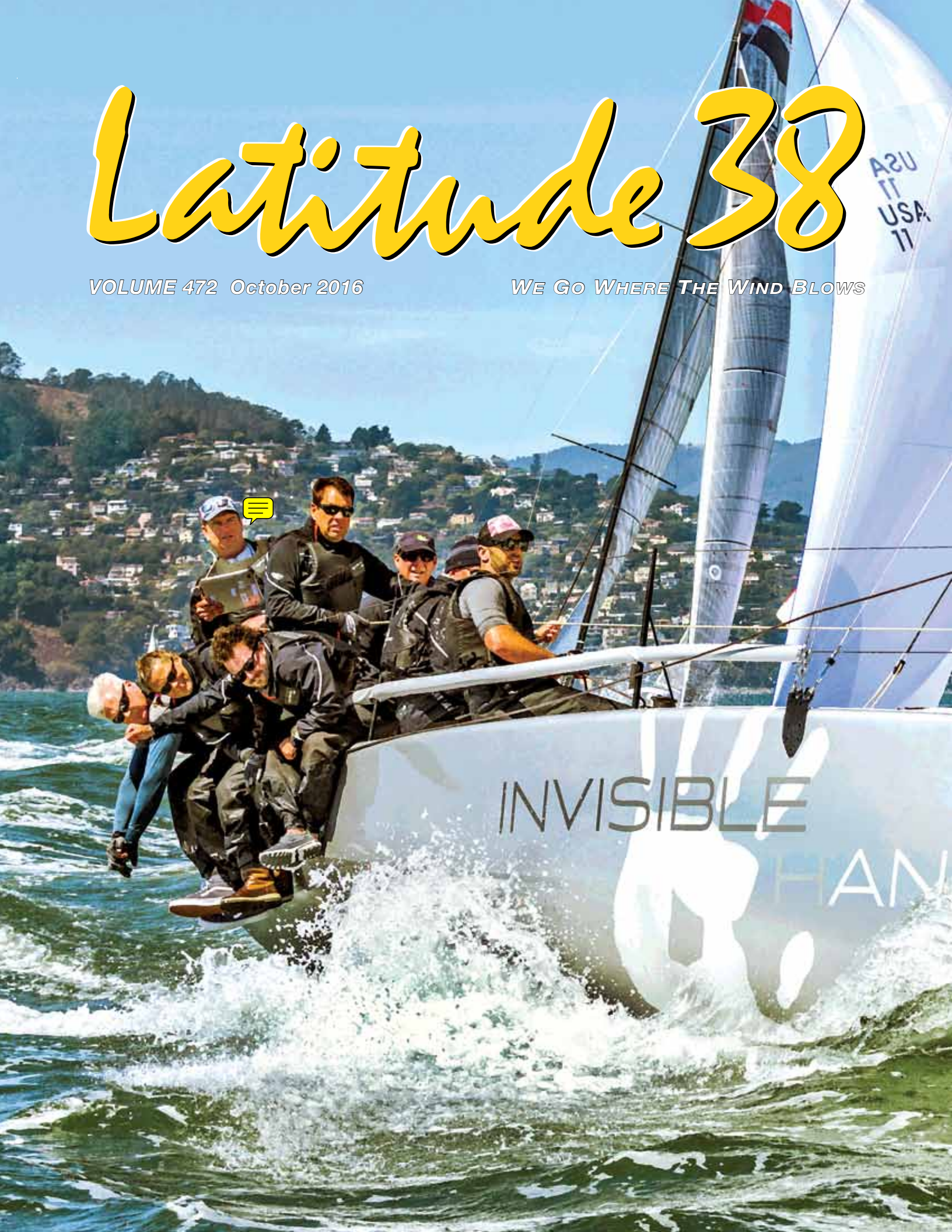


Latitude 38

VOLUME 472 October 2016

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Star Power

PHOTO BY SLACKWATER_SF



Jim Murphy chose his Santa Cruz 40, *void star*, to go “cruising far and wide.” Fast, well-built and comfortable, the boat seemed ideal and he began sailing it around San Francisco Bay. To improve his sailing skills and because his cruising would be short-handed or singlehanded, he began racing with the Singlehanded Sailing Society on the Bay.

Jim recognized the performance of Pineapple Sails on the race course, so came to us for a carbon main and jib. He then set off for the Pacific Northwest, where he was met with very challenging conditions along the Oregon coast. His racing sails proved “durable and reliable in tough cruising conditions.”

*void star**

Upon his return, Jim added a bow sprit and asymmetrical spinnaker from Pineapple Sails to his inventory. Brightly colored, thanks to Jim’s wife Jamie’s design, the sail has *void star* planing downwind at speeds he never saw before.

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Cover: The new C&C 30 class, including Frank Sloopman's *Invisible Hand*, rolled in San Francisco Bay's raucous conditions at Rolex Big Boat Series.

Photo by Leslie Richter / www.rockskipper.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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OCEANIS 55, 2016.....	\$699,000
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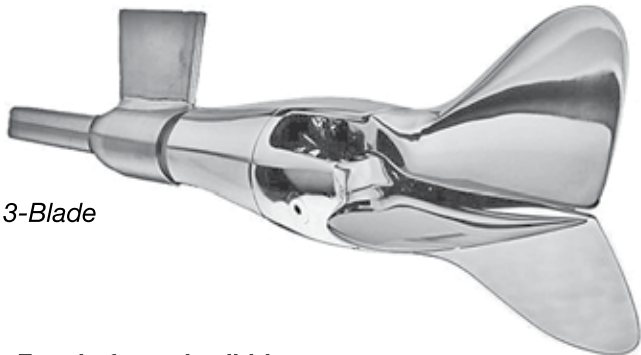
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CALENDAR

Non-Race

Sept. 30-Oct. 2 — Northern California Westsail Rendezvous for past, present and future Westsailors, Marina Bay, Richmond. Info, www.westsail.org/event-2143278.

Sept. 30-Dec. 5 — The tall ship *Hawaiian Chieftain* will be berthed in Antioch through 10/2 and in Sacramento 10/3-12/5. *Lady Washington* will be in Oakland 10/5-10/16. Info & tickets, (800) 200-5239 or www.historicalseaport.org.

Oct. 1 — American Armed Forces Cup, with spectating at Alameda Point. Live music, food, exhibits from the USS *Hornet* & Naval Air Museum, STEM activities, face painting, fitness challenges. Cheer for your favorite as members from each branch of the military compete aboard five Colgate 26s. Co-hosted by Club Nautique and Alameda Community Sailing Center. Info, www.clubnautique.net.

Oct. 1 — Bay Day. "Like Earth Day for San Francisco Bay." Celebrations, programs, discounts. Info, www.bayday.org.

Oct. 1 — Redwood City PortFest, 10 a.m.-3 p.m. Intro sails, boat rides, harbor tour, waterfront trolley tour, live music, arts & crafts, vendors, beer garden & tiki bar, food booths & trucks, kids' & teens' activities. www.rwcportfest.com.

Oct. 1 — Family Fun Day, Maritime Museum/Aquatic Park Promenade, S.F., 10 a.m.-2 p.m. A maritime-themed day of outdoor physical activity. RSVP to lucien_sonder@nps.gov. Info, (415) 447-5000 or www.nps.gov/safr.

Oct. 1986 — From a vol. #113 feature entitled *Bay Wanderer Hits South Beach*:

It was one of those lame-duck afternoons when the sun shines like it's still summer even though it's almost November. Men jogged shirtless through what's left of the old-time San Francisco waterfront. Out behind Pier Head bar, Arthur Formanek's two dogs snoozed in the sunshine.

Inside, Arthur squinted over his half-frame glasses into the window glare and jabbed a finger toward the new South Beach Harbor small-boat marina almost ready to open across the street. "When that marina opens, it's a whole different ball game," he growled. He figures the 683 slips will bring a new crowd of customers that will change the Pier Head forever.

"I'm getting mixing machines. We're going to serve fizzes and Irish coffees," he said, gesturing with his cigar. "This can be a nice place.

"We get people in here yelling about what they did with some woman when they were in Hong Kong," he said with growing indignation. "That's over with."

Lots of other things will be "over with" soon as the San Francisco Redevelopment Agency puts a new face on the city's historic waterfront south of Market Street. The new marina is just the first step. In place of ramshackle warehouses, overgrown lots and abandoned cars, the agency plans to build up to 3,000 apartments, two parks, a hotel and commercial buildings. The area is south of the Bay Bridge, roughly from Bryant Street south to China Basin.

Similar redevelopment is planned at Rincon Point, north of the bridge from Harrison to Mission.

Oct. 1, 15, 29, Nov. 5, 12 — Sail aboard the historic scow schooner *Alma* out of Hyde St. Pier, San Francisco, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

Oct. 1-29 — 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.

Oct. 2 — 'Northbound: The Story of Cabrillo and His Venture into the Unknown of Alta California', aboard *Balclutha*, Hyde Street Pier, San Francisco, 3:00-3:45 p.m. \$10; free for kids under 16 and National Park pass holders. Info, (415) 447-5000 or www.nps.gov/safr.

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CALENDAR

Oct. 2 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Oct. 2 — 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.

Oct. 2-30 — 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.

Oct. 3-10 — San Francisco Fleet Week. 10/7: Parade of ships, 10-11 a.m. 10/7-10/9: Humanitarian Assistance Village, Marina Green Festival Center, Air Show including the Blue Angels, France's Breitling Jet Team, Sean D. Tucker and Team Oracle, Navy Leap Frogs, and more. 10/8-10/10: Ship tours. Info, www.fleetweeksf.org.

Oct. 5, 12, 26, Nov. 2, 9, 16 — Amateur Radio and SSB Aboard class, Berkeley YC, 7-9:30 p.m. on six nights. Class is free; \$2 for coffee/tea service each night. Chuck, (510) 972-4592 or chuckbullett@gmail.com.

Oct. 5-26 — 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.

Oct. 5-26 — 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.

Oct. 6 — Corinthian Speaker Series presents 'The Perils of Electronic Charts', with Tuuli Messer-Bookman, professor of marine transportation at Cal Maritime Academy. Free & open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Oct. 12 — 'Shipwreck in the Arctic: Survival in Siberia, 1881-1882' presented by polar historian David Hirzel. Spaulding Marine Center, Sausalito, 7 p.m. Donations suggested. Info, www.spauldingcenter.org.

Oct. 13, Nov. 10 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

Oct. 14 — Moby Dick Mini-Marathon, San Francisco Maritime Research Center, Fort Mason Bldg. E, 6-9 p.m. Free. Info, (415) 561-7033 or www.nps.gov/safr.

Oct. 15 — 'Skin in the Game', aboard *C.A. Thayer*, Hyde Street Pier, S.F., 3-3:45 p.m. About maritime trade in the early 1800s. \$10; free for kids under 16 and National Park pass holders. Info, (415) 447-5000 or www.nps.gov/safr.

Oct. 15 — Sail under the full moon on a Saturday.

Oct. 15 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, S.F., 8 p.m. 10/15: Hank Cramer; 11/12: John Roberts & Debra Cowan. \$12-\$14. Tickets through Eventbrite. Info, (415) 561-6662 or www.nps.gov/safr.

Oct. 16 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

Oct. 22 — Baja Ha-Ha Welcome Potluck Party & BBQ, Downwind Marine, San Diego, noon. Vendor Fair all day. Info, www.downwindmarine.com.

Oct. 23 — Sailathon & Ugly Fish Search, Ventura Pier. All waterfront welcome; followed by a reception, auction & raffle. Info, (805) 658-8530 or www.vccaregivers.org/events.php.

Oct. 24-28, Nov. 2-4 — Cruising Seminars, Downwind Marine (back door), San Diego, 6-8 p.m. 10/24: Cruising Mexico, Dick Markie; 10/25: Passage Making & Today's Nav Tools, Capt. Ann Kinner; 10/26: Downwind Sailing Gear & Techniques, Bruce Brown; 10/27: Offshore Communication, Cmdr. Terry Sparks; 10/28: Ground Tackle Needs & Techniques, Capt. Holly Scott; 11/2: NWS & Its Tools for the Mariner, Alex Tardy; 11/3: Maintaining Your Outboard, Tom

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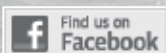


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CALENDAR

Teevin; 11/4: Cruising Notes on Mexico, Capt. Pat Rains. Info, www.downwindmarine.com.

Oct. 25 — SailMail Training Workshop, Point Loma Assembly Hall, San Diego, 8:30 a.m.-4:30 p.m. Presented by Jim & Sue Corenman with Shea Weston. \$50/person or \$75/couple, cash or check at the door. RSVP, sysop@sailmail.com. Info, www.saildocs.com/seminars.

Oct. 28 — Icom IC M802 Training Workshop, Point Loma Assembly Hall, San Diego, noon-3 p.m. Presented by Cmdr. Terry Sparks. \$25/person or \$35/couple. Info/RSVP, www.made-simple-for-cruisers.com/training-help.

Oct. 29 — 12V Electrical Systems with Clark Beek. Spaulding Marine, Sausalito, 10 a.m.-2:30 p.m. \$50 donation requested. Info, www.spauldingcenter.org.

Oct. 29 — Pacific Puddle Jump Seminar, San Diego, 5 p.m. West Marine, Shelter Island, San Diego. Andy, andy@latitude38.com.

Oct. 30 — Baja Ha-Ha Halloween Costume Party & BBQ, West Marine, Shelter Island, San Diego, 1 p.m. Free BBQ for registered 2016 Ha-Ha skippers & first mates; \$10

for additional crew. Info, www.baja-haha.com.

Oct. 31 — Baja Ha-Ha Kickoff Parade, Shelter Island, San Diego, 9-11 a.m. Info, www.baja-haha.com.

Oct. 31 — Baja Ha-Ha XXIII starts, Shelter Island, San Diego, 11 a.m. Info, www.baja-haha.com.

Oct. 31 — Don't be afraid... to sail on Halloween.

Nov. 5 — Benefit for Commodore Tompkins, Spaulding Marine, Sausalito, 2-6 p.m. Info, info@spauldingcenter.org.

Nov. 6 — Fall back one hour for Standard Time.

Nov. 11 — Veterans Day. Take a veteran sailing!

Nov. 11 — Baja Ha-Ha XXIII Cabo Beach Party, Cabo San Lucas, all afternoon. Site TBA. Info, www.baja-haha.com.

Nov. 12 — Cruising Season Kick-Off Potluck Party & BBQ, Downwind Marine, noon. Info, www.downwindmarine.com.

Nov. 15 — YRA Year-End Trophy Party, Berkeley YC, 6:30 p.m. Info, (415) 771-9500 or www.yra.org.

Racing

Sept. 24-Oct. 1 — J/70 Worlds. StFYC, www.stfyc.com/j70worlds2016.

Sept. 28-Oct. 1 — Shields Nationals in Monterey. MPYC, www.shields.mpyc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Shorthanded Races. TYC, www.tyc.org.

Oct. 1 — Summer #5. SeqYC, www.sequoiayc.org.

Oct. 1 — Red Bra Regatta for all-female crews. SBYC, www.southbeachyachtclub.org.

Oct. 1 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Oct. 1 — Champion of Champions. VYC, www.vyc.org.

Oct. 1 — Auxiliary Cup. SFYC, www.sfyc.org.

Oct. 1 — Pelican Races. HMBYC, www.hmbyc.org.

Oct. 1, Oct. 8 — Novice Match Racing Academy in Solings. Long Beach YC, www.lbyc.org.

Oct. 1-2 — Mercury Class PCCs. LAYC, www.layc.org.



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The West Marine store on Rosecrans in San Diego will again provide the venue for the Baja Ha-Ha Halloween Costume Party and BBQ.



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ONE OF A KIND

PHOTO: ONNE VAN DER WAL

55' Nelson Marek NEB Custom 2009
\$405,000 Contact: San Diego



NEW LISTING

47' Beneteau First 47.7 2002
\$199,000 Contact: Alameda

ADDITIONAL USED SAIL...

- 1998 59' Bob Perry Custom \$495k
- 2001 48' J/145..... \$559k
- 1973 44' Swan..... \$134.9k
- 1994 42' Hunter Passage \$89k
- 2006 41' J/124..... \$229k
- 2000 40' J/120..... \$153.9k
- 1998 40' J/120..... \$159k
- 1983 40' Passport..... \$126k
- 2014 38' Hanse 385 \$259k
- 1988 36' Freedom..... \$55k
- 2001 36' Beneteau 361 \$114.75k
- 2006 35' J/109..... \$173.9k
- 1999 35' 1D35..... \$59.9k
- 1998 35' 1D35..... \$63k
- 1985 34' Islander 34..... \$39.9k
- 1996 28' Alerion Express \$67.5k
- 2014 23' J/70..... \$50k



REDUCED

42' Jeanneau 42 DS 2006
\$175,000 Contact: Alameda



MUST SEE

41' Tartan 4100 2004 carbon rig
\$259,000 Contact: Alameda



38' Alerion Express 38 2006
\$250,000 Contact: San Diego

ADDITIONAL POWER...

- 1978 42' Grand Banks Classic.. \$109k
- 2004 26' Aquasport..... \$50k



38' Aerodyne Express 38 2003
\$149,500 Contact: Alameda



NEW BOTTOM

38' Sabre 386 2006
\$223,000 Contact: Alameda



REDUCED

38' Beneteau Oceanis 38 2015
\$239,950 Contact: San Diego



NEW LISTING - EXCEPTIONAL

33' Alerion Express 33 2009
\$215,000 Contact: Alameda



NEW LISTING

32' Jeanneau Sun Fast 3200 2009
\$109,900 Contact: San Diego



ONE OWNER - GORGEOUS

59' Compass Yachts 55 2001
\$450,000 Contact: Alameda



NEW LISTING - TRICKED OUT

42' Sabre Hard Top Express 2004
\$379,000 Contact: Alameda



41' Back Cove 41 2015
\$685,000 Contact: San Diego



REDUCED

31' Tiara 3100 Coronet 2014
\$289,900 Contact: San Diego



28' Chris Craft Launch 28 2004
\$69,000 Contact: Alameda



24' Zodiac Rec Pro 750 2011
\$89,000 Contact: Alameda



CUMMINS DIESEL POWER

39' Tiara 3900 Open 2009
\$409,000 Contact: San Diego

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CALENDAR

Oct. 1-2 — West Marine Fun Regatta & NorCal High School #1-2. SCYC, www.scyc.org.

Oct. 2 — Port San Luis Small Boat Cup Series on SLO Bay. San Luis YC, www.slyc.org.

Oct. 2, 9, 16, 23, 30, Nov. 6 — Berkeley Chowder Races. BYC, www.berkeleyyc.org.

Oct. 2, 16, Nov. 6 — Coronado 15 racing. HMBYC, www.hmbyc.org.

Oct. 4-8 — Etchells NAs. SFYC, www.sfyf.org.

Oct. 7-9 — Express 37 Nationals, hosted by BYC. Info, www.berkeleyyc.org.

Oct. 7-9 — Ultimate 20 North Americans. RYC, www.richmondyc.org.

Oct. 7-9 — US Match Racing Championship in J/22s. San Diego YC, www.sdyf.org.

Oct. 8 — Los Gatos Invitational Challenge Race. LGYC/SeqYC, www.sequoiayc.org.

Oct. 8 — 14 Mile Bank Race. Start and finish near Balboa Pier. NOSA, www.nosa.org.

Oct. 8 — Champion of Champions. BVBC, www.bvbc.org.

Oct. 8 — Andreas Cove YC last race day of the season on the San Joaquin River. Info, www.andreascoveyc.org.

Oct. 8 — Sponsors' Race. HMBYC, www.hmbyc.org.

Oct. 8, 22 — Chowder Cup. ElkYC, www.elkhornyc.org.

Oct. 8, Nov. 5 — Fall Series. SSC, www.stocktonsc.org.

Oct. 8-9 — Sportboat Regatta. RYC, www.richmondyc.org.

Oct. 8-9 — 505 Regatta. SCYC, www.scyc.org.

Oct. 8-9 — PCISA #1/Sea Otters High School Regatta in FJs. MPYC, www.mpyc.org.

Oct. 9 — El Toro Stampede hosted by RYC. Info, www.eltoroyra.org.

Oct. 12-15 — US Sailing Mallory Cup Adult Championship at StFYC in J/22s. Info, www.ussailing.org.

Oct. 14-16 — Express 27 Nationals, hosted by BYC. Info, <http://express27.org>.

Oct. 14-16 — Marstrom 32 Long Beach Regatta. James, james.pleasance@astonharald.com.

Oct. 15 — Fall One Design. SCYC, www.scyc.org.

Oct. 15 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 15 — Twin Island Race #3, around Alcatraz and Angel Island in either direction. SYC, www.sausalitoyachtclub.org.

Oct. 15 — Joan Storer Regatta. Crew must be at least 50% females. TYC, www.tyc.org.

Oct. 15 — Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 15 — Single/Doublehanded Race #5 & Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 15 — Ross Wood club race #5. CYC, www.cyc.org.

Oct. 15 — Fall Shorteez Regatta (PHRF 180 and higher). CPYC, [www.cpyc.com](http://www.www.cpyc.com).

Oct. 15 — Intraclub #4. RYC, www.richmondyc.org.

Oct. 15-16 — Fall Classic. SFYC, www.sfyf.org.

Oct. 15-16 — SF Cup for Catalina 34s. SBYC, www.southbeachyachtclub.org.

Oct. 15-16 — Vanguard 15 Championship on Tomales Bay, hosted by Inverness YC. Info, <http://vanguard15.org>.

Oct. 15-16 — Linda Elias Memorial Women's One-Design Challenge in Catalina 37s. LBYC, www.lbyc.org.

Oct. 19-22 — Fall International 6-Meter Regatta & North Americans. StFYC, www.stfyf.com.

Oct. 20-21 — Kilroy Realty Corp. Pro-Am Regatta. StFYC, www.stfyf.com.

Oct. 22 — Jessica Cup for traditional yachts: Marconis, gaffs & Farallon Clippers. StFYC, www.stfyf.com.

Oct. 22 — Commodore's Cup. KBSC, www.kbsail.org.

Oct. 22 — Corkscrew Slough Regatta for El Toros, hosted



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CALENDAR

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Oct. 22 — South Bay Championship for members of clubs in the South Bay. SeqYC, www.sequoiayc.org.

Oct. 22-23 — Perkins Corporate Challenge on 10/22 and Pacific Union Leukemia Cup Regatta on 10/23, hosted by SFYC. Info, www.perkinscup.org & www.sflcup.org.

Oct. 22-23 — Vallejo 1-2, singlehanded to VYC on Saturday; doublehanded to RYC Sunday. SSS, www.sfbaysss.org.

Oct. 23 — Fall SCORE #3. SCYC, www.scyc.org.

Oct. 23 — Fall 4-6 One Design. MPYC, www.mpyc.org

Oct. 28-30 — 102nd Lipton Cup in San Diego. SDYC, www.sdyc.org.

Oct. 29 — Red Rock Regatta with Archaeologists & Explorers Costume Party. TYC, www.tyc.org.

Oct. 29 — Pumpkin Round-Up. Race in costume; points awarded for each kid onboard. HMBYC, www.hmbyc.org.

Oct. 29 — Round the Island. SFYC, www.sfyf.org.

Oct. 29-30 — Great Pumpkin Regatta & Costume Party. The club celebrates the move back into their remodeled clubhouse with a 'Home on the Range' Western theme. RYC, www.richmondyc.org.

Oct. 29-30 — Fall Dinghy & Olympic Classes. StFYC, www.stfyf.com.

Oct. 29-30 — Goblin Regatta. Santa Barbara Sailing Club, www.sailsbsc.org.

Oct. 30 — Fall 4-6 PHRF. MPYC, www.mpyc.org.

Oct. 30, 1897 — An attempt was made to organize a North American Yacht Racing Union; failure followed due to the opposition of the New York Yacht Club.

Nov. 5 — Seaweed Soup Midwinter Series begins. GGYC, www.ggyc.org.

Nov. 5 — New Amazing Grace Cheney Cup for all-women crews. RYC, www.richmondyc.org.

Nov. 5 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 5 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 5 — Last Gasp Regatta. HMBYC, www.hmbyc.org.

Nov. 5 — Turkey Shoot. LWSC, www.lwsailing.org.

Nov. 5-6 — Perry Cup/Monterey Invitational/Kelp Cup. MPYC, www.mpyc.org.

Nov. 5-6 — Butler Cup, match racing in Catalina 37s. LBYC, www.lbyc.org.

Nov. 5-6 — NorCal High School #3-4 at EYC. BAYS, www.bayarea-youthsailing.com.

Nov. 5-6 — NorCal Winter Opti #1 at SFYC. BAYS, www.bayarea-youthsailing.com.

Nov. 6 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 6 — Jack & Jill + 1 triplehanded race for women skippers and coed crew. IYC, www.iyc.org.

Nov. 6 — Laser/Byte Short Course races. RYC, www.richmondyc.org.

Nov. 6, 13 — J/22 Fall Series. StFYC, www.stfyf.com.

Nov. 12 — Jack Frost #1. EYC, www.encinal.org.

Nov. 12-13 — Berkeley Midwinter Series begins. BYC, www.berkeleyyyc.org.

Nov. 12-13 — PCISA #2/Anteater High School Regatta in Newport Harbor. NHYC, www.nhyc.org.

Nov. 13 — Island Days Midwinter #1. IYC, www.iyc.org.

Nov. 13 — Crew's Revenge. MPYC, www.mpyc.org.

Remaining Beer Can Series

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

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CALENDAR

HALF MOON BAY YC — Friday Night Races: 10/7, 10/21, 11/4, 11/18. Info, www.hmbyc.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.tahowindjammers.com.

ST. FRANCIS YC — Bluerush Thursday Night Kite Racing: 10/6. 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.sfmjyc.org.

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

SEQUOIA YC — Every Wednesday night through 10/5. Andrew, (650) 575-0637 or www.sequoiayc.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.

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/01 Sat	0023/5.4	0606/1.1	1238/5.6	1834/0.8
10/02 Sun	0104/5.2	0639/1.5	1304/5.6	1909/0.7
10/08 Sat	0631/4.2	1122/3.2	1707/4.9	
	LOW	HIGH	LOW	HIGH
10/09 Sun	0000/0.8	0737/4.3	1239/3.1	1814/4.9
10/15 Sat	0457/0.6	1130/6.2	1733/0.0	
	HIGH	LOW	HIGH	LOW
10/16 Sun	0011/5.7	0540/0.9	1208/6.4	1819/-0.5
10/22 Sat	0629/5.0	1136/2.7	1723/5.4	
	LOW	HIGH	LOW	HIGH
10/23 Sun	0011/0.1	0734/5.1	1256/2.5	1838/5.1
10/29 Sat	0459/1.5	1126/5.8	1741/0.3	
	HIGH	LOW	HIGH	LOW
10/30 Sun	0020/4.9	0533/1.8	1152/5.8	1813/0.1

October Weekend Currents

date/day	slack	max	slack	max
10/01 Sat	0140	0449/3.3E	0823	1058/2.8F
	1344	1711/3.5E	2109	2336/2.7F
10/02 Sun	0227	0530/3.1E	0857	1133/2.6F
	1409	1740/3.4E	2152	
10/08 Sat	0203	0431/1.4F	0748	1028/1.5E
	1332	1550/0.9F	1725	2137/2.4E
10/09 Sun	0302	0531/1.5F	0850	1134/1.6E
	1450	1653/0.8F	1827	2251/2.4E
10/10 Mon	0353	0628/1.8F	0942	1233/1.9E
	1559	1801/1.0F	1947	
10/15 Sat	0018	0329/3.5E	0703	0955/3.2F
	1228	1543/4.0E	1942	2230/3.0F
10/16 Sun	0113	0418/3.4E	0742	1036/3.2F
	1301	1622/4.3E	2028	2320/3.2F
10/22 Sat	0114	0356/2.3F	0711	1000/2.1E
	1314	1540/1.7F	1744	2136/3.1E
10/23 Sun	0225	0500/2.2F	0817	1114/2.2E
	1440	1648/1.5F	1904	2302/2.8E
10/29 Sat	0043	0341/3.0E	0710	0943/2.6F
	1230	1603/3.6E	2009	2236/2.7F
10/30 Sun	0131	0425/2.8E	0745	1020/2.5F
	1253	1632/3.6E	2050	2320/2.7F



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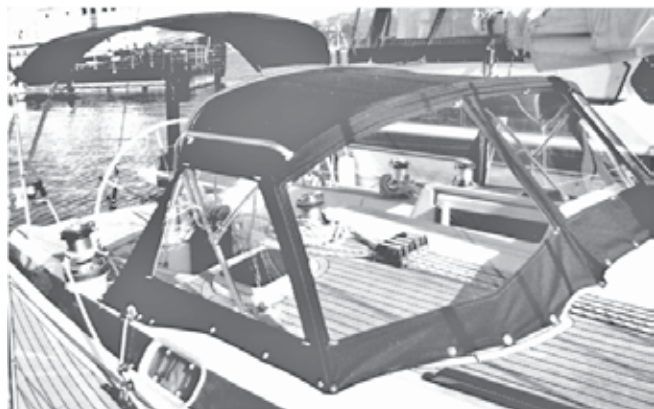
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LETTERS

↑↓ THE CAT SKIPPER'S BEHAVIOR WAS INEXCUSABLE

I need a ruling from *Latitude 38*. We were out on the Bay for the last day of the Rolex Big Boat Series on what was a glorious warm fall afternoon, with a nice 12- to 15-knot breeze. We were on a deep reach across from the Cityfront headed for the lunch spot behind Angel Island. We were keeping well clear of the various courses for the different Big Boat Series divisions.

It was great to see the big MOD70 *Orion* blasting around at high speed. Then the Extreme 40 cat *SmartRecruiters* also put on a great speed show. On my Beneteau 393, we were chugging along at all of maybe 4-5 knots, when *SmartRecruiters* changed course and headed directly at us. "Oh great," said the crew, "we'll get some great photos."

So there we were, no other boat anywhere in the area, with this cat screaming down on us at maybe four times our speed. Then the SOB at the helm headed up, then down, and finally blasted by us flying a hull, yelling obscenities, and missing us by just inches!

Okay, okay we were on port and they were on starboard, but there was all the room in the world out there at the time. I didn't even know if they were racing. I



LATITUDE / CHRIS

The Extreme 40 cat 'Smart Recruiters' is a familiar sight on the Bay.

I held my course as I thought it was the safest and most prudent option given the situation. The cat was many times faster than us, and many times more maneuverable.

I have sailed the Bay for many years, raced extensively for a number of years in PHRF with a previous boat, have done three Ha-Ha's, and hold a captain's license from the Coast Guard. So I'm not a novice.

Anyway, I just thought that *Latitude* would like to know that *SmartRecruiters* did a very dangerous thing, and I consider them to be complete assholes. I know the Frenchies are hotshot multihull sailors, but they don't own the friggin Bay! The skipper's behavior was inexcusable.

I'm sorry for the rant, but with the evolution of very fast multihulls, I think they need to go the extra mile so as not to endanger those of us in slowpoke lead mines.

Dave Fiorito and crew
Irie, Beneteau 393
Novato

Dave — We weren't there, so we're hardly in a position to give a "ruling." However, we have a cat that can sail in the 20s when the conditions are right, and we've often sailed through crowded Ha-Ha fleets of much slower boats, so we're familiar with the situation. If we are sailing three or four times faster than another boat, we will always go the extra short distance it takes to stay well clear, even if the other boat is on port and we're on starboard. Of course we're not racing in such situations, so our adrenaline levels aren't spiking.

Once again, we weren't there so we can't make a conclusive judgment. But as Rodney King, one of the most celebrated human screw-ups ever, once asked, "Can't we all get along?" We sure hope so, at least on the water.

↑↓ I WANT TO WARN OTHER BOATOWNERS ABOUT WHAT MIGHT BE A SCAM

Awhile back I gave a woman a ride from Trinidad to St.



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LETTERS

Vincent on my boat. When we got there, she went to Immigration and said she was paid crew. She claimed that I fired her, and I was thus required to pay for her flight home. The folks at Immigration were very sympathetic to me, but they told me that I had very little chance of winning the case, and I would certainly lose a lot of time and money fighting it. So I just paid for her flight.

It's my own fault, as I didn't ask her to sign anything when she came onboard. I was naive.

I was subsequently told that this person had done this another time. This according to the skipper of the Canadian-owned *Jolly Friends* in Grenada. I was told that she had a written agreement with the owner, and that he offered her a flight in three days time. She, however, said the boat wasn't safe and that she needed \$1,000 so she could book a flight out the next day herself. She again involved Customs and Immigration. Not wanting to have his boat chained to the dock, the skipper paid the \$1,000.

Boatowners should be aware of what I think are scams such as hers. I think boatowners looking for crew on the Ha-Ha should be particularly aware, as her name might be on the list of those wanting to crew in this year's Ha-Ha.

I would like to know how to craft a waiver for crew that I don't know so I won't get caught in the same situation again.

Ian Parker
Tiamo, Athena 38
Trinidad

Readers — Oh boy, the last thing we want to do is get into the middle of the disputes between skippers and crew. We do, however, want to warn boatowners that taking anybody on as paid crew exposes the boatowner to much greater obligations and potential financial liability. We recommend that you consult with your insurance broker and your lawyer before hiring paid crew so you know where you stand. Having crew sign waivers that they aren't paid crew couldn't hurt.

↑↓ TOO MUCH INFORMATION!

Dear AIS god. Thanks for your nifty gadget. I love the receiver that lets me identify all vessels over 65 feet, and tells me how close they are going to approach me. What a blessing, especially in the fog and/or at night.

There was a time when only large commercial vessels broadcast their whereabouts, and when you saw a 'triangle' on your chart plotter, you paid attention. For example, Vallejo ferry, heading 142 degrees at 32 knots. That was really helpful.

But now, AIS god, my screen is filled with triangles. Filled with the triangles representing small recreational boats, many of which are moving at no more than five knots. Everyone seems to feel the need to broadcast their stuff. But now I can't tell a tug and tow from a Beneteau. And with all due respect, I generally don't want to know about all the paths and speeds of daysailers. I do, however, want to know when a high-speed ferry is headed my way, though.

So, dear AIS god, can you ask your pleasure-boating fans to broadcast their stuff only when they think it is necessary, thus helping me spot that dark-colored tanker masked by the landmass, but heading to sea and likely coming my way?

Jeff Cook
Annie, custom cutter
Richmond

Jeff — We join you in your plea to the AIS god and owners of recreational boats. If conditions don't require you to broadcast




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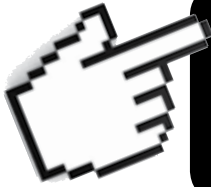
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LETTERS

your AIS information, please don't.

↑↓ AN ADDRESS SOLUTION FOR LIVEBOARDS

I read Peter McCormick's September letter bemoaning the trouble he, as a liveboard, is having getting accounts with financial institutions because they want a street address for him. They said it was a requirement of the Patriot Act.

I've been a legal liveboard in the San Francisco Bay Area for many years and have had the same problem. In addition to banks' refusing to accept P.O. box addresses, many mail-order companies won't ship to them either.

I used to have to give my harbormaster's private home address, but it made me very upset to have to do that. I don't do it any longer as it was such an imposition.

But there's a very simple solution. The United States Post Office now offers their street address connected to your post office box number. You give the post office street address followed by your box number — just as if it were an apartment. Say, 200 California Street, Box 324, Happyville, California. By the way, my California driver's license has my P.O. box address on it, too.

Never forget that in America, "the land of the free" . . . you are free to do as you are told.

I absolutely love *Latitude*, but that goes without saying.

Gil de la Roza
Planet Earth

Gil — Thanks for the kind words. What you report is news to us, so thank you very much. The big question is whether it will also be news to the financial institutions and others, and if they'll balk at accepting it.

↑↓ PAPOOSE BROKE NO RULES

Contrary to Alan Olson's letter in the August issue of *Latitude*, there was a protest hearing regarding the collision between my Lapworth 36 *Papoose* and the schooner *Seaward*.

The decision was that *Seaward* broke rules 11, 12, and 14, and *Papoose* broke no rule at all. *Seaward's* withdrawing from the race was the appropriate penalty, so no further penalty was assessed.

A protest hearing is the only way of assigning fault, other than a court. Although *Seaward's* insurance company never questioned who was at fault, it would have been unwise to withdraw my protest before a settlement was finalized.

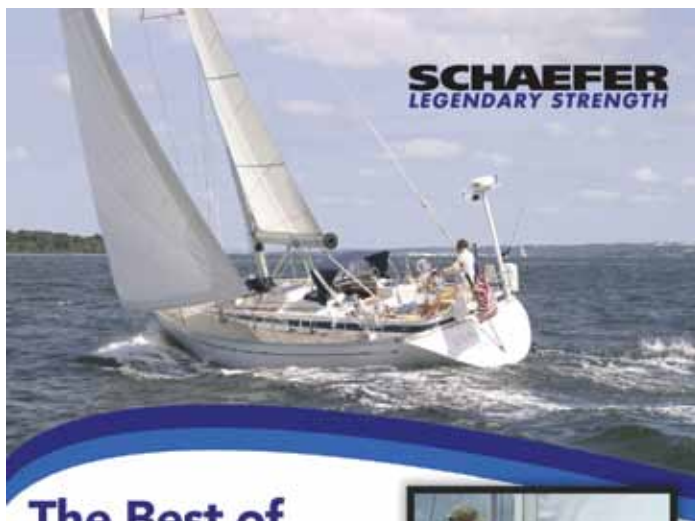
I want to point out the remarkable sportsmanship and seamanship of David James of the Lapworth 36 *Leda*. When we announced over the VHF that we had been dismantled and were protesting *Seaward*, we were unable — because our antenna had been damaged by the collision — to hear their inquiry as to whether we were all right. Unable to get a response, and thus unsure if we were all right, *Leda* withdrew from the race, which they could have won, to come back to stand by us and offer assistance. *Seaward* did not stop or offer assistance after the collision, so *Leda's* assistance could have been lifesaving.

During the protest hearing with *Seaward*, I tried to get *Leda* reinstated in first place, but it was not possible under the racing rules.



'Papoose' (left) and 'Seaward' collide while racing on different courses.

LATITUDE / CHRIS



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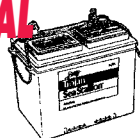
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LETTERS

Seaward's insurance company has paid my claim, and I am in the process of fixing my boat. I have ordered a new mast and expect it around the end of the year. Svendsen's is making a new pushpit and backstay chainplate. The bent stanchion is straightened and the damage to the deck and transom fixed. The big unknowns are the other chainplates, so the plan is to remove the most suspect one and inspect it. Getting the chainplate out will do far more damage to Papoose's hull than the collision, but it has to be done.

I hope Papoose will be better than ever and I will keep readers updated once Papoose is back sailing again.

Allen Edwards
Papoose, Lapworth 36
Brisbane

Readers — This letter arrived in plenty of time to be published in last month's issue, but was misplaced. Our apologies.

Regarding the statement that Seaward withdrew from the scene, we reached out to Alan Olson for comment: "The reason we could not stop and assist Papoose is because we were in a dangerous situation ourselves with a broken bowsprit and rigging, and sails crashing about needing to be secured for the safety of the vessel and crew. During that time it was reported over the radio that a vessel was standing by Papoose with no one hurt, she was not taking on water, and was waiting for Vessel Assist. I contacted the Race Committee to report our situation; that we were withdrawing from the race and returning to the dock to inspect our rig for further damage."

↑↓ CANCELING A T.I.P. WHEN SELLING THE BOAT

Our yacht *Avatar*, one of the yachts that was temporarily impounded in Mexico a couple of years ago, is currently in Newport, Rhode Island, where she is being sold. She still has a valid 10-year Temporary Import Permit (TIP) for Mexico. It's our understanding that we should cancel it for the benefit of the new owner, but I can't find out any information on how to do that from a distance. We're nowhere near Mexico, and I can't just hand it in to the local *aduana*.

Whom can we contact?

Carol Parker
Avatar, Dashew 80
Arizona

Carol — Although we don't know exactly how the TIP canceling process works, we think it might be a little more complicated than handing your TIP to *aduana* at your last port. We know there is a way you can do it by sending your TIP and *zarpe* to an address in Mexico City, but we don't have that much confidence in the Mexican postal service. And if they lose your stuff, you're up a creek.

While there are probably a number of agents who could cancel the TIP for you, the one we know best is Yolanda Espinoza, who worked for the Shroyers at Marina de La Paz for 22 years and who has been a yacht agent since 2008. Contact her at www.econaviera.com.mx or 011 612-348-8787.

↑↓ MY BOAT'S TIP WAS NEVER CANCELED

I'm skipper of the Dufour 44 *All Day* that is signed up for this year's Baja Ha-Ha. I just recently realized that my boat has a TIP that was never canceled by the previous owner. I do have his original TIP, but don't have any exit papers (*zarpe*) for leaving Mexico.

I contacted Yolanda Espinoza, as recommended in *Latitude* last month, via email. She asked me to prove my boat is in the States, and said the US Coast Guard registration was not

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LETTERS

enough.

Who knew it would be so hard to prove that my boat, which I am currently on, is in the United States? I will be following up with Yolanda, but feel like I'm hitting a wall.

Could you recommend anything else I can do or anyone I can contact? Like an agent or lawyer? We're getting very nervous that we won't be able to get into Mexico.

Vlad Vassiliouk
All Day, Dufour 44
Alameda

Vlad — We've repeatedly warned readers not to buy a boat that has a valid TIP for the express reason of keeping them from finding themselves in the very situation that you're now in. All we can suggest is that you contact other ship's agents — perhaps Victor Barreda Jr. in Cabo San Lucas, an old friend who does paperwork for many of the Ha-Ha boats — and see if he can help you. He's fluent in English and has been a ship's agent for many years. You can email him at agebarr@prodigy.net.mx.

TIPs and zarpes are the way Mexico keeps track of boats in their country, and they can be very strict about boatowners' following the rules. Then again, at the times you least expect it they can be very flexible. So just because one aduana office turns you down doesn't mean another one will. That's Mexico. Other than recommending other ship's agents, we don't know what to tell you.

