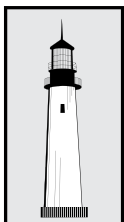
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ADVERTISERS' INDEX


AB Marine 6	Book: Life and the Sudden Death of <i>Salt Peter</i>53	Department of Boating & Waterways..... 17	Gianola Canvas Products59	Iverson's Design49
ATN36	Breakwater Cove Marina.....43	DeWitt Studio 123	Grand Marina2	JK3 Nautical Enterprises..... 19
American Battery 133	Brisbane Marina41	Downwind Marine24	Hansen Rigging34	Key West Race Week.....35
American Sailing Association.....57	BVI Yacht Charters 106	Doyle Sails25	Happy Poseidon Boat Cleaning & Maintenance.....52	Kissinger Canvas 34
Baja Ha-Ha Beach Party 119	CDI/Cruising Design58	Emery Cove Yacht Harbor.....37	Harbor Island West Marina..... 120	KKMI - Boatyard 140
Baja Ha-Ha Sponsors 83-85	Catamaran Company, The29	Emeryville Marina56	Helms Yacht & Ship Brokers 12	KKMI - Brokerage..... 137
Bay Marine Boatworks21	Chris Boome Insurance.....50	Emeryville on the Bay.....56	Helmut's Marine Service..... 133	Lee Sails 107
Blue Pelican 133	City Yachts7	Equipment Parts Sales 133	Heritage Marine Insurance.....52	Leukemia Cup.....95
Blue Water Yacht Insurance..... 134	Club Nautique.....55	Farallon Electronics40	Hogin Sails 134	List Marine Enterprises.....46
Boat Command.....37	Coyote Point Marina 39	Farallone Yacht Sales 11	Hood Sails 13	Loch Lomond Marina49
Boat Yard at Grand Marina, The.....27	Cruising Yachts39	FlopStopper..... 133	Hydrovane 122	Maine Cats 106
Book: Fix or Failure?.....49	Defender Industries..... 51	Flying Cloud Yachts 135	Island Yacht Club32	Makela Boatworks 107
		Gentry's Kona Marina..... 106		Marchal Sailmakers.... 123
				Marina Bay Yacht Harbor.....50

CONTINUED

			
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ADVERTISERS' INDEX – cont'd

Marina de La Paz 122	Napa Valley Marina 10	Raiatea Carenage Services 82	Seatech 107	Ultra Marine West/Quickline 47
Marina El Cid..... 38	New Era Yachts 136	Railmakers 107	South Beach Harbor 20	Vallejo Marina..... 53
Marina Vallarta 121	Norpac Yachts 139	Richardson Bay Marina..... 47	Spaulding Wooden Boat Center 91	Ventura Harbor Boatyard 123
Marina Village Open House 41	North Sails 33	Rubicon Yachts 8-9	Spectra Watermakers 118	Weatherguy.com..... 133
Mariners General Insurance..... 47	Outboard Motor Shop..... 36	Sail California 15	Starbuck Canvas..... 46	West Marine 30
Maritime Institute..... 44	Owl Harbor Marina 51	SailSFBay.org 59	Stem to Stern 57	Westwind Precision Details 40
Marotta Yachts..... 138	Oyster Cove Marina..... 94	Sail Warehouse, The .. 133	Suncoast Yachts 54	Whale Point Marine Supply 26
McDermott Costa Insurance..... 48	Pacific Crest Canvas..... 22	Sal's Inflatable Services 38	Svensden's Boat Works..... 23	Whiting & Wedlock Marine Surveyors 123
Minney's Yacht Surplus..... 123	Pacific Offshore Rigging 53	San Francisco Boat Works 45	Swedish Marine..... 44	Wichard Sparcraft, Inc. 14
Modern Sailing School & Club..... 51	Pacific Yacht Imports..... 18	Schaefer Marine 28	TMM Yacht Charters... 107	Yachifinders/Windseakers 43
Monterey City Marina..... 42	Paradise Village..... 31	Schoonmaker Point Marina..... 16	ThunderStruck Motors 58	
NW Yacht Brokers Association..... 45	Passage Nautical..... 5	Seacoast Marine Finance 48	TowboatU.S..... 95	
	Pineapple Sails 3	Seashine 42	Trident Funding 4	
	Punta Mita Beachfront Condos 134		Twin Rivers Marine Insurance..... 59	
	Quantum Pacific 77			



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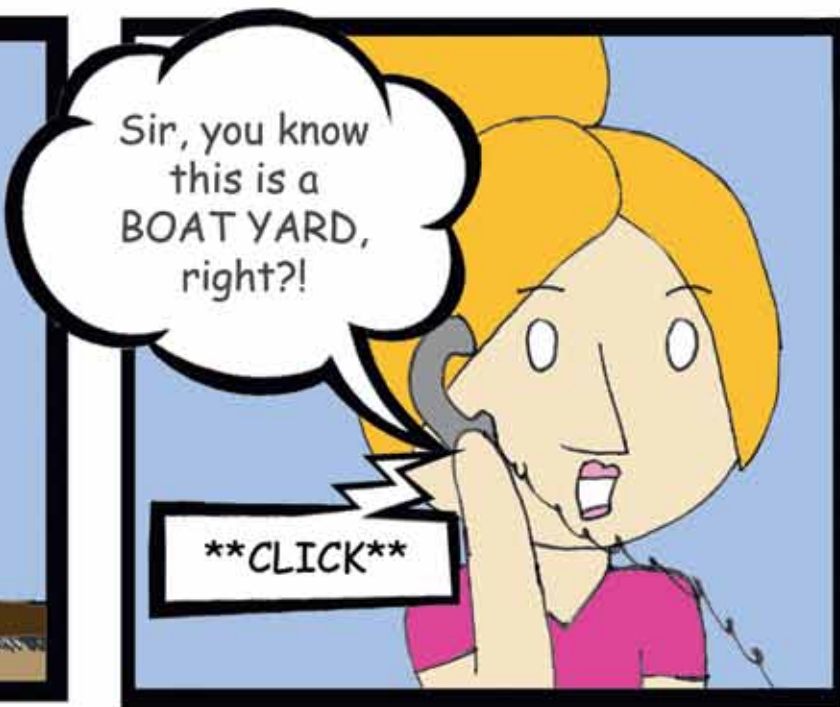
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