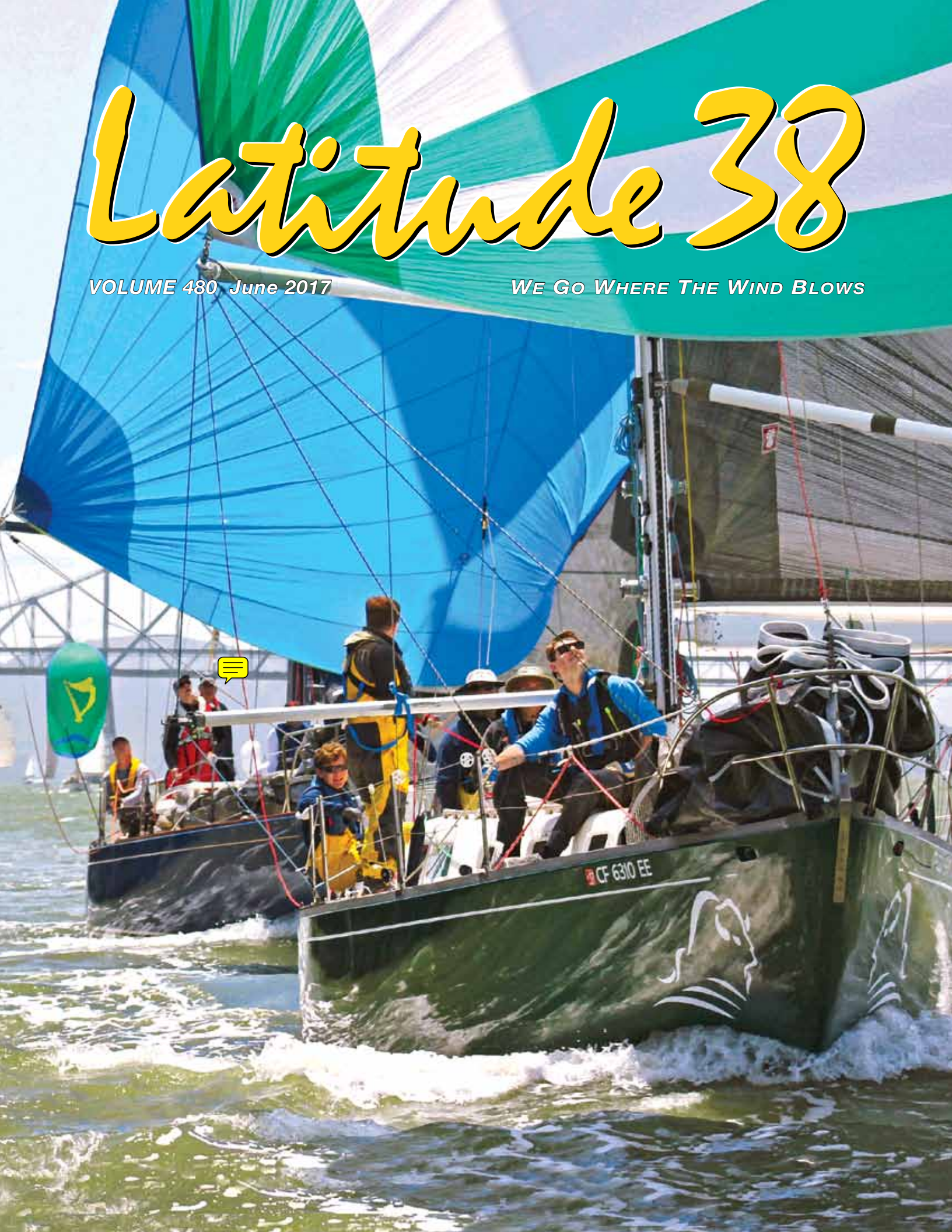


# Latitude 38

VOLUME 480 June 2017

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# OUT WITH THE OLD, IN WITH THE OLD

*Latitude 38* just turned 40.  
Pineapple Sails just turned 44.