As for everyone else, let this be a lesson. When making an offer on a boat in the States, make it a condition of purchase that the current owner cancel the boat's TIP. It's so important that we're going to repeat ourselves: When making an offer on a boat in the States, make it a condition of purchase that the current owner cancel the boat's TIP.

If the owner says the boat never had a TIP, make such a declaration be part of the purchase agreement so you have recourse if it turns out he's lying. And while it's possible to cancel a TIP if you have even fragments of the old TIP from the 'windshield' and the exit zarpe, we'd require the current owner of the boat to take care of the cancellation the TIP before you buy it. If you don't, it's like buying a car or boat without a clear title. And even if you the buyer don't plan on taking the boat



LATITUDE / RICHARD

Here's a tip: If you're not returning to Mexico, cancel your TIP when leaving.

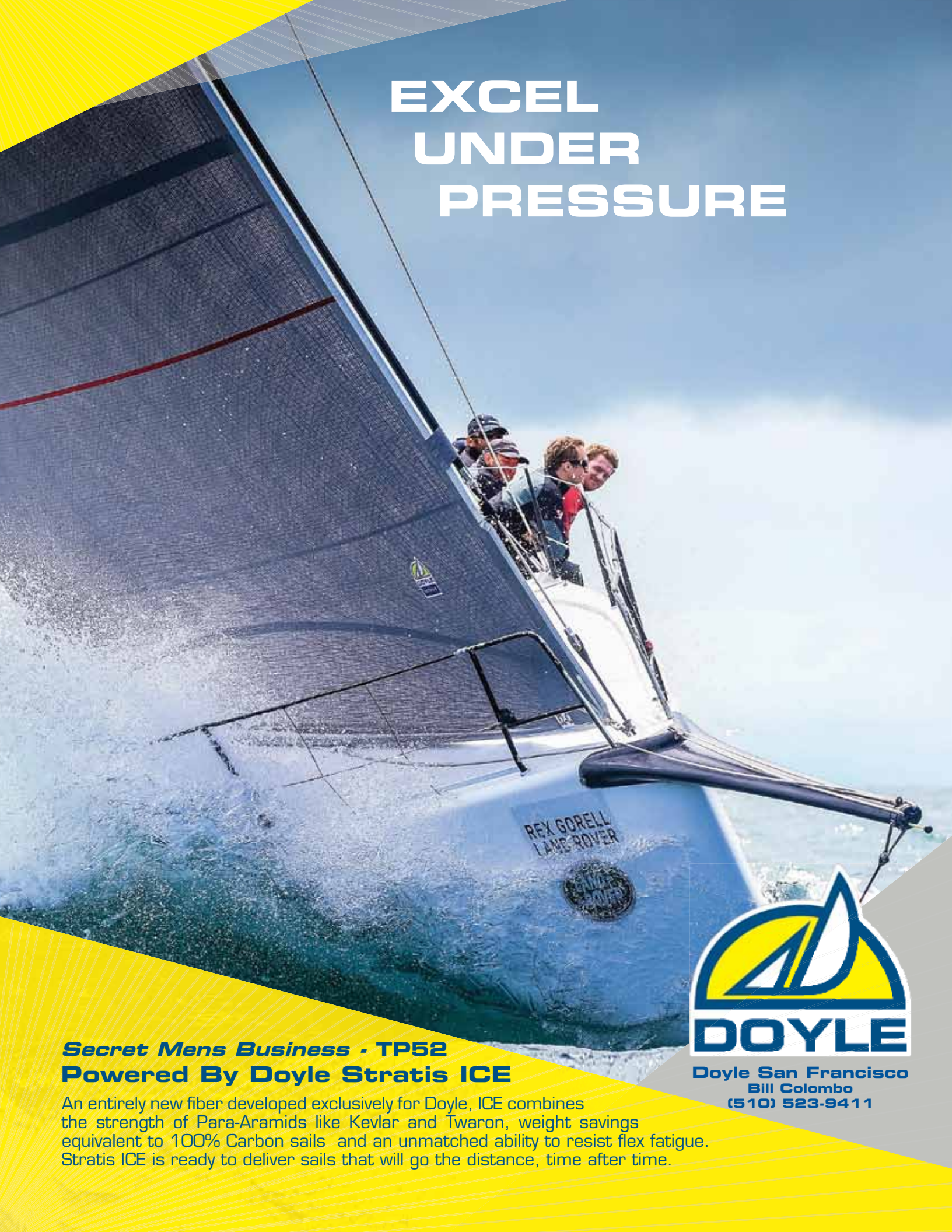
to Mexico, if you eventually want to sell the boat to someone who does want to take her to Mexico, and he knows what's going on, you'll have a real problem.

⇕ WOULD STILL USE THE SHOREPOWER CORDS

I am a Master Electrician from Canada with an answer for the Wanderer as to whether he should dispose of the two 50-ft shorepower cords that were connected and fell into the water at the point of connection while hot. Assuming the cord ends were put back on correctly, if the cords do not have any cracks or cuts in the outer insulation, or have been stretched or squashed, I would still use them.

I also assume that when the ends of the cords were removed and that the outer jacket was cut back a good foot or so, which

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LETTERS

would be a guesstimate of the length of internal wires that I would expect to have damaged insulation. As long as the conductors inside are not hard and damaged in any way, it should be good.

John Watts
Cyberspace

John — We received several other responses that said pretty much what you did, and we have since used the once-damaged cords. However, based on the information in the following letters, we have decided that over the longer term, using the cords would be an ever-increasing fire risk, and thus we will destroy them.

↑↓ **GIVE YOUR SHOREPOWER CORDS TO THE HOMELESS**

I suggest that the Wanderer give the suspect shorepower cords to one of the homeless recyclers who pick through the dumpsters on Shelter Island. They can get some money for the copper.

The limit for 30 amps at 120 volts AC using 10-gauge wire, which is what those yellow cords have, is 100 feet. So with everything in good condition, you were already at the limit. Any resistance from burned or corroded wires would be a problem. The connectors used to splice the wire are also a problem. So I don't think the cord(s) are safe to use.



LATITUDE / RICHARD

The long and the short of the cord is you might be able to fix it, but not for the long term.

P.S. See you on the Ha-Ha.

Alan 'Doctor Electron' Katz
Kemo Sabe, Slocum 42
San Diego

↑↓ **ABNORMAL HEAT BUILDUP DURING USE**

The reason for the precautionary disposal of a cord that has hit water while powered is due to the propensity of the fine copper wire in the length of the cord to be 'work-hardened' by localized overheating in a kinked or otherwise stressed area of cord, not just adjacent to the connectors or at the joint of wire to plug. This hidden stress damage cannot be seen or readily tested for. There is also the threat of heat-induced oxidation of the fine-strand wire, causing the wires to isolate from each other. This could cause abnormal heat buildup during use, effectively changing the amp capacity of the cord without your knowing it. There is more, but this is enough to create an unacceptable 'Boat-Toast Risk Profile'. So please don't use it!

Robert Wurgaft
Spanish Charmer, Cherubini Hunter 30
Coyote Point Marina, San Mateo

↑↓ **CUT IT UP AND PUT IT IN STINKY GARBAGE**

If in doubt, throw the suspect electrical cord out! And preferably in a million pieces at the bottom of a full bag of stinky garbage so nobody else will try to use it. I say this as a retired firefighter — an expert on electrical fires.

Reverend Captain Malama
S/V Mother Ocean Ministries
Koloa, Kauai

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Passage Making & Using Today's Navigational Tools

**Wednesday, Oct. 26 – Bruce Brown, Forespar Rep.
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Downwind Sailing Gear & the Techniques You Need to Know

**Thursday, Oct. 27 – Cdr. Terry Sparks, USN Retired
& Owner, Made Simple for Cruisers Training**
Offshore Communication Overview – Important Info for Cruising

**Friday, Oct. 28 – Capt. Holly Scott, Delivery Skipper,
Author & Co-Editor, *Charlie's Charts***
Ground Tackle Gear & Techniques Needed for Cruising

Monday, Oct. 31 – Halloween Special Presentation
Check EVENTS on our website

Tuesday, Nov. 1 – To Be Announced
Check EVENTS on our website

**Wednesday, Nov. 2 – Alex Tardy, Weather Warning
Coordination Meteorologist, NWS/NOAA**
Update on the Latest NWS Weather Tools for the Mariner

**Thursday, Nov. 3 – Tom Teevin, Veteran Cruiser, Outboard
Mechanic & Com. College Engine Mechanics Educator**
Maintaining Your Outboard Motor While Cruising Mexico

**Friday, Nov. 4 – Capt. Pat Rains, Delivery Skipper,
Author & Publisher, Point Loma Publishing**
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LETTERS

Readers — The following letter explains in considerable detail why we are getting rid of the cords.

↑↓ THE FINAL WORD ON SHOREPOWER CORDS

The photos suggest that the shorepower cords that were dropped into the water while hot were sold by Marincó. The Marincó shorepower cords I have owned did not utilize tin-plated copper stranded conductors — which is a paradox since Marincó also sells high-quality Ancor brand electrical cable for AC and DC service. The conductors in Ancor cable are tin-plated copper. The tin plating of copper strands is necessary to prevent corrosion of the copper base metal in the strands. The Navy and aerospace industry both specify use of tin-plated copper conductors.

The plugs and receptacle ends in the Marincó shorepower chords are not potted or hermetically sealed. So when the ends were submerged in saltwater, the water wicked up the air spaces between conductor strands. The saltwater will quickly corrode the copper base metal, and the corrosion reaction will create an oxidation product on the copper strand.

This oxidation product has much less conductivity compared to uncorroded electrical-grade copper. The oxidation product will form in the plug and receptacle joints, decreasing the conductivity of the joint and increasing connection resistive losses, and in turn, connection temperature. This cycle feeds back because the increased temperature accelerates the corrosion reaction rate, doubling the rate every delta 10 C.

The corrosion reaction converts electrolytic tough pitch copper — material used to make the conductor strands — to the oxidation product. So as the oxidation product film increases in thickness, the current-carrying cross section decreases. Allowed sufficient time, the reaction will convert all the ETP copper to corrosion product. Fire develops thereafter.

While the plug and receptacle connector corrosion level may be functional for a short term after a saltwater soaking, inevitably the joint conductivity will be high enough to melt the connector insulation/plastic and risk a short circuit and fire.

The resistivity of the conductors inside the shorepower cord also increases, so the losses in the shorepower cable increase gradually over time and the length of corroded conductors increases.

By the way, Marincó power cords with un-tinned copper conductors have a finite lifetime living on the dock, even without experiencing the effects of being submerged in saltwater. The salt products in the marine environment attack the un-tinned copper conductors and eventually cause the cable to fail. I wonder, how many electrical fires that started at the shorepower connection to the yacht were due to corrosion of non-tin-plated copper conductors in the cable system?

I don't work for the company, but if you want shorepower cables with long lifetimes, check out the cables and connectors from SmartPlug.

Marcus Crahan, Power Engineering Corp.
Dauntless, Hinckley Sou'wester, SoCal Ta-Ta 2014
Newport Beach

Readers — Being a Russian major back in our day at the Big U, we like Marcus' answer the best because he ended his letter with a quote from the great Russian author Leo 'War and Peace' Tolstoy:

"The most difficult subjects can be explained to the most slow-witted man if he has not formed any idea of them already; but the simplest thing cannot be made clear to the most intelligent man if he is firmly persuaded that he knows already,

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LETTERS

without a shadow of doubt, what is laid before him."

Marcus has a sense of humor about the advice as it pertains to him: "I must confess that I am that @#\$\$ fellow more times than I admit — just ask my wife and children."

↑↓ THE PUERTO ESCONDIDO HARBOR MANAGER WAS EVERYWHERE

Greetings from Sacramento, where we are doing some housesitting for the month of September. We left our Hunter 45, *Jake*, in Puerto Escondido on September 2, just in time to miss Hurricane Newton. As much as we enjoyed riding out Hurricane Odile on our boat two years ago, we didn't seem to be too disappointed at missing riding out Newton.



PITT BOLINATE

The new harbormaster at Puerto Escondido was everywhere. The Elipse is soon to be filled with berths.

Prior to leaving, we stripped *Jake* down and got her into hurricane mode. Then we attached her securely to a mooring inside the main anchorage. Apparently those efforts worked, as *Jake* came through Newton in good shape.

According to friends on-site, the only boat that was significantly damaged was the Seattle-based *Due West*, which ended up in the north end of the anchorage grounded on small rocks and mangroves. *Due West* had been on a mooring, but the painter from the mooring to the boat parted. *Due West* was pulled off by the Mexican Navy boat stationed in Puerto Escondido, along with the assistance of most of the local cruisers and other Puerto Escondido locals. Fortunately, the boat only suffered minimal damage to the keel and rudder.

Friends on site tell us that throughout the storm Javier Fuerte, the new manager of the now-privately-owned Puerto Escondido Marina, was everywhere, working long hours and helping all the boatowners in the anchorage and the marina, as well as coordinating the rescue of *Due West*. Hats off to Javier!

The new marina management has also moved in the equipment to start construction on the marina addition that will be built in the elipse area adjacent to the current small marina. Most of the boats that had been moored in the Elipse have been removed, and management is about to begin sweeping the bottom to remove the old moorings that have been put in there over the years.

In my previous email I mentioned that the new marina management was waffling on instituting a dinghy-landing policy for those boats who were not direct customers of the new marina. I am happy to report that the new management has agreed to a dinghy landing policy much the same as in effect at Marina de La Paz, Marina San Carlos, Marina Riviera Nayarit and others. This is great news. It appears that the new Marina Puerto Escondido may finally be the organization to develop beautiful Puerto Escondido into the first-class cruiser destination that it should be.

We will be back on *Jake* on September 29, and expect to make our 21st crossing of the Sea of Cortez the first week in November. We'll be looking for *Profligate* in La Cruz.

Jake and Sharon Howard
Jake, Hunter 45
 Seattle

Alameda Benicia Berkeley

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LETTERS

Jake and Sharon — That's indeed good news, for a friendly and hands-on harbormaster can make all the difference between a place's being loved and full of boats or being shunned and empty.

LEAVING BOATS IN HURRICANE AREAS

Latitude is absolutely right in its remarks about the irresponsibility of boatowners leaving boats unattended and in the water in hurricane zones. This is true even if someone is watching your boat, as they will likely have other boats to watch as well, and may be unable to get to some boats they are supposedly watching. On the other hand, an attended boat has a much better chance of survival.

I will always remember the statistics of Category 1 hurricane Marty, which hit Puerto Escondido in 2003: Fifty-one boats were unattended, and 17 of them — one in three — came to grief, either sinking, being beached, or just vanishing.

In addition, there were 21 boats with crew aboard during the storm, and none of them came to grief. In the 'after hurricane party' that inevitably occurs, we on the attended boats congratulated ourselves on how superior our preparations must have been. But when we started telling our stories, we realized that one in three would have been lost had there not been a crew aboard to make adjustments or otherwise take action. One in three was the same percentage of unattended boats that had trouble. So our prep hadn't been any better; our boats survived because we had been aboard to respond to events.

That said, I would never tell someone to stay onboard in a hurricane. It's up to the individual, the location, and the strength of the storm. To be honest, some of those who stayed aboard for Marty had planned to go ashore, but had been caught by the quickly rising wind.

For my part, I was confident that if necessary I could have swum ashore regardless of the wind direction. But in other situations I may not have stayed aboard. Staying onboard in a marina for a really strong storm might actually be the most dangerous thing to do, as big, heavy, hard things get slammed around, and it can become impossible to get off.

But the fact remains that, despite much conventional wisdom, staying onboard can make a big difference. If nothing else, when the eye of the storm goes overhead, as happened with Marty, those aboard have a brief period where lots of things can get sorted out. And they were.

It's easy to second-guess, and I certainly don't mean to offend those who may have lost boat-homes, possessions or at least a cruising season. But I have always felt that if you want to keep a boat in a hurricane zone during the hurricane season, you need to pay the price of staying with the boat and prepping any time a hurricane looms — no matter if the last five times it happened no storm actually arrived. Or you need to keep your boat ashore and secured so that no further prep is necessary, and the yard must be set up to handle it. At a minimum, I would put a plywood sheet under the jacks and chain the jacks together.

Latitude mentioned digging pits for monohull keels. That's a good idea and done in some places. In the Caribbean, most of the safer yards put boats in custom cradles and/or strap them to strong points of concrete set into the ground.

Looking at the photo of the Fonatur Marina in Guaymas, it's clear that the materials and design used for the dock were meant for smaller boats in protected waters. One runs into quite a few marinas with that type of construction, but it's wishful thinking to trust it. For example, it's worlds apart from the Bellingham-designed and -built concrete docks we

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LETTERS

had at Marina Cabo San Lucas when I worked there.

By the way, *Latitude* mentioned Odile as having been the worst storm to hit Cabo. But in 2001 Juliette sat on top of us for three days and did tremendous damage to the town and marina. The Grand Poobah will remember that we were barely able to prepare for that year's Bisbee Fishing Tournament and the arrival of the Ha-Ha fleet.

While Newton was hitting Mexico, what was to become hurricane Hermine was a system that threatened, as a strong

tropical wave, all across the Atlantic and then into the Gulf of Mexico, before it finally got organized and dashed up the Eastern Seaboard. The Wanderer was probably keeping an eye on it, as 'ti Profligate was potentially in the path. When Hermine first started to catch the attention of forecasters, she was out in the Atlantic, and early forecasts indicated that she had a good chance of developing and going right over the British Virgins, where my Leopard 45 cat *Jet Stream* and I normally can be found.

I happened to be doing a one-week volunteer stint at a mission orphanage outside Tijuana at the time. I contacted Delta Airlines to see if they would let me change my reservation to go to a hurricane area before the hurricane arrived. They were kind enough to change my reservation. I left the mission a day early, canceled my trip up to San Francisco, and headed back to the BVI to have time to prep.

By the time I got back to my boat, it was clear that not much prep was going to be needed, as at that point Hermine remained nothing more than a strong tropical wave for several more days. But in my opinion, my dropping everything and hurrying back to my boat was simply the price I have to pay for keeping my boat in the water all year in a hurricane zone.

It seems that my other boat, the Hunter 33 *Casual Water*, survived Newton unscathed at Marina Seca in San Carlos. This was her sixth direct hit or close call. Three times she was on the hard — once in La Paz and twice in San Carlos — once in the marina at Cabo for Juliette, once on a mooring in Puerto Escondido for hurricane Lester, and once on her anchor in Puerto Escondido for hurricane Marty.

Tim SchAAF
Jet Stream, Leopard 45 Cat, *Casual Water*, Hunter 33 Roadtown, British Virgins / Marina Seca, San Carlos

Tim — While we agree with most of your points, we think you're dreaming to think that you could safely swim from your boat to shore in hurricane conditions. You may remember that two of the three cruisers who were killed in La Paz Bay during Odile were relatively young professional divers who apparently tried to swim ashore from their boats.

We didn't even pay attention to Hermine, as Joe Naysmith has 'ti Profligate hauled, stripped, and lashed down at North Sound Marina in Antigua for the hurricane season. All that can be done for her has been done, and Joe is on the scene if something comes up.

In the first paragraph of your letter you mention that people who are supposedly on the scene and paid to watch boats



PITT BOLINATE

It's easy to see how a boat that breaks loose, unattended or otherwise, could cause damage to many other boats in the Puerto Escondido anchorage.

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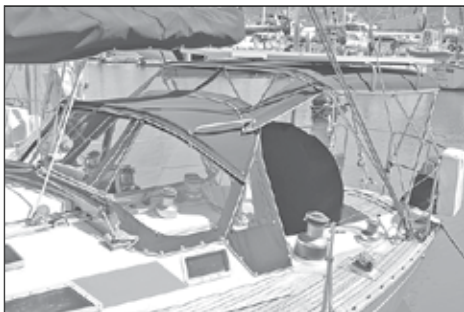
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LETTERS

might not actually do what they are paid to do, or might have too many boats to watch. As both you and the Wanderer know from many years in the Caribbean, there are still plenty of pirates willing to take money for jobs they promise to do, but don't do. The following letter suggests such practices are not limited to the Caribbean.

↑↓ MY UNATTENDED ATTENDED BOAT

I saw the photo of my Ericson 35 *Ronin* in the September 9 issue of *Lectronic*, as she lay aground on the *mogote* at La Paz following hurricane Newton. *Latitude* classified her as "unattended." Unfortunately this was accurate — although not through lack of planning, attention or work on my part.

I engaged the services of a gentleman in La Paz to take care of *Ronin* at his mooring for a monthly fee. He promised to take her into a Costa Baja Marina before any hurricane struck. I'd had my boat at Costa Baja Marina previously, and they had all my paperwork and were expecting her. Alas.

I will be flying down tomorrow to see if I can save *Ronin*. The port captain has apparently declared that all boats with no American present will be impounded.

Sarkis Matossian
Ronin, Ericson 35
Emeryville



WILL IMANSE

The owner of 'Ronin' says he paid to have his boat taken into a marina, but it didn't happen.

Readers — As *Latitude* has not been able to contact the individual who was supposedly watching over *Ronin* for a possible other side of the story, we have temporarily withheld his name. But if Sarkis' report is accurate, it would not be the first time such a thing happened.

Once we hired a Brit to stay aboard our Ocean 71 Big O for the six-month hurricane season at Falmouth Harbor, Antigua. About six weeks into the job he was desperate to get off the island, and called us on a satphone. He mentioned he was about 150 miles east of Antigua on another boat headed for the Med. We asked him if he'd forgotten about Big O. He told us he hadn't, and had taken the initiative to hire a young Brit friend of his as a replacement. A few weeks later, the numbskull friend of the original numbskull we hired took off, too. Fortunately Antigua was spared hurricanes that summer.

The good news is that there appears to be very little damage to *Ronin*. We'll have more on her story next month.

By the way, we've gotten a couple of reports from owners of boats that had been knocked off their stands on the hard in the San Carlos area. So far they seem to be undamaged, but only time will tell. If your boat was knocked over, we'd like to hear from you.

↑↓ ATTENDED AND UNATTENDED

I read *Latitude's* article on boats damaged by Newton, and noticed that you talk about boats being left 'unattended'. We recently had a few tropical cyclones/depressions come uncomfortably close to our boat near and at Oahu during and after this year's Pacific Cup race, and the word was not to stay on the boats during the storms. So our boat was left anchored out in a safe spot in Kaneohe Bay for several days

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LETTERS

while one storm passed over the island. Then we moved to the Waikiki side of Oahu, where she was docked while several more storms skirted the Hawaiian chain.

Could you please define what you mean by 'unattended'?

Maryann Hinden
Surprise, Schumacher 46
Palo Alto

Maryann — That's a great question and perhaps we weren't as clear as we should have been. By 'attended' we don't necessarily mean somebody has to be aboard. God knows, in the wrong place in the wrong conditions that could be a death sentence. And while boats can be replaced, lives can't.

To our mind, 'attended' means that either the owner or some responsible representative is nearby to do whatever can be prudently done to try to make sure that as little damage as possible is done to the boat, as well as to other boats in the area. In the case of Ronin, mentioned in the letter above, it meant moving the boat into the marina from the anchorage — which wasn't done. Or it could mean moving a boat from one side of an anchorage to another, or one side of the island to another, as you did, and then getting off. If it's only a mild tropical storm, for healthy younger folks it might mean staying aboard, for reasons pointed out in a previous letter. There is no one-size-fits-all correct response to all storm situations.

By 'unattended', we mean leaving a boat for months at a time without anybody's keeping an eye on her or making final preparations for the arrival of a storm or the aftermath of a storm.

⇕ THE MONTH OF 'SEVEN HUNGERS'

I read the September 19 *'Lectronic* item about the murder of expat Landon Hollander in La Cruz. Readers might want to know that September is a desperate month at Banderas Bay for many Mexicans. The deal is that from November thru May we have many winter residents visiting. In June and August the children are out of school and there are plenty of vacationers around from abroad. August is Mexico's month of vacation. In October, boats and part-time residents begin to return.

But September, nothing. Nothing! They call it *siete hambres* instead of *Septembre*. The 'month of seven hungers'.

I believe that the local authorities will expend a lot of energy to catch the criminal(s) who killed Hollander. All of the La Cruz residents are horrified.

Steve Willie
Landfall, Vagabond 47
La Cruz

Readers — As we wrote in that 'Lectronic item, relations between expats — such as Hollander — as well as cruisers, and the locals, have always been excellent in La Cruz as well as all along the Vallarta Coast. In addition, while Hollander's car was stolen — and later found in Chacala, about 40 minutes up the coast — there is reason to believe that the motive may not have been theft. Several months before he was murdered, Hollander wrote about being devastated by the poisoning of one of his dogs. When another of his dogs was poisoned later on, he wrote a very angry post on Facebook. The poisonings suggest to us that perhaps there was some kind of serious bad blood between Hollander and someone else.

⇕ THE CLIPPER ROUTE IS FOR ME

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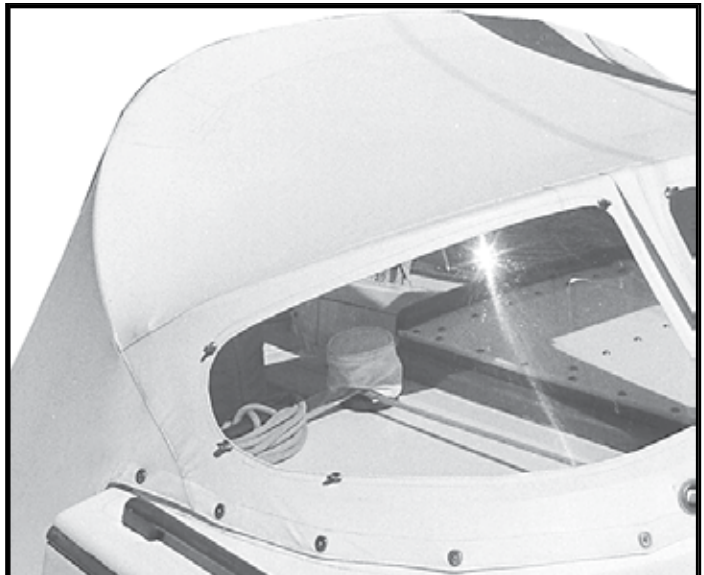
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LETTERS

Bash.

I, of course, had heard countless references to Bashing up the coast of Baja, mostly under power. I didn't want to do that. I have an aversion to running the engine in a perfectly good sailboat. So I took the Clipper Route from Cabo San Lucas to San Francisco Bay. I left Cabo on July 15, 2014, and arrived in Alameda on August 16, 2014.

My boat, *Laelia*, is a Pearson 365 ketch with a shoal draft keel. In offshore conditions, the best I could do was to tack through 120 degrees. It took me a couple of days to figure out that the mizzen was doing me no good while hard on the wind. In fact, it was occasionally backwinding the Monitor windvane and causing the boat to tack at random intervals.

I was singlehanded, so I wanted to stay well offshore to avoid shipping and fishing boats. My strategy was to depart Cabo on starboard tack and stay on starboard tack until reaching the longitude of the Golden Gate. From there, I would take the most favored tack to reach the Bay while remaining west of that longitude and at least 40 miles offshore.

I had a friend ashore giving me weather updates via my DeLorme inReach satellite messenger. He was paying special attention to the position of the North Pacific High.

Well, the high never really did develop during my passage. For all intents and purposes, the wind blew straight out of the Golden Gate toward my boat for most of the passage. At one point — about the time I reached the latitude of the California-Mexico border — I was 400 miles offshore.

After the first day I sailed under working jib and an appropriate number of reefs in the main. I hove to twice because the bashing into short, steep waves was hard on the boat and on my nerves. I had two days of conditions light enough that I spent a lot of time hand-steering.

Starting early morning on the last day at sea, the wind shifted to the south, seemingly in a welcome effort to suck me in through the Golden Gate. The day finished off with a fast passage through the Gate, down the San Francisco waterfront, and under the Bay Bridge.

I would take the Clipper Route again rather than Bash my way up the coast. The thought of dodging fishing boats and big ships, as well as finding my way into unfamiliar harbors, arranging for slips, etc, is not one I relish.

My AIS alerted me to traffic several times as I neared shipping lanes, and I saw one other sailboat passing well to the south of me. Other than that, I saw no other boats until I neared the Golden Gate.

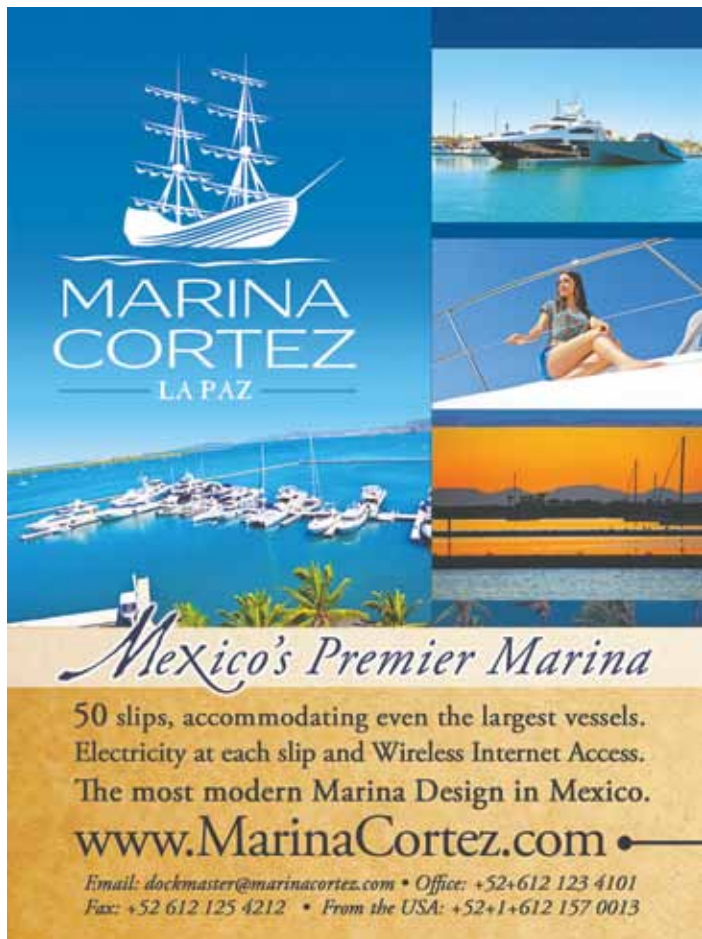
All in all, I would rate it as an easy passage.

As I have mentioned in other letters to *Latitude*, checking back in to the United States was confusing. After several VHF contacts and phone calls, I was told to tie up at Jack London Square for inspection. After several hours of waiting, I got a phone call checking me in. Nobody ever showed up.

Ralph Lewis
Steppenwolf, Tayana 37
Alameda, CA

Readers — The concept of the Clipper Route is that you depart Cabo on a starboard tack, and keep going on that tack until you gradually get lifted so high that you can flop over and lay San Francisco or your other West Coast destination. It could take three weeks or more before you tack.

We like Ralph's honest assessment of only being able to tack in about 120 degrees. So when people think about taking the Clipper Route, they should go to windyty.com to get an idea of what the wind direction will be like. They'll soon realize that they'll likely not even be able to sail west from Cabo, but more



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LETTERS

likely southwest — and thus away from their ultimate destination. A sailor has to have complete faith that he will get lifted, because if he gives up early, he will likely have sailed a week or two and made very little if any progress.

Most people we know who have done the Clipper Route have taken about a month.

One thing not yet mentioned is the possibility of getting mixed up with a tropical storm or a hurricane. Readers can go to weather.unisys.com and see how tropical storms Darby, Estelle and Frank all would have been a concern had Ralph done the Clipper Route this year. They may not have crossed his path, but they would have been a concern.

LOOKING FOR A SECOND BOAT IN EUROPE

My girlfriend and I purchased a Santana 37 fixer-upper two years ago and are completely reconditioning her. New interior, tanks, windlass, rebuilt engine, solar — all for cruising. We are currently living aboard and look forward to doing the Ha-Ha in a couple of years.

We are also contemplating buying a small cabin cruiser in Europe to cruise the extensive canal and river systems there, and thus are interested in anyone's experiences in doing this.

We also contemplated going together with a small group of others to accomplish the same thing, with the idea that each partner would get one entire summer month to enjoy the boat. Again, any information on costs/pitfalls from people that have actually done this would be greatly appreciated.

Alan Green
 Hetaira, Santana 37
 No Fixed Address

Alan — As we've written several times before, we think a canal boat in Europe is perfect for cruisers looking for something to do during the six non-hurricane months of the year. You could get a functioning canal boat equivalent to your Santana 37 in the Netherlands — which is where you want to buy — for no more than 25k. The two of you could cruise for less than \$1,000/month, and pay no more than \$150/month for offseason storage, insurance, etc. See this month's Changes about an Aussie couple doing it with a sailing cat they bought in Strasbourg, France. By their reckoning, it's less expensive for them to cruise Europe than to live in their home in Adelaide.

Partnerships in canal boats are not uncommon. You would face all the normal issues of partner compatibility, boat maintenance differences, what to do when one person wants to sell, and so forth, complicated by the fact that boat is on the other side of the world. Like all boat partnerships, sometimes they work great, sometimes they don't work very well at all.

A year or so ago we thought about getting partners for our Leopard 45 cat 'ti Profligate in the Caribbean and our 42-ft canal boat Aqua Rosa

in France, but we never followed up on the idea. Then, three months ago and out of the blue, we had individuals contact us with a very strong interest in being partners in both boats. But after thinking about it a bit, we decided against both potential partnerships. Despite the fact that we knew and had sailed with both individuals, the complications/risks just didn't seem



LATITUDE / RICHARD

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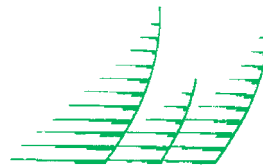
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LETTERS

worth the possible rewards. Maybe we'll change our minds at some point in the future, but at this point we're much too attached to the boats to have partners and don't want to have any complications.

We are, however, partners of sorts in the Olson 30 La Gamelle in the Caribbean. But that's a very simple and inexpensive boat in an unusual situation.

The other day our first ex-wife said, "I love coming home to the same place at night, but you, you don't really have a home do you? You just live on different boats in different parts of the world."

She was right, and we love it. The way we see it, once the kids are raised — and maybe before — houses are no longer as good for living in as they are for rental income to finance boating adventures around the world. We've been in a lot of spectacular houses in our time, but we've yet to see one that got us to thinking we'd prefer to give up the wandering lifestyle. People are different, of course, but we think you are on the right track, Alan.

By the way, if anybody thinks we're off-base in our remarks about canal boating, Larry Coor wrote to tell us that our reply to Fred and Judy Holleren's questions about canal boating was "a nice response." We were flattered, because Larry has spent the last 16 summers on the waterways of Europe.

↑↓ HOW MANY WEEKS BEFORE WE CAN BE CHECKED IN?

As for the Wanderer and Doña de Mallorca's recent fiasco in attempting to check back into the United States at the San Diego Police Dock, I am not at all surprised. The same thing happened to me, most notably when returning to Key West from Colombia via Isla Mujeres, Mexico. We also picked up the dock phone in Key West and called Customs to check in. The person on the other end said that since it was the Christmas/New Year's holiday, could we wait a week or two?

Say what!? I even mentioned that we were arriving from Colombia and Mexico, two countries noted as being the source of smuggled drugs and humans. Still no interest.

As we had two crew that were flying home to elsewhere in the States in a few days, I finally insisted that Customs come and check us in. They reluctantly agreed to meet us the next day at Customs. An 'official' showed up in shorts and sandals, having come from a BBQ outing. He begrudgingly stamped our passports and so forth.

Perhaps the litmus test Homeland Security uses for drug runners is that they don't usually bother to call to check in.

Frank Magnotta
Planet Earth

Frank — On one level that's hilarious. But just one level.

↑↓ THIS CANADIAN WILL PROBABLY NEVER RETURN TO US WATERS

I'm a little late in writing this letter because we just got home from a month in Desolation Sound — the warmest sea



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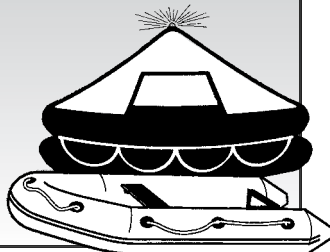


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LETTERS

water north of the Sea of Cortez. Anyway, we cleared into San Diego in 2001 at the end of our seven-year circumnavigation. We called Customs on the designated phone at the Police Dock and waited hour for agents to appear. When they did show up, they hadn't brought along any paperwork for us to complete, so they couldn't/wouldn't clear us in.

They wanted our Canadian passports, but I refused to surrender them as they are Canadian government property and are not to be surrendered to anyone. But I did give them our ship's papers.

These US agents refused to return to the Police Dock, so I had to go to their office in Skid Row the next day to complete the clearance. Nobody else was allowed to leave the boat until that was done.

When I arrived at the office the next morning and tried to complete the clearing and get a cruising permit for our trip north to Victoria, the agent we spoke to claimed they didn't have my ship's papers, that they knew nothing about any cruising permit, and wanted exact change for my clearing fee.

I was steamed. So in a loud voice, I proclaimed that after visiting 43 countries around the world, I had never been treated so poorly. I told them to give me my damn papers back and I would leave the f--king country within the hour.

At that point an older officer came out of his office, found our ship's papers, filled out the cruising permit, found change for my fees, and told me to enjoy my stay in the United States.

I haven't returned to United States waters since, and I probably never will.

Rob Dodge
Nanamuk, Endurance 35
Nanaimo, British Columbia, Canada

Readers — Rob reminds the Wanderer that we first met in the Sea of Cortez in 1982 when the Wanderer had the Freya 39 Contrary to Ordinary and Rob had only recently completed Nanamuk. It's great to know we're both still sailing.

⇕⇕ OUR EXPERIENCE IN ENSENADA AND SAN DIEGO

We made it up from Ensenada to San Pedro early on a Saturday morning with our new Outremer 45 *Iolani*, which had been unloaded from a Sevenstar Yacht Transport ship in Ensenada a few days before. The unloading is an interesting tale for another day, but I want to share my experience with Mexican customs and immigration in Ensenada, and US Customs in San Diego.

We started the check-out process three days before, using a Hotel Coral Marina expediter for \$30. We'd given him all of the necessary documentation the afternoon before, so we left the marina office and drove into town right at 11:00 a.m. As many people know, Mexican customs and immigration are in the same building, with their respective staff so close to one another that they could talk loudly and have an interagency conference. Unfortunately, they don't.

Although there was only one person ahead of us, it took about an hour for each agency's staff to do whatever they needed to do before we were able to leave. Why we even needed to be there, considering that we had a paid expediter



LATITUDE / RICHARD

You can never tell when any Customs and Border Protection official will show up at the Police Dock. Or if they'll even answer their phone.



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LETTERS

to 'expedite', is a mystery.

I thought we were done when we left at 1 p.m., but we left empty-handed. Apparently the port captain, with offices in the building 50 feet away, felt he needed to review each and every entrance and exit request before any documentation could be released. The documents were finally ready and delivered back to the Hotel Coral Marina office at around 6 p.m.

Hotel Coral Marina staff explained that the port captain was new and thought that he needed to review everything personally. I explained that the port captain was likely costing the Port of Ensenada quite a lot of money, because the consensus of the cruisers I spoke with at the marina was that avoiding Ensenada when you are going north or south saves a considerable amount time and significant frustration.

When they shrugged their shoulders, I suggested that it was likely that many readers of a California print and online magazine had heard of the customs and immigration problems in Ensenada, they seemed to become concerned. I suggested that they find someone with sufficient authority to give the port captain his own pause for concern, and have him or her speak to the port captain about correcting this peculiar — understatement intended — process.

With regard to San Diego Customs, I had been warned that it could take hours for them to respond to our call to come to the Customs Dock, which is clearly the Police Dock, because they had eight 30-ft police patrol boats taking up most of the dock space.

The suggestion box at the port captain/aduana/immigration office in Ensenada. Anybody got anything for the box?

We arrived a little before noon on a Friday, and had to stand off the dock for 20 minutes with a 65-ft powerboat, while a 60-something-ft Deerfoot skipper thoughtlessly took up all the limited dock space while a BMW motorcycle of all things, was lowered to the dock from its position on the foredeck.

I called US Customs and Border Protection (CBP) and got the watch commander directly. He advised that the boat in front of us had called minutes earlier, and that officers were en route and should arrive within 30 minutes. In fact, they arrived within 15 minutes, took care of the boat in front in 10 or 15 minutes, moved on to us, and took about 10 minutes to clear us. They were courteous, efficient — and more importantly, allowed my son and me to get to the San Diego YC for one of their famous cheeseburgers before the hunger got the better of us.

Doug Deaver
Iolani, Outremer 45
Santa Barbara

Doug — We don't like to repeat ourselves, but Mexican officials are given wide authority to decide how to interpret the law and how certain processes are to be handled. They can be efficient and they can be ... well, incredibly frustrating. We don't know why, but despite their 'one window' that was supposed to speed everything up, Ensenada has historically been among the slowest and most frustrating places to clear out of Mexico.

LATITUDE / RICHARD





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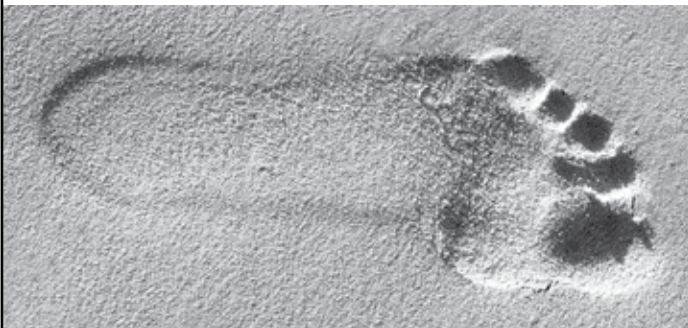
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LETTERS

Come to think about it though, at times La Paz has been even worse. Puerto Vallarta and Cabo have historically been much easier and quicker.

Trust us, the folks at Marina Coral would love the process to be easier. So would the mayor of Ensenada, who told us that to our face. It's just that government in Mexico, as well as in the United States, doesn't always see things from the consumer's point of view or have any interest in efficiency. And remember, Ensenada is a busy port, so the port captain has bigger fish to fry.

We recently paid Marina Coral \$30 for 'expediting' our clearance for Profligate. We thought it was money well spent, as we didn't have to pay for two taxi rides — which would have cost almost that much — or feel our way around the process.

As for checking in at San Diego, experiences vary greatly. Sometimes officers come right away, sometimes it takes hours, and sometimes they don't even answer the phone.

By the way, the proper name for the agency of the officers coming to the Police Dock is not Customs and Immigration or Homeland Security, it's 'Customs and Border Protection', CBP, a division of Homeland Security. 'Border Protection'? That part of the agency name may have been somebody's idea of an insider joke.

↑↓ I NEVER OFFICIALLY DEPARTED FROM THE US

We did the Ha-Ha with *Spirit of Adventure* in 2014. While I filed my departure papers from Cabo, I let them know that my next port would be Long Beach. I did make a couple of stops for fuel on the way home, but I did not check in or out at any of those stops.

No officials in the US ever came to our boat or checked my entry into the country. In fact, I had never officially departed from the US.

I was new to all of this, but I felt that if I was very diligent with my Mexico paperwork, I could get by on this side of the border. That's my story, and I believe I would do it again.

Don Stoutenger
Cyberspace

Don — A couple of points. First, nobody checks out of the United States with a zarpe. Indeed, just try to get the Coast Guard or any other government agency to understand what one is. Every now and then a Mexican official will ask for one, which causes some problems.

If you clear out of Mexico for the United States from Cabo San Lucas, you're not supposed to make any stops for fuel. But almost everybody does, and nobody cares.

When US boats come back to the States, they supposedly have to stop at the Police Dock and get checked in. A surprising number of boatowners tell us they don't even bother, which is not something we recommend. Others clear in at Long Beach, which is said to be easier.

↑↓ I DIDN'T START CRYING OR ANYTHING

I've Bashed north to San Diego twice. Once in 2009, when I cleared out of Mexico at Ensenada and into San Diego at the Police Dock, just as I was supposed to. My boat was boarded and the officers sat me down and questioned me for awhile. I think they were trying to make me sweat. I didn't start crying or anything, so they just took my money and let me go.

My second time was in 2011. I was in a rush to see my gal, so I blew off checking into the US at the Police Dock and proceeded to a well-known yacht club. For a couple of days I waited for a knock on the hull, but it never came.

I sailed back to Mexico and checked in again in 2012 with



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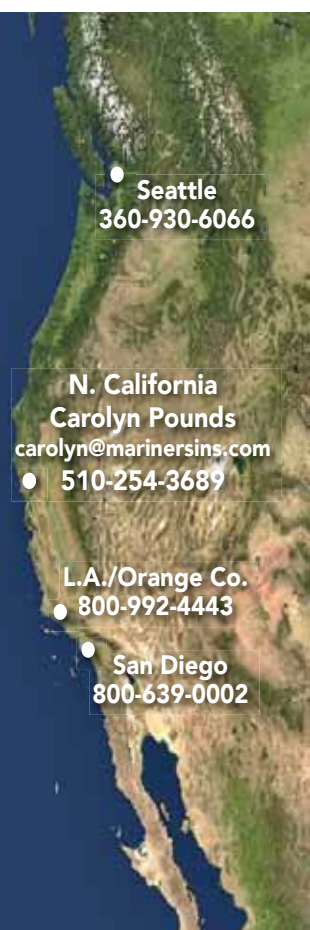
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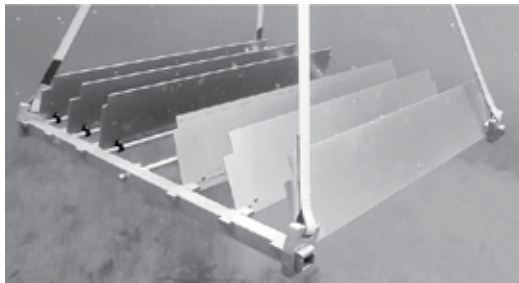
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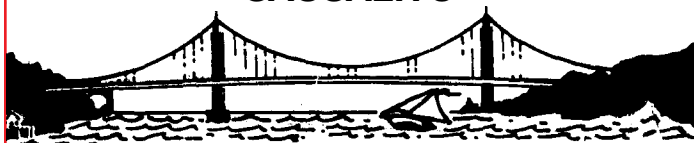
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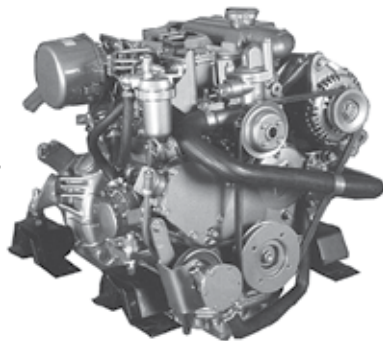
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LETTERS

no problems at all.

Hans
 La Cruz, Mexico

TRY LONG BEACH INSTEAD OF SAN DIEGO

Next time *Profligate* comes north, the Wanderer should skip San Diego and just stop at the Parker’s Lighthouse Docks in Long Beach. You’ll get a clean deal with Immigration and Customs Enforcement (ICE) there. It doesn’t sound as if the San Diego aggravation is worth it just to go to Driscoll’s, when Marina Shipyard in Long Beach does great work, too.

David Bloom
Thee Amazing Grace, Vector 39, Ha-Ha 2010
 Long Beach

David — *It’s been a few years, but we’ve had fine work done on our various boats by Marina Shipyard. The most fun time was about 35 years ago when we were going to get the headstay on our Freya 39 Contrary to Ordinary replaced. It was a Friday afternoon and they were days late getting the job done, so they offered to lift us — ! — to the masthead with their crane so we could attach the headstay ourselves. We took them up on it and had a great time aloft. We can’t imagine they’d do that these days.*

We’ve also been very happy with the work at Driscoll’s, and in addition, it’s warmer in San Diego and we get a million-dollar view of the lights of downtown San Deigo from our place at the work dock. It sounds crazy, but we love living on the boatyard work dock.

I PROBABLY WOULDN’T HAVE LASTED VERY LONG

I suspect the problem with checking into the States at San Diego lies in a lack of funding thanks to the dysfunction of Congress. That being said, I am a follow-the-rules sort, and had I been the Wanderer and de Mallorca, would have waited a day, growing ever more frustrated with the situation. It probably wouldn’t have lasted very long because my co-crew would have been lobbying for beer and creature comforts.

Maryann Hinden
Surprise, Schumacher 46
 Palo Alto



LATITUDE / RICHARD

During our tour of the border, de Mallorca tried to sneak through the second of the two walls. Alas, she didn’t have a chain saw to cut through like the others.

After our somewhat mocking ‘lectronic piece about the CBP, they gave the Wanderer and de Mallorca a three-hour tour of about five miles of the US - Mexico border at Tijuana. During that tour we learned that officers, male or female, often patrol long stretches of the border by themselves, even in the middle of the night when they are likely to confront desperate groups of males sneaking across the border. If they send individual officers into those very risky situations, why the heck do they need two gun-toting officers to check yachties at the Police Dock?

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LETTERS

By the way, the CBP gave us some data sheets on how many people they've apprehended each year trying to cross the border in just the Tijuana area. In the mid-1990s, before the first of the two fences was built, they were apprehending about 500,000 Mexicans trying to sneak into the States. After the second fence was built, that number has declined steadily to about 25,000 a year. The agent who gave us the tour told us that in her opinion a Trump Wall would not stop people sneaking across the border, but would reduce the numbers.

Despite the fact that it's profiling, the CBP also keeps track of OTMs, which stands for 'Other Than Mexicans'. While the absolute number of OTMs is relatively small, in the last few years they have increased from about 1,500 to 5,000. We were told that these were mostly Pakistanis, Romanians and Chinese. When these folks get caught, they claim asylum for one reason or another and are given money and told to show up for a court date. Naturally they never show up for the court date and stay in the US permanently. Is the United States a great country or what?

↑↓ ARE WHITE SAILS ENOUGH FOR THE HA-HA?

I'm thinking about doing the Ha-Ha, although I may have to wait until next year to do it. I don't have much sailing experience with a gennaker or spinnaker, and I'm wondering if any Ha-Ha boats do the event with only white sails. Is a gennaker or spinnaker really necessary? How much extra gear is required?

Peter Podesta
Central Valley Girl, Catalina 42
Modesto

Peter — About 25 to 30% of the entries in a typical Ha-Ha year sail with white sails only, so it's certainly possible. The downside is that Ha-Ha winds have historically been light to moderate and from aft, which are the very conditions in which gennakers and spinnakers have tremendous advantages over white sails.

If your sailing skills are fairly modest, and particularly if your boat isn't already equipped with spinnaker gear — spinnaker pole, topping lift, foreguy, etc — we'd suggest going with a gennaker, which isn't that different from a genoa. Once you get the hang of it, we think you'd really enjoy sailing with a gennaker. You should also talk to your sailmaker about what kind of gennaker you should get, as different ones are built for different conditions. And remember, just as it's time to reef your main as soon as it crosses your mind, it's time to douse the chute or gennaker as soon as that crosses your mind.

Your question reminds us of a conversation we had with Aussie Lionel Bass of the M&M 52 Kiapa before he headed across the Pacific. After buying the lightning-fast cat from Pete and Susan Wolcott, Lionel sold all the boat's spinnakers. But after Profligate came from way behind to walk away from Kiapa during a spinnaker reach in a Todos Santos Race, Bass told us he'd been kicking himself ever since he'd sold the chutes.

Off the wind with white sails is very slow.

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.

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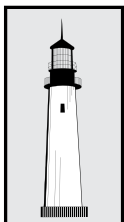
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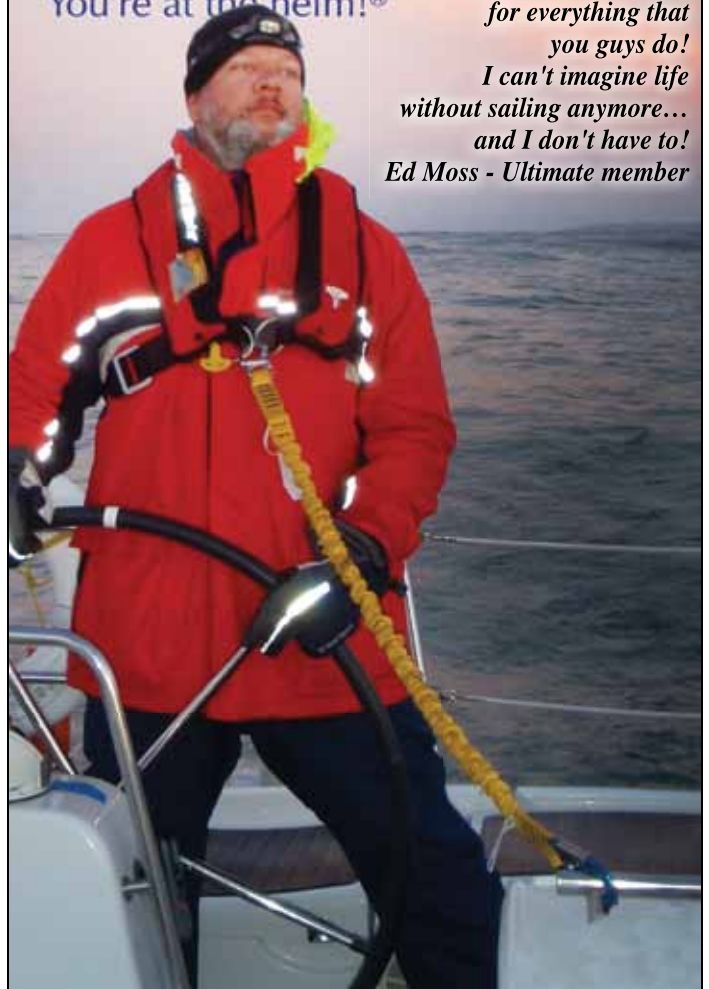
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SIGHTINGS

a shout-out to young sailors

We have to admit, we're a little confused. Why? Because sailing industry analysts tell us that fewer young people are taking up sailing these days than in decades past. Yet here in the Bay Area we see lots of young sailors out racing and enjoying casual daysailing — often aboard fixer-upper boats that they got for a song. And regardless of how Spartan or spiffy their boats are, we can tell by the smiles on their faces that they are having as much fun out on the water as we did when we were first initiated into the sport.

Here at *Latitude 38* we work hard to appeal to all segments of the sailing community, but we'd love to know if our efforts are succeeding with respect to younger sailors. So if you're under 40 and enjoy sailing in West Coast waters, please take a minute to tell us about your sailing style. (We'll run a feature article on the subject soon.)

- What sort of boat do you normally sail (brand and length)?

continued on outside column of next sightings page

the littlest

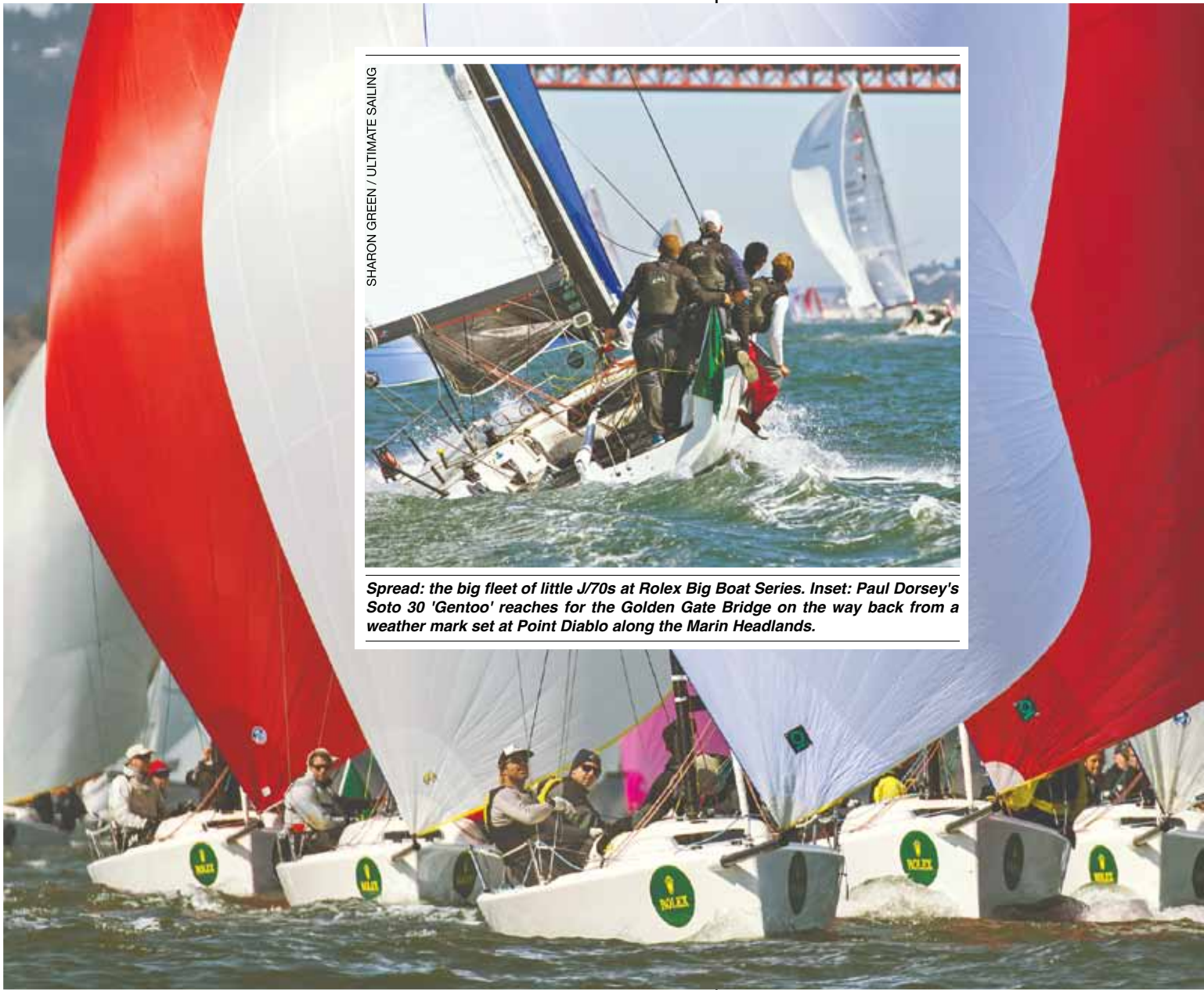
Short on waterline but big on sheer numbers, the 22.75-ft J/70 has taken the world of yacht racing by storm. In September, the fleet stormed the shores of San Francisco Bay when 36 showed up for their Pre-Worlds at the Rolex Big Boat Series, and 68 for the Alcatel J/70 Worlds. Both regattas were hosted by the St. Francis Yacht Club. The Worlds wrap up on October 1, and we'll have a report on that regatta in November. Also see www.stfyc.com/j70worlds2016.

Find our feature on the exuberantly windy Rolex Big Boat Series by turning to page 72 of the issue you hold in your

SHARON GREEN / ULTIMATE SAILING



Spread: the big fleet of little J/70s at Rolex Big Boat Series. Inset: Paul Dorsey's Soto 30 'Gentoo' reaches for the Golden Gate Bridge on the way back from a weather mark set at Point Diablo along the Marin Headlands.



big boats

(literal or figurative) hands right now.

The second-largest division at RBBS belonged to the J/70's bigger, older sister, the J/105, enjoying enduring popularity on San Francisco Bay. Other one-design classes included J/120s, Express 37s, Farr 40s, and — new this year — the sporty, modern C&C 30s. Sportboats raced in a PHRF division, and three ORR divisions were offered for bigger boats. For the fifth year in a row, BAMA-rated trimarans and catamarans raced in a Multihull division.

See www.rolexbigboatseries.com.

— chris



DANIEL FORSTER / ROLEX

young sailors — continued

• Do you normally sail your own boat or crew for others?

• If you own your own boat, roughly how much did you pay for it? (<\$10,000; \$10k-\$30k; \$31-\$60k; >\$60k)

• What sort of sailing do you normally do (racing, daysailing, cruising)?

• What is your dream boat?

• How did you learn to sail (sailing school, parents, friends, self-taught)?

• What events or destinations are on your sailing bucket list?

• What aspects of sailing or the sailing lifestyle would you like to see us cover more in *Latitude 38* and *Electronic Latitude*?

While you're at it, we'd love to receive a few of your favorite photos of yourself and friends enjoying the sailing lifestyle. (Email andy@latitude38.com.)

Thanks. We'll see you out there!



KERSTIN EDWARDS

Kerstin Edwards (pink shorts) and her fiancé Brian Ponzi (sitting) chimed in from Lahaina, Maui, to assure us there are a growing number of active young sailors in the 50th state.

feeling the squeeze of development

Sailing organizations feeling squeezed by new development seems to be a recurring theme of our reporting lately. The latest project to cross our radar is the massive Terminal One high-density housing project, which is slated to be built immediately adjacent to Richmond YC in Point Richmond — featuring a cluster of five-story buildings as well as smaller units.

While City Council members are reportedly thrilled by the prospect of much-needed housing and the associated benefits to the struggling city's tax base, Point Richmond sailors and some Brickyard Cove residents are said to be furious about the plan. So furious, in fact, that a group of them have filed a lawsuit to stop it. Their concerns include a dramatic increase in traffic, parking congestion, and environmental impacts including



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An artist's rendering of the Terminal One project. Sailors hate it as much as the City Council loves it.

effects on — you guessed it — local wind patterns. As frivolous as that concern may seem to the Richmond City Council members it is, of course, hugely important to RYC members and Brickyard Cove sailors. Google Terminal One project to learn more about this ambitious waterside development.

— andy

SIGHTINGS

ever seen a moonbow?

Not long after completing his Pacific Puddle Jump passage from Puerto Vallarta, Mexico, to French Polynesia, cruiser Bill Schmid of the Everett, WA-based Corbin 39 *Anakena* showed us photographic evidence that he'd seen a 'moonbow' while on night watch near the equator. "It was a full moon with high clouds all around and a squall in the distance," he recalls. It stands to reason that moonbows occur as frequently during the night as during the day, but we'd never seen or even heard of such a thing ourselves.

In case you've forgotten your grade-school science lessons, Encyclopedia Britannica explains the rainbow phenomenon this way: "The appearance of a rainbow depends on the angle at which the sun's light rays are refracted (bent) and reflected by droplets of water suspended in the air. Red is refracted least and violet is refracted most. Thus, in the bright primary bow, red is on the outside and violet on the inside. When a dimmer secondary bow occurs, the colors are reversed. (Who knows, you might win a



ANAKENA

When Bill Schmid and his girlfriend Debbie McClure started cruising in 2015, they didn't know they'd be chasing moonbows.

bar bet with such trivia.)

In any case, Bill's unusual photo inspired us to ask readers of *Lectronic Latitude* if they had outstanding moonbow or rainbow memories to share. The photo collage seen here resulted from several of the more interesting responses.

Lon Bubeck recalled, "In 1983, while delivering a CT-54 from Taiwan to Hawaii, I saw double moonbows two nights in a row, and the memory has never faded." Sadly, back then there weren't cameras that could record such nighttime phenomena.

David Kory, one of the most well-traveled sailors we know, wrote, "They all start to look the same after a while, but this one in Tahiti (upper left) sums it up for me: the family on a catamaran at anchor

in paradise, and a rainbow in a nearly clear blue sky. Life is good!"

Although he is now based in La Paz, Mexico, Tom Brown still vividly remembers an amazing circular rainbow he saw while anchored off Wallace Island in British Columbia's Gulf Islands (upper right). "It went right down the mast of our 1979 Freeport Islander *Eagle*."

Yeah, yeah, we know, the photo is a bit dark. That's because this 'moonbow' was shot at night in mid-Pacific, lighted only by the full moon.

Hartley Gardner of the Tayana 48DS *Atsa* sent in the stunning shot (upper middle) of a double rainbow — accentuated by 'God rays' — that he shot while anchored in Pepperell Cove, Kittery, Maine.

The most unusual photo we received, however, came from Mike Sowers of Maui (bottom). "We were coming back from a whale watch," he explains. "I took a bunch of shots and stitched them together in Photoshop." That explains the flattened look of it, and if you're curious, it stretches from "the Lahainaluna 'L' to Kaanapali."

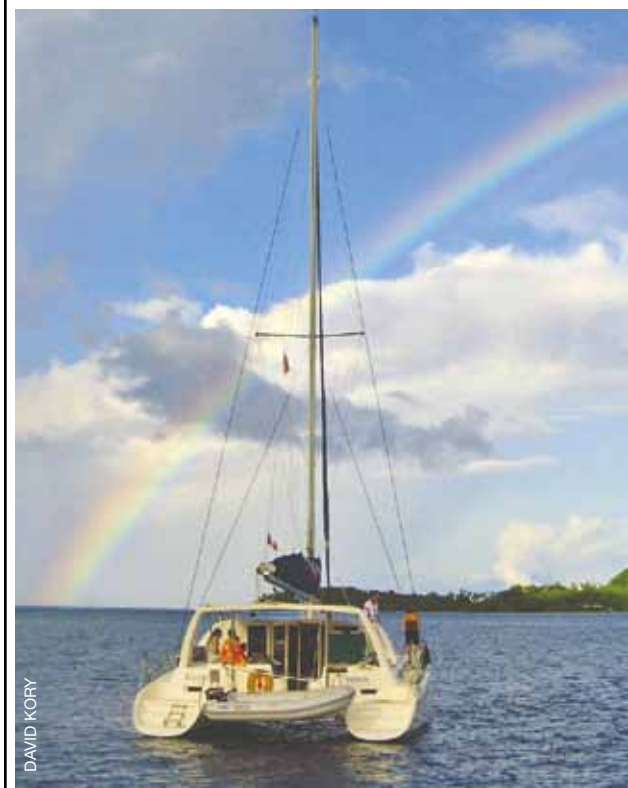
Goes to show, you never really know when Mother Nature is going to treat you to a magical moment. So keep your eyes peeled and your camera ready — especially when you're on night watch under a full moon.

— andy

sailmail seminar

For many sailors who are about to embrace the cruising lifestyle, installing an HF radio (for voice and email communication) is high on their list of must-do tasks prior to throwing off the docklines. Trouble is, that scenario leaves them little time to learn how to use their new gear to its full potential — particularly doing email via radio.

Founding Baja Ha-Ha sponsor Downwind Marine suggests this solution: Attend the Sailmail Training Workshop given by tech gurus Jim and Sue Corenman and Shea Weston, Monday, October 24, at the Point Loma Assembly Hall, 3035



DAVID KORY



offers valuable info

Talbot St., San Diego; 9 a.m.-4:30 p.m. (Check in at 8:30 a.m.). The fee for this "intensive, full-day training session" is \$50 per person, or \$75 per couple, payable at the door (cash or check). That price includes coffee, lunch, snacks and training materials. Program topics include basic operation, troubleshooting, how and where to get weather info, how to connect SailMail via sat phones or the Iridium GO! satellite hotspot and more.

Email [syso@sailmail.com](mailto:syso@ sailmail.com) to reserve a spot, and visit this site for full details: www.saildocs.com/seminars.

— andy

remembering hurricane newton

As reported in *Lectronic Latitude*, southern Baja and the San Carlos/Guaymas area of mainland Mexico were battered by hurricane Newton early last month, leaving behind a trail of destruction that included a number of sunken boats and many more damaged or destroyed. Sadly, almost all of the damage to boats apparently could have been prevented by boatowners and marinas employing better practices. Based on the information we've been able to gather, here is our overview:

Cabo San Lucas: Although Cabo San Lucas took a direct hit and had the strongest wind, sustained winds of 67 knots, with a weather station-recorded gust of 100 knots, it seemed to have the least damage to its marine interests.

This was the seventh hurricane to hit Cabo since 1971. Other than Odile, Cabo has always done quite well in tropical storms.

continued on outside column of next sightings page



TOM BROWN



HARTLEY GARDNER



MIKE SOWERS

hurricane newton — continued

Cabo Pulmo: The bodies of two fishermen were recovered from a shrimp boat that reportedly rolled over. There is no word about the other three who were aboard.

La Paz: In the wee hours of the morning, Newton passed about 50 miles to the west of La Paz, which is 80 miles north of Cabo as the crow flies, and home to maybe 1,000 recreational boats. The only boats that did poorly were six that were unattended and anchored out in the bay. Four of them went up on the Mogote, on the north side of the shallow bay. They appear to have made soft landings in sand or sand/mangroves.

Will Imanse of the Sceptre 35 *Shaman* reports that four of the boats were: *Starduster*, a wooden double-ender showing no homeport, a boat that he personally helped refloat two years ago after hurricane Odile; *Stay Gold* from Victoria, British Columbia; *Ronin*, which looks like a nice Ericson 32/35, from Emeryville; and the powerboat *San Lee* from Reno. All four of these boats were unattended. Imanse didn't witness it personally, but was told that two other boats — *Rock Bottom* and *Go For Broke*, homeports unknown — also went ashore. We don't know if they were attended or not.

Neal Shroyer of Marina de La Paz says there was no damage at his marina, and that other marina managers told him that they didn't have any damage either. Shroyer noted that the wind came out of the east and the south, which means off the land. Boats in La Paz would have been much more vulnerable in winds out of the north.

Barritt and Renée Neal were aboard their newly acquired Hunter 49 *Serendipity II* at the Fonatur Marina at the east end of La Paz when Newton's winds began to hit in the early hours of the morning. "By 4:40 a.m. it was gusting to 50 knots," says Barritt. "I saw one gust to 57 knots, while Renee caught one of 67 knots. But except for a few minutes, we never lost electrical power, and thus had air conditioning all through it." This is the second time the couple have flown down to the new-to-them boat and had to interrupt work to prepare for a hurricane. "It's getting old fast," says Barritt, who lives aboard a Peterson 44 in San Diego with Renée.

Puerto Escondido: The office manager at the Puerto Escondido Marina, 110 miles north of La Paz, told *Latitude* there had been no problems at his facility or with the boats there. However, we have since received unconfirmed reports that one boat went onto the rocks, allegedly because the mooring she was on had failed. This may or may not be correct.

We also heard several reports that a couple of boats in the Waiting Room anchorage dragged, although they didn't appear to have been damaged too badly. Lastly, there were reports that a catamaran somewhere in the area had also dragged ashore, but was also not badly damaged.

Santa Rosalia: Lucie Mewes of the Richmond-based *Georgia* reports that the boats in the marinas at the old mining town of Santa Rosalia, 210 miles north of La Paz, did fine, with the owners telling her they watched things unfold from the second-story restaurant in the Fonatur Marina building. It was good they were on the second floor, because the heavy rain pouring down from the 4,000-ft Sierra Giganta caused severe flooding, covering cars in rocks and mud. Previous storms had rolled cars right into the marinas.

Puerto Don Juan, Bahía de Los Angeles: Don Juan is about 330 miles north of La Paz. Jason Hite aboard the Long Beach-based Caribbean 50 *Volare* reports that he and a dozen other skippers hid out in that excellent hurricane hole. "We had a maximum of 25 knots of wind and barely enough rain to wash the salt off our boats," says Hite.

The Mainland: Still packing winds with gusts into the 60s, Newton caused the most damage to boats in the Guaymas/San Carlos area, which is about 225 miles almost due north of La Paz, but over on the mainland. It's home to perhaps as many as 1,500 boats. Contrary to

flashgirl fundraiser to

As reported last month, the Wylie 38+ *Flashgirl* was struck by lightning while anchored off Kaneohe Bay, Oahu, proving yet again that bad things can happen to even the most well-prepared sailors, as the sleek red sloop is owned by Commodore and Nancy Tompkins. As often noted in these pages, Commodore is one of San Francisco Bay's most colorful characters (and is featured in a recently released *Life on the Water* documentary).

Flashgirl's partial sinking was a terrible blow to Nancy and Commodore — who will turn 85 in February — but with a little help from their friends they will



JAY REESE

Above: Dock failure at the Fonatur Marina. **Middle:** The windward side of the dock was no place to be. **Bottom:** Damage to boats on the hard at San Carlos.



JAY REESE



MARION VAN DER POL

be held at spaulding's

soon have her back in cruising trim.

A spirited fundraiser and barbecue will be hosted by Sausalito's historic Spaulding Marine Center (on Gate 5 Road) 2-6 p.m. on Saturday, November 5. Live music by Ramblin' Jack Elliott and others will ensure a festive mood, and it's probably a safe bet that Commodore will spin a sailing yarn or two.

If you'd like to attend, RSVP to Nancy at nanctompkins@yahoo.com. "It's the last day of daylight saving time and the weekend before the general election," she says. "A good time to get out and party!"

— andy

hurricane newton — continued

what many believe, Newton actually went straight up the Sea, which left Guaymas/San Carlos on the east side of the storm. That's the worst side to be on in a tropical storm in the Northern Hemisphere.

Guaymas: The Fonatur Marina at Guaymas had some good news and some very bad news. The boats on the hard did fine, as did many of the boats on the north side of their main dock. But according to eyewitness Curt Ingram of the Beneteau 36 *Magic*, "Five boats sank on the south side of the dock." We're told by others that the dock pretty much came apart.

There are several reasons that the dock came apart. First, it had no protection from the mile-long fetch. Second, it was a lightweight dock, the surface of which is interlocking plastic rectangles. Marek Nowicki says they have the same thing over at Puerto Escondido, and when a blow is coming there, the harbormaster makes all the boats leave because the dock isn't that strong.

Jay Reese of the *Islander 44 Wind Raven* was on-site for the entire storm, and says there were additional contributing factors: "Many boats were not properly tied with adequate-size docklines. Some had just single dock lines, and they were too tight. These either ripped the dock cleats out or snapped. Some cleats on the dock were not secure enough and slid sideways, allowing the boat bows to slam sideways against the fingers and the adjacent boats."

According to Reese, six boats were partially or completely destroyed, including *Cloud IX* and *Audacious*. *Cloud IX* had been sunk in Puerto Escondido during hurricane Odile, and her owner had just completed a two-year restoration.

Boats on the leeward side of the dock did suffer some damage, but nowhere near as much as those on the windward side.

Marina Guaymas, aka Gabriel's Boatyard (dry storage only): Owner Gabriel Larios assured us that only two of the 200 boats in his yard were damaged, and the damage to them was minor.

San Carlos, Marina Real: As far as we know, none of the boats in the water at Marina Real, which is to the far west of San Carlos, suffered significant damage. However, photos indicate that several boats in the dry storage area went down in a domino effect. It's unclear if the first boat was blown over, or if the jacks holding it up had been undermined by the heavy rainfall.

Marina San Carlos: We haven't received any reports of significant damage at Marina San Carlos, which is extremely well protected by its geographic location.

Marina Seca: Several sources told us that 12 or more boats were dominoed down at the huge Marina Seca dry storage area. It's unclear if the first was blown over or if the jacks were undermined by the rainfall.

El Mero: Aireus Westphal, owner of a Morgan Out Island 41 that was safe on the hard at Marina Seca, reports that a German fellow named Werner had his boat "go down" at El Mero. "He lost it all, and had nobody to help him out," says Westphal.

We busted our butts trying to present the clearest possible picture of Newton and the damage it caused to marine interests, but it wasn't easy, as it was hard to find reliable eyewitnesses, separate rumor from fact, and get people to talk who may not want to. Our hearts go out to those of you who have lost your boats. And similarly to those of you whose boats were damaged — even if you have insurance, the repair process is often a long and costly one.

For those looking for long-term storage in the future, heed the lessons of Newton. If you are looking for dry storage, find out if the hardstands are sufficient, and if the area is subject to flooding that could undermine the jacks. Hurricane poles would be a major plus.

One last caution. There are still another six weeks or so of hurricane season, and these are often the weeks with the most tropical storms. Be prepared, and good luck.

— richard



Above: The La Paz malecon after the eye had passed. Middle: Dock fingers at the Fonatur Marina failed. Bottom: Domino effect at Marina Seco.



COURTESY BBC

JAY REESE

MARION VAN DER POL

a wealth of high-tech options

Every year more and more cruising sailors are investing in satellite phones for offshore communications, including the ability to send and receive email and weather data. But with the Mexico cruising season upon us, we should warn potential buyers about a few important issues with Iridium satphones — the industry leader — and introduce you to some lower-cost alternatives.

First, Iridium doesn't sell phones, SIM cards or air time directly to consumers, so you'll be buying these products from a licensed reseller. Before making a purchase, be certain that you understand the subtleties of the various plans offered, and make sure you end up with the appropriate SIM card. There are at least two types: yellow ones for month-to-month plans and green ones for prepaid plans good for periods of one month to three years. It's important that you keep in touch with your reseller so you'll be aware if changes are made to your plan. We have heard of instances where a reseller would find a better deal on usage from a satellite-access wholesaler and switch customers to a different plan that would require them to replace their SIM card. If you happened to be in the middle of the ocean or on the other side of the planet when such a change took place, your phone might be rendered useless temporarily.

Latitude has had an Iridium satphone on board the company cat, *Profligate*, for years, and *Doña de Mallorca* recently used it frequently to call the *Wanderer* during her most recent 1,000-mile delivery of the boat from Puerto Vallarta to San Diego. We wish we could say the phone worked flawlessly, but in reality the audio quality was often poor and calls were dropped on numerous occasions. That said, tests of similar products over the years have been equally frustrating — or worse.

The price of Iridium phones (around \$1,200 and up) along with connectivity frustrations have inspired many cruisers to consider other satellite-linked offshore comms options. Iridium itself has come out with a 'satellite hotspot' device called the Iridium GO! (about \$800), that interfaces with up to five onboard computers, tablets or smartphones to deliver weather files, email and even voice via satellite — sort of like the 'mobile broadband devices' used by many near-shore cruisers to access the Internet via cell towers.

Several other impressive products are also gaining popularity with cruisers for basic offshore messaging and distress call functionality. These include the DeLorme inReach (\$250-\$400) and the Spot Satellite Messenger (\$150). Such devices have proved to be excellent for sending out EPIRB-like distress signals, with the huge benefit that they are also capable of two-way messaging of up to 160 characters. If your message is longer, you just continue it in additional messages (similar to the texting functions on some smartphones). You can expect these devices to work more reliably than a satphone because it's much easier to transmit and receive text than voice.

Both devices mentioned above also offer pre-recorded messages — "We're doing great!" or "Serious injury, contact the Coast Guard!" — that can be sent with the push of a button. In addition, they can act as transponders that allow friends and family to track your progress. Although these and other similar devices are relatively inexpensive, be aware that they do require you to sign up for one of a variety of usage plans.

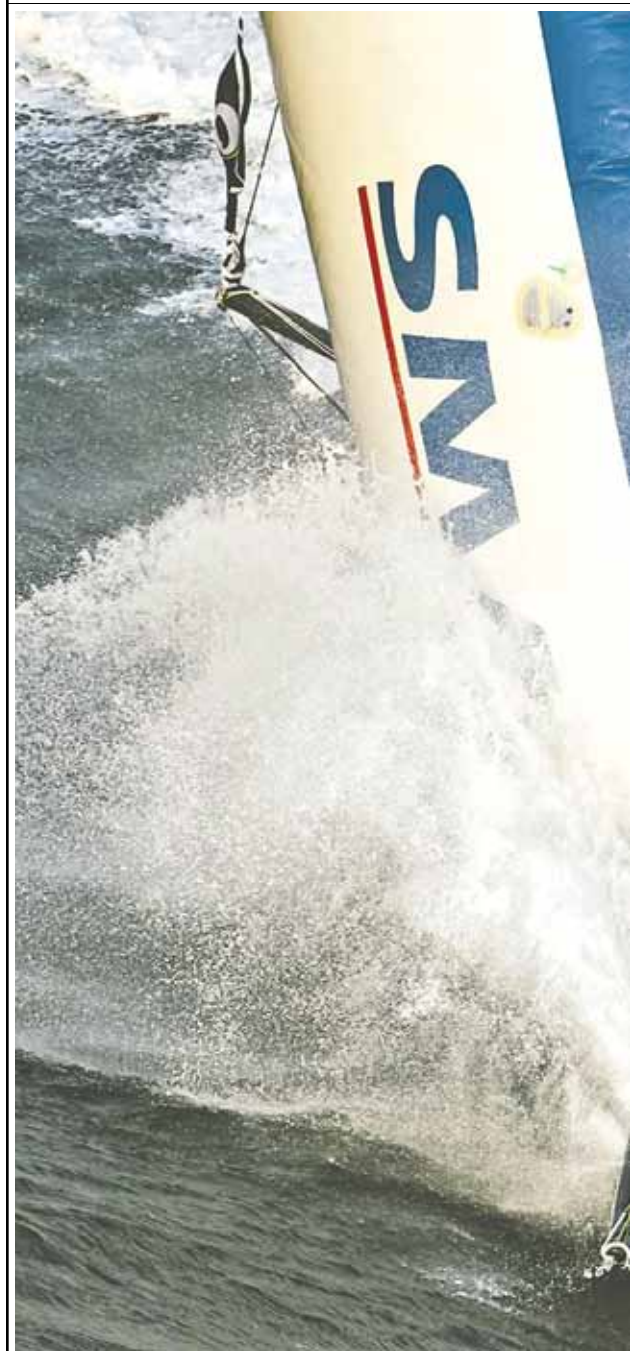
If you're throwing off the docklines this fall, we suggest you do your homework and find the best device to suit your needs and your budget — but don't wait until the last minute to sort out the differences between them.

— richard & andy

revving up for

Twenty-nine sailors may not seem a lot for a race of international interest and importance. But when you consider that the skippers will be racing nonstop around the world alone, from west to east via the Great Capes through the treacherous Southern Ocean, 29 is actually a lot. On average, only about half of the starters are able finish the 'Everest of the Seas', the Vendée Globe.

François Gabart set the race record of 78 days in 2013. Not surprisingly, 22 of



PAUL MELHAT / SMA-EN-ENTRAINEMENT



DELORME INREACH

This top-end inReach device even offers GPS navigation.

the vendée globe

this year's entries are French. From the US, Rich Wilson of Boston will sail *Great American IV*. At age 66, he will be the oldest skipper. Surprisingly, no women are signed up for this edition.

On November 6, the fleet of 60-ft IMOCA monohulls will set sail on the Bay of Biscay from Les Sables d'Olonne on the west coast of France. Follow along at www.vendeeglobe.org. We'll be following the race too.

— chris

good reads for holiday gifts

You'd think that folks like us who read and write for a living might be less than enthused when newly published books land on our desks for review. Quite the contrary; diving into a 'good read' is actually one of our favorite forms of entertainment — and an excellent way to procrastinate on whatever we're *supposed* to be doing. So, we're happy to tell you that 2016 seems to be a particularly good year for worthwhile new releases.

Call us old fashioned, but for relaxed reading outside the office, we much prefer the tactile experience of a real book to the soulless, eye-searing glare of a digital tablet. Since it's too distressing to think we're alone in this feeling, around this time every year we gather

continued on outside column of next sightings page



We can only imagine how exciting is it to race around the world in the Vendée Globe.

SIGHTINGS

good reads — continued

together a few of the better new volumes we've read and give you a short review of each, with the hope you might keep paper-and-ink publishing alive just a little longer by purchasing a book as a gift this upcoming holiday season for someone special, even if that someone is yourself.

The Voyage of the Beagle (James Taylor, \$30) — Speaking of important books, Charles Darwin's *The Origin of Species*, first published in 1859, has never been out of print. After all these years, it is still relevant, controversial — and selling. But it was only through a fortuitous set of odd circumstances that Chuck got a ride on the *Beagle* in the first place. This book delves into that fascinating story behind the story, of the brilliant, daring Captain Robert Fitzroy, a relative of royalty, who sank a lot of his own money into the *Beagle*. His knowledge of design transformed a ship type known as 'coffin boats' into a decent seagoing vessel. As for Darwin, he was picked less for his naturalist abilities, and more because Fitzroy wanted a

continued on outside column of next sightings page

the baja ha-ha's

Every October for the past 23 years large fleets of cruising boats have staged in San Diego Harbor prior to the start of the annual Baja Ha-Ha cruising rally to Cabo San Lucas. But it wasn't until a few years ago that the Harbor Tenants Association urged the event's Rally Committee to showcase their fleet with a parade through the harbor, as it heads for the starting line.