Not that much has changed...

We are both getting better and better!

*Latitude's* office moved from the 42-ft *Bounty II*, *Flying Scud* to Mill Valley; we have moved all the way across the Estuary, from Oakland to Alameda.

They are putting the magazine together in their office; we are still building quality custom sails, but in our shiny new (16-year-old) loft.

And we are still comfortably situated right here on Page 3, just as we were in *Latitude's* very first issue.



HOIST YOUR  
SAILS  
FOR SUMMER  
SAILSTICE  
June 24

**EXQUISITE CUSTOM SAILS**

'Bodacious' started her unique career on San Francisco Bay by winning her sea trials. She did this by demolishing her competition. (She demolished our competition, too.)

Her capricious ways continued with such stories as winning races and being declared lost at sea.

The latest story is that, under a new owner and name, 'La Buena Vida' won the prestigious Hot Rum race. This is the first time in many years that the hottest yachts from San Diego had been made to bow to a small stranger. (It was also one of the few times that the hottest sails from San Diego had been made to bow to the sails from a strange loft).

What's next, La Buena Vida? It's good to hear from you!

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page 3

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Cover:

The Cal 40s *Azure* and *Green Buffalo* had a  
close battle in San Pablo Bay in the Great Vallejo Race.

Photo: *Latitude 38* / Timmy

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1977-2017 – 40TH ANNIVERSARY

*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 pertain to a West Coast or universal sailing audience and be accompanied by a variety of pertinent, in-focus digital images with identification of all boats, situations and people therein. Send both text and photos electronically. Notification time varies with our workload, but generally runs four to six weeks. Send all submissions to [editorial@latitude38.com](mailto:editorial@latitude38.com). For more additional information see [www.latitude38.com/writers.html](http://www.latitude38.com/writers.html).





This Summer is going to be great for boating experiences, whether you want to charter a boat, buy your dream boat, or sign up for our events, we have great plans for the season!

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**UPCOMING EVENTS**



- June 10:** Summer Boat Show & Sale/Sail
- June 11:** Lagoon 450 Experience – Take Me to Summer!
- June 18:** Father’s Day Skippered Sailing Experience from San Francisco or Oakland
- June 25:** Summer Sailstice Cruise Adventure – Celebrate Sailing on this Global Sailing Day
- July 22:** Owner’s Club – Angel Island Picnic
- July 23:** Lagoon Experience – Seas the Day



**BENETEAU 37, 2008 \$137,000**



**HUNTER 45, 2001 \$142,900**

**SAIL BROKERAGE**

OCEANIS 55, 2016	\$768,000
BENETEAU 48, 2016	\$475,000
BENETEAU 473, 2002	\$189,000
WAUQUIEZ CENTURION 47, 1985	\$95,000
LAGOON 450, 2016	\$640,000
HUNTER 450 PASSAGE, 2001	\$142,900
BENETEAU 411, 2002	\$119,500
BENETEAU 393, 2002	\$119,000
WYLIE CUSTOM 39, 1985	\$72,500
HUNTER 380, 2000	\$64,000
ERICSON 38, 1989	\$64,500
OCEANIS 37, 2012	\$152,000
BENETEAU 37, 2008	\$137,000
C&C 37 XL PLUS, 1990	\$59,900
HUNTER 36, 2005	\$99,500
PEARSON 36, 1985	\$54,000
S2 36, 1979, 11 METER	\$43,500
BENETEAU 361, 2001	\$85,000
HUNTER LEGEND 35.5, 1990	\$40,000
FIRST 35, 2015	\$249,000

BENETEAU 331, 2003	\$65,000
BENETEAU 331, 2001	\$64,500
BENETEAU 331, 2001	\$61,000
OCEANIS 31, 2017	INQUIRE
OCEANIS 31, 2013	\$115,000
OCEANIS 31, 2008	\$84,000
ISLAND PACKET 31, 1988	\$54,900
FIRST 20, 2017	\$57,000