This year, the start falls on Halloween (October 31), so we expect many, if not most, crews will be decked out in the same elaborate costumes that they wore the day before at the annual Costume Kickoff Party at the Shelter Island West Marine complex.



Who says reading books is a dying pastime? Not us. These new releases are worth a look.

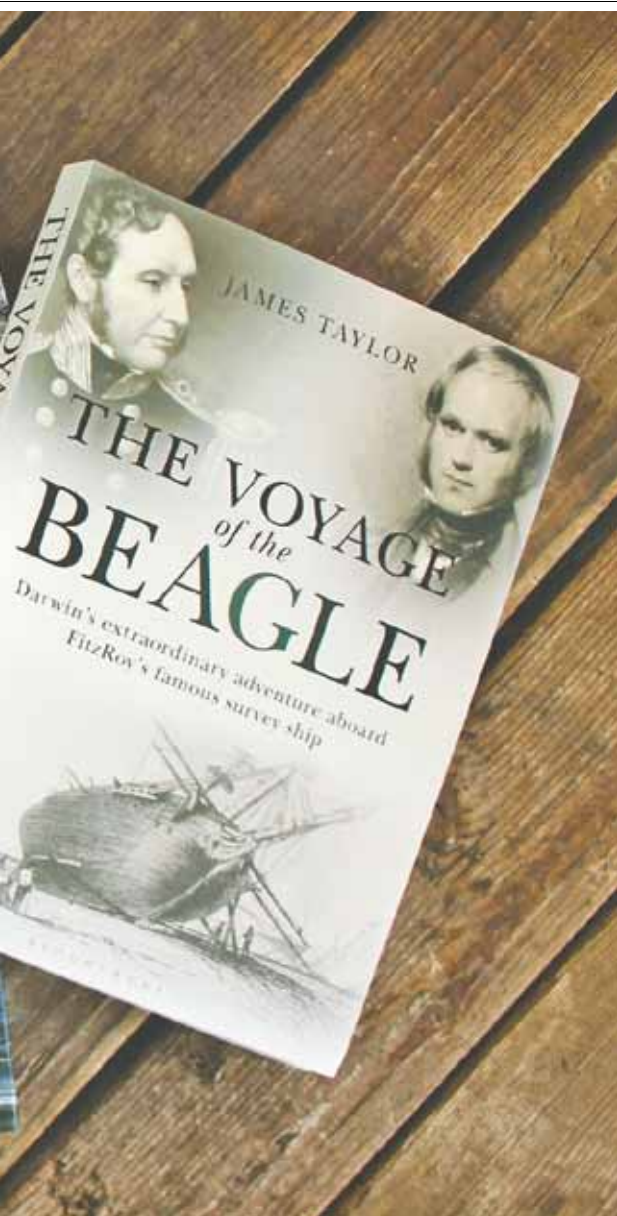
san diego sendoff

If you're not lucky enough to be heading south yourself this year, why not shadow the fleet in your own boat, or cheer them on from shore? The west end of Shelter Island is a good spot, where you'll probably find local TV crews and other media. The procession will pass there at 10 a.m. sharp.

The sportfisher *Dolphin* will be anchored off the island's western tip, with US and Mexican dignitaries aboard.

So if you have nothing more pressing on your calendar for Halloween morning, why not come out and wish fleet members the best of luck? Some day you too could be part of the procession.

— andy



LATITUDE / JR

good reads — continued

gentleman of equal social standing and intelligence aboard so he would have someone to talk to. The two hit it off immediately and the rest is history.

Winning Isn't Luck (Fred Imhoff, \$25) — First off, in the interest of full disclosure: when *we* win races, it's TOTAL luck. Not that we haven't tried to improve over the years, but we hope some of you will identify when we say that many books on racing are darn near incomprehensible. Happily, Fred Imhoff's handy-dandy little work (translated from his native Dutch) isn't one of them. In fact, we'd rate it as one of the most comprehensible racing tomes we've ever read. What you'll find here is lots of easy-to-understand graphics and Fred's lifetime of racing experience (including an Olympic bid and World Championships in the Flying Dutchman Class) whispering in your ear about what to do and when to do it. He takes readers through sail trim, the basic racing rules, and even into the protest room. The book ends with him naming half a dozen of his favorite racing books.

Lighthouses of the World (Marie-Haude Arzur, \$30) — Lighthouses have been guiding mariners to safe harbors — and keeping them off dangerous reefs — ever since the first brave souls took to the seas. One of the earliest known ones was also one of the Seven Wonders of the Ancient World — the Lighthouse at Alexandria, first lit (by huge wood fires) around 283 BC. Arzur's book pays homage to that great structure, as well as more than 150 more modern ones, all celebrated in stunning photos and entertaining, informative write-ups. Although only three West Coast lighthouses appear, this third edition (first published in 2008) spreads the love with lighthouses few sailors will ever get to see in real life, including the light at Cape Horn and a spectacular *objet d'art* lighthouse on Tenerife.

Great American Schooner Yachts (Rudolph Arp, \$49.99) — Admit it: Nothing is more evocative of the romance of sail than a rail-down classic schooner with a bone in her teeth. Schooners also provide a tangible link to maritime history, and showcase the talents of long-gone designers. All that and more is celebrated in Rudolph Arp's lovely book (first published in 2012). He tells the stories of 30-some classic American-built schooners, including the Bay's own *Brigadoon*, *Viveka* and (the recently departed) *Santana*, as well as short biographies of their designers, which include L. Francis Herreshoff, Olin Stephens, John Alden and the Bay's own William F. Stone. We were pleased to see that *Zaca* was among the featured boats. To our knowledge the largest schooner yacht ever built in the Bay Area, the 118-ft LOD *Zaca* slid down the ways at the Nunes Boatyard in Sausalito in 1930. Once famously owned by Errol Flynn, *Zaca* fell on hard times after the actor's death in 1959. Rescued by an Italian businessman from near oblivion in France in 1993, she was restored to splendid condition and still sails out of Monte Carlo.

SoloMan (Jack Van Ommen, \$19.50) — Although our occasional critics may think 'we don't know Jack', we do actually know Jack Van Ommen. An occasional Bay Area resident and ocean sailor — he did the 1982 Singlehanded TransPac — we thought we'd gotten to know Jack pretty well over the years from his travels on the self-built 30-ft wooden sloop *Fleetwood*. We knew that he sailed out the Golden Gate — at age 68 — in 2005 with just \$150 in his bank account. And that over the next nine years, he visited 51 countries and put 46,000 miles under his keel — pretty much all of it sailing alone. And that he lost the boat off the southern coast of Spain in 2013. Much of that has been chronicled in these pages by both us and him.

What we didn't know about Jack would, well, fill a book. And thankfully it does! That's why we can't recommend this one highly enough. If you're one who's been out there, hopes to go out there, think it's too late to go out there, or just sail an armchair, we highly recommend that you get to know Jack by reading *SoloMan*.

— jr

ROLEX BIG BOAT SERIES —

With 127 boats entered, the 2016 Rolex Big Boat Series was the biggest in the 52-year history of San Francisco Bay's most prestigious regatta. The smallest boats ever to compete in it used the series as their Pre-Worlds. At 22.75-ft long, the J/70s may be big fun, but they're certainly not big boats. Although steeped in tradition in many ways, St.

kers to jib cars, mains, jibs, sheets, a big primary winch, and two rigs — was blowing up in the big breeze. Saturday's second race, sailed in gusts to 30+ knots with big waves, was particularly hard on the sailors. "Saturday was the windiest day, really brutal," reported the crew of the J/105 *Big Buoys*. "Going downwind at 15 knots, we buried the bow. We had to sit way back because so much water was coming over the bow. It was Mr. Toad's Wild Ride. It was a rush."

The entries were sorted into six one-design classes and five handicap divisions. We'll take a look at each one, starting with the smallest boat in the biggest division of them all.

J/70

The J/70 class fielded 36 entries from six countries. Unlike the other divisions, which all

sailed seven races, the J/70s got in 11, mostly windward/leeward on the Berkeley Circle, with the exception of clubhouse finishes at the end of Friday and Sunday.

Racing was close, and the reigning

Mike O'Callaghan skippered the J/120 'Peregrine' to a three-peat in the small one-design class.

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

world champion, Julian Fernandez Neckelmann of Mexico, emerged the victor on *Flojito y Cooperando*. "*Flojito y Cooperando* stands for 'Relax and Cooperate', which is our mantra," explained Neckelmann.

Neckelmann and tactician Bill Hardesty have been friends for about 20 years, since their early sailing days. "Bill is probably the backbone of *Flojito y Cooperando I*. I think that our win was due to solid teamwork and the right preparation. Before Big Boat Series we have sailed Key West Race Week, Baccardi Miami Sailing Week, Charleston Race Week, the North American Championships, Long Beach Race Week, and SFYC's Keel Invitational. This has given us exposure to all sorts of venues."

The team finds San Francisco Bay to be cold. "Besides being frigid, we think it is the premier sailing venue in the world, with some of the most challenging conditions."

Sailing with Neckelmann and Hardesty were Danel Belausteguigoitia Fierro of Mexico and Willem Van Waay, an American. Also racing in the series was *Flojito y Cooperando II*. "Our II boat is crewed by members of the sailing team that don't fit on one boat, principally the next generation, as they are significantly younger than *Flojito y Cooperando I*."

J/105

The J/105s had the second-largest division with 26 boats.

Phillip Laby's *Godot* got off to a rough start in the first race. "Our spinnaker disconnected on its way up," explained Laby. "We spent the better part of our first downwind leg with Toné, our bowman, dangling off the jib halyard retrieving a skied halyard before we got back on track. We fell behind most of the fleet — we were able to come back as far as 15th in that race, but it set us up for a tough climb back into a winning position. Patrick, our pit crew, reminded us it's a long regatta and lots will happen, so we focused on each race and waited to see how things would unfold. At the end of Day 2, we finished with a win and climbed back into the fifth overall position."

On Day 3, everything was clicking for *Godot*, and they walked away with two more bullets.

"The final race turned into a



Rolex Big Boat Series served as the J/70 Pre-Worlds. Julian Fernandez Neckelmann's 'Flojito y Cooperando' won the regatta.

Francis Yacht Club has kept up with the times in this regard, as they did when they accepted multihulls for the first time in 2012.

The series was held this year on Thursday, September 15, through Sunday, September 18. Each day, the wind was slow to settle in then made up for lost time. Everything — from spinnaker



MR. TOAD'S WILD RIDE



The J/105 division went down to the last race, but Phillip Laby's 'Godot' rallied from a disastrous first race for the win.

classic showdown between the four lead boats, all within four points. These four led the fleet around the entire course, *Godot* trailing in fourth for most of the race. With *Blackhawk* in the lead, *Godot* needed a second-place finish to secure the overall win. We waited and hoped

for an opportunity to break from the other boats, which finally came in our approach to the finish. We figured the ebb would be

weaker away from the Cityfront and decided to stay offshore. With an ebb flowing, this can seem counter-intuitive, as shore relief often pays dividends, but in this case it required a lot of extra distance to be sailed. The three lead boats headed to the Cityfront, and we resisted the temptation. In the final 100 yards, with more wind and less current, we passed *Arbitrage* and *Sanity* for that second-place finish, securing the overall win. Waiting for an opportunity and sticking to our game plan made the difference."

The name *Godot* refers to the 1950s play *Waiting for Godot* by Samuel Beckett. "The main characters wait endlessly for the arrival of the infamous Godot. In the meantime, the audience experiences the characters' friendship and how their shared vision binds them together. *Godot*

himself has both everything and nothing to do with the story, yet he is the impulse that drives it all forward. Naming my boat *Godot* helps to remind me it's all about the journey."

Joining Laby were Toné Chin, Drew Cannon, Patrick Haywood, Matthew Skafel and Jon Titchener.

J/120

When *Peregrine* won the first two races in the J/120 division, we wondered if a three-peat was in the works.

"*Peregrine* was not the fastest boat in the 2015 BBS and we won through a series of lucky breaks," said helmsman Mike O'Callaghan (owner David Halliwill lives in New York and was out of town). "We came into this series with the same speed concerns, coupled with our rigger having some reservations about our mast position. These issues contributed to some pre-race anxiety.

"Our downwind speed could be attributed to being able to sail deep with minimal risk of collapsing the kite due to tremendous grinding speed and trimming skill. No matter how many times I tried to collapse the kite, they bailed me out and the boat rarely slowed down.

"Tactician Randy Smith made a bold

Our vote for 2016 belle of the ball, Scott Kokka's 2012 Morris Yachts M52 'Audacity', seen here on a downwind leg, won the ORR C division.



ROLEX BIG BOAT SERIES —



WWW.NORCALSAILING.COM

Dan Cheresh's 'Extreme2' won the C&C 30 class, racing in their own division at Rolex Big Boat Series for the first time.

tactical call off the TI line of Race 1 on Thursday. We split from the fleet going to the Alcatraz cone and went to the City-front from the TI line by ourselves. We crossed the second-place boat at Aquatic Park with a 15-boatlength lead. This sort of early lead in a series through tactical dominance can be intimidating.

"The real secret to making a boat go fast is to crew it well. EJ Rowland, the crew boss, is responsible for that. Every time the boat is on the starting line, all of the positions are properly filled." Gary Felton, John Verdoia, Chris Davison, Victor Piltch, Michael Thornton, Lauren Savett and Tad Lacey rounded out the crew. "The age is close to 50, or much older in a few cases, with the exception of Lauren. This was her first BBS and her first season with *Peregrine*."

C&C 30

The newest class at Rolex Big Boat Series drew five C&C 30s. *Tiburón* won the first race, but their spinnaker exploded in the windy second race. *Invisible Hand* lent them a spare so that they could



finish the regatta, but Dan Cheresh's *Extreme2* won every other race in the series.

Extreme2's boat captain, David Shriner, attributes the team's success

to hard work and homework. "It helps that we have more time in the boat than the majority of the other teams," said Shriner. Cheresh came to the class early; *Extreme2* is hull #9 of almost 40 built so far.

"Dan laid out his goals — to build a team that can not only win the class's first North American championship but

No stranger to the winner's circle, Bill Bridge and Kame Richards' Express 37 'Golden Moon' pulled it off again.

to have a great time and enjoy each other's company."

Joining Cheresh and Shriner were Pauly Atkins, Norman Berge, Petey Crawford, Nick Ford, John Wallace and tactician Mark Mendelblatt.

The team hails from Saugatuck, MI. "Most of us have been lucky enough to have sailed before in the Bay, so we knew a bit of what we were in for. We always make sure to do our homework on the currents and weather. We focused our training day before the event to make sure we limited any of our errors."

Express 37

Golden Moon has now won a remarkable eight Rolex Big Boat Series in the past 13 years. But what was truly remarkable this year was the Express 37's doing so with a perfect half-dozen bullets.

"Ink on paper (race results) can make things look much simpler than they actually were," said skipper Kame Richards. "In the most memorable race of the six we sailed, we led for maybe 200 yards. But it just happened to be the final 200 yards! That was an epic



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MR. TOAD'S WILD RIDE

DANIEL FORSTER / ROLEX



Above: The Soto 30 'Gentoo' in her element. Right: 'Gentoo's skipper Paul Dorsey and tactician Scott Easom.

comeback from a late start where every inch around the course, every tack, set and jibe needed to be the best we knew how to do." Richards didn't try to pass his six competitors all at once, just one at time. "It is tough when one side of your brain is in full-on panic mode and the other side is cautioning to not make a bad thing worse."

Richards didn't feel that the conditions were all that bad for the Expresses. "We only had a few windy beats when the ebb started running pretty hard. These conditions will bring up big square waves. But they weren't as bad as they have been in previous years. Our class did not have courses where windy jibes were required. The windy downwind legs were mostly pole-forward reaches — no out-of-control leeward broaches. There were a few pretty snappy round-ups, but they are much less messy. We had no broken gear on our boat, and the class came through mostly OK."

Richards has a suggestion for next year. "A big improvement is the mark set out at Point Diablo. How about sending us to Point Bonita some time?"

Joining Richards, tactician Stephanie Wondolleck and co-owner Bill Bridge were Rebecca Hinden, Jeff Angermann, Eliza Paulling, John Horsch, Aimee Daniel, Karina Vogen and Johnny Ray. "There are five women out of 10 crew. This is the best crew we've ever had on *Golden Moon!* Winning six races in a row was made possible by the hard work and never-give-up attitude of these people."



Family members, including little kids, joined them on Sunday for a daysail out the Gate in lieu of the final race.

Farr 40

When we first saw 'California 40' on the scratch list for the regatta, we got all excited. "The Cal 40s are back," we thought. That classic design had previously fielded their own class at Rolex Big Boat Series in 2009. A closer look revealed that these 'California 40's are actually Farr 40s.

Don't get us wrong — we're pleased to see that design racing here too; we just think the division name was confusing. Reasons we've heard for not calling it 'Farr 40' range from association fees to class rules to weight limits.

If anyone has the definitive answer, please send a note to racing@latitude38.com.

Mick Shlens and Mike George of the Redondo Beach-based *Blade II* spent a

lot of time contacting Farr 40 owners and putting together a fleet. Four boats came up from Southern California to join one local boat, Tony Pohl's *Twisted*. "Between San Francisco and San Diego there are 26 boats," said George, *Blade's* program manager. "We're hoping for a larger fleet next year."

"We love sailing on San Francisco Bay and believe it to be the best sailing venue in the world," said tactician Steve Hunt. "With its high winds and strong currents coupled with the beautiful scenery, it truly is breathtaking. The Bay is a challenging place. Handling the boat and figuring out where to go is extremely difficult. Luckily, our crew has sailed together for many years."

"When racing in San Francisco with 12-28 knots every day, avoiding breakdowns and any major crew errors is key. Keeping the boat upright and getting the sails up and down is more challenging than it may seem. Our team did a great job of improving and getting stronger each race.

"The last race in particular was very close and a great battle with *Twisted*. Going in, either one of us could easily win. Our goal was to beat them boat for boat to ensure victory.

"After an intense match race in the prestart with circling and luffing, we both got off the line fairly even and slightly behind the fleet. *Twisted* had a slim lead halfway up the beat and tacked to exit the Alcatraz Cone on starboard. We ducked them on port, sailing just a touch farther into the cone and tacked to starboard, to windward and behind them, hoping to get a small gain from the cone. Shortly



Mick Shlens' Farr 40 'Blade II' came up from SoCal and won her class.

thereafter they got lee-bowed by another competitor and were pinned with no great options. They footed through the

ROLEX BIG BOAT SERIES —



Among the crew from the Morris 52 'Audacity' at the Mount Gay Rum Party were Kate Cleland, owner/driver Scott Kokka and Ken Backus.

bad air and reached to the Cityfront for current relief, gaining nicely, and the next crossing we were even with them. An intense tacking duel ensued all the way up the Cityfront with us having the smallest lead at the top mark, Blackaller. From there we gained with a great set, and on the next leg covered them every step of the way to ensure we rounded the final upwind mark ahead. The last reach was as beautiful as it was intense, sailing under the Golden Gate Bridge, with multiple fleets mixing together and 18-20 knots of pole-to-the-headstay borderline wiping-out conditions. We just had to keep the boat upright to win, and Mick

did a great job of driving to do just that.

Hats off to our fearless skipper and dedicated crew

Tom Siebel's MOD70 'Orion', the biggest boat in the series, won the Multihull Division.



to save their best performance for last."

Crewing on *Blade II* were Stave Natvig, Alan Mcglashan, Don Shultz, Ted Winer, Jen Highlander, Jen Arrington, Kevin Abbink and Will Tedrick.

PHRF Sportboat

After trying to buy Soto 30 hull #1 in Thailand, Paul Dorsey of San Francisco bought hull #2 from China, where it was abandoned on the factory floor. "I have always loved a fast 30-footer — it's my favorite size boat for racing," he said.

Scott Easom put the boat together and has been helping to improve the program over the last two years.

Dorsey attributes his Soto 30 *Gen-too's* win to first-class preparation and excellent crew work. "Never a discouraging word," said tactician Scott Easom, describing "a bunch of really good guys working really hard."

Joining Dorsey and Easom were Ben Mercer, Ben Mitchell, Ernie Rodriguez, Hayden Stapleton, Leo Pershall and Dylan Ale. Some work at Easom Rigging and/or have raced with Easom before in the *Eight Ball* and *Soozal* programs. Mitchell, who sails with Easom on Roy

Disney's *Pyewacket*, came from San Diego to trim main.

The gentoo, in case you're curious, is the world's fastest penguin.

Multihulls

The good news in the Multihull division was the inclusion of four Corsair trimarans: two F-31s and two F-27s. The bad news was the dismasting of the two Marstrom 32 catama-

rans in the second race. One of the two, *Miller Racing*, was last year's division winner, and vanquished all comers in this year's Race to Alaska. The other was sailed by a team training to compete in the Youth America's Cup next year in Bermuda. The Extreme 40 cat *Smart-Recruiters* and MOD70 trimaran *Orion* dominated the scoreline.

Orion won the division previously in 2014 and repeated this year. Paco Cabildo Quiroz, Hogan Beatie, Zan Drejes, Damian Foxall, Matt Noble, Brent Ruhne, navigator Peter Isler, and tactician Charlie Ogletree joined owner Tom Siebel this year.

ORR A

Last year, Victor Wild's TP52 *Bud* took ORR A; This year it was his new Pacific 52 *Fox's* turn. "The difference between *Bud* and *Fox* is mostly weight," said Wild. "Although accounted for in the relative ratings, it is an advantage that *Fox* handles like a fine fencing foil and is most graceful while dancing on the waters of San Francisco Bay.

"We won the old fashioned way," he says. "Practice, practice, practice. A crew debrief after every practice. Constant improvement of small details on the boat and our operational manual."

Wild praises the Botin design. "Acceleration off the line allowed us good starts."

He thinks that three more Pac52s should be competing by next May. "All have capable owners and experienced crews. The impending competition promises great intensity."

The Foxes for this regatta were: boat captain David Servais, Tyler Wolk, An-

In the second race on Friday, the 1D48 'Bodacious+' blew out a primary winch during the last upwind leg to Point Diablo.



JAY HICKMAN

MR. TOAD'S WILD RIDE

drew Coates, David Billar, Eric Heim, Jason Douglas, Jennifer Garvey, Johann Billar, M. Brenden Gomez, Tom Blackledge, Ryan Gutsell, Max Moosemann, Sammy Herrin, navigator Andrew Palolini, and tactician Gavin Brady.

ORR B

The J/125 *Resolute* came to San Francisco from San Diego on her own

"When it filled again it was just a seam-to-seam explosion."

bottom and had a fortunately uneventful delivery. "We practiced on Tuesday and Wednesday," said skipper Tim Fuller. "We had one person who needed to get acclimated to conditions in San Francisco. It's much lighter in San Diego. The practice sorted out some positions for us too, considering that I hadn't sailed with

Victor Wild's new Pacific 52 'Fox' carried away ORR A and a Rolex.

two of the guys on the boat before."

The 41-footer relished the rowdy conditions. "The windier it was the better off we were, especially when we had long beats upwind and planing downwind. When we can get into planing conditions there's a pretty significant split in our fleet

between the bigger boats and the J/111s. The J/111s would tend to be more competitive if it was lighter."

Resolute blew up a spinnaker on one of the downwind legs, after a roundup, but recovered from that and actually won that race. "We tore it a little when we rounded up — I think it clipped a batten on the main — and then when it filled again it was just a seam-to-seam explosion. We had a spare kite below and got that up quickly."



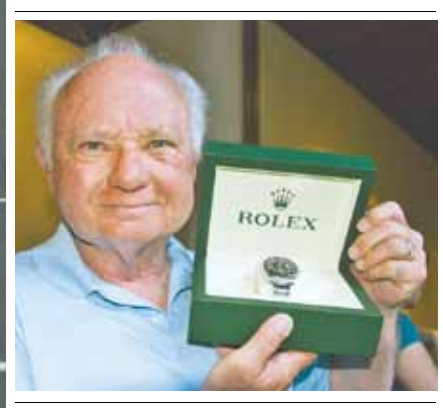
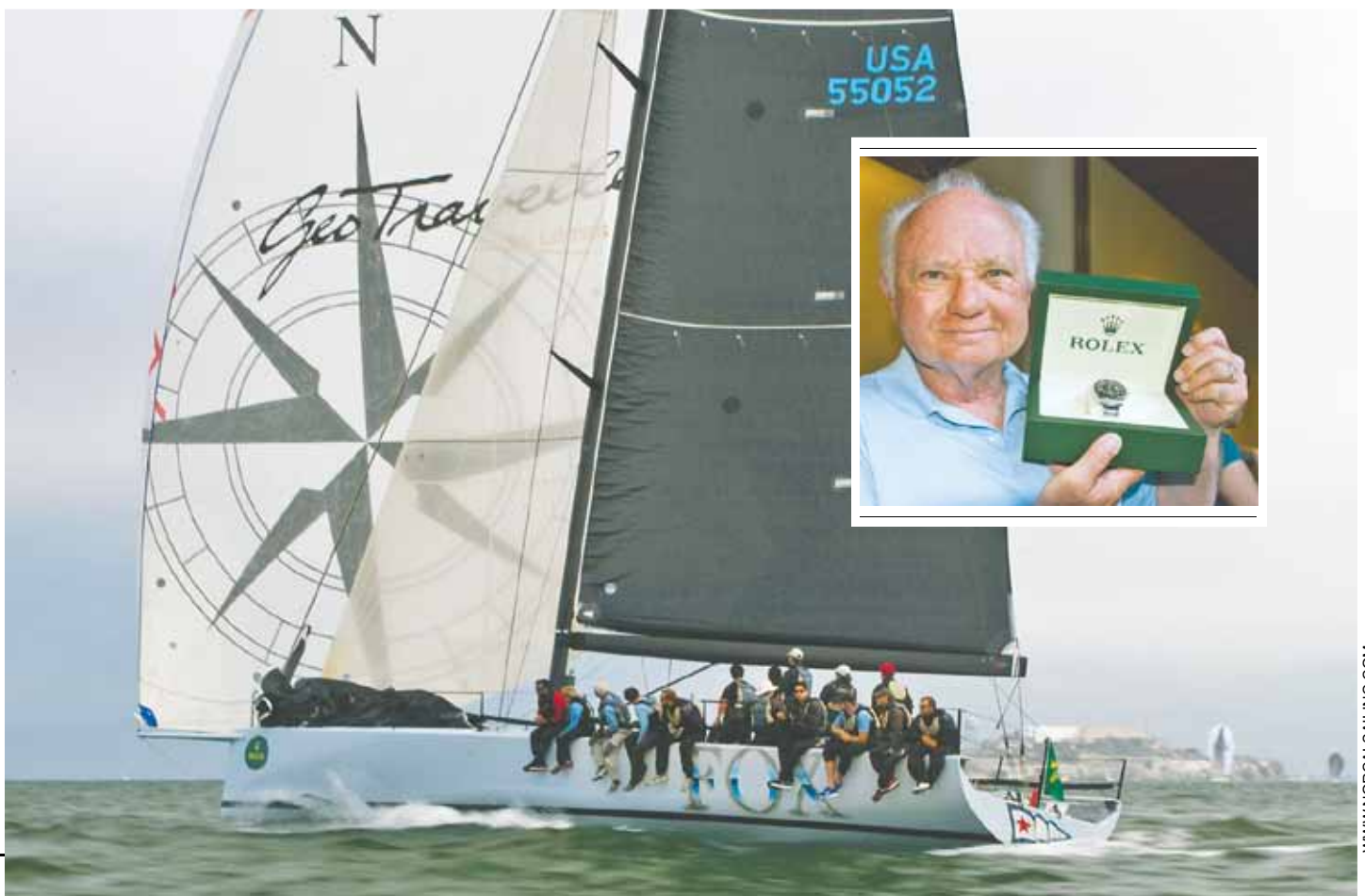
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Tim Fuller's J/125 'Resolute' out-planed the competition in ORR B at the big-wind regatta.

The biggest thrill of the series came in Race 6 on Saturday. "We had a sustained speed of 20+ knots while reaching across the Bay with the spinnaker in 24-25 knots of breeze."

ORR C

Scott Kokka, a former Navy officer, was visiting the Naval Academy and some Navy friends during the Annapo-



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ROLEX BIG BOAT SERIES —

lis sailboat show when he first saw a Morris Yachts M36 and fell in love. "I was a huge fan of designs from the first half of the 20th century. Classic naval architectural elements such as long overhangs, teak decks, raked masts, and sweeping bows were deeply rooted in my mind and heart."

In 2012, during one of his visits to check on the construction of his own M36, he found himself in the cockpit of an M52. "Slowly I began looking around. Once I realized what I was sitting on, I was lost. She was immense and elegant, and her lines were gorgeous. Like her smaller cousins, she was loosely based on the Dark Harbor design from Sparkman & Stephens. She was lying in a huge hangar at the Morris Yachts production facility in Trenton, Maine, after a brief stint as the VIP spectator boat for Team Artemis during the America's Cup Trials in Newport, Rhode Island. We worked out the details, and, in late April



DANIEL FORSTER / ROLEX

The crew of 'Resolute' with their prizes. Left to right: Louis Holmes, tactician Trevor Baylis, Jeremy Davidson, Debra Hong, Clement Maestri, Zach Thomas, Tim Fuller, Brian Perrin, Patrick Murray and Anthony 'Buzz' Burrows.

2013, she arrived on two massive trucks at KKMI Sausalito.

"We have done dozens of races over the last year and performance has been steadily increasing. We gradually built up our crew in preparation for the Rolex Big Boat Series. *Audacity* is a phenomenal yacht, but no yacht wins without her crew. We race with a spirit of safety, fun and competition. Each member

is assigned a role, but sometimes those roles change. Communication and mutual respect are very big factors. We help each other and are not afraid to ask for help when we need it."

Kokka says that the after-parties onboard are part of the fun. "*Au-*

dacity is set up to enjoy time at the dock as well as on the water."

Kokka summed up the regatta eloquently: "The conditions were so varied from day to day that driving through each racecourse was a tremendous (and sometimes terrifying) experience. Being pitted against some of the greatest sailors on the Bay gave me a wonderful sense of accomplishment. Being part of the Rolex Big Boat Series, one of the greatest sailing regattas in the world, was truly awe-inspiring."

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MR. TOAD'S WILD RIDE

We always look forward to this September classic, and hope that St. Francis YC and Rolex continue the tradition for many years to come.

— **latitude/chris**

StFYC ROLEX BIG BOAT SERIES, 9/15-18 (7r, 0t)

J/70 PRE-WORLDS (11r, 0t) —

1) **Flojito Y Cooperando**, Julian Fernandez Neckelmann, 24 points; 2) **Catapult**, Joel Ronning, 27; 3) **Jennifer**, Chris Kostanecki, 84; 4) **Africa**, Jud Smith, 87; 5) **Savasana**, Brian Keane, 107; 6) **Cool Story Bro.**, Snow Brigden; 7) **Heartbreaker**, Robert Hughes, 111; 8) **USA32**, Shawn Bennett, 116; 9) **Lickity Split**, Stanley Edwards, 127; 10) **Muse**, Joe Bardenheier/Heather Gregg, 130. (36 boats)

J/70 CORINTHIAN TEAMS — 1) **Muse**; 2) **1FA**, Scott Sellers, 188; 3) **Sogoi**, Chris Raab/Dale Williams, 195. (10 boats)

J/105 — 1) **Godot**, Phillip Laby, 30 points; 2) **Blackhawk**, Ryan Simmons, 31; 3) **Sanity**, Rick Goebel, 35; 4) **Arbitrage**, Bruce Stone, 35; 5)



The J/105 'Big Buoys' crew shirts made it easy to find one another at the Mount Gay Rum Party on Friday evening.

Mojo, Jeff Littfin, 48; 6) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 60. (26 boats)

J/120 — 1) **Peregrine**, David Halliwill, 9 points; 2) **Chance**, Barry Lewis, 13; 3) **Mr. Magoo**, Stephen Madeira, 26. (5 boats)

C&C 30 — 1) **Extreme2**, Dan Cheresh, 8 points; 2) **Tiburón**, Steve Stroub, 18; 3) **Invisible Hand**, Frank Sloatman, 22. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 14 points; 2) **Expeditious**, Bartz Schneider,

22; 3) **Elan**, Jack Peurach, 23. (7 boats)

40-FT FARR — 1) **Blade II**, Michael Shlens, 16 points; 2) **Twisted**, Tony Pohl, 19; 3) **Coquille**, Gary Ezor, 21. (6 boats)

PHRF SPORTBOAT — 1) **Gentoo**, Soto 30, Paul Dorsey, 10 points; 2) **Kuai**, Melges 32, Daniel Thielman, 13; 3) **M Squared**, J/88, Marc McMorris, 26. (9 boats)

ORR A — 1) **Fox**, Pac52, Victor Wild, 12 points; 2) **Elyxir**, SC52, Skip Ely, 19; 3) **Swiftsure**, Schumacher 54, Sy Kleinman, 20. (7 boats)

ORR B — 1) **Resolute**, J/125, Tim Fuller, 12 points; 2) **Topzy Turvy**, J/111, Peter Wagner, 20; 3) **Timeshaver**, J/125, Viggo Torbensen, 22. (7 boats)

ORR C — 1) **Audacity**, Morris 52, Scott Koka, 11 points; 2) **Scorpio**, Wylie 42, James Mullarney, 19; 3) **Elusive**, Swan 42 Club, Thomas Furlong, 20. (9 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel, 11 points; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck, 26; 3) **Ma's Rover**, F-31R, Mark Eastham, 26. (8 boats)

Full results at www.rolexbigboatseries.com

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DELTA DOO DAH

Because 2016's was our eighth Delta Doo Dah, and as this Doodette has been known to pick up a pool cue now and then, we went with an 8-Ball theme for this summer's sailing rally to where it's warm — inland. When we floated the idea of incorporating an 8-Ball Tournament into our official itinerary, Steve Andersen of the Ericson 32 *Thetis* kindly offered to host us at Little Venice Yacht Club — they have a pool table on the upper deck of the *Delta Princess*, a big houseboat docked at the private island along the San Joaquin River. We even had prizes to award, unbreakable barware from PubWare etched with the *Latitude 38* logo. We scheduled the tourney for the Sunday of Summer Sailstice.

But first on the list of official events was our Kickoff Party and Delta Seminar on May 22. The original plan was to hold the kickoff at Richmond Yacht Club, but it wasn't available due to delays in their big clubhouse renovation project, so Berkeley YC kindly offered the use of their club. RYC's staff commodore Craig Perez and his wife Ann conducted the seminar, and we gave out door prizes donated by Adventure Medical Kits, Martinez Marina, OPB-YC, Owl Harbor, Zenith Press and *Latitude 38*. (See www.deltadoodah.com/sponsors2016.html for the complete list of prizes, swag and swell deals.)

In 2015, Stockton Sailing Club approached us about partnering with the Delta Ditch Run to encourage non-racers to enter that epic regatta's cruising division. We continued the 'Doo Dah Ditch Run' (with cross-entries in both cruising and racing divisions) this year on June 4. SSC hosted a BBQ the next afternoon for those who still lingered at the club.

Our next official events came as we observed Summer Sailstice on the weekend of June 18-19. Doo Dah sailors were invited to another complementary BBQ, this time at Owl Harbor's beautiful new marina building on Saturday. The 8-Ball Tournament at Little Venice followed on Sunday, complete with live reggae music from Natural Revolution. Snacks and pizza were included, as were refreshing piña colodas made in *Thetis's* gas-powered blender.

The final DDD 8 events were held on August 13. The generous folks at Owl Harbor served up a delicious breakfast with eggs fresh from the marina's own hens. A sail up the San Joaquin River in heatwave temperatures and very light breeze followed, with Stockton Sailing Club the destination. SSC had invited Delta Doo Dah sailors to join them for the club's retro-style Burger Bash and

Classic Car Show.

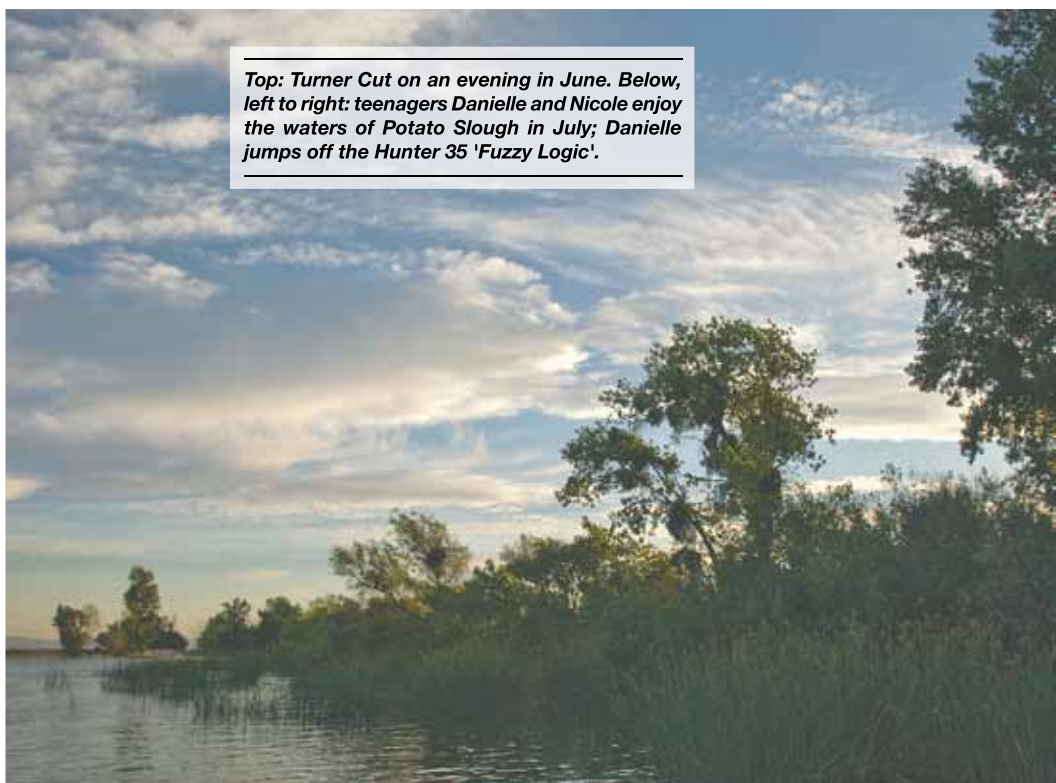
The August events gave us a chance to check in with some of the rally members and learn about their Delta adventures.

Evenstar — Ranger 23 Gregory Towers & Jillian Cripps Emeryville

Greg and Jill took *Evenstar* to Owl Harbor for a month — which turned into six weeks, ending after Labor Day Weekend. (We have to tell you, that's

a common complaint. People show up there and have a hard time leaving!)

On Saturday, August 13, their friend David Russell joined them for the sail under spinnaker upriver from Owl Harbor to SSC for the car show. Stockton reached 101° that day. They were so hot, they anchored at Walter's Island to take a swim. It was calm when they anchored, but then a cluster of powerboats came by and chopped up the water too much, so they left. Unfortunately, SSC's Classic



Top: Turner Cut on an evening in June. Below, left to right: teenagers Danielle and Nicole enjoy the waters of Potato Slough in July; Danielle jumps off the Hunter 35 'Fuzzy Logic'.



FUZZY LOGIC



FUZZY LOGIC

— BEHIND THE 8-BALL

ALL PHOTOS LATITUDE / DOODETTE CHRIS EXCEPT AS NOTED

Car Show coincided with a powerboat poker run on the San Joaquin.

On Sunday, *Evenstar* went to Mildred Island and anchored out, then returned to Owl on Monday to complete a three-day weekend.

The couple was weekend-commuter-cruising. "The last couple of years we spent one week to 10 days, but didn't get enough of the 'Delta delights', so we decided to try weekends instead," explained Greg.

Another advantage to weekend-commuter-cruising is that their friends, such as David, could join them on weekends. When they took one-week trips the weekends were always consumed with the deliveries.

On their first weekend this summer, they sailed from Emeryville to Benicia on Saturday then Benicia to Owl on Sunday. One weekend they did the loop around Franks Tract. Another weekend they just hung out at Owl, swam, kayaked and

relaxed. Later, they planned to venture up Steamboat Slough.

This is their fourth Doo Dah in a row, doing something different each year. Their work schedules didn't coincide with the Delta Doo Dah events previously years, but this year it worked out.

Gypsy Soul — Roberts Offshore 44 Danny & Marilyn Webb, Emery Cove

Another boat from Emeryville, *Gypsy Soul* also sailed to Owl Harbor and onward to Stockton on the weekend of August 13.



TWO TRUTHS



MOANA



WINDWALKER

Clockwise from top left: the public bath in Locke; the Skerett family on a bike ride out of Owl Harbor; at Stockton Sailing Club, Craig and Ann Perez hoisted their collection of Doo Dah flags following the Delta Ditch Run; the Delta is an excellent venue for practicing dinghy driving; two brothers exploring. Center: Greg and Frankie caught a striper while trolling in San Pablo Bay during their return trip.



LA VIDA



LA VIDA

DELTA DOO DAH

That Thursday, they had traveled from Emeryville to Benicia, where they shopped at the farmers' market and dined at the Hawaiian plate lunch place.

They found it just too hot in Stockton to spend a second night at SSC as they had planned. And they enjoy Owl Harbor, so they returned there on Sunday.

They stopped at Benicia again on the way home. "We really like that little town," said Danny.

They did the SoCal Ta-Ta last year and again this year. "I'm not much of an offshore person," Marilyn told us in August. "I'll meet the boat there."

Gypsy Soul Doo Dah'ed previously in 2013 and 2014. The Webbs have been sailing her for eight years now. It took Danny 18 years to build the cutter on his property in Grass Valley. The project was the subject of a January 2009 article in the *Tahoe Daily Tribune*.

The Delta is full of contrasts. Some folks enjoy a humble life with an old sailboat or two, while others go the spendy route, pouring big bucks down the guzzling maws of their gas tanks.



Jake, Edie and Sarah chillin' at Pittsburg Yacht Club on a Newport 30.

As in the past four rallies, Delta Doo Dah 8 incorporated a strong DIY component. A few of the do-it-yourselfers checked in via email at the end of the summer to share their experiences with our readers.