**POWER BROKERAGE**

OFFSHORE 58 PILOTHOUSE, 1995	\$745,000
CAMARGUE 55, 1995	\$165,000
PHANTOM 46, 2002	\$264,000
GRAN TURISMO 44, 2015	\$447,000
GT 44, 2013	INQUIRE
ISLAND GYPSY 44 MY, 1986	\$97,500
SEA RAY 410 SUNDANCER, 2001	\$99,000
REGAL 3880, '05	\$156,250
SEA RAY 340 SUNDANCER, '04	\$109,000
HAINES SIGNATURE 31, '06	\$85,000
BARRACUDA 9, 2013	\$132,000
BARRACUDA 7, 2015	\$86,241

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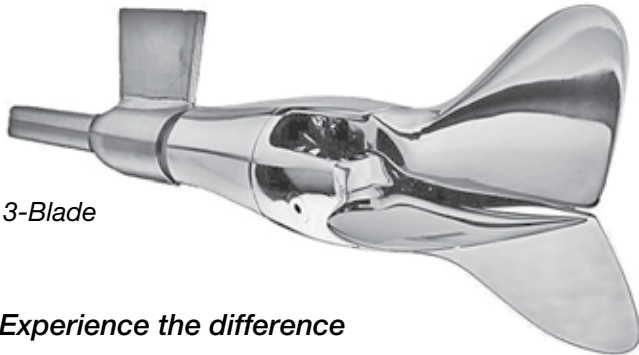


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# Latitude 38

"we go where the wind blows"

1977-2017  
40<sup>TH</sup>  
ANNIVERSARY

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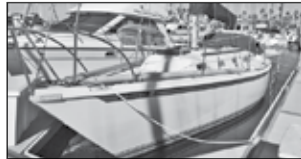
**36' ISLANDER YACHTS, '79 \$33,000**  
*Simple Pleasure*. Six new Lewmar opening ports, new salon hatch, new interior lights (low amp draw). A nice sailing, comfortable boat.



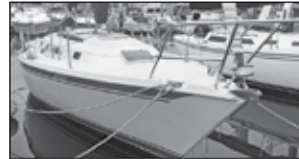
**36' ISLANDER YACHTS, '79 \$19,500**  
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**40' ELAN 40, 2004**  
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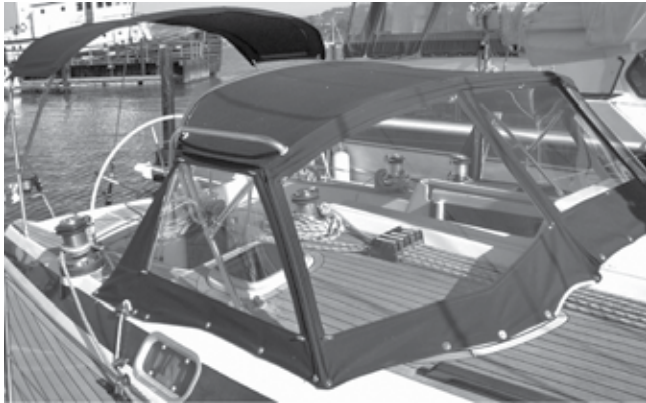


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## CALENDAR

### Non-Race

**June 1-4** — Festival of Sail, Coos Bay & North Bend, OR. Info, [www.festofsailcoosbay.com](http://www.festofsailcoosbay.com).

**June 2-4** — Jazz & Wine Festival, Ebony Boat Club, downtown Stockton. Info, [www.ebonyboatclub.com](http://www.ebonyboatclub.com).

**June 3** — Marinship — World's Most Amazing Shipyard, Bay Model, Sausalito, 1-2 p.m. Info, (415) 332-3871.

**June 3** — Take the Tiller, Half Moon Bay YC, 9 a.m.-6 p.m. Workshop for women in Cal 20s. \$130; cocktail reception, \$25. Martha, [wsmanager@hmbyc.org](mailto:wsmanager@hmbyc.org) or [www.hmbyc.org](http://www.hmbyc.org).