Two Truths Pacific Seacraft Dana 24 Bob & Betsy Sharf, Berkeley

Like *Evenstar*, 2016 marked *Two Truths'* fourth consecutive Delta Doo Dah.

"We spent July 3-10 in the Delta this year, and our itinerary included Benicia, Owl Harbor, Oxbow Marina, Walnut Grove, Steamboat Slough, Decker Island, and Pittsburg Yacht Club," writes Bob Sharf.

"The Boathouse Marina in Locke does not have a guest dock, and I am not sure how they would take to folks tying up. But Locke is a short walk from Walnut Grove, and you pass over the cross-channel gates to get there, which I find very interesting, particularly given the current political battles over the tunnels.

"I wanted cruisers to know that there are fine public facilities that they can access for a very small price in Locke." (See the photo on page 81.)

"At the other end of the bathing spectrum is Miyazaki Bath House in Walnut Grove. Betsy and I had eyed it before, and this year we tried it — expensive, but fun to do once.

"We anchored behind Decker Island on our return, which we had not done before, but thought it overrated — there was an endless line of cars stalled in traffic on Hwy. 160 that we found distracting, so we weighed anchor and spent the night in Pittsburg instead. Am I missing something?" Construction on 160 near and on the Three Mile Slough Bridge resulted in one-way traffic controls and inevitable backups.

Wind Walker — Catalina 30 Greg Wilson & Chris Verplaetse with Wanda, Frankie & Sabin San Francisco

Boat partners Chris and Greg of *Wind Walker* and their kids were first-time Delta sailors this year.

"Our route on the way to Owl Harbor was perfect. South Beach Harbor in San Francisco to Pittsburg Marina took about seven hours riding the flood for much of the way," writes Greg. "Then, we took another three and a half hours to reach Owl Harbor the next day.

"We left the boat at Owl Harbor and



Delta Doo Dah 8 Fleet

A Ole Piliikia	Catalina 320	Don & Karen Syversrud	Alameda
Albannach	J/37	Ken Leslie & Deborah Rocchild	Vallejo YC
American Beauty	New York 36	Sam Neustadt & Tammy Forrest	Richmond
Appilonia	Beneteau 393	Volki & Audra Felahy	Richmond
Asilo	Catalina 30	Mike Miller & Greg Phipps	Richmond
Aventura	Island packet 370	Erik & Brian Jones	Alameda
Brady Bunch	MacGregor 26c	Michael & Karel Brady	Lake Yosemite
Bravo Zulu	Flowers 33	Conrad & Majel Arnold	Suisun City
Buon Amici	S2 9.2A	John French & Ed Dietz	Stockton
Casita	Hans Christian 33	Rowan Madix & Devon Quinn	Alameda
Cerridwen	Fantasia 35	Carey & Heather Shine	Benicia
Cielo	Catalina 380	Jennifer Mengel & Doug Jarmer	Oakland YC
Deliverance	Hunter 41 AC	Dan Swett & Tom Trebelhorn	Pillar Point
Dream Catcher	Ericson 34T	Scott Racette & Ashley Gremel	Alameda
Elli	Newport 28	Doug McDougall	Brickyard Cove
Ergo	Express 27	Chris Gage	Pt. Richmond
Evenstar	Ranger 23	Gregory Towers & Jillian Cripps	Emeryville
Extra Innings	Harstad 31	Orrin & PegiRae Anderson	Isleton
Fantasy	Islander 36	Gene & Cheryl Novak	Alameda

Fuzzy Logic	Hunter 35	Dan & Kathy Baker	Sausalito
Grand Finale	Grand Banks 32	Jim & Mimi Cornelius	SFYC
Great Expectations	Catalina 320	Brian Forster & Giff Boyce-Smith	Sausalito
Gypsy Soul	Roberts Offshore 44	Danny & Marilyn Webb	Emery Cove
Hokahey	Seawind 1000 cat	Jan Passion & Ellen Furnari	Richmond
Hooked	Serendipity 43	Sailor Cherry	Oakland
I'm a PreCursore	MacGregor 25	Bryan & Cindy Blagg	Ceres
Into the Mystic	Catalina 34	Mike Knight & Sandra Lucas	Alameda
Jabiroo II	Island Packet 35	Stephen & Virginia Teatro	Victoria, BC
Journey On	C-Dory 25	Boris & Judy Dobrotin	Valley Center
Joy	Ericson 29	Lewis Keizer	Alameda
Just Saying	C&C 40-2	Ken & Nancy Wadsworth	Richmond
Kailani	Catalina 30	David & Gennyfer Santel	Benicia
Kinyonga	Hunter 37 cutter	John & Maureen Brecher	Richmond
Knot Serious	Capri 25	Steve Gierke	San Pedro
La Vida	Catalina 320	Mike & Joan Mellon	Marin
Lucy	Beneteau 361	Daryl & Patty Silva	Alameda
Maggie Mae	Columbia 26 MkII	Brian & Danielle Brandon	Alameda
Mai Pen Rai	Islander 36	Noble & Barbara Brown	Vallejo YC
Mas Tiempo	Islander 30	Dave Cowell	Owl Harbor
Mental Floss	Olson 30	Robert Sesar	Benicia

— BEHIND THE 8-BALL



Clockwise from top left: Aboard the 'Delta Princess', Mike Pollard and Sue Griffin of the Pearson 26 'Sea Bear' won the 8-Ball Tournament and the set of unbreakable PubWare; after the Ditch Run, Chris Gage converted his Express 27 'Ergo' into a cruiser, kept it at SSC, and visited Owl Harbor and Little Venice for Summer Sailstice; BBQ party at Owl Harbor; solstice full moonrise at Little Venice Island.



STINK EYE



took a cab and BART back, returning on the 4th of July Weekend to swim and fish. We made a day run that weekend to Korth's Pirates Lair for lunch.

"The next weekend we brought the boat back — this trip was not as good, as we tried to get too far on day one. We made it to Loch Lomond in San Rafael from Owl Harbor, but it was a drag, as the tide changed on us coming through San Pablo Bay. We should have stopped at or near Benicia on day one and gone the rest of the way on day two.

"We had a great time up there. We will definitely be back next summer."

Seventy boats entered Doo Dah 8. Although most came from the Bay Area or the Delta itself, or trailered from Northern California lakes, one boat came all the way from Victoria, BC. Our rally members' Delta itineraries ranged from as short as one weekend to as long as all summer. Surely we're not the only ones looking back with wistful longing.

The Delta Doo Dah has never been the same twice, and we expect that Magic Number Nine will have some new surprises in store. We don't even know what they are yet! We suggest that you check www.deltadoodah.com around March to see how plans are shaping up for next summer, and to find out how you can be part of the fun.

For more cruisers' pictures from the last four Doo Dahs, see <http://latitude38events.smugmug.com>.

— **latitude** / doodette chris

Mi Amor	Islander 36	Arnie & Louise Gallegos	Pt. Richmond
Moana	Catalina 34 MkII	Dylan & Patricia Skerrett	Tiburon
Namaste	O'Day 37	Larry & Kathy White	Bethel Island
Now & Zen	Newport 30-II	Tony Bourque & Patch Garcia	Richmond YC
Odyssey	Bristol Channel Cutter 28	Wayne & Karen Edney	Richmond
Perception	Kronas 45 cat	Glenn Fagerlin	Emeryville
Prime Time	Catalina 36	Ron & Carmen Konkle	Oakland
Pyewacket	Catalina 34	Ralph & Penelope Hyde	Vallejo YC
Resolute	Hunter 33	Jason Kopps	Richmond
Sababa	Baba 30 cutter	Joshua Wittenberg & Jennifer Kopp	Oakland
Sea Bear	C&C Landfall 39	Shawn & Kori Meyer	Alameda
Sea Bear	Pearson 26	Mike Pollard & Sue Griffin	Alameda
Shearwater	Ericson 36C	Dave & Kelly Kendall	Benicia
Sir Leansalot	Hunter 40	Tom & Lynn Lueck	Stockton
Skookum	O'Day 37	Nick Anderson & Carmen Benavides	Emery Cove
Sophia	Catalina 30	Mike & Marlyn Morehouse	Alameda
Stink Eye	Laser 28	Jonathan Gutoff & Christine Weaver	Richmond YC
Thetis	Ericson 32	Steve Andersen	Little Venice Isl.
Toad	Beneteau 323	Dan Larson	Santa Cruz
Toucan	Tanton 43 ketch	Kevin Belcastro & Susan Liebert	Isleton
Two Truths	PS Dana 24	Bob & Betsy Sharf	Berkeley

Vector	C&C 38-2	Bill & Lida Rathbun	Berkeley
Velella	Ericson 35	Dustin Dettmer	Berkeley
Wanderlust	Hunter 25.5	Mark McNearney & Georgina Landry	Stockton
Williwaw	Hobie 33	Ken & Jan Schulze	Bair Island
Windwalker	Catalina 30	Gregory Wilson & Chris Verplaetse	South Beach
Yo Mi Esposa Y			
Summerwind	Catalina 30	Larry & Dorothy Samson	Stockton
Zeehond	Newport 30-II	Donn Guay & Diane Memory	Alameda

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To inquire about sponsoring Delta Doo Dah 9, please email chris@latitude38.com.

SOCAL TA-TA IV

If you missed last month's Fourth SoCal 'Reggae 'Pon da Ocean' Ta-Ta, you missed some fine sailing and some wonderful folks. Mind you, neither the weather nor the people were absolutely perfect, but they were close.

The Ta-Ta is the Southern California version of the Baja Ha-Ha cruisers rally to Mexico. It starts in Santa Barbara with a kick-off party on the beach, spends two nights at Santa Cruz Island, one night at Channel Islands Harbor, one night at Paradise Cove, and two nights at Two Harbors, Catalina. There was lots of close reaching in flatish water, which is fun, but no beating, because that's not as much fun.



Is it rolling, Bob?

The Ta-Ta attracted 34 entries — 10 of them from Northern California or otherwise far from Southern California. This was about the perfect number of boats, because it meant that everybody got a reserved slip in Santa Barbara, and all but a couple got a free — yes, free! — berth in Channel Islands courtesy of Channel Islands Marina and Vintage Marina.

There were just under 100 sailors in the event. That was a sweet number, because after the three BBQs, the two sundowner parties aboard *Profligate*, and the unofficial free Buffalo Milk Party aboard the Deerfoot 74 *Interlude*, everyone pretty much got to know one another. Compared to the 500 or so folks on a Ha-Ha, it was positively intimate.

After the on-the-beach kick-off party at the Santa Barbara YC, the first day of sailing dawned — and stayed — damp and gray. The saving grace was that a 5-10 knot southwesterly breeze joined the fleet for the 11 a.m. start, providing the necessary energy for a number of boats to sail the 22 miles to Santa Cruz Island. *Profligate* made it all the way

Petra, formerly of Vallarta and now of Ensenada, leads the mandatory reggae conga line parade on the 'lip' before the Santa Barbara YC BBQ.



Jim Hood of Reno 'Far Reached' for a big burger.



Two sloops and Anacapa at sunrise.



Gerald and Margaret of 'Aeolian'.

PHOTOS BY LATITUDE & VARIOUS MEMBERS OF THE TA-TA FLEET



It was an uncharacteristically gloomy Monday, and Tuesday, at Santa Cruz Island.

from the Santa Barbara buoy to the east end of Santa Cruz, thanks to an ever-increasing lift, carrying her big screacher the whole way. She still wasn't able to overtake longtime competitors Chuck and Elaine Vanderboom's *Boomerang*, an extremely light F-31 trimaran that couldn't be more different from the 63-ft *Profligate*.

The seas were nearly calm at Smugglers anchorage for the night; nonetheless one boat set their flopper stopper — and had it go to the bottom. No worries, as 'Aquaman' from the Nevada City-based Pearson 385 *Daydreams* dove down 53 feet the next day to retrieve it. That's the Ta-Ta spirit.

A young female National Park Ranger did not, however, have the Ta-Ta spirit. *Profligate* dragged

four dinghies and about 20 crew around the southeast tip of Santa Cruz to Prisoners Cove so everybody could have a short dinghy ride ashore and use the pier to get onto the island — just as in years past. When the Ta-Ta'ers got to the pier, there was a big sign that said "Area Closed". Obviously this meant it was just closed to the people on the Island Packet tourist tubs coming over from the mainland, right?

"Wrong!" said the young female ranger, flush with the authority of a badge and maybe even a pistol. She just didn't have a sense of humor about it. By this time most of the Ta-Ta'ers had been ashore and enjoyed their hike, so it was no big deal.

While ashore, some of the gals fiddled around with some of the old farm equipment, and soon entertained the idea of dropping out of the real world and taking up organic farming on the island. At least until they realized there are no stores or viable Internet service.

ALL'S WELL THAT ENDS WELL



Jill of 'Santana' with a neon rasta wig.



'Jacquot-Bateau' tow.



John West's C&C 121 'Road Trip' from Emeryville.



The Ta-Ta Women's Farm Project.



High above Prisoners with Anacapa in the distance.



Jim Holsberger's San Pedro-based Baba 30 'Silk Purse' spinnaker-reaches to Catalina.



Pat McCormick's 'St. Somewhere' sailed all the second leg.



No need to fear when Aquaman of 'Daydreamer' is near.

For many, the highlight of the two evenings at Santa Cruz Island were the sundowner parties aboard *Profligate*, as they were the perfect opportunities for people to get to know one another. Among others, we met the skippers of two boats — the Mason 44 *Juliet*, and the Irwin 38 *Jacquot-Bateau* — who were overjoyed when the Wanderer promised

them, both vets of previous Ha-Ha's, the top spots in the 25th Ha-Ha — even though it's not for another two years. We also got to renew our friendship with Adam and Jessica from the Catalina 440 *Volare*, both of whom flew Blackhawk helicopters in Iraq. Adam still flies them, up to 200 miles off the California coast in search of smugglers.

But maybe our favorite was Rudy Pel

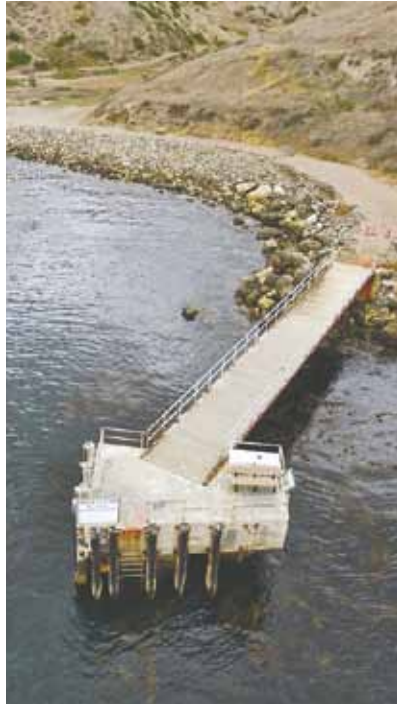
of the Marina del Rey-based Catalina 34 *Pinda*. Rudy is 81 years young and belongs to the Sunday Sailors Club out of Marina del Rey. That group meets every second Sunday and pretty much takes everybody over 21 sailing for a small fee.

Without Rudy's knowledge, members of the group had signed him up for the Ta-Ta. And he had a great time. When one boat reported engine problems, Rudy

SOCAL TA-TA IV



Light air was the order of the week.



This pier is a 'Closed Area'.



Greg and Leslie Olson's Searunner 40 'Doggone'.



It looks like sundowner hour aboard 'Profligate'.



Elaine and Chuck from 'Boomerang'.

PHOTOS BY LATITUDE & VARIOUS MEMBERS OF THE TA-TA FLEET



The last BBQ at Two Harbors' Buffalo Park.



The Paradise Cove anchorage near the Malibu Riviera.

got onto the radio, identified himself as a diesel mechanic, and offered to get up early the next morning to see if he could help. While it turned out that his help wasn't needed, it was a nice Ta-Ta gesture. And after the awards party in Catalina, Rudy was observed as one of the last hanging around the pool table in the bar at Two Harbors. Living life to the fullest!

The second leg from Santa Cruz to Channel Islands was sunny, but there wasn't much of a favorable breeze. That was soon forgotten, however, thanks to the fabulous hospitality — and yes, free berths — extended by Dan the Man and Michelle of Channel Islands Marina and Vintage Marina. They were again as hospitable as the guys at the public dock facility across the way have historically been inhospitable.

The third leg from Channel Islands



The floating BBQ at Channel Islands Harbor.

to Paradise Cove was even sunnier, but there was even less wind. Only Pat McCormick of the Beneteau 440 *St. Somewhere* managed to sail the entire way. Norb and Kim Szczurek of the Tiburon-based Catalina 38 *Lucky Star* took their dinghy through the surf to get drinks at the Paradise Cove Beach Cafe, where drinks were priced the same as dinners at Île St-Louis in Paris.



Two Harbors, the ultimate Ta-Ta destination.

All's well that ends well, however, and the final 33-mile leg from Paradise to Catalina couldn't have been any better. It was again sunny and warm, the sea was flat, but there was also 10 to 12 knots on the beam. This afforded hull speed-pleasure sailing at its finest.

We wish you could have been there. And Bob, too. Maybe next year.

— **latitude**/richard

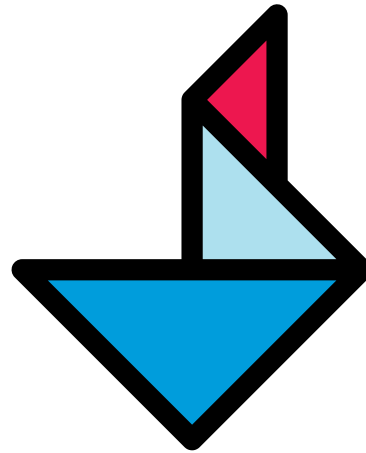
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BAJA HA-HA XXIII, PT 1

When the total number of entries in last year's rally reached only 80% of the preceding year's (137 vs. 171), we began to think that most sailors interested in cruising Mexico had already done so. Not true.

As evidenced by this year's whopping turnout of 179 boats, our current theory is that some would-be entrants may have



Meet the 'Abby James' crew.

been scared off last year by uncertainties about El Niño's effect on the weather. That said, every long-established race and rally seems to have up and down cycles over time.

Despite the number of entrants, though, it's fair to say that every Baja Ha-Ha rally from San Diego to Cabo San Lucas is unique, even though just about all of the 10,000 sailors who've done the rally during the past 22 years have shared common motivations: most importantly, a burning desire to escape the hustle and bustle of modern living while experiencing challenging new adventures outside their normal 'comfort zone'.

As you'll learn by reading the minibios here (and those that will follow next month), this year's fleet is composed of sailors whose backgrounds vary as wildly as the boats they sail on. So, allow us to introduce you to the Baja Ha-Ha Class of 2016.

*(Bios are presented in alphabetical order. This symbol * next to the boat's name indicates that the boat has crew aboard under age 20. "White sails only" indicates entry in the non-spinnaker division.)*

Abby James — Hunter 410
Tom & Deborah Harrington
San Diego

Tom and Deborah, who are both in sales and marketing, tell us that *Abby James* has been to the Sea of Cortez four times already with the previous owner. Their crew will be Greg Brown, Ian Murray, and "Tim," a newly retired

firefighter/EMT.

Interestingly, Tom learned to sail on a Sunfish on a man-made lake near Omaha, NE.

"We plan to head up into the Sea of Cortez for two to three months before Bashing back north," the couple says.

"Our crew say they'll do the Bash with us."

Adavida* — Morgan 382
Terry & son David Thatcher
Portland, OR

This will be the start of a father-son cruise for the 67-year-old retired lawyer and his 19-year-old son. "Our plan is to cruise down to Central America, then either sail to the Marquesas or return home by way of Hawaii."

Mary, spouse of the skipper and mom of David, "supports the trip emotionally and financially", and hopes to join the two at "attractive locations."

"The boat sailed across the Atlantic in the 1980s, but we've mostly done summer sails from Portland to British Columbia."

Aeolian — Sceptre 41
Jerry & Jane Ellis McNaboe
Long Beach

Rock on! The 62-year-old Jerry and his wife Jane are retired geologists, as are their crew, Jan Gillespie and Charlie Newman.

Jerry has sailed from Vancouver to San Francisco, while Jane, in 1978, was the skipper of the Cal 40 *Concubine*, the first all-women entry in the Transpac.

Vets of the recently completed SoCal Ta-Ta, the couple will Bash back home after several months in the Sea of Cortez.

Aiya — Hunter 450
Larry & Christine Jenks
Portland, Oregon

Larry, who is 52 and retired, and Christine, who is also retired, report they are "very excited to be heading south with the Ha-Ha." After the event they'll continue south to the Canal and east to the sunny Caribbean.

"It's time," they've decided. Their boat has already been across the Pacific and back.

Aldabra — Catalina 42 Mk II
Nancy Morrison, Santa Cruz

Nancy, retired from Communications at Logitech, is one of this year's female owner/skippers. Her crew will be



'Aldabra'

sister Wendy Morrison, Dave Rose, a 63-year-old surgeon, Susan Rose, and 63-year-old Lucian Crothwaite. "My boat, ex-Aries, is named after an island in the Indian Ocean that is the largest coral atoll in the world," says Nancy. "I visited it when sailing with good friends Jim Foley and Linda Moore during their circumnavigation. After the Ha-Ha I'm going south for a few years, then west for a few years. I plan to just keep going."

All Day — Dufour 44
Vlad Vassiliouk & Nicole Sandmark
Alameda

"Despite limited cruising experience, we decided to quit our cushy jobs," says Vlad, a 31-year-old software engineer, and his equally young friend Nicole, a bartender. "We just decided to cast off with Frankie our cat, and hope to cruise for several years. The Pacific Puddle Jump is also in our plans."



'All Day'

Anduril — Farr 395
Greg Harms & Alice Kloosterboer
Vancouver, BC

Greg, a 56-year-old engineer, and his wife Alice, a software engineer, don't have any firm ideas on who their crew will be. But they do know their racing days



'Anduril'

are over, as they've loaded their fast Farr with all kinds of heavy cruising gear. Future plans are uncertain, but they may continue on to New Zealand in 2018.

MEET THE FLEET



Are there kids on the Ha-Ha? Absolutely. Meet the Kelly family, who eventually intend to circumnavigate.

"Our boat is just like Anduril — Aragorn's sword in *Lord of the Rings* — in that once broken, she is reforged anew," says Greg. "We shine red by the light of the sun and silver by the light of the moon. Any orcs planning to come on the Ha-Ha had better beware."

**Ankyrios* — Lagoon 380
Dennis & Brandy Kelly Family
Trinity, Texas**

Dennis, 42, and Brandy are missionaries. Their children Hope, 14, Caleb, 11, Sarah, 9, Micah, 7, and Seth, also 7, will be coming along, as the boat is now the family's home. "We'll be taking the long way back to San Diego ... around the world," they report.

Ankyrios did several Ha-Ha's when known as *Younger Girl* and owned by the late and much-missed Mark Sciarretta. In fact, a favorite Ha-Ha memory is about 100 participants trying to push the cat back into deep water after she'd slowly drifted onto the beach during the BHH beach party at Turtle Bay. Despite their best efforts, it took the rising tide to lift her off. (White sails only.)

**Beach Flea* — Gulfstar 50
Greg & Lisa Bridges, Bend, OR**

Greg, a 45-year-old retired high-school teacher, and his wife Lisa, a retired elementary-school teacher, will

be heading south with kids 'Crabby Abby', 10, and 'Cabin Boy Luke', 6. "We've driven Baja many times, and now that we're starting a multi-year cruise, we look forward to seeing it from the water. The kids' grandparents are going to sleep better knowing they are starting their cruise as part of a big Ha-Ha group. "We're the third owners of this boat, and Greg has rebuilt 90% of her. We plan to continue on to Central and South America,

then cross to the South Pacific." (White sails only.)

**Bella Vita — Beneteau 43
Maruo Calvi & Dianne Calvi
Sausalito**

A tech consultant, Maruo, 60, and his wife Dianne, a nonprofit executive, "hope to raise awareness of marine conservation through our voyage." The Ha-Ha is to be the first portion of a journey they expect to last several years. They have only owned the boat for one month.

Maruo has sailed around the Med for four months, across the Atlantic, from Guadeloupe to Florida, and from Tonga to New Zealand.

"Life is either a daring adventure or nothing at all," is their motto.

They plan to leave the boat in Mexico for the winter. (White sails only.)

**Bella Vita — Pearson 530
Jeff and daughter San Sutton
San Diego**

Jeff, a 53-year-old contractor, and his 25-year-old daughter San, a pastry chef, will be joined by Alex Pena and Shelly Best.

"The Ha-Ha will be the first leg of my two-year, full-time cruise," says Jeff, "which has been a long time coming."

He has previously sailed between California and Hawaii three times. (White sails only.)

**Black Watch — C&C 39
Adam Southerland/Alicja Lacki**

Seattle

Adam a 31-year-old "lion tamer," and his wife Alicja, a "popcorn-eating champion," will have friends Dan Clark and Kyle Hatfield along as crew.

"Our boat gets around, as she's already done one Ha-Ha," says Adam. "Our plans include the Pacific Puddle Jump."

"Worry is a misuse of the imagination," is Adam and Alicja's motto, who also claim that "if you ain't first, you're last." That's the proper attitude when you're taming lions.

**Bluebird — Mirror Offshore 27
Tom Carr, Santa Cruz**

Tom, a 75-year-old marine metal fabricator, has extensive sailing experience. Most of it has been on larger boats, but in 1966 he sailed his engineless 22-ft sloop from Acapulco to Hawaii. As a result, he's gotten special dispensation from the Grand Poobah to enter his boat, which is essentially a 19-footer. *Bluebird* is the same boat he did the Ha-Ha on last year.



'Bluebird'

"Trailering the boat home to Santa Cruz was more difficult than the sail down to Cabo," says Tom.

**BOBB — Taswell 43
Ed Lehmer & Jacqueline Metschan
Marina Bay, Richmond**

Ed, a retired 68-year-old director of construction for Habitat for Humanity, and his wife 'Rousel', a retired bookkeeper, will have Rick and Sandy Bailey along as crew.

"We've been reading about the Ha-Ha for years, and now it's our time to do one," they say. "It made us come up with a definite starting date, which was good." At present, they have no plans to return home anytime soon.

Ed has sailed from Singapore to California, Hong Kong to Darwin, and Darwin to Panama.

**Bon Voyage — Hunter 46LE
Craig & Carol Fecker
San Diego**

Craig, the 66-year-old owner of Cruising Yachts, Inc., and his wife Carol, a 5th-grade teacher, believe the Ha-Ha is the only way to go south, thanks to daily weather forecasts and roll calls, and safety in numbers.

"We weren't planning on going back to Mexico until next year," they say, but as we saw the entry list continue to grow,

BAJA HA-HA XXIII, PT 1

we couldn't resist the temptation to buy a boat and join the fun."

Craig did the 2014 Ha-Ha, made several passages between La Paz and Puerto Vallarta, and did a Bash in 2015.

"We plan to leave the boat in Mexico for the next several years and spend our winters cruising down there."



'Bon Voyage'

**Boo's Blue — Cavalier 39
Jim & Jeannette 'Boo' Drake
San Francisco**

Jim, 57, is among other things a Yanmar dealer, while Boo is an executive assistant. Boo's daughter Jessica Miller and her boyfriend Tom Dixon will round out the crew.

While Boo and Jessica have no ocean experience, Jim has plenty. He was skipper of *Latitude's* Ocean 71 *Big O* for the trip from California to Turkey and back to the Caribbean in the 1990s, and was co-skipper and construction boss on *Profligate's* first-ever appearance as the mothership of the Ha-Ha in 1997.

"I'll have the gals 'captain-trained' by the time we get to Cabo," Jim says confidently. "Then we'll be Baja Bashing home. But it's time for me to start playing more and working less."

**C'est Si Bon — Beneteau 46
Perry & Patty Chrisler
Scottsdale, Arizona**

"My mother was of French heritage and had an incredible zest for life and adventure," says Perry, 66. "So when my wife Patty, an occupational therapist, and I bought *C'est Si Bon* as the third owners, we decided to keep the name in memory of my mother's outlook on life.



'C'est Si Bon'

I wanted to do it again."

Their plan is to explore the mainland from Thanksgiving to March, and then the Sea of Cortez in April and May. "After that, we may head up to Canada."

We'll take a break here, then pick up where we left off next month with a second, much longer, installment. (The complete set of bios will be available online next month also.)

In our December issue, look for a complete recap of this year's San Diego-to-Cabo San Lucas rally. We wish them all the best of luck.

— *latitude/richard & andy*



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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. You'll find mini-bios on fleet members in both this issue and the November issue.

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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IMPORTANT DATES

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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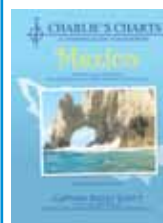


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"Leeward!" I shouted as our boats touched, beam to beam.

"That's going to leave a mark," observed my tactician.

"Tag, you're out!" I hailed again.

"Gotta use the word 'protest,'" the tactician advised as he took the red flag out of his pocket.

"Protest!" I yelled at the boat to windward.

The two boats bumped again, then separated. No real damage done, but

on the protest committee, as it turned out. He was just there to serve as bailiff to the court. To my surprise and delight, Lee Helm, a graduate student who occasionally crews for me, was chairing this committee. And the kids sitting on either side of her looked even younger.

"We always have college students run our protest committees," explained the RC chair as he left the room. "Keeps the

politics out of the process. And these college sailors know the rules better than anyone."

"I should, like, disclose," said Lee, after the door was closed, "that I sometimes crew on Mr. Ebb's boat. Does anyone have any objection to my participation on this protest committee?"

If I had been smart, I would have objected strenuously. But I thought she would be on my side.

"Hearing no objection," she continued, "our first order of business is to determine if this protest is properly filed."

Lee checked off all the required items: Flag flown at first reasonable opportunity, hail of intent to protest, written protest received within the time limit. The Committee found my protest properly filed without further deliberation. Then it was time for me to tell my story:

"Beam reach," I began. "This other boat, which is bigger and faster than

"This other boat, which is bigger and faster than mine, came from astern, trying to pass me close to weather..."

mine, came from astern, trying to pass me close to weather..."

"What was the wind speed?" asked the college sailor to Lee's left.

"High teens," I answered. "On the previous windward leg, I had gone all the way to the right side of the course to get on the inside of the lift, and we rounded ahead of them."

"Let's just stick to the incident under protest," suggested the student on Lee's right.

"OK, but I want to show that we were clearly ahead of the other boat before the

incident. They were coming from astern, no overlap."

"Describe what happened," instructed Lee.

"Basic windward-leeward," I said. "They were almost even with us, but still a little behind, and less than half a boatlength to windward. I luffed up, and they did not respond to my luff and did not keep clear."

"Was there contact?" asked one of the other college students.

"Yes, beam to beam."

"Damage?"

"Big scrapes on my topsides," the other skipper answered.

"You'll get your turn," Lee scolded. "Max, any damage?"

"Nothing you would call 'serious,'" I said. "Maybe some scratches. Probably a lot more on my boat than on his, from the way the boats were heeled over."

"Anything else to add?" asked Lee.

"No, that's pretty much it," I said. "Simple case of windward not keeping clear."

Then it was the other skipper's turn.

"I was passing to windward, probably a boatlength away, when Max made this aggressive maneuver up into the wind, deliberately causing a collision. I was keeping clear as best I could, but his course change was too fast for me to respond."

Lee asked where the damage on his boat was located, and he said the scrapes were just forward of his shrouds.

Then we both had a turn with little plastic models to show our versions of the collision.

I brought in my tactician as my star witness, to confirm that the windward boat was passing very close to windward and did not keep clear.

The other boat's witness said that we were much farther apart.

Our closing arguments really just repeated our earlier testimony, and then we were excused while the protest committee deliberated.

It didn't take very long. We were all called back into the room, including the witnesses.

"Max is disqualified," Lee pronounced.

"What?" I gasped.

"We find as a fact, based partly on the reported position of damage marks on the two boats, that the distance between the boats before the leeward boat luffed was approximately one-half boat length."



LATITUDE / ANDY

While racing on San Francisco Bay in brisk conditions, it's essential to understand the subtleties of the rules.

there were some scratches.

"Use two rolling hitches on that flag," I suggested to the tactician, "to keep the luff tight."

"Don't worry, Max. I know how to display a protest flag."

It was the most straightforward protest imaginable. The other boat had come from astern, was passing close to windward, and I did the classic quick luff to tag him out. Open and shut. Or so I thought.

This being a YRA race, the hearing was almost two weeks later at another club across the Bay. I was really surprised that the windward boat was going to contest this one. Why didn't they just take their penalty turns and stay in the race? Why didn't they drop out and save us all an evening of travel? On the other hand, maybe it would be worth the drive to see the other skipper educated at the hands of a protest committee.

Waiting outside the hearing room, it seemed awkward to communicate with the opposing skipper or his crew. We certainly were not going to discuss the case, so we made small talk about how our boats were rigged. Finally we were called into the room.

"One representative from each yacht, please," announced the race committee chair of the host club. But he was not

DEFENDING OUR LUFFING RIGHTS

"OK, we are right on that point," I thought, still totally bewildered by the decision.

"We also find that the windward boat was keeping clear before the leeward boat began to luff. See the definition of keep clear: 'When overlapped, the windward boat keeps clear if the leeward boat can also change course in both directions without immediately making contact.' We find that this condition was met."

"But then how could we hit them if they were keeping clear?" I asked.

"The leeward boat infringed rule 16.1 by making a radical course alteration that prevented the windward boat from keeping clear," Lee continued. "Here's rule 16.1: 'When a right-of-way boat changes course, she shall give the other boat room to keep clear.' Furthermore, because there was damage, even though it's, like, minor damage, the leeward boat infringed rule 14, avoiding collisions that cause damage or injury."

Before I could argue any further, the members of the protest committee thanked everyone for participating, and disbanded the committee.

"This is crazy!" I complained. "What ever happened to luffing rights?"

"Back when I was racing in college," added my tactician, "rule 38, luffing after starting, included an explicit exception to rule 35, altering course. We could do

the quick-and-dirty luff and know for sure that the windward boat was always wrong. Are you telling me we can't do that any more?"

"Max, you need to find a younger tactician," said Lee. "Those sound like old rule numbers for old rules that were taken out of the rulebook, like, before I

*"This is crazy!"
I complained.
"What ever happened to
luffing rights?"*

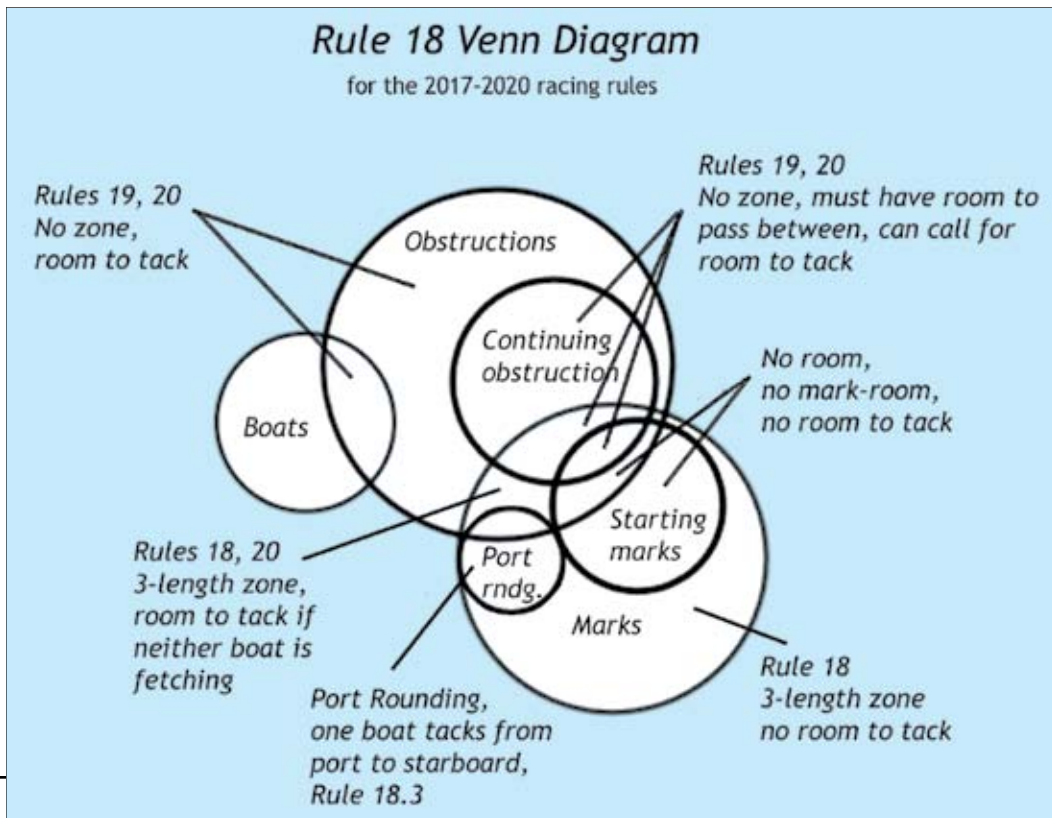
was born. There's no exception to rule 16.1 while luffing."

"And about this avoiding-collisions stuff, doesn't the damage have to be serious for me to be penalized for not avoiding contact?"

"Nope, not any more. Any damage at all counts as damage as far as rule 14 is concerned. Big scratches count."

We all retired to the bar, where the winning skipper graciously offered to buy a round of drinks for his friends and adversaries.

Caption: Venn diagram for mark-rounding rules. Under the new rules, 18.3 applies only at marks taken to port.



"Max, I agree with you in principle," said the crew from the windward boat. "The rules we have today make it a lot more difficult to tell who will win a protest."

"Exactly," Lee agreed. "A generation ago, the rules were tailored for enforcement by the competitors. No ump on the water — the competitors were also the umpires. Sailors had to know, with great clarity and in real time, who had rights and who didn't. So, like, the exception to prohibiting quick alterations in course that the burdened boat couldn't respond to was a good way to do that."

"Bring back the quick-and-dirty luff," said my tactician. "It kept us out of the room."

"The 'mast abeam' hail was just as useful for stopping a luff," added his counterpart on the other boat. It was a binding hail."

"About 150 years ago," I noted, "if you could hit the windward boat forward of the mainmast chainplates, your luff was legal. If you hit them aft of the chainplates, you were wrong."

"Now that's clarity," Lee said. "But the problem with the direction the rules are going is that they seem to be written more and more for umpired events and discretionary penalties. Changing the two-length zone to a three-length zone reflects this. Sure, an ump can judge three lengths pretty accurately when they position their little speedboat for a good right-angle view of the approach. But, like, from onboard, two was an easier distance to judge than three."

"But boats are going faster now," said the windward skipper, "so they really had to make the zone bigger."

"Our boats go the same speed as when they were built," I said, "and we were fine with a two-length zone back then."

"One thing that the large zone does," added Lee, "is that tacking 'inside the zone' is more common. And like, there's been a big change to that rule coming up with the new 2017 version. This goes into effect on January One."

"What did they do to us now?" I asked.

"Rule 18.3 now applies only at marks taken to port," Lee answered. "If it's a port rounding at a windward mark, and you come in on port tack and tack inside the zone, the 18.3 restrictions apply. That is, you can't force a boat behind you to sail above close-

MAX EBB

hailed to avoid you, and if a boat gets overlapped inside of you after you tack, you have to give them mark room no matter how close you are to the mark."

"Fair enough," I said. "But why not the same rule on starboard roundings?"

"Port and starboard mark roundings are not symmetrical," she answered. "18.3 gives the starboard-tackers more rights while approaching a port rounding, to discourage port-tackers from trying to sneak in. On starboard roundings, the approaching starboard-tacker already has the right to barge through the line of port-tackers, and it would be more complicated to shift obligations from the starboard-tacker back to the port-tacker right in the zone. I think this is a good change, if you can remember that the rules are different depending on which way the mark is rounded."

"Still," insisted my tactician, "taking away our luffing rights is probably one reason we're seeing fewer protests and less compliance with the rules, at

least down at the local YRA and beer-can-race level. When there's uncertainty about the outcome, people are reluctant to take their chances with a protest. And when the right to luff conflicts directly with rules that limit alteration of course,

"You can't force a boat behind you to sail above close-hauled to avoid you."

you never really know how a protest committee will rule."

"I think it's hormonal," suggested the windward skipper. "We're all getting older, and have less testosterone running through our veins."

"I want my luffing rights back," I repeated.

"Like, how would you change the rules to do that?" asked Lee.

"Bring back the exception to rule

35 — er, I mean 16.1 — for luffing after starting," said my tactician. "Also, it was always confusing for the overlap to have a 'memory' for how it was established. We still have that, and it's an unnecessary complication, in my humble opinion. Let's just say that if the leeward boat is ahead, it can 'luff' as she pleases," as the rules used to say. If not, then leeward is bound by proper course. Makes no difference who came from ahead or behind."

"How would you define 'ahead or behind' for the purpose of luffing rights?" asked Lee. "Boats come in all sizes."

"We could bring back the 'mast abeam' hail. Or maybe it would be easier just to base it on which helm position is ahead of the other helm position, projecting the line from the leeward boat at right angles to the leeward boat."

"Any way we do it," I said, "I want my luffing rights back."

"The Beatles once wrote a song about it," recalled my tactician. "All You Need is Luff."

"Who are the Beatles?" asked Lee.

— max ebb

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THE RACING

A team from San Francisco takes the **International Knarr Championship**; **Windjammers** kicks off Labor Day Weekend; we meet a skipper who's done all 29 **Jazz Cups**; the SSS joins the OYRA for the **Drake's Bay Race**; BYC hosts the **Olson 25 Nationals** and the **J/24 District 20 Championships**; Bay Area sailors repeat at the **U.S. Women's Match Racing Championships**; **Box Scores** includes some Beer Can results; and **Race Notes** wraps it all up.

Locals Rule at IKC

When the 48th International Knarr Championship concluded on Saturday, September 10, St. Francis Yacht Club sailor Chris Perkins and crew had earned a strong first-place finish in a fleet of 25 boats. Following a challenging round-robin series that included 10 races in five different Knarrs, Chris finished with 14 points, a full 18 points in front of second-place Jon Perkins, Chris's brother. Though Chris's win was definitive, six different teams won races throughout the week in a regatta defined by tough competition, international camaraderie, and a powerful sense of tradition.