**June 3** — Take the Helm Women's Sailing Conference, Corinthian YC, Marblehead, MA. Keynote speaker will be Sally Barkow. Info, [www.womensailing.org](http://www.womensailing.org).

**June 3, 10, 17** — Ham License Class, Oakland YC, Alameda, 9 a.m.-4:30 p.m. \$50. Rich, (510) 522-6868, (510) 565-4706 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**June 3-24** — 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](http://www.baads.org).

**June 4-25** — 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](http://www.baads.org).

**June 7-28** — 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](http://www.stfyc.com).

**June 7-28** — 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](mailto:mossfish@gmail.com).

**June 8** — World Oceans Day. Theme: "Our Oceans, Our Future." Info, [www.worldoceansday.org](http://www.worldoceansday.org).

**June 8, July 13** — 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](http://www.singlesailors.org).

**June 9** — Full moon on a Friday.

**June 10** — WWII in the Shadow of Mt. Tam, Bay Model, Sausalito, 10 a.m.-12:30 p.m.; and Navigating S.F. Bay, 3-3:30 p.m. Info, (415) 332-3871.

**June 10** — Tent Sale, The Boat Specialists, Ventura, 11 a.m.-4 p.m. Vendor rebates, live music, tacos & beer. Info, (805) 644-6290 or [www.inflatableboats.net](http://www.inflatableboats.net).

**June 10** — Summer Boat Show & Sale/Sail, Jack London Square, Oakland, 10 a.m.-5 p.m. Open boats, sea trials, wine & beer tasting. Info/RSVP, [www.passagenautical.com](http://www.passagenautical.com).

**June 10** — Shilshole Boatfest, Port of Seattle, WA, 11 a.m.-4 p.m. Free. Info, [www.portseattle.org](http://www.portseattle.org).

**June 10-11** — Post-Doo Dah Ditch Run activities, Stockton SC. Info, [www.deltadoodah.com](http://www.deltadoodah.com) or [www.stocktonsc.org](http://www.stocktonsc.org).

**June 14** — Volunteer orientation, Bay Model, Sausalito, 10-11 a.m. Ranger Joanne, (415) 289-3027.

**June 14-18** — ISA Gorge Laser Performance Clinic, Columbia River, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**June 15-18** — Festival of Sail, Tacoma, WA. Info, [www.festofsailtacoma.com](http://www.festofsailtacoma.com).

**June 17** — Delta Doo Dah & Tenants BBQ, Owl Harbor, Isleton. Info, [www.deltadoodah.com](http://www.deltadoodah.com). RSVP, (916) 777-6055.

**June 17** — Trekking the Model, a ranger-guided tour of the Bay Model, Sausalito, 3-4 p.m. Info, (415) 332-3871.

**June 17** — Opening Day on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**June 17-18** — US Sailing Safety at Sea, Southwestern YC, San Diego. One-day offshore (6/17 only) & two-day offshore with hands-on seminars. Info, [www.sailaweighllc.com/product-category/safety-at-sea-seminar](http://www.sailaweighllc.com/product-category/safety-at-sea-seminar).

**June 17-18** — Classic Weekend, Bell Harbor Marina, Se-



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'85 Islander 48 C \$189,000



'93 Lagoon 47 Cat \$249,000



'86 Olson 911-S \$29,900



'00 Silverton 392 \$124,900



'12 J/Boats J/111 \$219,900



'07 J/Boats J/124 \$224,900



'11 Beneteau F. 30 - \$99,900

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35' J/Boats J/105 '01	\$59K
35' J/Boats J/105 '02	\$75K
35' J/Boats J/105 '03	\$68K
32' Columbia 32 '07	\$59K
23' J/Boats J/70 '13	\$40K
26' Hinkley 26 '98	\$79K



'79 Swan 441 \$149,500



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2006 Catalina 470 Tall Rig \$299,000

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### New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2017 .....	302,349
42.5' Catalina 425 3-cabin, 2017 .....	268,211
38' Catalina 385, 2017 .....	222,808
35' Catalina 355, 2017 .....	187,375
31' Catalina 315, 2017 .....	131,142

### Pre-Owned Catalina Yachts

47' Catalina 470 Tall Rig, 2006.....	<b>REDUCED</b> 295,500
44' Catalina 440, 2007 .....	<b>NEW LISTING</b> 239,900
28' Catalina 28, 1990 .....	<b>SOLD</b>

### Pre-Owned Sailing Yachts

33' Nauticat, 1983 .....	92,000
33' Hunter 336, 1995 .....	54,000
32' Rival 32, 1975.....	<b>REDUCED</b> 29,500
25' Harbor 25, 2008 .....	<b>NEW LISTING</b> 59,000

### New Ranger Tugs (base price)

31' Ranger 31 Command Bridge, 2017 .....	279,937
31' Ranger 31 Sedan, 2017 .....	269,937
29' Ranger Command Bridge, 2017 .....	<b>NEW MODEL</b> 224,937
29' Ranger 29 Sedan, 2017 .....	209,937
27' Ranger 27, 2017.....	159,937
25' Ranger 25SC Tug, 2017 .....	129,937
23' Ranger 23 Tug, 2017 .....	<b>NEW MODEL</b> 94,937
21' Ranger 21EC Tug, 2017 .....	49,937

### Pre-Owned Ranger Tugs

31' Ranger Trailerable Tug, 2014, at our docks .....	285,900
29' Ranger 29 Classic, 2010 .....	<b>REDUCED</b> 141,990
25' Ranger Tug Classic, 2009 .....	95,000
21' Ranger 21, 2008.....	<b>COMING SOON</b> 31,900

### Pre-Owned Power Yachts

45' Bayliner 4550 Plothouse.....	<b>NEW LISTING</b> 79,900
32' Carver 3207 Aft Cabin, 1984.....	<b>REDUCED</b> 41,500

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# CALENDAR

attle, 10 a.m.-4 p.m. Free. Info, [www.portseattle.org](http://www.portseattle.org).

**June 18** — Take dad sailing for Father's Day.

**June 21** — Go sailing on the longest day of the year.

**June 23-25** — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, [www.tahiti-moorea-sailing-rdv.com](http://www.tahiti-moorea-sailing-rdv.com).

**June 24** — Marinship and California's Second Gold Rush, Bay Model, Sausalito, 1-2 p.m. Info, (415) 332-3871.

**June 24-25** — Summer Sailstice, a global celebration of sailing. Info, [www.summersailstice.com](http://www.summersailstice.com).

**June 25** — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**July 2** — US Sailing Sanctioned Coastal Safety at Sea Course, Shoreline YC, Long Beach. Marion, (310) 632-4748.

**July 2-5, July 11-15** — Gorge Laser Clinics. CGRA, [www.cgra.org](http://www.cgra.org).

**July 4** — Independence Day.

**July 9** — Bay Parade, San Francisco. Swim, kayak, SUP. Boats needed to escort swimmers. Info, [www.baykeeper.org](http://www.baykeeper.org).

**July 10-12** — US Sailing 29er Clinic on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

### Racing

**June 1-3** — SoCal 300, Santa Barbara to San Diego, concludes CORW. Info, [www.offshoreraceweek.com](http://www.offshoreraceweek.com).

**June 2-4** — Naples Sabot Senior Championship in San Diego. Mission Bay YC, [www.mbyc.org](http://www.mbyc.org).

**June 3** — NorCal Series for Mercurys at EYC. Info, [www.mercury-sail.com](http://www.mercury-sail.com) or [www.encinal.org](http://www.encinal.org).