"This is a hard event," said Chris. "Everybody in the fleet is great — they have to be great to get here — and several other skippers had won this race previously. The key to this regatta was consistency, and we were lucky to never have an over-early or a bad start."

The weather, wind and current were generally quite manageable for San Francisco. The early part of the week featured flood tides with modest breeze for aggressive short-tacking along the Cityfront. The currents were lighter in the second half of the week, so sailors were making decisions based on tactics rather than local knowledge of how to play the current.

Consistency was also crucial because of the lottery system the fleet used to assign boats. The IKC is composed of the top 25 teams in the world: 7 from Denmark, 6 from Norway and 12 from the host country, USA. To ensure fair racing and easy traveling, the regatta sails in the local fleet of Knarrs, tuned to be as fairly matched as possible. Each team draws the boat it will sail at random, switching boats every two races. Though all boats have matching aluminum masts and booms, some hulls are wooden while some are fiberglass. Some have been meticulously cared for, but not all, so no two boats sail exactly the same.

"You never know which boat you will

get, so you have to be able to adapt," said Chris.

Knarr sailors at this level are known for being talented, aggressive and brainy. According to regatta chair Mark Dahm, the fact that the Knarr goes about the same speed upwind as it does downwind makes sailing it more like a chess match than a video game. And, as the class prohibits hired guns, all sailing is Corinthian. Said Dahm, "Knowing that, the sailors who get the most performance out of a relatively low-tech, heavy, classic design and consistently make the best tactical decisions over 10 races (in five different Knarrs) are the deserved winners of the IKC."

The IKCs rotate every three years among the Bay Area, Norway and Denmark, and many of the same sailors show up year after year. There are a couple of new owners each year, but few owners ever stop sailing their Knarrs. Knud Wibroe, for instance, has sailed in the fleet since 1968, when he helped introduce the Knarr to the Bay and sparked



The International Knarr Champs: Chris Perkins, Hans Baldauf, Phil Perkins, and Peter Clark on the bow. Chris's 15-year-old son Charlie replaced Peter on Sunday.

the Wednesday Night Series that continues today at St. Francis. According to Chris Perkins, Wibroe is one of the early owners who is to be credited for



CHRIS RAY / WWW.GRAYVFP.COM

creating a stable one-design fleet and culture. "Over the years, if the racing ever got ugly, he was the one to pull you over by your ear, sit you down and make you shape up."

Regatta co-chair Dave Wiard said, "It's not just about the boat. The focus is also on the friendship and camaraderie. There is talk about these factors missing from modern-day regattas, but this class has found a way to preserve them."

Camaraderie is something the Knarr sailors have in spades. For every race, it seemed, there was a social event to complement. There was a Taittinger Champagne Opening Ceremony on a sun-soaked race deck with three national anthems and singing by the Sons of the Beach, a Knarr-sailor comprised a cappella group. There was the Tito's Vodka Mid-Week Dinner Party at the *Matthew Turner* Tall Ship to connect the fleet to another interesting wooden boat project. There was Dram and Craft Night with Glenmorangie Scotch and Fort Point Beer, and a Martin Ray Winery Awards Dinner and Trophy Presentation in the main dining room of StFYC.

Says Dahm: "All Knarr sailors love the boat: the beautiful lines, the great sailing. Then, off the water, there is a culture and friendships that have been going on

CHRIS RAY / WWW.GRAYVFP.COM



Day 3 of the International Knarr Championship on the San Francisco Cityfront. "A flood dictated that hugging the southern shoreline might provide some tide relief, and so boat-handling skills were featured," reports photographer Chris Ray.

for nearly 50 years! The beautiful old boats are simply the vessel of friendship."
— *meredith laitos*

IKC, StFYC, 9/2-9/6 (10r, 2t)

1) Chris Perkins, USA, 14 points; 2) Jon Perkins, USA, 32; 3) Tom Carlsen, DEN, 37; 4) Lars Gottfredsen, DEN, 37; 5) Henrik Soederlund, DEN, 38; 6) Graham Green, USA, 51. (25 boats)
Full results at www.stfyc.com

Windjammers Race to Santa Cruz

The 74th Windjammers Race from San Francisco to Santa Cruz kicked off Labor Day Weekend a day early, on Friday, September 2.

"The 11 entries, mostly from Santa Cruz, all got off the line in a light to moderate wind," reports SCYC volunteer John Buchanan. "After struggling to get out the Gate in the flood, the boats turned the corner."

The moderate breeze carried the fleet to the Santa Cruz county line at Año Nuevo, where the wind quickly built up to the high 20s and low 30s. "All boats had a great surf down to Santa Cruz and finished the race before midnight. Next year the race will begin around noon."

(This year's starting sequence began at 9:30 a.m.) "Hope to see a great turnout," added Buchanan.

— *chris/latitude*

StFYC/SCYC WINDJAMMERS, 9/2

PHRO 1 — 1) **Buona Sera**, SC70, Edward Marez; 2) **Octavia**, SC50, Shepard Kett; 3) **Lucky Duck**, SC52, Dave MacEwen. (6 boats)

PHRO 2 — 1) **Symmetry**, J/111, Howard Turner; 2) **Animal**, Sydney 38, Scott Walecka; 3) **Astra**, Farr 40, Simon Phillips. (5 boats)

Full results at www.scyc.org

29 Jazz Cups

In 1988 the then-new South Beach YC decided to sponsor a 'signature' racing event to help put the club on the map. After considering several possibilities, SBYC initiated the Jazz Cup, with Benicia YC, to provide a warm, downwind, near-end-of-season alternative to the classic Windjammers Race. At the time Benicia was having a jazz festival on Labor Day Weekend, hence the name Jazz Cup. Many of the members of both clubs participated in the inaugural event that attracted more than 100 boats from around the Bay. One of those sailors

was Paul Osborn, a charter member of SBYC, sailing *Grenadier*, his Contessa 32, which he raced until 2003 when he bought *Savoir Faire*, a Beneteau First 42. He has continued to race 'Savvy' in this event ever since. Paul just completed his 29th Jazz Cup over the last Labor Day Weekend. He is the only skipper to have competed in all the Jazz Cup regattas and proudly displays the pennants from each year to prove it.

The Jazz Cup perpetual trophy itself, an actual trumpet, can only be awarded to a member of SBYC or BenYC. To be more inclusive of other sailors, the race also awards overall trophies for the first-place monohull and multihull.

During the past 29 years, Osborn has seen conditions from almost no wind to heavy knockdowns, with exploding spinnakers, in San Pablo Bay. Winning the Jazz Cup in 2002 and 2007 on two different boats, as well as several division firsts, were highlights, but one of his most interesting experiences was sometime in the early 2000s when his boat and many others in the fleet were attacked by swarms of black flies between Point San Pablo and Point Pinole.

Osborn says that the 2016 Jazz Cup on September 3 was one of the best. Good weather, great wind and a flood all the way to Benicia made for a swift race.

He plans on continuing to compete in as many future Jazz Cups as possible, as well as SBYC's Friday Night Series and one or two of the midwinters around the Bay. His ongoing goal is to beat Hank Easom's 8-Meter *Yucca* — they rate the same — in at least one race before retiring from the scene. "This is a formidable task against one of the great sailors on the Bay," said Osborn.

"I first met Paul in late 2001 via phone after I had been racing in the Contessa 32 fleet in England's Solent," said Phill Armstrong, one of Osborn's regulars, who trims main and calls tactics. "I was on extended business in London and had

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THE RACING

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This page, clockwise from top left: The 'Savoir Faire' crew won the Jazz Cup in 2007; 'Savoir Faire' in this year's race; the lightest air in the race was actually at the end in Benicia, where it's usually windiest; Ben Landon's T650 'Flight Risk' won overall despite flirting with disaster.

— All photos this spread Latitude/Chris except as noted.

been invited to crew while I was there. Paul owned a Contessa 32 and I was connected with him via the class president. Paul had chartered a Contessa 32 and raced Cowes Week a couple years before I was there, and he made himself quite a legend. As an American skipper in one of England's most storied fleets he was quite the novelty.

"Paul's character on and off the water is one of those examples that makes San Francisco sailing really special," he added.

— latitude/chris

SBYC/BenYC JAZZ CUP 9/3

SPINNAKER T — 1) **Secret Squirrel**, Schock 40, Zachery Anderson; 2) **Wildcard**, SC37, Mark Thomas; 3) **Twisted**, Farr 40, Tony Pohl. (7 boats)

SPINNAKER R — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Jeannette**, Frers 40, Henry King; 3) **007**, J/105, Andrew Lorenzen. (11 boats)

SPINNAKER Q — 1) **Special Edition**, Wilderness 30, Mike DeVries; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Yucca**, 8-Meter, Hank Easom. (9 boats)

SPINNAKER K — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Ahi**, Santana 35, Andy New-

ell; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SPINNAKER H — 1) **Tequila Mockingbird**, Express 27, Matt Krogstad; 2) **Yeti**, Express 27, Adam Mazurkiewicz; 3) **Ergo**, Express 27, Chris Gage. (11 boats)

SPINNAKER G — 1) **Topper II**, Moore 24, Conrad Holbrook; 2) **Evil Octopus**, J/24, Jasper Van Vliet; 3) **Downtown Uproar**, J/24, Darren Cumming. (10 boats)

SPINNAKER F — 1) **Goose**, Catalina 30, Mike Kastrop; 2) **Galaxsea**, Nauticat 44, Daniel Willey; 3) **Avalon**, Catalina 30 MkII, John Ford. (7 boats)

SPINNAKER E — 1) **Coyote**, Cal 20, Dave Gardner; 2) **Albacore**, Santana 22, Larry Nelson; 3) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (5 boats)

SF30 — 1) **Abba Zaba**, Tartan Ten, Greg Arkus; 2) **Tartanic**, Tartan Ten, Robert Lanzafame; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (13 boats)

SPORTBOAT — 1) **Flight Risk**, Thompson T650, Ben Landon; 2) **Snowman**, Melges 24, Chris Shepherd; 3) **Boomer**, Melges 20, Marcus Canestra. (8 boats)

NON-SPINNAKER — 1) **Grinnin' Bear**, Catalina 30, John Tennyson; 2) **The Mighty Wind-song**, Marieholm Folkboat, Paul Harris; 3) **Selene**, Cheoy Lee Offshore 40, Stan Starkey. (4

boats)

MULTIHULL V — 1) **Khimaira**, F-25c, Mark Zimmer; 2) **Ma's Rover**, F-31R, Mark Eastham; 3) **Mojo**, F-25c, Christopher Harvey. (6 boats)

MULTIHULL U — 1) **Cumbia**, F-27, Juan Tellez; 2) **Wings**, F-24 Mkl, William Cook; 3) **Wingit**, F-27, Amy Wells. (6 boats)

FIRST OVERALL MONOHULL: **Flight Risk**.

JAZZ CUP MONOHULL: **CentoMiglia**, Flying Tiger 10, Mark Kennedy, SBYC.

FIRST OVERALL MULTIHULL: **Khimaira**.

JAZZ CUP MULTIHULL: **Wings**, BenYC.

Full results at www.southbeachyachtclub.org

OYRA/SSS Drake's Bay Race

Heading out the Golden Gate on August 27, a combined fleet of OYRA and SSS racers spotted lots of little harbor porpoises on both sides of the bridge — they all seemed to be inbound. Terns inside and outside the Bay, common murrens on the ocean, sooty shearwaters, gulls and brown pelicans also served as welcome distractions to the human sailors during the sometimes-slow 31-mile race. The humpback whales that have been so plentiful this year were still around too.

The start went off in a nice westerly, on a flood going to slack. The water was flat — just a little chopped up under the bridge where it gets funneled, and



WWW.NORCALSAILING.COM



FLIGHT RISK

then a long, low swell right on top of the Potatopatch Shoal.

The NOAA forecast called for 10 knots 10 miles offshore, a 3- to 4-ft swell at 9 seconds from the northwest and 12-13 seconds from the south, and less than 2-ft wind waves. The forecast for the Bay that weekend called for west wind at 5-15 knots building to 15-25. The wind on the ocean never built, and the fog never lifted. The usually scenic Marin beaches were studies in gray. Though the fog remained, it was high enough for good visibility. You could spot Point Reyes 18 miles out and see the Farallones.

By 2 p.m. the sea had glassed off. Up until then, the outside boats had the speed advantage with better wind and some positive current. But then the boats closer to shore began creeping up and passing the outside boats. Chris Case, singlehanded the Wilderness 30 *Fugu*, saw no reason to go outside. "I was pointing right at the mark," he said of his course along the coast.

Some racers grew weary of the slow progress and motored onward to Drake's Bay or back to their homeports. At 2:45 the westerly began to fill.

The competitors still racing skirted Chimney Rock or headed up from inside the bay to finish between a race com-

This page, clockwise from top left: Romping through the North Bay; Mark Eastham of the F-31 'Ma's Rover' wrote that "There was one full-on three-bow stuff that turned the companionway into Bridal Veil Falls for five seconds."; Blake Davis, Ben Landon and Josh Grass earned this impressive and lovely keeper trophy on 'Flight Risk'; leaving Benicia during Sunday morning's low tide was even trickier than the race — 'Tule Lost' made it out of the harbor but took a hard right and got stuck.

mittee boat from Corinthian YC and the old lifeboat pier on the north shore. The racers dropped anchor or rafted up to stay the night. Barbecuing and sharing of provisions with fellow sailors ensued, all enjoying the tranquility of the setting.

The gentle long-period swells rolled the boats a bit in unexpected ways. It was quite a different kind of motion from being anchored in San Francisco Bay or the Delta, and harder to keep your footing.

On Sunday morning, August 28, morning coffee and the weighing of kelp-wrapped anchors was accompanied by a soundtrack of elephant seals and radio check-ins. The Cal 40 *Azure* checked in with "five hungover souls onboard."

After a very brief postponement in the stillness of the morning, the CYC race committee went ahead with the sequence. They didn't think the breeze was going to pick up anytime soon, and they were right.

Another Cal 40, *Green Buffalo*, withdrew at 10:06. "We took a look at the weather forecast. It looks like a long,

drifty day, and there's cold beer at the bar in Richmond."

Greg Nelsen, sailing the *Azzura 310 Outsider* singlehanded in the doublehanded division, deployed a code zero at the start. "Hey, I broke a knot!" he said.

Another singlehander, Bob Johnston on the *J/92 Ragtime!*, started a contest to see who had the most flies aboard. *Tesa*, Steve Haas' Catalina 42 won, claiming "15 down and 15 to go." Boats were soon dropping (out of the race) like flies.

The sun did come out at 12:30, and the sailors got their scenic tour of the Marin coastline after all.

When the doublehanded *J/111 Swift Ness* called in from the Golden Gate Bridge around 5:30, the race committee, now comfortably ensconced back at the CYC clubhouse, called back, "We're just confirming you're still racing."

"Yes," said Reuben Rocci, "we'll be first to cross the line."

"Eat your hearts out other boats!" exclaimed the CYC volunteer. Every boat that had called in previously had already

THE RACING



LATITUDE / CHRIS

The race back from Drake's Bay on August 28 was not looking too promising in the morning, but the sun came out and — eventually — a westerly did fill in.

dropped out.

Gordie Nash, who sailed *Arcadia* with wife Ruth Suzuki, commented that their decision to continue racing on Sunday was the result of an evolving compromise. "We agreed to wait until 2 p.m. to start motoring, but we were still moving at 2, so, wait until 3. Still moving at 3." And the afternoon continued that way. They jibed under Mile Rock at 6 p.m. and finished at 6:35, winning their SSS division.

Of the 44 starters on Sunday, only 18 stuck it out to the finish. "That is what being stubborn will get you sometimes," said Scott Cyphers, who won his OYRA division on the Ericson 35 *Ergo*.

— latitude/chris

OYRA DRAKE'S BAY RACE I, CYC, 8/27

PHRO 1 — 1) **Blue**, Swan 53, Ray Paul; 2) **Junkyard Dog**, J/109, James Goldberg; 3) **Bullet**, Express 37, Laurence Baskin. (8 boats)

PHRO 2 — 1) **Yeti**, Express 27, Adam Mazurkiewicz/Kevin Richards; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Green Buffalo**, Cal 40, Jim Quanci. (8 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick/Ross Bliven; 2) **Plus Sixteen**, Olson 911, Paul Disario/Kevin Mills; 3) **Oscar**, SC33, Joshua Rothe/Jeff Dunnivant. (4 boats)

SINGLEHANDED — 1) **Fugu**, Wilderness 30S, Chris Case; 2) **Ragtime!**, J/92, Bob Johnston; 3) **Nightmare**, Wilderness 30S, Greg Ashby. (3 boats)

MULTIHULL — 1) **Raven**, F-27, Truls Myklebust/Kostadin Llov. (1 boat)

OYRA DRAKE'S BAY RACE II, CYC, 8/28

PHRO 1 — 1) **Junkyard Dog**; 2) **Mirthmaker**, Archambault 35, Kirk Denebeim; 3) **Void Star**, SC40, James Murphy. (8 boats)

The doublehanded J/111 'Swift Ness' (center photo) and singlehanded Azzura 310 'Outsider' were the first boats back to the Bay and across the finish line off Corinthian YC.

PHRO 2 — 1) **Ergo**, Ericson 35 MkII, Scott Cyphers; 2) **Iniscaw**, Martin 32, Max Crittenden; 3) **Yeti**. (8 boats)

SINGLEHANDED — 1) **Fugu**; 2) **Nightmare**; 3) **Ragtime!**. (3 boats)

MULTIHULL — 1) **Raven**. (1 boat)

Full results at www.yra.org

SSS DRAKE'S BAY RACE, CYC, 8/27-28 (2r, 0t)

SINGLEHANDED PHRF <109 — 1) **Windtrip Infinity**, J/92, Todd Olsen; 2) **Ragtime!**. (3 boats)

SINGLEHANDED PHRF 111-150 — 1) **Grace**, Beneteau First 300 Spirit, Jindrich Dokonal; 2) **Iniscaw**; 3) **Joujou**, Capo 30, Tom Boussie. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Fugu**; 2) **Nightmare**. (2 boats)

DOUBLEHANDED SPORTBOAT — 1) **Out-**

StFYC ALDO ALESSIO / PHYLLIS KLEINMAN SWIFTSURE REGATTA, 8/19-21, (6r, 0t)

J/105 — 1) **Godot**, Phillip Laby, 11 points; 2) **Blackhawk**, Ryan Simmons, 16; 3) **Arbitrage**, Bruce Stone, 22; 4) **Jam Session**, Adam Spiegel, 23. (18 boats)

ORR — 1) **Scorpio**, Wylie 42, James Mullarney, 16 points; 2) **Swiftsure**, Schumacher 54, Sy Kleinman, 17; 3) **Encore**, Sydney 36 CR, Wayne Koide, 18. (7 boats)

PHRF — 1) **Kuai**, Melges 32, Daniel Thielman, 15 points; 2) **Double Digit**, J/111, Gorkem Ozecelebi, 17; 3) **Gentoo**, Soto 30, Paul Dorsey, 19. (8 boats)

Full results at www.stfyc.org

TAHOE WINDJAMMERS YC SOUTHERN CROSSING, 8/20

1) **Apres Ski**, Moore 24, Lynn Woodward; 2) **Dianne**, Express 27, Steve Katzman; 3) **Vol de Nuit**, Beneteau First 10. (8 boats)

Full results at www.tahoewindjammers.com

RONSTAN BRIDGE TO BRIDGE, StFYC, 8/25

1) Rikki Leccese, Hydrofoil Kite, 10:31; 2) Chip Wasson, Hydrofoil Kite, 11:12; 3) Stefaans Viljoen, Hydrofoil Kite, 11:14; 4) Joey Pasquali, Hydrofoil Kite, 11:47; 5) Daniela Moroz, Hydrofoil Kite, 11:49; 6) Tom Siebel, MOD70, 11:55; 7) Xantos Villegas, Hydrofoil Kite, 12:14; 8) Felix Louis N'jai, Hydrofoil Kite, 12:15. (37 boats)

Full results at www.stfyc.com

THE BOX SCORES

JOE LOGAN, StFYC, 8/27 (5r, 0t)

MERCURY — 1) **Stars**, Jim & Kathy Bradley, 10 points; 2) **Fast Break**, Randy Smith/Kurt Hemminger, 16; 3) **Gator**, Steve Jeppsen/Ken Maring, 18. (9 boats)

Full results at www.stfyc.com

LABOR DAY MERCURY REGATTA, STILLWATER YC, 9/3-9/4 (5r, 0t)

1) **Axon**, Doug Baird/Tarasa Davis, 10 points; 2) **Stars**, Jim & Kathy Bradley, 16; 3) **Whim**, Dave Morris/Jared January, 18. (10 boats)

Full results at www.mercury-sail.com

TYC TORNBERG REGATTA, 9/17 (3r, 0t)

1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 5 points; 2) **Joyride**, J/105, Bill Hoehler, 8; 3) **Siento el Viento**, C&C 29, Ian Matthew, 13. (8 boats)

Full results at www.tyc.org

BAXTER-JUDSON SERIES, PresYC (7r, 0t)

PHRF NON-SPINNAKER — 1) **Willin**, Catalina 30, Mark Tishler, 9 points; 2) **Roadrunner**, Ranger 23, Steve Hocking, 10; 3) **Phoenix**, Catalina 320, Jon Rolien, 11. (10 boats)

Full results at www.presidoyachtclub.org

YRA SERIES (8r, 1t)

PHRF — 1) **Ahi**, Santana 35, Andy Newell, BYC, 15 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 18; 3) **Red Cloud**, Farr 36, Don Ahrens, EYC, 18. (9 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, EYC, 7 points; 2) **Expeditious**, Bartz Schneider, SFYC, 7; 3) **Elan**, Jack Peurach, SSS, 8. (5 boats)

J/88 — 1) **Courageous**, Gary Panariello, 7 points; 2) **M Squared**, Marc McMorris, 19; 3) **White Shadow**, Jim Hopp, SSS, 20. (4 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, BYC, 8 points; 2) **Shadowfax**, Mark Simpson, LTWYC, 9; 3) **Synchronicity**, Steve Smith, HMBYC, 10. (5 boats)

SANTANA 22 — 1) **Meliki**, Deb Fehr, IYC, 7 points; 2) **Mad Max**, Megan Dwyer, BYC, 14. (2 boats)

Full results at www.yra.org

INTER CLUB SERIES (6r, 1t)

SPINNAKER — 1) **Double Agent**, Merit 25, Scott Ollivier, OYC, 5 points; 2) **Hard 'n Fast**, Merit 25, Tim Harden, IYSA, 11; 3) **Avalon**, Catalina 30, Jack Ford, SBYC, 14. (6 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, SBYC, 5 points; 2) **Queimada**, David Sanner, NoYC, 10; 3) **All Hail**, Page Van Loben Sels, SBYC, 16. (6 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair, SSS, 5 points; 2) **Zingara**, Steve &

BYC



Falk Meissner, flanked by crew Andrew Hewatt and Tom Nemeth, of the Olson 25 'Shark On Bluegrass', with BYC's PRO Bobbi Tosse and Commodore Patrick Hind-Smith on the right.

Olson 25 & J/24 Championships

The Olson 25 Nationals and the J/24 District 20 Championships were held on the weekend of August 20-21 and organized by Berkeley YC. Sunshine and properly aligned breezes (from 220°+/-) of 11-18 knots were enjoyed by racers and race committee alike.

The Olsons were given three races on Saturday, including a 12.5-mile Bay tour that included Harding and Blossom Rocks. By sundown Saturday, there was a tie for first, and third place was only two points behind. Since this was a no-throw-out event, breaths were bated going into Sunday. In fact, the eventual

winner wasn't decided until after the fifth race. "Very exciting — this was very close Olson 25 racing!" said the winning skipper, Falk Meissner of *Shark on Bluegrass*.

The J/24s chose to do only windward/leeward courses — no Bay tour.

They also had very close competition with just one point separating first and second going into Sunday's races.

— bobbi tosse

BYC SPECIAL OLYMPICS OF NORTHERN CALIFORNIA CHARITY REGATTA, 8/20

OLSON 25 NATIONALS — 1) **Shark on Bluegrass**, Falk Meissner, 10 points; 2) **Shadowfax**, Mark Simpson, 11; 3) **Synchronicity**, Steve Smith, 13. (4 boats)

J/24 DISTRICT 20 CHAMPIONSHIP — 1) **Downtown Uproar**, Darren Cumming, 8 points; 2) **Shut Up and Drive**, Valentyn Lluévych, 10; 3) **Evil Octopus**, Jasper Van Vliet, 14. (5 boats)

Full results at www.berkeleyyc.org

Nicole Breault Defends Title

On September 11 in Annapolis, Nicole Breault of San Francisco became

sider, Azzura 310, Greg Nelsen; 2) **Verve**, Express 27, Ron Snet-singer/Leo Pershall; 3) **Salty Hotel**, Express 27, John Kearney/Jay Moore. (3 boats)

DOUBLEHANDED PHRF

<109 — 1) **Swift Ness**, J/111, Nesrin Basoz/Reuben Rocci; 2)

Chance, Farr 395, Stan Hales/Arnold Zippel; 3) **Hokulani**, J/120, Tracy Rogers/Cris Sena. (3 boats)

DOUBLEHANDED PHRF 111-150 — 1) **Arca-dia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Uno**, Wyliecat 30, Brendan Meyer/Steve Woner; 3) **Nancy**. (5 boats)

DOUBLEHANDED PHRF >154 — 1) **Galax-sea**, Nauticat 44, Daniel Willey/Shelly Simpson. (1 boat)

DOUBLEHANDED NON-SPINNAKER — 1) **Stink Eye**, Laser 28, Christine Weaver/Jonathan Gutoff. (1 boat)

DOUBLEHANDED MULTIHULL — 1) **Wing-it**, F-27, Amy Wells/Sherry Smith; 2) **Raven**. (2 boats)

OVERALL SINGLEHANDED MONOHULL: **Fugu**.

OVERALL DOUBLEHANDED MONOHULL: **Outsider**.

Full results at www.jibeset.net

Jocelyn Swanson, CPYC, 9; 3) **Kapai**, Richard Egan, SSS, 14. (4 boats)

NON-SPINNAKER — 1) **Flight Risk**, Catalina 38, Dan Gaudy, SBYC, 8 points; 2) **Spindrift**, Cal 39-II, Deborah Stern, EYC, 12; 3) **Boogie Woogie**, Ranger 33, John Ratto, OYC, 13. (6 boats).

Full results at www.jibeset.net

Many Beer Can Series around the region wrapped up in time to make this issue; more evening series scores will follow in November.

CYC FRIDAY NIGHT SUMMER SERIES (9r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 10 points; 2) **Yucca**, 8-Meter, Hank Easom, 12; 3) **Kuai**, Melges 32, Daniel Thielman, 27. (12 boats)

PHRF 2 — 1) **Orca**, Moore 24, Will Baylis/Rich Bergsund, 9 points; 2) **Shenanigans**, Express 27, Bill Moore, 15; 3) **Youngster**, IOD, Ron Young, 32; 4) **JR**, Moore 24, Rich Korman, 33; 5) **Tequila Mockingbird**, Express 27, Matt Krogstad, 36. (23 boats)

J/105 — 1) **Masquerade**, Tom Coates, 11 points; 2) **Roxanne**, Elliott & Charles James/Jon Stewart, 16; 3) **Alchemy**, Walter Sanford, 18. (9 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Issacson, 7 points; 2) **Freedom**, Worth 40, Jib Martens, 21; 3) **Jarlen**, J/35, Bob Bloom, 21.

THE BOX SCORES

(12 boats)

NON-SPINNAKER 2 — 1) **Topgallant**, Tartan Ten, Carl Flemming, 9 points; 2) **Abba Zaba**, Tartan Ten, Greg Arkus, 25; 3) **Spirit**, Alerion 28, Steve Rogers, 26; 4) **QE3**, Tartan Ten, George Janson/Tom Perot, 29. (16 boats)

NON-SPINNAKER 3 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 10 points; 2) **Raccoon**, Cal 20, Jim Snow, 12; 3) **Just Em**, Cal 20, Ted Goldbeck, 16. (14 boats)

Full results at www.cyc.org

EYC SUMMER TWILIGHTS (5r, 1t)

PHRF <124 — 1) **Outsider**, Azzura 310, Greg Nelsen, 4 points; 2) **Sparky**, J/92, Dave Hopkins, 13; 3) **Twisted**, Farr 40, Tony Pohl, 15. (5 boats)

PHRF 124-159 — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Zenith**, Islander 36, Bill Nork, 10; 3) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 11. (4 boats)

PHRF >159 — 1) **Osituki**, Cal 28, Rodney Pimentel, 7 points; 2) **Finn**, Capo 26, Larry Duke, 9.5; 3) **Dire Straits**, J/24, George Lythcott, 10. (6 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Dave Vickland, 5 points; 2) **Meliki**, Santana 22, Deb Fehr, 6; 3) **Fun**, Santana 22, Chris Nicho-

las, 17. (6 boats)

Full results at www.encinal.org

GGYC FRIDAY NIGHT SERIES (9r, 2t)

1) **Ciaobella**, Beneteau 37, Brian Madden, 10 points; 2) **Capo Gatto**, Nonsuch Ultra 30, Sal Balistrieri, 13; 3) **Bottoms Up**, J/22, Alex Salogub, 18. (7 boats)

Full results at www.ggyc.com

IYC SUMMER ISLAND NIGHTS (5r, 1t)

PHRF <151 — 1) **Ad Lib**, Aphrodite 101, Bruce Baker, 7 points; 2) **Wile E. Coyote**, Express 27, Dan Pruzan, 8.5; 3) **Twisted**, Farr 40, Tony Pohl, 11. (8 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Faster Faster!** Merit 25, David Ross, 7; 3) **Irish Blessing**, J/24, Chad Peddy, 15. (4 boats)

PHRF >151 (Except 168) — 1) **Boogie Woogie**, Ranger 33, John Ratto, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8. (2 boats)

SIZE MATTERS — 1) **Obsession**, Harbor 20, Dave Vickland, 5 points; 2) **Island Girl**, Ranger 22, IYC, 13; 3) **Proverbs 21:23**, Mercury 18, Steve Ritz, 19. (7 boats)

Full results at www.iyc.org

OYC SWEET 16 SERIES (8r, 2t)

PHRF <101 — 1) **Golden Moon**, Express 37, Kame & Sally Richards, 7 points; 2) **Dark and Stormy**, 1D35, Jonathan Hunt, 9; 3) **Cruzsea**

THE RACING SHEET

only the second skipper to win back-to-back U.S. Women's Match Racing Championships in the event's history. This year's regatta was hosted by Annapolis YC in J/22s.

The team from the Bay Area dominated throughout the three-day event. Molly Carapiet and Hannah Burroughs of San Francisco and Karen Loutzenheiser of Santa Cruz crewed for Breault. Carapiet and Loutzenheiser won with Breault in last year's championship.

"We won because of teamwork," says Breault. "You can't underestimate that part of the game, especially with all the maneuvering you want to do. I couldn't do it without them."

Genny Tulloch of San Francisco won back-to-back titles in 2009-10. We most recently saw both Tulloch and Breault at Rolex Big Boat Series, Tulloch doing announcing for a live Facebook feed, and Breault racing on husband Bruce Stone's J/105 *Arbitrage*. From there, Breault went on to the World Sailing Women's Match Racing World Championships in Sheboygan, WI, which wrapped up on



BYC

Hayley Tobin, Melissa Litwicki, Loren Moore, Michael Singer and Darren Cumming of the J/24 'Downtown Uproar' with the perpetual trophy.

September 25, while this issue was going to press.

"Women who want to match race now have two options," observed Breault. "The first is to take full advantage of open-division events. The open division is not reserved for men — it is open! The only advantage male sailors might have over female sailors is their higher (on average) strength-to-weight ratio. On smaller boats this advantage doesn't mean much, and on larger boats athletic

women on a smart team can still win. Besides, mixed-gender crews can be more fun!"

— *latitude/chris*

Race Notes

If you're planning to sign up for **Quantum Key West Race Week**, better get right on it. If you're reading this on or before October 1, you're still in time to make the early-entry deadline. After October 1, the entry fees increase between \$3

and \$5 per foot. As of late September, 55 boats were registered. The series itself will be held on January 15-20, 2017. If you're going there from the West Coast, we'd love to hear from you. Shoot over an email to racing@latitude38.com.

The race is on! The **third Race to Alaska** has been scheduled to start on June 8, 2017, and registration is already open. Do you have what it takes to win the \$10,000? You don't even have to race to become a Vice Commodore of the new Race to Alaska Yacht Club — 10 bucks is all it takes. See www.r2ak.com.

— *latitude/chris*

Baby, Beneteau 10R, Brian Turner 22. (4 boats)
PHRF >100 — 1) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 6 points; 2) **Choices**, Schock 34 PC, Doug Perry, 14. (2 boats)

ISLANDER 36 — 1) **Renaissance of Tahoe Vista**, Steven Hixson, 7 points; 2) **Cassiopaea**, Kit Wiegman, 14; 3) **Zenith**, Bill Nork, 14. (4 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 6 points; 2) **Wuvulu**, Islander Bahama 30, John New, 12; 3) **Tutu**, Columbia 30, Andy Lindstrom, 17. (3 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 6 points; 2) **Maverick**, Bob Nelson, 14; 3) **Winds**, Mike Jackson, 16. (8 boats)

MERIT 25 — 1) **Bandido**, George Gurrola, 10 points; 2) **Double Agent**, Scott Ollivier, 10; 3) **Dire Straits**, J/24, Steve Bayles, 11. (3 boats)

NON-SPINNAKER <190 — 1) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 7 points; 2) **Jackal**, Ranger 33, Roger Wise, 11; 3) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 13. (3 boats)

NON-SPINNAKER >190 — 1) **Obsession**, Harbor 20, Dave Vickland, 6 points; 2) **Dominatrix**, Santana 22, Heidi Schmidt/Ted Crum; 3) **Fun**, Santana 22, Chris Nicholas, 16. (5 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 7 points. (1 boat)

Full results at www.oaklandyachtclub.net

THE BOX SCORES

STFYC WEDNESDAY EVENING SERIES (14r, 2t)

FOLKBOAT — 1) **Freja**, Tom Reed, 31 points; 2) **Poluan**, James Vernon, 32.5; 3) **Elsie**, Michael Goebel, 50. (15 boats)

IOD — 1) **Xarifa**, Paul Manning/Spencer Fullweiler, 22 points; 2) **Whitecap**, Adam London, 26; 3) **One Hundred**, Paul Zupan, 31. (6 boats)

KNARR — 1) **USA 125**, Jon Perkins, 21 points; 2) **Svenkist**, Sean Svendsen, 25; 3) **Benino**, Mark Dahm, 38; 4) **Snaps III**, Knud Wibroe, 49. (16 boats)

Full results at www.stfyc.com

SBYC FRIDAY NIGHT SERIES 2ND HALF (7r, 1t)

SPINNAKER <90 — 1) **Mr. Magoo**, J/120, Stephen Madeira, 10; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 13.5; 3) **Kookaburra**, J/120, Tom Greenan, 16. (7 boats)

SPINNAKER 90-135 — 1) **Savoir Faire**, Beneteau First 42, Paul Osborn, 11 points; 2) **Rhapsody**, J/32, Chris Boome, 15; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 17. (7 boats)

SPINNAKER >137 — 1) **Highlighter**, Islander 36, William Hackel, 7 points; 2) **Avalon**, Catalina 30 MkII, John Ford, 13; 3) **Moonoggie**, Islander 36, Doug Gooding, 13. (3 boats)

J/105 — 1) **Russian Roulette**, William Wood-

ruff, 8 points; 2) **Lightwave**, Simon James, 13; 3) **Aquavit**, Donald Olgado, 23. (8 boats)

NON-SPINNAKER <141 — 1) **Flight Risk**, Catalina 38, Daniel Gaudy, 8 points; 2) **pHat Jack**, Express 37, Robert Lugliani, 15; 3) **Stratocaster**, J/32, Lewis Lanier, 16. (7 boats)

NON-SPINNAKER >140 — 1) **Bravo Zulu**, Sonar, Dylan Young, 9 points; 2) **Cordon Rouge**, J/30, Jim Sell, 11; 3) **Rollover**, Catalina 34, Lynn Guerra, 18. (8 boats)

CATALINA 30 NON-SPINNAKER — 1) **Ross's Dream**, Dan Courter, 6 points; 2) **Grinnin' Bear**, John Tennyson, 12; 3) **Lochan Ora**, Marcia Bever, 19. (5 boats)

Full results at www.southbeachyc.org

VYC CICCERELLO PERPETUAL (4r, 1t)

SPINNAKER — 1) **Velocita**, Farr 36, Mary Mueller, 4 points; 2) **X-Ta-C**, Olson 29, Bill Sweitzer, 4; 3) **Summer and Smoke**, Beneteau 36.7, Pat Patterson, 9. (4 boats)

NON-SPINNAKER <150 — 1) **Hattie**, J/100, Michael Coleman, 5 points; 2) **Joker**, J/35, Elvin Valverde, 5; 3) **Lita-K III**, Catalina 42 MkI, John Karuzas, 6. (4 boats)

NON-SPINNAKER >151 — 1) **The Shadow**, Mull 30, Bruce Sinclair, 3 points; 2) **Pretty Penny**, Mull 30, Bruce Sinclair, 8; 3) **Maverick**, S.2 7.9, Frank Gonzalez-Mena, 11. (10 boats)

Full results at www.jibeset.net

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**If you're not in it, it's not comprehensive!*

*With reports this month on **Bareboat Racing in Top Caribbean Regattas**, a frequent charterer's shoulder-season cruise through the **Historic Waters of Corsica and Sardinia**, and **Charter Notes**.*

Bareboat Racing in the Tropics: Even the Losers are Winners

The big Caribbean regattas that welcome bareboat charterers are still months away, so there's no need yet to fret about locking in a boat, right?

Wrong.

Active sailors all over the world know that St. Maarten's Heineken Regatta, the British Virgin Islands' Spring Regatta and Antigua Sailing Week all have divisions exclusively for bareboat entries. And every year fun-loving racers flock to them from all over the world. In fact, we'd be willing to bet a large portion of the charter fleets that offer late-model, high-performance boats are already booked for the above-mentioned events.

If you're new to the concept, let us explain that while bareboat entries do not carry spinnakers, or even whisker poles for their genoas, many are very similar in terms of size and performance — if not virtually identical — so the prospect of experiencing spirited, boat-on-boat competition is practically guaranteed. Again, the sooner you book, the better your chances of getting one of the newer and/or faster warhorses in the stables.

That said, dreaming of a podium finish probably shouldn't be your top

Tropical fun! Last spring, Dutchman Willem Ellement and crew won their division at the annual British Virgin Islands' Spring Regatta.

priority when fantasizing about racing in the tropics. For many off-islanders who attend, the greatest reward is the natural camaraderie that always develops between their crew and the like-minded charterers they meet, who've also flown in from distant shores.

Scheduled between early March and late April during the Caribbean's prime sailing season, the dates of 'the big three' regattas we mentioned occur while nasty winter weather still lingers in both Europe and the US. So it's no wonder that hundreds of sun-loving sailors are thrilled to jet down to the Caribbean with seabags containing no clothes heavier than shorts and T-shirts. (Expect temps between 78° and 85°).

As in any regatta at home, you'll probably find yourself in close competition with several other boats that are evenly matched with yours, and — if our own experiences are any indicator — at the nightly parties you'll probably end up laughing the hardest with members of those same crews while reliving the highlights of the day.

The nightly parties, by the way, are reason enough for many sailors to travel thousands of miles away from home. With seemingly inexhaustible supplies of cheap beer and rum drinks on hand, and reggae bands grinding out their infectious dance beat every evening in the



ROD WITEL

regatta village, even the shyest wallflower on your crew may find her- or himself bustin' moves until the last chorus.

Having survived many a Caribbean regatta ourselves, however, we feel obligated to warn you that such wild, rum-fueled fun can take a toll on you — even if you're only in your 20s. Getting a little crazy during a single 'big night' is one thing, but getting happy at a high-powered beach party six or seven nights in a row — as is the schedule at Antigua — can severely wound even the hardest partiers within your crew.

Our advice? Simple: Promise yourself you'll slam down a bottle of water for every drink you consume. Trust us, you really don't want to wake up with the mother of all hangovers on a day when you're expected to grind winches for hours in the tropical sun.

Loss of brain cells aside, though, we can't imagine why you wouldn't have a rip-roaring good time at a major Caribbean bareboat regatta.

If you do take the plunge, we'd love to



TODD VAN SICKLE / BVI SPRING REGATTA



Sardinia. The week was filled with warm days, mild nights and midday winds from 12-25 knots. Perfect conditions!

We made our way northward through the seven islands of the Maddelena Archipelago. Most of them are sparsely populated and offer no yacht services, but we found a nice selection of safe anchorages with hiking trails, and warm, pristine waters perfect for swimming and snorkeling.

The largest island, Maddalena, has a quaint yet lively town where we re-provisioned, ate delicious gelato, and watched day-trippers from the never-ending line of mainland ferries.

From Maddalena, we continued north, sailing through the impressive Maxi Yacht Rolex Cup race, until we came to the highlight of our trip, the majestic port of Bonifacio, Corsica.

The marina there lies up a fjord-like bay surrounded by towering chalk-white limestone cliffs — truly one of the more impressive ports of the world.

At the top of the cliffs lies the so-called Old Town and a large citadel that is lit at night with vivid primary colors.

Per the instructions we were given at our charter base, there was no need to check out of Sardinia and into Corsica, but we did have to show our boat papers

When visiting Bonifacio, a hike up the ancient King Aragon Steps to Old Town, is a must. Note the clarity of the water below.

hear about your experiences.

— andy

Readers — Not to confuse the issue, but if you've already experienced the magic of one or more Caribbean regattas, consider chartering a bareboat for the annual Tahiti Pearl Regatta (May 23-27, 2017). It offers fleet racing in the exotic lagoons of Tahiti's Leeward Islands.

As with the Caribbean regattas mentioned, although smaller, the international camaraderie is unforgettable, and the parties are epic.

2017 REGATTA DATES TO NOTE:

- Mar 2-7 — St. Maarten Heineken Regatta
- Mar 27 - Apr 2 — BVI Spring Regatta & Sailing Festival
- Apr 29 - May 5 — 50th Antigua Sailing Week
- May 23-27 — Tahiti Pearl Regatta

A stunning autumn sunset seen from Bonifacio's well-sheltered harbor, which, of course, is rich in cultural history.

Sardinia & Corsica: The Med's Less-Traveled Bareboat Option

While putting together a presentation on Worldwide Chartering for a Bay Area sailing club, I came across a cruising venue that neither I nor many of my chartering friends knew much about: the Mediterranean islands of Sardinia and Corsica, which lie just west of Italy and south of France, respectively.

So, after doing a little research I, along with friends Robert Baumann and Don Turner, chartered a brand-spankin'-new Bavaria 41 sloop from North Sardinia Sail (NSS).

We set sail early September (the beginning of the shoulder season) from Cala dei Sardi marina in northeast



ROD WITEL

WORLD

to the Bonifacio harbormaster when we arrived.

After climbing the infamous King Aragon Steps to Old Town, we watched locals play *pétanque*, ate great pizza, enjoyed delicious wines, and listened to street musicians play Corsican folk songs.

During our second day on Corsica we took a bus ride across the island to Porto-Vecchio where we toured their nice, but less impressive, Old Town.

Sailing these islands can be challenging due to uncharted, underwater rocks in and around the many bays. Neither our boat's chartplotter, our iPad (running Navionics), nor our paper charts showed some of these dangers. So our advice to future charterers is to post a lookout on your bow until you are clearly in safe waters.

From what we observed, very few Americans were enjoying the spectacular coastal waters of Sardinia and Corsica during our visit. And we suspect most



A view from the water of Bonifacio's famous steps. Historians tell us they were carved into the cliff face at least 600 years ago.

American charters don't know what they're missing!

— rod witel

Rod — Thanks for sharing your experiences and opening our eyes to yet another must-see sailing venue to put on our ever-enlarging bucket list.

Charter Notes

In the preceding charter report, frequent charterer (and sailing instructor) Rod Witel mentioned that he and his buddies booked dates during the "shoulder season." That was wise for a number of reasons. In travel industry lingo, the term generally refers to the period of weeks or months between a given vacation destination's high and low seasons — periods when the highest or lowest number of vacationers arrive.

Chartering during a shoulder season typically means there'll be fewer travelers in anchorages, shops and restaurants than during the high season, and you'll also have access to a greater selection of boats at substantially lower prices than during peak season — even though shoulder-season weather is often splendid. In some venues, such as Greece and Turkey, and Croatia, the wind is often better during September (shoulder season) than in midsummer, and air temperatures are more manageably mild. Just a little food for thought.

— andy

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With reports this month from **Gazelle** on restoring a nesting tender; from **Moonshadow** on the joys of Suvarrow Atoll in the Cook Islands; from **El Gato** on the many cruising pleasures of the Northeast United States; from **Unknown** on buying a catamaran in the middle of France in order to search for an oceangoing cat in the Med; from **Quixotic** on finally getting wet again; from **Latitude 38** on Mexican itineraries; and a whole bunch of **Cruise Notes**.

Gazelle — Wauquiez 47 Rob Tryon and LaDonna Bubak No More Inflatable Dinghies (Channel Islands Harbor)

We used to prefer inflatables for our tenders, but then we went through three of them in 10 years. We weren't buying crap either. Two of them were Avons — a 10-ft sport boat and a 12-ft cruiser tender. The other was an Achilles sport boat.

These are good quality inflatables that usually last decades. LaDonna's dad has had the same

Avon for over 20 years. But as good as the quality was, we just killed those inflatables through hard daily use and the 'Rob Treatment'.

So in 10 years we spent 10 grand on little rubber boats.

During these years we also carried an 8-ft sailing pram as our 'second car'. Then 11 years ago we were house-sitting in Gig Harbor for some folks who had a mooring ball outside and a wood shop in the basement. I asked the owner if I could build a little boat. He said that I could build whatever I wanted — as long as I could get it out the door of the shop.

I'd seen a 9-ft Spindrift nesting dinghy that our friend Jon Eisberg had built, and it had turned out beautifully. In fact, it looked as though it had come off a showroom floor. I was inspired, but I wanted something bigger. I settled on the 11-ft version because, when nested, it would fit perfectly under our Crealock

The nesting tender 'Blue Moon' in the midst of her third refit. With a guy like Rob, inflatables just don't stand the test of time.



Love me tender, Rob and LaDonna.

37 Silent Sun's boom.

After \$2,500 in materials and four months of labor — I overbuilt it because of how hard I am on things — we had a beautiful finished boat. All I had to do was cut it in half with a \$10 saw. I couldn't bring myself to do the cut on my new boat, so I had to ask LaDonna's dad to do it.

Over a decade of hard use — from 'big sand' up in Alaska to San Diego, countless beach landings, hard sailing, and more capsizes than I care to admit — it's been great. Sure, we've replaced the sail once, the mast twice, and the rudder three times. But she's still a great tender.

Last week, I finished *Blue Moon's* third 'refit' — repairing some spots and repainting. Now she's ready for another 11 years of the 'Rob treatment'!

— rob 09/15/2016

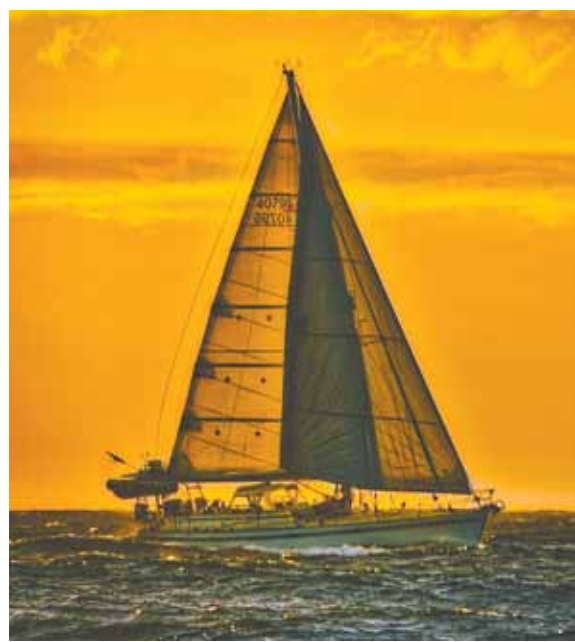
Moonshadow — Deerfoot 62 John and Debbie Rogers Suvarrow Atoll (San Diego)

If you're not a citizen of the European Union, the French government only allows you to stay in French Polynesia for 90 days before you have to leave again for at least 90 days. That's not much time to see the five archipelagos and countless islands spread over a considerable expanse of the South Pacific. So we had to depart on July 17, long before we had enough time to see all we would have liked to see.

Our friends Mark and Deanna Roozendaal aboard the Vancouver-based Manta 42 *Speakeasy* were in the same boat — excuse the pun — so we celebrated our cruising exploits in French Polynesia with a dinner at Bloody Mary's, the authentic Polynesian restaurant on Bora Bora. OK, it is a tourist spot, but we didn't have to cook and we had fun with good friends.

Speakeasy left a day before we did, so for our very last night we tried St. James, another restaurant on the shore just off *Moonshadow's* stern. There we were blown away by the exquisite preparation, presentation, flavor and service. It was a memorable last meal before setting sail for Suvarrow in the Cook Islands.

The Cook Islands comprise 15 islands spread all over the vast Pacific between French Polynesia and Tonga.



One of the northernmost islands is lonely Suvarrow, an atoll with a collection of small *motus*. Suvarrow has never really been populated except for some coast watchers during World War II. Then in 1952 Englishman Tom Neale decided to move to Suvarrow to see if he could make it alone. He ended up staying here for years and wrote *An Island to Oneself* about his experience.

In more recent years the Cook Islands designated Suvarrow Atoll a national park, and station one or two rangers here for six months each year. This year, the Suvarrow's Park Rangers are the father/son team of Harry and Pae. Dad often attempts to pull off a plaid-on-plaid look.

Harry grew up on Manihiki, another remote Cook Island about 200 miles northeast of Suvarrow. He explained that upon reaching the age of eight, all the male children are taken with an elder to an uninhabited *motu*, where they learn to live off the land for a month. These skills are now quite valuable to Harry and Pae as rangers on Suvarrow, as they

GAZELLE

GAZELLE



IN LATITUDES



ALL PHOTOS COURTESY MOONSHADOW



Clockwise from above; Checking the chart, Deb realized Suvarrow is a long way from anywhere; 'Moonshadow' under sail at sunset; the cruiser trash haul; Dee of 'Speakeasy', Pae, and Deb; John with a mighty coconut crab. Inset, exact proof of how remote Suvarrow is.

receive no support or supplies during the six months they are stationed here. They must live off the fish they catch and the plants that grow naturally on the island.

There are crabs, too. Really big edible coconut crabs that taste sweet like coconut. Sometimes these crabs, equipped with pincers powerful enough to crush a coconut, appear in beds at night.

The park rangers arrive at the end of each cyclone season, so they have a mammoth job of cleaning up the ravages of the storms. This year all the coconuts had been stripped from the trees by high winds. Their cleanup work is much appreciated by all of us who visit.

We took a short hike to the other side of the island with Mark and Deanna, a hike that took us past Tom Neale's garden and through some thick island foliage. It was beautiful. Along the way we saw the rangers' collection of fishing gear that had drifted onto the windward

shore. That wasn't all that made it to the windward shore, for as far as we could see, plastic littered the shore. So the gals invited the crews of other yachts anchored in the lagoon to join us for a litter-pickup party.

It didn't take long for the crews of *Moonshadow*, *Speakeasy*, *Wave Dancer*, and *Silver Lynx* to gather eight trash bags full of stuff from the beach. We found all sorts of interesting things, by far the most common being empty plastic bottles, bottle caps, cigarette lighters and flip-flops. The most unusual thing in our collection was an electric walking dinosaur.

The appeal of swimming in water so clear that we could see the bottom 60 feet down was strong, but we never did take a dip. While we'd swum with blacktip reef sharks before, the fact that there was always a squad of three or four circling just off *Moonshadow's* transom was in-

timidating. So were the words of Pae that kept ringing in our ears. He had told us that although nobody had ever been bitten in the lagoon, blacktip sharks were, after all, still sharks.

We much preferred being ashore on Suvarrow where we could get protection from the infernal wind that was blowing 20+ knots day and night. There were lots of squalls that threatened to drench us, but most of them missed making a direct hit. Then there was this visit from an alien spacecraft, so we figured it would be a good time to press on for Niue.

We cleared out of Suvarrow with a stated destination of Niue, a single island nation where there is no harbor or safe anchorage. Niue has about 20 mooring buoys for cruisers along its western shore. If the wind switches to the west, you must leave immediately as there is no protection from the wind or sea. So when the weather forecast suddenly called for westerlies on the morning of our departure, we diverted to Niuatoputapu, the northernmost island group in Tonga.

Niuatoputapu is so hard to pronounce that cruisers took to calling it 'New Potatoes'. But having read that the islanders don't appreciate the nickname, we started trying to pronounce it correctly. It isn't that hard; you just have to pronounce every letter. It is a mouthful, though.

On the second morning at sea, we decided to divert to the Vava'u Group of Tonga, which is about 160 miles south of Niuatoputapu. That's because the wind veered south and began blowing in the high 20s, and big seas began to build. Although we were enjoying a fine sail on

Deb and Dee rumble in the jungle of Suvarrow. The tiny atoll in the Cooks is only visited by about 80 yachts per year.



MOONSHADOW

CHANGES

a broad reach and just flying, we didn't want to set ourselves up for sailing from Niuatoputapu to Vava'u in those conditions.

Silly us. The wind went back to blowing out of the east, dropping down to 12-15 knots, the big seas disappeared, and the forecast westerlies in Niue never materialized. By then there was nothing to do but enjoy the sunset and an absolutely delightful sail on to Vava'u, where we would see lots of friends.

Our 745-mile passage took just under four days, and we covered the first 418 miles in just 48 hours. We were fast enough that we had to heave to (basically stop while at sea) in the lee of Vava'u's main island, Matu'anua, to wait for the sun to rise. When it did, it looked for a moment as if we were at good ol' Point Loma which guards the entrance to San Diego Bay.

All we know so far is that Neiafu, the main town in the Vava'u Group, has a well-protected harbor with dozens of mooring buoys.

— john 08/15/2016

El Gato — Catana 472 Annie Gardner and Eric Witte The Northeast United States (Pt. Loma, San Diego)

Building a strong team is about maximizing strengths and minimizing weaknesses. Eric and I are a good team.

We communicate in a good way, and work well together, sharing the same goals, values and passions. We complement each other in our skill sets. I like to cook. He likes to eat. I break whatever can be broken. He likes to fix things. I drop things overboard. He likes to swim. I'm afraid of heights. He likes to go up the mast. I'm a communicator. He's an engineer. I let lines out. He pulls them in. Yes, we're a good team!

We've been through a whirlwind of ports and friends as we've been working our way up to Maine from the Caribbean. We left our beach-cat racing friends in

Eric and Annie complement each other in many ways. And their Catana 47 complements their gunkholing and offshore cruising dreams.

Sandy Hook, New Jersey on July 3, and headed to the Statue of Liberty. The currents rip up here, so we cruised the Hudson River before passing through Hell's Gate. We were rewarded with a beautiful sail to Connecticut, and set anchor at dusk while watching fireworks.

This was Eric's homecoming, as he lived in Connecticut for 30+ years, raising his kids. They were there to greet us, and wanted to celebrate with family and friends in New York City. Fun.

From there it was on to Newport, with a stop in the Thimble Islands and Stonington, where trimaran friends came out on SUPs to visit. Watermelon martinis with mint leaves were a big hit that night.

Arriving in Newport was nostalgic. Both Eric and I have raced here countless times over the years, but arriving on our own boat made it really special. There are so many boats and yachts of all sizes, and Newport embraces sailing like no other place in the country. Everyone is out there during the summer, but we hear it's a ghost town in the winter.

We sailed up to Bristol to visit friends and hear Tucker Thompson deliver his America's Cup speech at the Herreshoff Museum. Lo and behold, there was *America3*, the boat I navigated during the 1995 America's Cup in San Diego. I got a chance to check out her bottom one more time. I'd spent 10 months scrubbing and sailing her, so it was a nice reunion.

Eric and I participated in big events such as the New York YC Race Week and Sail Newport. Eric raced an F18 cat while I raced on the Gunboat 60 *Flow*. There's a very steep hill in front of the New York YC in Newport, and sliding down it on cardboard was the highlight of the awards party. We then sailed to Martha's Vineyard via Cuttyhunk.

After a trip back to Newport, we returned to the Vineyard to hang with friends. We trooped off to beautiful and quaint Edgartown for homemade ice-cream at Mad Martha's, and the next day would sail to Nantucket, where I would search for the man who, according to a famous limerick, once lived there. Life is good.

Provincetown is at the tip of Cape Cod. From 'P Town' and just north is Stellwagen Bank, where whales love to fish. And I mean they love it! We were treated to a magnificent show of fin, humpback and minke whales on our way to Marblehead. They swam around us, and after we took the sails down and



shut the motors off, beneath. Were we vulnerable? Maybe, but it was worth it. Afterward we just had to buy our very own whale carving and place him proudly in the salon.

We rode our bikes around the national park and enjoyed a nice lunch and the street scenes, too.

While in Marblehead we visited many friends, made new ones of future Gunboat owners Seamus and Amy, and enjoyed the hospitality of the Eastern YC. Their Pirate Weekend was full of fun and debauchery, so it was right up our alley! Paolo and Charlotte joined us for a charter to Maine, which was great, after which we took off for Ipswich and Kennebunkport, Maine.

Kennebunkport has a very narrow channel, so the harbor master advised us that it couldn't accommodate a boat of El Gato's size. But the shoreline was picturesque and we found a dock to tie up for dinner. We became squatters for the first time.

I had my first Maine lobster in Kennebunkport, and lobster soon became

EL GATO



IN LATITUDES

winter and once again doing charters. If anybody wants more information, they can visit www.tradewindadventures.wordpress.com, our new website.

— annie 09/10/2016

Unknown — Fisher 28 Cat The Simon Jones Family Buying a Cat to Look for a Cat (Adelaide, Australia)

About the last person we thought we'd meet on a sailboat in the Arsenal Marina in Paris this summer was a Brit who started reading *Latitude* from the first issue back in 1977. But meet him we did, and his name is Simon Jones.

"I sailed from Hawaii to California in 1977 aboard *Araminta*, a beautiful Herreshoff 33 that now lives in the Puget Sound," says Simon. "I suspect that we probably still hold the record for the fastest Hawaii-to-California trip for a 33-footer. Three months later we took top honors in the Master Mariners Regatta."

Jones was a smart guy at a young age. "Starting in 1977, I would stick around San Rafael until about November of each year until it got cold, then I'd head to Florida and get on a boat sailing to the Caribbean. I spent most of my winters in Antigua, but I visited a lot of the other islands, too. Then when hurricane season was about to roll around in June, I'd return to California."

To provide a little context, sailing from Florida to the Eastern Caribbean is normally 1,500 miles of strong trade winds on the nose. It's not easy. And in the late 1970s, the Caribbean was a sailing backwater. There were hardly any charter boats.

"Back then I just worked on boats," says Jones, "my only aspiration being to keep my head above water and my bum on the boat. (Laughter). I was what we used to call a B.N., a term that is no

Simon Jones, seen here with his wife Kelly on their catamaran in Paris, started reading 'Latitude 38' with the very first issue in 1977.



PHOTOS COURTESY ELGATO



Unlike the West Coast, there are many scenic destinations in the Northeast. Clockwise from above: Mr. Claws; Annie and the ducks; Annie stands on the keel of her America's Cup ride; whale ho!; sunset in Maine; Kennebunkport, one of many beautiful harbors; and two more Northeast scenes.

part of my daily diet. I had to start out right with a steamed one, but then started a study of all lobster dishes.

From there we sailed up to Georgetown Island and the Robinhood Marina. Shrouded in fog, we picked our way through the jellybean haze of lobster pots.

The views were stunning. In the Med, everyone said you can't miss the Greek Islands. They were correct. On the East Coast, everyone says you must not miss going to Maine. Ditto on that!

After lobster club sandwiches, ice cream and shopping in Boothbay, we continued on to Camden.

What a quaint town Camden is. The harbor is small, but large enough for lots of moorings and yachts of all sizes. Back in his 20s, Eric was based out of here on the 115-ft schooner *Mary Day*. He has fond memories of the ship and the people of Penobscot Bay.

The Camden YC was hosting an

Ocean Cruising Club brunch, so we went as brand-new members. The club is only open to people who have crossed oceans.

Long ago I made the decision not to eat raw shellfish, especially filterers. But then I learned how to find quahog clams with my toes. As we travel to places where you can get clams and other shellfish right from the source, I've tossed my old ban out the window. If the water isn't polluted, I go for it now. And boy, are they delicious!

It's hard to believe, but we haven't been to our home in San Diego since January. Now we call *El Gato* 'home', so it's a tricky question when people ask us where we live. We're happy we have our San Diego base and the knowledge that we will visit there later this year and eventually live there for good. But we're certainly not ready to stop this great adventure we're on now.

By the way, we'll be heading back to the Caribbean this

CHANGES

longer politically correct. But all of us in the 'club' used the term with great affection. I managed to get a lot of jobs on great boats."

In 1979, Jones helped "a very wealthy owner" deliver the classic Fife 72 *Latifa* to Europe, which sounds like a great gig.

"It was," says Simon, "until we found ourselves in the middle of the 1979 Fast-net Race that claimed 15 lives."

We're not sure if there was a connection, but a short while later Jones became passionate about Indian mysticism. He moved there for several months.

"While in India I met a beautiful woman, who just happened to live in Australia. The next thing I knew, I had settled down in Oz. I wasn't an Aussie then, but I am now — even if I have to swim all the way across the Indian Ocean to get there. (*Laughter.*) The Aussies may not think I'm an Aussie, but if I go back to England, I definitely am one."

We're not sure what happened to the woman Jones fell in love with in India, but Simon is now cruising with his partner Kelly Jones, whose maiden name just happens to be the same as Simon's last name. Their young son Jasper is along with them on their Fisher Cat 28.

"We live in Adelaide six months a year," says Jones, "and after visiting my sister, who lives on a ranch in Petaluma, for two months, we came to France to buy this catamaran sight-unseen. She was in Strasbourg, France, which is near the border with Germany, a very long way from the ocean."

The cat had been owned by a couple of Aussies who assured Simon that the boat was a bargain. "I trusted them based on the emails they sent," says Simon. "Besides, the price was right, so what did I have to lose?"

The Fisher cats came along very early in the development of cruising cats, so the Jones' boat has thick hand-laid glass like that of predecessors, the double-ended ketch-rigged Fisher monohulls. Fisher-like overbuilding is not favorable

Simon first found himself in Europe in 1979 when he crewed across the Atlantic in the spectacular 72-ft Fife classic 'Latifa'.

to cat performance.

"Our cat has basically the same layout as the Fisher monohulls, but is just wider," says Simon. "Rather than put an engine in each hull like most catamaran builders do, ours has a big Mercedes diesel in the middle of the cockpit that powers hydraulic drives in each hull. It's sort of like having a tractor or digger. We've only had the boat three weeks, but we've motored a long way and the engine and drives have worked great. Yes, I've heard horror stories, but other than the previous owner over-revving the engine and blowing a seal, it's been great."

Unusually, Simon and Kelly bought the Fisher cat as a 'starter catamaran'.

"We were really hoping to buy a larger oceangoing catamaran such as a Leopard 45, but then this came along at a great price," says Simon. "I figure she gives us a chance to see if we can get along on the boat, and Jasper a chance to get to know his way around the boat and water before we go out on the big ocean. He's only eight, but if he falls overboard in the rivers or canals, it wouldn't be hard for him to swim to land. He could almost stand on the bottom." (*Laughter.*)

"As 28-footers go, our cat is enormous," says Simon. "She's seemingly small on the outside, but massive on the inside. We can sleep seven on her, about the same number as a lot of 45- and 50-footers."

The family was originally going to go south to the Med via the Briare Canal, but after the record flooding in June, it was still closed.

"We suppose we'll have to backtrack now, which we don't like to do," says Simon, "but it's only four or five days. Doña told us that you two were planning to go all the way to Basel, Switzerland, but got stuck here in Paris because of the flooding. It's terrible here, isn't it? (*Laughter.*) Such a waste of time."

Simon and Kelly have a rather unique way of making money six months a year to pay for cruising six months a year.

"We make and sell gourmet popsicles." (*Laughter.*)

Gourmet popsicles?

"That's us!" says Kelly. "That's our summer. When winter comes to France, we go back to Australia where it's summer and the popsicle eating season starts to heat up. We do this in Adelaide, which is a lovely town, although not a tourist town. We sell from a cart



at festivals and stuff rather than having a store."

Can they make enough money doing that?

"Yes," the both reply.

We told them we didn't imagine there was much stress.

"None at all," admitted Simon.

"And we have a place in Australia that we rent out while we're gone," says Kelly. "That's always a pain to organize, but not bad once you get it going. And living on a boat in France can be very inexpensive."

We told the couple that we've told *Latitude* readers that it's possible to buy a modest canal boat for 20,000 euros, then live on the canals of Europe for \$1,000 a month."

"It's true and it's easy," says Kelly. "We're actually saving money doing this compared to if we lived at our home year-round."

"To give you an example," says Simon, "a couple of weeks ago we were in Epernay in the heart of the Champagne



CLASSIC YACHT

IN LATITUDES



LATITUDE / RICHARD

She's Back In the Water! (Redwood City/Fiji)

She's out of the creek! She's motor-ing! She's sailing! She has nets! Her keels track straight! Her rudders steer her on a straight course! She's generat-ing power! She has hot water! She's a fully-functional sailing yacht again! We couldn't be happier or more proud of her!

She, of course, is *Quixotic*, the Voyager 43 catamaran that was holed in many places and otherwise badly damaged during tropical storm Winston in Fiji last fall. We bought her and spent four months and lots of money putting her back together. We also spent much more time on her than either Alyssa or I would have thought possible.

It actually took a whole week in the middle of August — and a lot of Fijian manpower — to get *Quixotic* back in the water. If you're at a yard back home, or many other places where you want to splash your yacht, you simply schedule the Travelift for a given day. When that day comes, a big diesel-powered machine lifts her with straps, moves over the water, and lowers her in. The whole process takes about 20 minutes and is painless and mostly stress-free.

Not here on a beach in Fiji for *Quixotic*. No sir. There isn't a Travelift on the island. There isn't even a flatbed trailer that could lift her by her bridgedeck and take her to the water. Nor a crane big enough to lift her in.

All we had was timber, a little steel, manpower, and Fijian optimism. In the end, it took a very long time to launch *Quixotic*, as first we moved her inch by painful and careful inch up onto her homemade steel sleds. Then higher still to put pine posts beneath her sleds and on top of our 2'x6' railway. It only took a day and a half to get the sleds under her. And only a day longer to get the pine logs underneath.

When you don't have a Travelift or a trailer, you do what you have to do to get a boat into the water. This is the Flintstone's method.

Kelly, Simon and Jaspar Jones of Adelaide, Australia, aboard their Fisher Cat 28 at the Arsenal Marina in Paris. The family bought the cat in Strasbourg, France, to use while searching for a more oceangoing catamaran, such as a Leopard 45. Cruising, they say, is cheaper than living at home.

country. We wanted to visit some of the Champagne houses, but we were already running late getting to Paris. So instead of backtracking to the marina in Épernay and paying \$12 or something for a berth, we just drove in some stakes and tied up at the side of the river. We then hopped on our bikes, and 12 minutes later we were touring several of the great Champagne houses. We not only saved time, we saved on having to pay for an overnight berth — even though they aren't expensive."

"Jaspar had a great time, too," says Kelly, "as he found some wild strawberries to eat. We think he's having a great time because he's never mentioned wishing that he was home."

"Part of it is that the catamaran is like a playground for him," says Simon. "He goes up his hatch, down our hatch, through a little window between our

cabin and his, then around here and there. We had five kids on the boat a couple of weeks back, and it was a wild playground for them. It was chaos, but we parents enjoyed watching the kids have fun."

The family's goal this year is to make it south to Arles, van Gogh's old stomping grounds, where they have friends. Next year they'll put the mast back up and hit the Med.

"This cat is really our platform for finding another cat," says Simon. "You can find many boats online, but certainly not all of them. Based on my experience, there are some great deals out there, but you have to be there to get them."

— latitude/rs 08/15/2016

**Quixotic — Voyager 43 Cat
Lewis Allen & Alexis Alexopolous**



QUIXOTIC

CHANGES

The weather certainly wasn't cooperative, as all week it dumped rain and the wind howled. I had to watch our cat shake back and forth on a single Chinese jack that already had a huge dent in one side and was spewing hydraulic fluid with each pump.

I was in charge of the placement of every block of timber for the launch, and I gave the order for every movement of the jack. It took all my focus and understanding of physics to safely move *Quixotic* under the circumstances.

One day I was listening intently as we were lowering our cat's new keel onto a sheet of plywood. Just as the plywood was taking the weight and slightly crushing under the immense load, I heard a huge CRACKING sound!

"Stop lowering!" I shouted. I then asked the others where the plywood was crushed or whether it had been the glass. Well, the boat was fine, the plywood was fine — it was one of my jackass workers who decided it would be hilarious to freak me out by slamming pieces of plywood together on the other side of the keel! I was pretty upset, so the next hour of jacking was very quiet.

We ended up lowering *Quixotic* down the slope to the water using a 5:1-purchase block-and-tackle system, and had two trucks chained to the plates as a backup in case she got away. Then I had six to eight Fijians push her back six inches at a time. We started at 7 a.m. and she was floating by 3:30 p.m.

The only other drama we had was when I went aboard to inspect her for leaks just before the final push. When I looked under the port floorboards, I saw water. *Shit!* But from experience, I immediately tasted the water and it was fresh — so she wasn't taking on water.

There was no water in the bilge of the starboard hull, but there was a new crack along the bottom of the aft bulkhead. Bad! There had been so much

"Heave ho!" When you're using logs instead of a Travelift, and manpower instead of a diesel engine, launching is more problematic.

stress under that bulkhead while moving her that the glass broke in the void between the hull and the bottom of the bulkhead. There should not have been a void there, but there was.

My heart sank when I saw the six-inch crack, even though it was only leaking a drip of water a minute. The boat was almost all the way in, I had a crew of 20 waiting to get the boat into the water — what to do?

I had my fiberglass master Alsace Miller come have a look. He said we should let her float and see if the glass came back together. So we finished launching her and took her to the dock, hoping we wouldn't have to beach her again.

Quixotic floated perfectly on her lines. We dove to see how bad the crack was on the outside, but nobody could find it. Strange. Maybe the water had already been there or was weeping from the SSB plate. All I know is the next day we ground back the area and epoxied the entire floor and compartment. That area of her is stronger than new.

Quixotic's maiden voyage went well. We are now anchored out near the Cousteau resort in Savusavu, a beautiful spot. We are finally beginning to catch our breath, celebrate, and enjoy our new home! We love our new boat! She's beautiful — and enormous compared to Eleutheria, the Tartan 37 that was our previous boat. We can't wait to let her rip in front of some stiff trades.

Alyssa has a permanent smile on her face, and has been literally jumping for joy at her huge new galley and all the space and guest accommodations.

Right now we are hosting her parents, Allan and Rina, who sailed *Follow You Follow Me* across the Pacific. Even with them aboard, there is still room for another couple.

Allan and Rina have been a huge help over the past week, as they have helped us string the nets, hank on the sails, install the new LPG system, fix some electrical wiring, get the freezer working, and complete many other projects.

As for the cost of restoring *Quixotic*, it comes to 30% more than my initial estimate, but it's still 30% of what it would have cost for the same amount of work in a yard in



the States, New Zealand or Australia.

We were able to keep the overall cost very low since we did all the rigging, mechanical, electrical, diesel and plumbing ourselves. We know our boat much better than most cruisers know theirs. Our outside labor costs were relatively low, and were mostly for the fiberglass work, painting, welding and cleaning.

To be completely honest, our cat's finish is nowhere near perfect, and she will be carrying some cyclone scars for years to come. But she's strong in the right places, is watertight, and we are out sailing in less than four months after we began the repairs. We can always pay a good yard to fair and paint her when we reach a proper yachting center at some point down the line.

As for the time it took to get *Quixotic* up and going again, it was a month longer than I'd thought. Three weeks of the extra time was because of nearly nonstop rain.

One odd thing is that her port engine is running much more smoothly than the



IN LATITUDES



ALL PHOTOS COURTESY QUIXOTIC



Clockwise from above: A proud and delighted Lewis at the helm of the couples' restored catamaran; finally, 'Quixotic' under sail!; an equally proud and delighted Alyssa; when Lewis and Alyssa bought 'Quixotic', she had 21 holes and looked like Swiss cheese; Alyssa, in love with the spacious cockpit.

starboard engine — even though it was the port engine that got soaked.

All I can say is that Alyssa and I are very, very happy with our new boat.

— lewis 09/15/2016

The Mexico Itineraries South of the Border

If you're a first-time cruiser heading south, you may be curious about what kind of Mexico itinerary would be best for you. *Latitude* has some thoughts.

Know thyself is one of the most famous recommendations for living well, and was inscribed in the forecourt of the Temple of Apollo at Delphi. Similarly, it helps if you know what kind of cruiser you are.

First, are you a one-season cruiser in Mexico or do you plan to spend more than one year? Keep in mind that many cruisers who plan to head to the South Pacific in the spring following the Ha-Ha

fall so much in love with Mexico that they stay another season. Or yet another one.

Second, be realistic about how fast you like to travel.

If you know you're a one-season-in-Mexico cruiser, and you don't mind traveling quickly, our recommendation is that following the Ha-Ha in early November, you jam north into the Sea of Cortez. That's because if you don't see the Sea in November, it's going to be too cold to do it before you leave for the South Pacific, and you're going to miss something really special in the entire world of cruising.

The attractions of the Sea of Cortez include the bustling city and cruiser center of La Paz and the desert beauty of the uninhabited islands of Isla Espiritu Santo and Isla Partida and mainland Baja. The two above-mentioned islands are both less than

25 miles from La Paz. It's an easy daysail farther north to lovely Isla San Francisco, which is the gateway to the mangroves of the much-larger Isla San Jose's Bahia Amortajada and the San Evaristo anchorage on the mainland. And from there, it's just 70 miles more to the nearly all-weather anchorage of Puerto Escondido, which is backed by the spectacular Sierra Giganta.

As far as *Latitude* is concerned, this 110-mile stretch between La Paz and Puerto Escondido is the best that the Sea conveniently has to offer. While there are more attractions farther north, you're going to be running late in the season, so the possibility of cold and strong Northers becomes much greater. Also keep in mind there are no bars, restaurants, stores or services between La Paz and Puerto Escondido. This isn't the BVI.

The all-important water temperature in the Sea should be delightful through the end of November. After that, Northers can cool the water quickly. Some people are under the impression that the Sea of Cortez stays warm all year. No, no, no it does not. The water at Cabo is always reasonably warm, but from mid-December on, anything north of Cabo will require a wetsuit until — and this is always a shock — about the middle of May. The Sea cools down slowly in the winter, but it warms up even more slowly in the spring/summer.

If you do proceed north into the Sea, we recommend that you head over to the mainland by early December because you sailed south to be warm, didn't you? And by early December, the Northers may have cooled everything down. Mazatlan is a great stop on the mainland, but there have been too many brazen thefts of outboards and dinghies in the Old Harbor/Stone Island areas of southern Mazatlan. The marinas at the north end of town are much safer, and there are all the services you could want.

Eighty-five miles south of Mazatlan

Photographic evidence of why you don't want to miss spending time in the Sea of Cortez. This is less than 25 miles from La Paz.



LATITUDE / RICHARD

CHANGES

is the must see nature preserve of Isla Isabella. San Blas is always interesting, and is, if you hit it right, home to some of the longest and easiest board-surfing waves in the hemisphere. Although if you anchor close to shore, you'll be reminded in the mornings and early evenings that it can be the no-see-um capital of the universe.

Less than 50 miles farther south you can anchor at quiet Chacala and/or noisy Sayulita, the latter being the jam-packed surfer/dog/hippie/hipster budget tourist center of coastal Mexico. Mind you, Sayulita can be a rolly anchorage, and you'd probably have to swim or paddle to and from shore. Although if it's too rolly, you can continue another 10 or so miles down the coast and round the corner into the flat waters and excellent anchorages of Banderas Bay and take a taxi back to Sayulita. Oddly enough, there is only significantly indirect bus service between Mita and Sayulita. If you have kids, meaning those under 35, you won't want to miss Sayulita, and they won't want to leave.

In our opinion 20-by-20-mile Banderas Bay is one of the most underappreciated pleasure-sailing venues of the world. Surrounded by tall jungle mountains, it always offers tropical flatwater sailing, with lots of whales in the winter and plenty of other sea life. Don't forget the hat and pour on the sunblock, because by now you'll be in the full-on tropics.

There is great surfing on the north shore of Banderas Bay in the first couple of miles on the northwest entrance to the bay, where it's easy to paddle from your boat to the break — the surfer/sailors' wet dream. It can even be surprisingly uncrowded at times.

When in Banderas Bay, you can anchor for free at Punta Mita — and just about anywhere else along the shallow

Punta Mita is home to lots of fine rights and lefts. Late in the day, the spots you can paddle to from your boat are often uncrowded.

north shore. There is a town at Mita, but watch where you think about dining, as most of the beachfront restaurants cater to the high-end tourists from the elite St. Regis and Four Seasons hotels and Punta Mita villas. Mind you, this is where Bill Gates recently spent countless millions buying land and where celebrities hang out at Joe 'Girls Gone Wild' Francis's villa. But there are less expensive choices, too.

A few miles farther in the bay is the popular cruiser anchorage just off La Cruz, and the equally popular Marina Riviera Nayarit and La Cruz Shipyard. There are countless cruiser activities in La Cruz, many of them put on for all by Katrina of the marina, and there is excellent live music at at least one venue every night of the week. There can be great surf, too, just outside the marina entrance at the edge of the anchorage.

La Cruz is the home of the three-day Banderas Bay Blast in mid-December, which is Ha-Ha-style sailing fun for charity, but without an entrance fee. Part of the event is the annual opening of the Punta Mita Yacht & Surf Club, where membership is just \$1 — but you do have to sail there and accept a paddle from the commodore to be eligible for membership. No pain, no gain.

Just seven miles away is the Paradise Resort and Marina, overseen by Harbor-master Dick Markie, who is overseen by his lovely Filipina wife Gena. Paradise Village is an extremely well-run family resort, with many pools, facilities and activities. It's much more bustling than La Cruz, which may or may not appeal to you. The smaller Nuevo Vallarta Marina is just across the way.

Marina Vallarta continues to improve from the wretched state it had fallen into, and is very popular with boatowners who like to be in town. It's not very scenic, however, unless you like looking at businesses and condos.

South of Banderas Bay is Bahia de Chamela, the enormously popular floating cruiser community at Bahia Tenacatita, and Barra de Navidad. At Barra you can either take a berth in the Grand Marina or anchor in the well-protected flatwater lagoon. These Gold Coast areas are very popular with cruisers.

South of Barra the attractions are fewer and farther apart. There is Santiago Bay and Las Hadas just north of Manzanillo,



then pretty much nothing until you get to charming Zihuatanejo, which would be overwhelmed with boats if it were 200 miles farther north. Then there is Acapulco, which some cruisers fear because of occasional gang violence, and others love, in part because of the spectacular natural beauty.

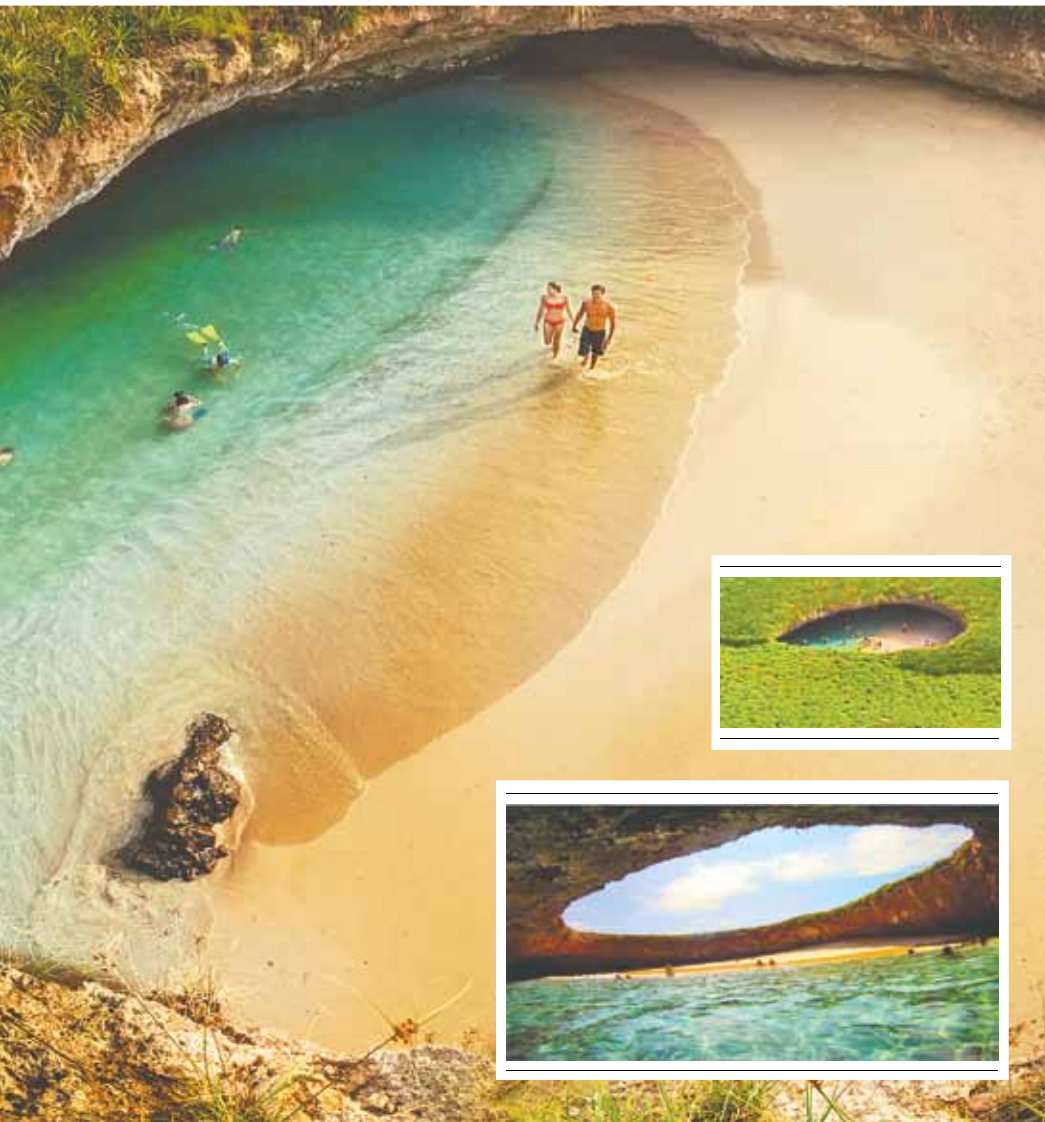
As you might expect, the farther south you go, the warmer the air and water. Banderas Bay water can get a little cool in January and February, but that is never true of Z-town.

If you're a one-year-in-Mexico cruiser, we'd recommend hitting all these spots, and perhaps returning to Puerto Vallarta to start your Puddle Jump in the company of many others.

If, however, you're going to spend more than one season in Mexico, there is no need to charge up into the Sea right after the Ha-Ha. Catch your breath,



IN LATITUDES



NAVARRIT RIVERA TOURISM

Playa del La Amor, which officials claim was created when the island was used as a bombing site by the Mexican Air Force, is unique and beautiful. But it's only really beautiful when there are just two people to enjoy it. While the beach is open once again, not many people will be allowed in.

relax, head over to the mainland in early December, then slowly start working your way south.

After far as we're concerned, there is no reason to head up into the Sea of Cortez until well after the Banderas Bay Regatta for Cruisers on Banderas Bay, which is in March, as the Sea water will still be surprisingly cold.

That said, no matter where you go in Mexico, and when you go there, it's hard not to have a great time. The people of Mexico, and the other cruisers, are two of the big reasons. We hope to see you down there!

— latitude/rs 09/15/2016

Cruise Notes:

Thanks in part to Donald 'The Wall' Trump's gaining in the polls against

Hillary Clinton for the race for President of the United States, the **Mexican peso** has stumbled to a record low of 19.56 to the dollar. Exactly two years ago it was a much more robust 13.2 to the dollar. In other words, your US dollar buys almost 50% more than it did two years ago — except in the few cases where goods and services are charged in dollars. Unfortunately, Mexican marinas all charge in dollars for berthing.

The **Marieta Islands National Park**, which includes La Playa del Amor — aka Hidden Beach — and is located just outside the mouth of Ban-

deras Bay some 15 miles from Puerto Vallarta, has reopened. Sort of. It was closed on May 9 because of damage caused by too many visitors. However, Enrique Ramos Flores, secretary of tourism for the state of Jalisco, announced that there would now be severe restrictions on the number of visitors and what they can do at the islands.

Thanks to some dramatic photos of the beach, which can only be accessed at low tide, and its unique round overhead opening created by a bomb, Playa del Amor had become an Internet and tourist sensation. In 2012 it was visited by 27,500 people. Last year it was visited by 127,371 tourists — including a reported 27,000 people during the Easter break alone! The beach is only about 150 feet across, so it had become a mob scene.

A study by the University of Guadalajara found that the coral was dying, and warned that the beach could only support 625 visitors a day. However, the National Protected Areas Commission (CONANP), decided that even 625 tourists would be too many. So now only 116 visitors will be allowed a day. In addition, no more than 15 people will be allowed into the beach at one time, and there will be a time limit of 30 minutes. Diving, as well as face masks, fins and snorkels will be prohibited. Curious.

All this leaves a couple of questions. First, how does somebody become one of the lucky 116 visitors a day? Second, what are they going to do with all the boats, some of which hold up to 200 passengers, that were recently built specifically to take tourists to the park? Lastly, what's going to happen to all the *panganeros* at Punta Mita, who had recently given up fishing for the much easier and lucrative tourist trade?

"**Two dinghies** were recently cut away from cruising boats in Bahia de Los Angeles, Baja, and stolen," reports Pitt Bolinate, who used to own the *Formosa Beautiful and remote Bahia de Los Angeles is a great cruising ground. Until recently, it had been pretty free of dinghy thefts.*



PITT BOLINATE

CHANGES

41 **Karma Seas** but now travels around Baja with a drone in a 4x4. "One was a homemade dinghy and the other a West Marine RIB," says Pitt. "This is bad news for BLA, which has enjoyed a reputation for being very safe and secure. The police were notified and a roadblock was set up between BLA and Guerrero Negro to try to find the stolen dinghies."

Pitt has used his drone to shoot some terrific video of whale sharks while on Terrance Kennedy's 46-ft trimaran **Manta**. You can find it at: <https://youtu.be/FITx2LCVaxE>. Pitt is using a Phantom 4 drone, the latest and greatest from DJI.

Speaking of drones, which we believe almost all cruisers will have before long, the annoying thing about the ubiquitous DPis is that they are clumsy to transport, what with rotor arms and landing gear sticking out. Now comes the **PowerEgg** from Powervision, a Chinese competitor.

The PowerEgg is about the size and shape of a rugby ball, with rotors and landing gear that fold into the egg when not in use. The P.E. has many of the same specs at the Phantom 4 for about the same price, but is even easier to fly with just a single thumb control.



POWEREGG

Will the PowerEgg, seen here spreading its wings, scramble the fortunes of the now-ubiquitous DJI Phantom drones?

The PowerEgg won't be released until sometime this month, so it hasn't been independently tested yet. But if you're thinking of buying a drone for this year's Ha-Ha, you might hold off on a DJI to see

if the PowerEgg becomes available before the end of October and lives up to its pre-release hype. And we just learned that GoPro has flown into the drone world.

Want to do a circumnavigation but have **more time and energy than money**? We were paging through last month's *Classy Classifieds* and stumbled across the 1975 Cross 40 **Anduril** for \$30,000. She might be a cruising boat worth looking into. She was built by Donald Sandstrom, his wife Joanne, and teenage sons Donald and Erik. Upon completion of the boat using the West System, they took off on what became a five-year circumnavigation. This was back in the day of sextants, paper charts, limited communication, and poor weather forecasting. Things like GPS, AIS, SailMail, EPIRBs and such weren't even a gleam in anybody's eye yet.

The amazing thing about Donald, who also designed and built the family home in the Oakland Hills, is that he was diagnosed with Parkinson's disease while building *Anduril*. Yet he not only finished the tri, he did the five-year family circumnavigation. He battled the

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increasingly debilitating disease until the early 1990s, at which time he went to France where he was accepted by Dr. Alim Louis Benabid as his first American patient for DBS surgery. The surgery gave Donald two more decades of quality of life, allowing him to complete his second circumnavigation with *Anduril*.

We haven't seen the tri recently, but according to the ad, *Anduril* "is in good working order, but needs a good dose of love and attention". So if you're a young dude looking for a boat for surf exploration, she might be just the thing. We couldn't get the website to work, but the number is 510-589-5304.

There are several unique things about 24-year-old Frenchman Guirec Soudée's ongoing circumnavigation attempt with his banged-up, hard-chine Scorpio 35 aluminum sloop *Yvinec*. First of all, he spent all of 90 minutes teaching himself how to sail before setting off solo across the Atlantic three years ago. During a stop in the Canaries, the handsome and fit young man from Brittany not surprisingly picked up a female crew. But rather unusually, Monique is a red

hen. The two got along great, as Monique laid 24 eggs during the Atlantic crossing, and while in St. Barth they surfed together on the same board and shared candlelight dinners on the beach.

Telling *Latitude* that he's not afraid of anything, Soudee decided that he and Monique would spend last winter trapped in the ice in Greenland. They not only did and survived, they came to love it so much that they left with heavy hearts. Most recently, the duo have completed a 35-day Northwest Passage. Guirec may be the youngest skipper to complete a Northwest Passage, and Monique is the probably the only red hen to do it. At last word Guirec and Monique were headed to Kodiak.

Guirec may sound like a bit of a wacko, but he's actually a very intelligent, charming, and all-around great guy with a dream. We love his motto: "Most of



Guirec, who is from France, and Monique, from the Canary Islands, wintered over in Greenland, with 'Yvinec' stuck in the ice as planned.

the time our only barriers are those that we make for ourselves. There is always a good excuse not to go ahead."

Murphy has a sister named Erin who is in the shipping business, and she has her own Law: 'The more trouble and the greater the distance it is to have something shipped to your boat, the more likely it is to be damaged'. Gene and Sheri Seybold of the Stockton/Honolulu-based Esprit 37 **Reflections**,

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CHANGES

currently at Rebak Marina Island Resort in Malaysia, know all about Erin's Law.

"The Mariner Regal stove we had from New Zealand was 34 years old, and despite having had it refurbished while in Auckland in 2003, it needed to be replaced. We loved the stove — the oven could accommodate a 21-lb turkey! — and would have replaced it with the same had the manufacturer not gone out of business. We spent a lot of time researching a replacement, and decided on the Dickinson Mediterranean because it has the largest oven we could find. We placed a special order with West Marine via Noel here at the marina. The stove was to be shipped on a pallet via air.

"After waiting three weeks, the stove arrived. It was not, however, on a pallet, and the box looked like it had been dropped from the airplane! The oven door was pushed to the side and there were dents in the sides and back. Needless to say we were very disappointed. Noel contacted West Marine and UPS, and West is sending a replacement ASAP. So we have three more weeks of anticipation, but thanks to Noel's perseverance and West Marine's great customer service,



REFLECTIONS

It was unpalatable for the new stove for 'Reflections' to arrive in such poor condition. As if that weren't enough, the second was just as bad.

at least we have hope."

Alas, the Seybolds' hope was misplaced, for when the replacement stove arrived, it again wasn't on a pallet as requested, and had damage similar to the

first one's. For some reason West Marine had gotten rid of the pallet, despite the fact the Seybolds had specified the stove be shipped that way and were willing to pay extra for it.

It just so happens that **Profligate's** Force 10 three-burner stove — and in particular the broiler — has not been working well for a long time. The publisher mentioned this on his Facebook page and got a lot of response. It would seem that stove problems are much more prevalent on boats than in houses, and most frequently with ovens and broilers. No doubt it's because of the marine environment.

Fin Beven, one of *Profligate's* frequent Ha-Ha crew, hired a stove expert to go over the stove on his Cal 40 **Radiant**. "Now it works as though it were brand new," he says. With new stoves costing about \$1,500, the Wanderer is looking for a stove repairman in the San Diego area, but hasn't had any luck finding one yet. *Profligate* may get a new stove.

One of the important reasons to choose cruising routes carefully is that if you do, you often don't have to sail to

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weather very often. Shelly Rothery Ward and Mike Rickman of the La Paz-based Peterson 44 **Avatar** explain:

"After two amazing weeks in Bora Bora, we are about to sail back to Tahiti," write the couple. "This will be our first upwind sail since going from Puerto Vallarta to Mazatlan last Christmas! So we are scurrying around the boat making sure everything is tied down and put in its place. Bora Bora, which is where most people take off heading west to the Cooks, Samoa and Fiji, as well as north to Hawaii, has been good to us. The sites at Bora are amazing and the Internet was the best we've had in French Polynesia. We've got Long Stay Visas, so unlike most cruisers, we can stay here in French Polynesia for a full year."

"I'm here at Musket Cove in Fiji for their 33rd Annual Regatta for Cruisers," reports Kurt Roll of San Diego, who has the Catalina 32 **Pura Vida** in San Diego, and who just became partners in Lewis Allen and Alyssa Alexopolous' last boat, the Tartan 37 **Eleutheria**. "It's been a blast with something happening every day and every night, as well as great

music and delicious food," says Roll. "We've been joined by a couple of boats that did this year's Puddle Jump. The megayacht **Encore** led the fleet to Beachcomber Island the other day, and I took some drone photos. In addition to great sailing, Fiji has wonderful warm and clear water, and the surfing and diving are terrific."

We were a little late getting the announcement for this year, but next year's Puddle Jumpers might make note that the **Vava'u Blue Water Festival** will be held in the "heart and soul of Tonga" during a two-week period from late September to early October.

Sail Week includes the 7th Whangarei Vava'u Challenge race and Friday Yacht Races. There will also be seminars on getting to New Zealand safely, tourist attractions in Kiwiland, and how to deal with officials. All this in addition to social



This photo vouches for Kurt Roll's claim that Fiji has wonderful clear water that is great for sailing, surfing and diving. The big boat is 'Encore'.

activities for both adults and children. The event is heavily sponsored by the two northern New Zealand ports of Opuia and Whangarei, which are hoping you'll come down and spend the summer — and lots of money — before returning to the South Pacific the following season. There is a \$50 fee per adult for the event, \$25 for kids 12-16. Kids under 12 are free.

Speaking of the **Pacific Puddle Jump**, some cruisers are already asking when

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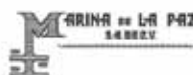
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CHANGES

they can start signing up for the 2017 event. Andy 'Mr. Puddle Jump' Turpin of *Latitude* advises that boats can sign up for the free event starting on a yet-to-be-determined date in November. Stay tuned for details.

If you're about to head south and plan to stop at **Santa Barbara** and **Two Harbors, Catalina**, the Wanderer has some advice for you. Bring your own toilet paper to the heads. The stuff both places provide is about 1/100th the thickness of newsprint and all but transparent.

Santa Barbara has great showers with plenty of hot water and heat lamps. It's a different story at Two Harbors, where the trailhead-style showers cost \$2 — quarters only — for three minutes and 20 seconds. If people have been using the showers before you, you can get clean with warm water for the \$2. But if nobody has used a shower recently, it can take almost two of your three-and-one-third minute for the water to get warm. That's not a problem if you're wearing a wetsuit, but who wants to wear a wetsuit in the shower?

"Let me tell you about the very rich. They are different from you and me," F.



R SEA KAT

Mike holding his rebuilt spare water pumps. Mike is much thinner than he looks in this photo, as we squashed it to get the pumps in.

Scott Fitzgerald famously wrote. Well, we at *Latitude 38* are here to tell you that circumnavigators are different from average sailors. Take Mike Ruel, of the Manta 42 **R Sea Kat**, who has sailed

around the world, and to Alaska, too, with his wife Deanna. While waiting out the remnants of hurricane Hermine on the East Coast, he didn't play cards or drink it up at some phony hurricane party. No, he found it "a good day to rebuild three water pumps that serve as back-ups. New shafts, bearings, seals and impellers. Ready to go when needed."

About the same time we heard from Mike, we heard from Mark and Deanna Roozendaal of the Manta 42 — same boat and wife with the same first name — **Speakeasy**. The couple were on the other side of the world, so instead of waiting out a tropical storm, they were "Sailing along the north shore of Fiji's main island in flatwater with 15 to 20 knots of wind coming from just aft of the beam. It doesn't get any better than this," they wrote.

Never give up. An unidentified 32-year-old woman from China didn't give up, which meant she survived 38 hours in the ocean after falling off a Royal Caribbean Lines cruise ship that was on its way from Japan to China. She was picked up by a fishing boat that came across her by accident.

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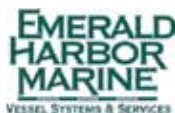
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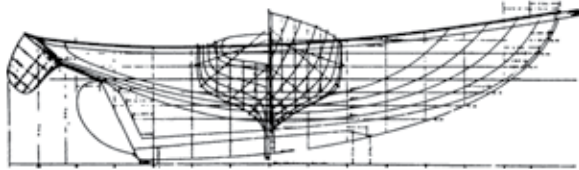


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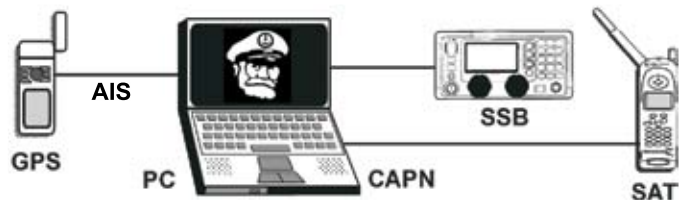
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12-FT ZODIAC YACHTLINE 380, 2014. San Francisco. \$19,999. Like-new Zodiac Yachtline 380. Used only 29 hours. 50hp Mercury 4-stroke makes this boat super fast. Have clocked it at 38 kts SOG. EZ Loader trailer included. Mercury 50hp inline 4-cylinder, 60.8 CID driving a three-blade aluminum prop. Acceleration: (mph/sec) 0-20/4.7; 0-25/7.4. Top speed: (rpm/mph) 6,000 / 38.7. Cruising speed: (rpm/mph) 3,500 /19.4; 4,000/ 23; 4,500/26; 5,000/29.4. Save a bundle on this dream of a boat: new cost was \$32,625, yours for only \$19,999. Check our website at tinyurl.com/zpn5udp then contact drexel@bradshawassociates.com or (415) 250-3719.



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21-FT ANDREWS 21, 2003. Costa Mesa, CA. \$7,500. Built for the Governor's Cup. Solid, stable, excellent condition with trailer and 3 sails. More information at www.spinnaker-sailing.com/boat/used-boats/andrews-21-7500. Contact spinnaker.sailing@yahoo.com or (415) 543-7333.

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NEWPORT 28, 1980. Riverboat Marina. \$8,000. Universal diesel. Wheel helm, good sails. Harken furling. Spinnaker. Pressure water. Garmin chartplotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. More information at (707) 373-9662 or michaelstahlgolf1@gmail.com.

23-FT HUNTER W/TRAILER, 1985. Sacramento Area. \$2,250. Nice boat. Honda 5hp 4-cycle. Good cushions. Galley slide. Needs a good scrubbing. On the hard for about 3 years. More info at (530) 355-1338 or bobbe@cwo.com.

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25-FT NORDIC FOLKBOAT, 1992. SF Marina - East. \$14,750. Built in 1992 at Classic Boatworks in Richmond, has a fiberglass hull, with a wooden cabin top and deck - charm of a wooden boat but maintenance benefits of glass. New mainsail, jib. New bottom paint and refinished mast. Great condition. Ready to race or cruise. Includes 4hp Johnson outboard, full boat cover. Please contact (415) 271-6267 or us115@myastound.net.

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25-FT ERICSON, 1979. San Francisco Marina. \$7,800. With inboard Volvo engine - runs great. New bottom paint new survey, very clean. Ready to sail. Slip not included. Contact (415) 602-8416 or johnyelda@sbcglobal.net.



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. For more info: (707) 775-8858 or Dunnedf@gmail.com.

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26-FT SAN JUAN 7.7, 1979. Whiskeytown, CA. \$9,000. Custom bimini, new cabin stereo, recent o/b repair/service, trailer repair/restoration. Includes cable buoy mooring @ \$75/month (negotiated-NOT a given!) on gorgeous Whiskeytown Lake. Sails great! Serious inquiries only!! Please call (530) 526-8404.



28-FT LASER, 1985. Sausalito. \$20,000/obo. Laser 28 sailboat for sale. In very good condition. It's in the water and ready to go sailing. Comes with trailer. Please call (707) 834-8983.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$44,000. Classic English pilot-house; seaworthy, warm and dry sailing on the Bay. Sails and powers well, with lines led aft for singlehanding. 9 tons, 4'6" draft, full keel. Total refit including re-power, bow thruster, epoxy bottom and electronics including radar. Very roomy; new upholstery, no mildew. Fantastic anchoring setup. Hot-water showers in head and cockpit. Comfort all the way! Check out the website: <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



DEES GP26, 2008. Richmond YC, Richmond. \$34,850. *Salt Peanuts* is the first GP26 in the USA. Designed and built by a professional engineer and experienced builder and designer to the 2006 ORC GP26 specifications. Easily crewed with a conventional layout. NorCal PHRF at 78. SoCal PHRF 69, 48, 42. Quantum aramid suit, main, A-2,3 jibs and MH and frac kites. Carbon rig with wire shrouds. Nexus instruments. Awlgrip metallic silver topsides with epoxy bottom, new in 2014. Custom aluminum trailer. 26' x 8' x 6' draft. 2,150 lbs w/ 1,100 lbs keel/bulb. SA 370 sq ft up and 919 sq ft down. Comes with plans and construction album. Contact (510) 691-2009 or (510) 787-2295 or brooksdees018@gmail.com.



27-FT CATALINA, 1976. Sausalito. \$5,500/obo. New main, new jib, new Harken Mk4 roller furler, new interior seats including v-berth. New boom vang. Johnson long-shaft elec. start o/b, 9.9hp. Runs great. Sailed regularly. Moved up to 37-footer. Slip with boat. Contact (925) 787-5362 or grayhow@comcast.net.

29 TO 31 FEET



30-FT DUF0UR, 1970. Alameda. \$7,900/obo. Diesel runs great! Roller furling, new holding tank. Recent new standing rigging. Clean, turnkey, great lines, fast and fun! Check web for more pics and info. Call (510) 253-5883.



30-FT OLSON 911S PACIFIC BOATS. 1986. Belvedere. \$36,500. *Elusive* is for sale! SF30 fleet racer. Sought-after Schumacher design. 1000 lbs lighter than the Ericson-built 911. Excellent Pineapple sails including lightly used carbon #1, #3, Kevlar #2 and incredible carbon main. Two spins. Recent Trinidad SR bottom and full keel refit. 2003 Ballenger mast, boom and rod rigging. PBO/Hydro backstay, checkstays perfect, full cushions, recent rudder bearing and excellent Yanmar diesel. Don't miss her! (415) 233-3778 or c.pick@me.com.

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.



29-FT GULF PILOTHOUSE, 1984. Alameda. \$19,450. Beautiful wood interior, 14hp Universal diesel, 675 hours, Raymarine radar/chartplotter/sonar, dual steering, wheel-mounted autopilot, VHF, stereo, two new batteries, dual charger, all lines led aft. Swim platform with ladder, Kenyon alcohol stove, 40 gallon fresh water, electric and manual bilge pumps, two coats bottom paint 12/15, large winter canvas, full cockpit cushions and much more. More pictures available on request. Alameda berthed. Contact (510) 522-4020 or relarsen@comcast.net.

27-FT ALBIN VEGA, 1967. Ventura. \$11,500. Reliable 3-cylinder Perkins diesel, 17-gallon fuel tank, roller furling, tiller. Vegas are well built Swedish boats with at least 6 circumnavigations, sistership to *LeaLea*. Call or text (661) 619-7167.

24-FT ISLANDER BAHAMA, 1966. Berkeley Marina. \$1,500. J-Dock. Low hours, 5hp outboard motor. Boat in good shape for age, little used. Remote owner. Flexibility needed when scheduling viewing. Contact for photo and information. (707) 569-4540 or bvalentine@sonic.net.

25-FT CATALINA, 1984. Lake Don Pedro. \$5,000. SK/SR, Pineapple main, 130% Ullman on CDI furler, 90% wrkg jib and self-tacking rig, asymmetrical. Many extras and trailer. Good condition. Needs bottom paint. Contact (209) 535-8518 or seldougman@att.net.

SANTA CRUZ 27, 1976. San Francisco. \$18,000. Hull #58. Shorthanded ocean racer. Ballenger spars, 3 mains, 6 headsails, 4 spinnakers, Harken #3 furler, Icom SSB, Furuno GPS, VHF, AIS, Navik vane gear, Simrad tiller pilot, complete B&G instruments, spare tiller and rudder, 2012 standing rigging and Nissan 5hp with 5 hours total time. DSB liferaft, Avon dinghy, propane stove, icebox, ground tackle. Upgraded electrical and mast step and much much more. On trailer. Contact vectormenow@yahoo.com or (415) 505-4173.

28-FT NEWPORT, 1981. Vallejo Marina. \$6,500. Roller furling, Universal diesel. Everything works great. Email for pictures: salomonm001@gmail.com or call (530) 521-2172.



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 information: <http://doubleplay.website>.

30-FT CATALINA, 1978. Marina Bay. \$12,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. For more information contact (415) 663-9506 or lbrock@sonic.net.



29-FT CASCADE AUXILIARY SLOOP. 1971. Clipper Yacht Harbor, Sausalito. \$16,500. 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. Fusion marine AM/FM stereo, Sea Ranger Mod SR-2001 VHF radio. Reconditioned hull and paint, new brightwork, topside paint, nonskid, and full boat cover. Check out the website: <http://sfbay.craigslist.org/nby/boa/5795484689.html>. Contact (707) 753-0206 or tliind@comcast.net.

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31-FT BENETEAU, 2008. Marina Bay-D2, Richmond. \$85,000. LOA 31'8". Great condition. Call for more information. See the layout on the website: www.beneteau.com/us. Contact (510) 734-2314.



30-FT KNARR, 1961. Sausalito Yacht Harbor. \$17,500/obo. US 107 is a beautiful and meticulously maintained 1961 Borresen Knarr. *Eos* has been completely restored by Soren Hansen including cabin top, sides and interior, deck and toe rails, keel bolts and struts, garboards and cockpit. She has a full cover, a 2016 haulout, brand new 2016 North sails and an electric outboard. She is located in the main Sausalito Yacht Harbor. For more information contact (650) 787-9942 or dimitris@alumni.stanford.edu.

32 TO 35 FEET



ERICSON 35 MK II, 1974. Alameda. \$12,000. Well maintained Bruce King-designed sloop. Wheel steering with emergency tiller. Excellent running Atomic 4 with new exhaust. Sails in good condition. New electrical, many upgrades for cruising. For more info contact (510) 385-1409 or seafare74@aol.com.

34-FT SAN JUAN, 1980. Marina Bay Richmond. \$20,000/obo. Engine Yanmar diesel 2QM15. Three sails. Rod rigging. Lines led to cockpit for singlehand sailing. Rubber dinghy with outboard. New head CB/marine radio and battery. Contact (530) 632-5109 or sf885@sbcglobal.net.

35-FT SANTANA, 1979. Embarcadero Cove, Oakland. Best cash offer. Boat needs work. For health reasons I'm not able to do it. Sold as-is, where-is. Contact (510) 488-8221 or Sbielman@reagan.com.



34-FT 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. Please contact johnnickinson46@gmail.com or (707) 773-3111.



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.



CATALINA 320, 1994. \$49,000. Autopilot, radar, weather, GPS, chartplotter integrated package. 6V AGM 480A house bank. Espar heater. Heavy-duty dinghy davits. 450lb MarsKeel shoe. Double-rail stern rail enclosing cockpit. Custom interior. Contact larrysannes@yahoo.com or (408) 507-9288.

HUNTER 356, 2002. Tradewinds SC, 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. (325) 347-2349 or cordero@wcc.net.



ERICSON 35 MK III, 1982. Ventura Harbor. \$39,000. Well maintained, set up for coastal cruising, and a fast racer. Autopilot, deep anchor locker, radar, ample water tanks and batteries. Yanmar 27hp, 550 hours since rebuild. Cruising spinnaker. Many recent upgrades. Contact (310) 871-5260 or Chasfu@gmail.com.



35-FT JASON, 1981. Cruising-ready. Mexico-proven. Ted Brewer-design, excellent condition: mahogany/teak interior, diesel cabin heater; solid fiberglass hull; teak cockpit, fully removable enclosure. New batteries/inverter/charger. Other upgrades 2009-present. Singlehandable. Priced for quick sale after 25 years - new directions! Info: sv-isa.blogspot.com/. Contact calmport2@gmail.com.



34-FT PACIFIC SEACRAFT, 1989. Seattle, WA. \$88,500. US documented, ready for offshore. Asymmetrical, furled genoa, main and staysail (1999-2013). Radar, GPS, VHF, SSB and EPIRB. Monitor steering vane, wind generator, tender w/o/b, diesel heat, inverter. Contact (206) 356-8698 or ps34forsale@gmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or ngolifeart@gmail.com.

33-FT ISLANDER, 1967. \$1,000/obo. Project boat - Raised-deck model. Yanmar 2QM15 inboard diesel. Lavac head w/holding tank. Full-batten mainsail, wheel steering, glassing-in of main cabin's oversized window openings 90% complete. Easily finished off. Contact (916) 397-9534 or svwaterdancer@yahoo.com.



34-FT SABRE, 1985. Emeryville, CA. \$53,500. Incredible Sabre 34 Mk I. New main with 3 reef pts, full battens, Mack Pack, 105 sqm 100% Dacron ATN Gale sail with shee... public backstay. New... wt solar... regulator, new bottom... new sheets, halyards, low hrs on W27. Parasailor spinnaker with sheets and guys. Liferaft. LEDs nav and interior, new hoses, beautiful interior, etc.

CATALINA 320, 1998. Long Beach. \$69,500. Very good condition and very well equipped. Call Ray for details. (562) 884-8257.

33-FT TARTAN TEN, 1979. Main Harbor, Sausalito. \$7,500. Very successful race boat in the SYC and Corinthian race series. Rigged for racing, includes sails with brand-new sail cover. Ferryman diesel engine. More information at (415) 669-7273 or kathut1@aol.com.

36 TO 39 FEET



BAVARIA 37-2C, 2000. Monterey \$89,500. Original owner. Radar, auto-helm, wind & depth, GPS/plotter, stereo, VHF/RAM, in-mast furling, Furlex, bimini, Elvstrom sails, 30hp Volvo (500hrs), refrig, propane stove/oven, anchor/windlass/remote. Bristol condition. No slip! Please contact sailinbum@comcast.net.

36-FT CATALINA, 1984. Alameda. \$44,000. Boat is in excellent condition. Beautiful teak interior. Set up for cruising with lots of updated equipment. Cash only, no trades. See website for complete listing and many photos: www.endlesssummerforsale.com. More info at (831) 566-5801 or astro178@juno.com.



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39-FT BENETEAU 393, 2002. Sausalito, CA. \$120,000. Great cruiser in very good condition. Two-cabin owner's model, two heads, only 1000 hours on diesel, full electronics, classic main, just hauled. Walk to downtown Sausalito. Website: www.marigotgroup.com/strider. Contact 393@marigotgroup.com or (415) 331-4900.



TAYANA 37, 1987. Port Townsend, WA. \$85,000 (asking). S/V *Charisma* is completely offshore-ready and a real "head turner" wherever we go! Fully equipped for offshore, and one year back from NZ voyage. Meticulously maintained. 3-year-old Doyle tanbark sails, Monitor windvane, 270 watt solar, Spectra watermaker, Frigoboat fridge/freezer, 2 GPS, Furuno chartplotter with radar and AIS (receive) overlay, Icom 802 SSB/Ham conversion with Pactor III modem, Icom 604 VHF with full-function cockpit remote, Raymarine i70 nav network, 44hp Yanmar diesel (4100 hours, uses zero oil, no smoke, complete engine log). New sails (2013) and much, much more. See our website: www.t37charisma.com. Contact (415) 595-4065 or (360) 499-1431 or bob@johnsonsf.com.



38-FT MORGAN 382, 1978. Peninsula location. \$30,000. This boat is known to be an excellent sailing boat for Bay and offshore waters. Although the exterior teak needs varnish, the interior is in excellent condition. An equipment list of this boat is available upon request. Low-time Yanmar inboard engine well maintained. Having moved out of state, owners are anxious to sell/reasonable offer. Call or email Darlene for photos and list of equipment: darlene@jscpm.com or (650) 722-4594.

40 TO 50 FEET



CHEOY LEE 41, 1981. La Paz, Baja California Sur, Mexico. \$52,250/obo. Family-friendly bluewater, cruise-ready ketch. Sleeps six in two private staterooms. 2010 Westerbeke engine, 90 gallons fuel and water, Monitor windvane, autopilot, nonskid decks, anchor and 400-ft chain. Radar chartplotter at navigation station and helm, VHF GPS/AIS, watermaker, Technautics refrigerator/freezer, solar, dinghy with outboard. Check our blog for full equipment list, pictures and videos check our website at <http://AboardAstraea.com/for-sale/>. Contact (757) 620-4657 or KetchAstraea@gmail.com.



38-FT C&C 115, 2006. Redwood City, CA \$129,500/obo. 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 PACIFIC SEACRAFT. Crealock 37. Berkeley. \$170,000. Excellent condition. Recent complete quality refit. Many upgrades and spec sheet and photos upon request. Stunning!



36-FT HUNTER VISION, 1993. San Diego. \$61,000. Excellent condition. Includes GPS, generator and dinghy. Updates are new bottom paint, prop, pumps, halyard, main sheet, fridge, all service current. Roomy interior. For more info contact (602) 292-0461 or (858) 775-4821 or kimmariesmith@gmail.com.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$179,000 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.



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, Lofrans Tigres LW400 power windlass. Many extras, ask for list. For more information contact jkimble@mcn.org.



36-FT BRENT SWAIN, 2002. Emery Cove Marina. \$42,000. Full keel steel-hulled boat to take you anywhere. Pilothouse. Galvanized rigging. 35 hp Isuzu. Vesper AIS. Force 10 stove. Much more. <https://rubiconyachts.com/yachts-for-sale/details/5811831/>. Contact (415) 513-3358 or jbtrenter@gmail.com.



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. Owner will consider trade for smaller vessel. Please call (562) 899-0774.



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.



CATALINA 42, 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 (714) 376-7688 or ginka_62@yahoo.com.

CATALINA 36, 1991. Sausalito. \$59,000. In excellent condition. One of the best in her class in U.S. Meticulously maintained. New bottom 2016. Doyle main. Walk-thru transom. Radar, dodger, autopilot. Broker co-op. Check out the website: www.zephyrforsale.blogspot.com. Then contact (415) 450-0018 or rudlee@sbcglobal.net.

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47-FT NORTH PACIFIC, 1991. San Diego. \$57,000. Gnarly furcula rig, C-Flex, graphite, Kevlar. High-performance/vinylester resin. 9' beam, 50% ballast, cork and oak interior, custom wool bedding, solar, BMW diesel. Info at (973) 517-8031 or kojijman@gmail.com.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$187,500. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More info at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.



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 liveboard 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.



42-FT WESTSAIL, 1974. Monterey Bay. \$95,000. *Nomad* sailed to NZ, back, and thousands of miles before and after. Beautiful throughout. Simple, dependable, and circumnavigable. Factory finished. Major upgrades. Transferable slip. Contact Peter for full inventory and pictures at (831) 475-5503.



44-FT F&C, 1979. Morro Bay, CA. \$85,000/obo. Price slashed, must sell! 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, bluewater 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 hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. Please contact (805) 235-4046 or tackorjibe@gmail.com.



43-FT OFFSHORE RACER/CRUISER. 1981. Delta. \$84,000. Doug Peterson designed. 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! Please look at our virtual tour: www.youtube.com/watch?v=OKeCgR4d5H8&feature=youtu.be. Then contact hookedsailing@gmail.com.



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. Set-tee 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.



41-FT SYDNEY, 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. Contact (760) 439-0011 or (760) 579-2899 or jwert007@gmail.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great liveboard 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 has many pictures at <http://tinyurl.com/k8s8b56>. Contact beneteauforsale@gmail.com or (510) 253-5883.

42-FT MONK CUSTOM, 1992. Sacramento. \$12,000. Build Me! Classic wooden pilothouse sloop unfinished. \$12k/trade full-size pre-74 pickup, 16-ft aluminum. Or? Built 1990. Isuzu diesel, steering, shower enclosure, hot water, potable water, fuel tanks +. Oak-framed, Alaska yellow cedar-planked and sturdily built. A similar website: <http://edmonkwoodenboatclub.org/HTML/CheechakoBoat.htm>. Contact (916) 761-4266 or topical.jps@gmail.com.

43-FT SWAN, 1969. San Francisco. \$59,000. 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. Call (415) 606-4716 or pibbs1@aol.com.



44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$259,950. A real deck salon, light and airy with a settee you can sit at and enjoy the outdoors. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 870 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider trade. Contact (408) 666-3261 or jerryfsaia@aol.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$95,000. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. Check out our website: www.sanctuarycharters.com/sabbatical.php. Contact office@sanctuarycharters.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. (916) 217-6908 or chardonnaymoon@att.net.



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40' ENDEAVOUR CENTER COCKPIT SLOOP, 1981 Just detailed; shows very nicely inside and out. **MUCH** newer than actual age! Potentially transferable Sausalito YH slip. **\$64,000**

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32' WESTSAIL CUTTER The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched **YESTERDAY!** Never cruised; very low time on machinery. **\$59,000**

See at: www.marottayachts.com

REDUCED



32' GRAND BANKS, 1977
Fiberglass GB 32 just detailed and exterior in particular looks **GREAT!** **\$49,000**

See at: www.marottayachts.com



40' BRISTOL YAWL, 1974
Classic Ted Hood design in very nice shape. Hull and topsides recently redone, shows very nicely, much more. **\$49,000**

See at: www.marottayachts.com



30' NONSUCH, 1981 Professionally maintained example shows Bristol inside and out. **WAY** newer than actual age. Potentially transferable Sausalito YH slip. **\$49,000**

See at: www.marottayachts.com

REDUCED



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$39,000**

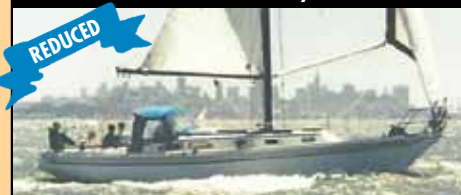
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37' TAYANA, 1977
One of the most competitively priced Tayana 37s on the market and lying transferable Sausalito YH slip. **\$44,900**

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REDUCED



35' ERICSON MkII, 1980 Owned by same family for over 20 years. Lying in potentially transferable Sausalito YH slip and very well priced at **\$17,000.**

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58' HATTERAS Motoryacht. Equipped & laid out for comfortable live/cruise lifestyle. Famous Hatteras quality & seaworthiness. A/C, heat, 2 helms, full electronics, 3 strms w/heads & showers, twin 8V-71 dsl (low hrs), high-output solar plus dsl aux genset, +. Asking **\$159,950**

34' NORWEGIAN TREASURE built by Norway's Osvald Forlund. Beautiful/traditional double-ender. Great compact & comfortable cruising liveboard w/lots of old-world charm. Dsl, lug rig, seaworthy & stoutly built. Light & roomy. Fridge, encl. head, tastefully renovated. Asking **\$39,950**

44' SPENCER Cutter. Robust Canadian-built bluewater cruiser. Center cockpit, dsl, wheel, great roomy layout for cruising/living in comfort. RE, workshop, lg galley, nav station, boom gallews. Well set up for cruising. After master strm, full keel w/cutaway forefoot, MORE! Asking **\$49,900**

37' TAYANA Cutter Exc. cond. High quality traditional FG double-ender. Perkins dsl, wheel, warm teak paneled inter., recently replaced (Hood) main & stays'l, new Force 10/3-burner range, more. Hauled 11/20/15. Sea-kindly passagemaker beauty & ready to sail. Asking **\$44,900**

17' CHRIS CRAFT Sportsman Mahogany Runabout w/trailer. Rare 1955 gem in excellent condition, ready for spring & summer fun in the Delta, at Tahoe, etc. 250 hp GM V8. Beautiful condition & ready to go. Warehouse-stored when not in use. Asking **\$9,950**



EXCELLENT VALUE!

40' SWIFT Center Cockpit Ketch by Sparkman & Stephens. Aft double & forward strms w/heads & showers, 50 hp BMW dsl, RF, dodger, beautiful tropical hardwood inter., teak & holly sole, skeg-protected rudder, wheel, salon, settee, galley & MORE! Asking **\$39,950**

42' lod./52' sparrd, Edson B. Schock CLASSIC SCHOONER

by Costa Mesa's Dittmar Yard. A beautifully restored/rebuilt thoroughbred of the West Coast yachting tradition. Low hours modern diesel, recent sails, teak decks. Beautiful, traditional, seakindly bluewater windjammer. All good & awaiting your pleasure.

Asking **\$164,900**



Sch. SCORPIO

34' BENETEAU 331 Sloop

In near new condition. Furling main and jib, diesel, rigged for shorthanded sailing. Wheel/pedestal steering, autopilot, chart plotter. Beautiful and comfortable interior. Thru transom gate with platform and ladder. Head and shower. Nav station, galley, aft double and forward double staterooms and MORE!

Asking **\$58,900**

LOW HOURS!



40' X-YACHTS X-119 Famous Danish-built Jeppesen one design performance racer/cruiser. Loaded w/gear & sail inventory, radar, repowered w/Volvo dsl Saildrive. Proven ocean winner. Sailed SF to Melbourne to Osaka to SF — and ready to go again in excellent condition, MUST SEE! Asking **\$79,950**



CRUISE NOW!

35' JASON World Cruiser Brewer-designed double-ender. Depth, GPS/plotter, radar, VHF, SSB, WiFi, wheel steering. Excellent suit of sails w/drifter, full cockpit end./dodger & sail covers, dsl engine & heat, custom radar arch, Force-10 stove, fridge/freezer + MORE! Asking **\$64,500**



175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Department of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beautiful, comfortable interior, great accommodations and more. Asking **\$199,500**



WORLD CRUISER

48' CT Offshore Cruising Cutter. FG, LOW HOURS Deere dsl, stoutly-built comfortable & seaworthy dbl-ender w/U-shaped full galley (refrig/freezer, 3-burner range w/oven), two heads, overhauled mast, inverter, cabin heat, radar, AP, teak interior, more. Asking **\$49,900**



QUALITY

31' ISLAND PACKET Cutter. Yanmar diesel, cruise equipped, brand new radar (still in the box), autopilot, dodger, windvane, roller furling jib and stays'l, lazy jacks, new main, wheel steering and MORE! Asking **\$59,950**



43' TRAWLER by Kha Shing Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. Asking **\$89,950/offer**



27' CATALINA 270, 1994 in very nice condition. Diesel. Nicely rigged, double spreader rig. Wheel steering, nav station, galley, aft double stateroom, enclosed head/shower plus cockpit shower. Double course lifelines and pulpits. Asking **\$25,000**



CRUISE NOW!

41' Cutter-rig MOTORSAILER by Alexander. Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, port gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking **\$39,900**

**YOUR BOAT
HERE**
List Now!



STEEL!

37' STEEL Sloop: Frans Mass "SABINA" design Built by Holland's Standfast Shipyard. World-class blue-water cruiser. Complete overhaul/refit & just back from tropics reported: ready to go again. Yanmar dsl, furling, Lazy Jacks, Stackpack, MORE. Asking **\$44,000**



2 AVAILABLE

36' ISLANDER Sloop. Cruise equipped. Ready to go. Dsl, dodger & bimini, self-tailing winches, radar, chart plotter, AP, solar, Lazy Jacks, vang, furling jib. Beautiful inter., full galley, convertible settee/ship's table, +. Starting at **\$34,950**

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PROPSPEED

S/V Nereida and her owner, Jeanne Socrates, are round the world champions – in 2013 Jeanne became the first woman to sail solo nonstop around the world from North America, as well as the oldest woman to sail solo nonstop around the world. This photo was taken immediately after her 259 day journey - the coating on the prop and shaft still looking spotless, in contrast to the fouled hull!* Jeanne has been using PropSpeed for many years and is quite pleased with its performance. She noted that as long as PropSpeed is properly applied, it is very effective.
<http://propspeed.com/case-studies/nereida/>

* Please note! KKMI did not perform any work on *Nereida*. We are under the strong belief that if we *had* painted her bottom, she wouldn't have had nearly this amount of growth. Just sayin'.

THIS MONTH - GET 30% OFF PROPSPEED! MORE SPEED. LESS FUEL.

PropSpeed can be applied to any metal part below the waterline, including propellers, shafts, struts, rudders, trim tabs and through hull fittings. You can also use the clear coat directly on plastic bow-thrusters and underwater lights.



KKMI's Team of PropSpeed-certified, trained professionals are ready to help you get your boat up to speed!

BAY AREA'S HEADQUARTERS FOR BOTTOM PAINTING, FIBERGLASS REPAIR & MUCH MORE!