**June 3** — OYRA Race. YRA, [www.yra.org](http://www.yra.org).

**June 3** — X-Bay Challenge Regatta. SBYC/CYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**June 3** — Yolles Memorial Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**June 3-4** — SF Bay Challenge. StFYC, [www.stfy.com](http://www.stfy.com).

**June 3-4** — Junior Match Racing Invitational in Catalina 37s, Long Beach. LBYC, [www.lbyc.org](http://www.lbyc.org).

**June 3-4** — Go for the Gold, on Scotts Flat Lake near Nevada City. GCYC, [www.gcy.net](http://www.gcy.net).

**June 3-4** — Cal Race Week in Marina del Rey. California YC, [www.calyachtclub.com](http://www.calyachtclub.com).

**June 4** — Summer 1-2 One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 4** — Spring Series Races. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 4, July 9** — Tri-Island Races. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**June 8** — Third Race to Alaska, 750 miles from Port Townsend, WA, to Ketchikan, AK. Info, [www.r2ak.com](http://www.r2ak.com).

**June 9-11** — One Design Offshore Championship for J/70s, J/120s, Pac52s, more. Newport Harbor YC, [www.nhy.com](http://www.nhy.com).

**June 9-11** — Laser Pacific Coast Championships. Ventura YC, [www.venturayachtclub.org](http://www.venturayachtclub.org).

**June 10** — Delta Ditch Run, 67 glorious miles from Richmond to Stockton, including Doo Dah Ditch Run for Delta Doo Dah entries. RYC/SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 10** — CBRA #2, run by GGYC. YRA, [www.yra.org](http://www.yra.org).

**June 10** — Moonlight Marathon. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 10** — Ladies Day Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 10, July 8** — South Bay Interclub #3 & #4. Info, [www.jibeset.net](http://www.jibeset.net).

**June 10, July 8** — Santana 22 Team Racing in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**June 10, July 8** — Clear Lake Buoy Series Races. KBSC, [www.kbsail.org](http://www.kbsail.org).

**June 10-11** — US Match Racing Championship Qualifier in J/22s, San Diego. SDYC, [www.sdyc.org](http://www.sdyc.org).

**June 10-11** — Invitational Regatta. SFYC, [www.sfy.com](http://www.sfy.com).

**June 10-11** — BAYS #1 for junior sailors at RYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).





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ALAMEDA MARINA

## CALENDAR

**June 10-11** — Catalina & Return. DRYC, [www.dryc.org](http://www.dryc.org).  
**June 10-12** — Puerto Rico Heineken International Regatta. Puerto del Rey, [www.heinekenregattapr.com](http://www.heinekenregattapr.com).

**June 10-24** — Van Isle 360 International Yacht Race circumnavigates Vancouver Island counterclockwise with stops, starting in Nanaimo, BC. Info, [www.vanisle360.com](http://www.vanisle360.com).

**June 11** — Summer 1-2 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).  
**June 11** — Dinghy races. BVBC, [www.bvbc.org](http://www.bvbc.org).

**June 11, 25** — Spring Races #4-9 on Lake Elizabeth in Fremont. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 16-18** — Opti Heavy Weather. StFYC, [www.stfyc.com](http://www.stfyc.com).

**June 17** — OYRA Farallones Race, run by SFYC. YRA, [www.yra.org](http://www.yra.org).

**June 17** — Great San Francisco Schooner Race & Classic Invitational. SFYC, [www.sfyc.org](http://www.sfyc.org).

**June 17** — Inaugural Rainbow Regatta, benefits AIDS Emergency Fund & Larkin Street Youth. GGYC/Barbary Coast Boating Club, [www.rainbowregatta.org](http://www.rainbowregatta.org) or [www.jibeset.net](http://www.jibeset.net).

**June 17** — North Bay Series #3/Angel Island Race. VYC, [www.vyc.org](http://www.vyc.org).

**June 17** — Spring One Design #3 in Santa Cruz. Info, [www.scyc.org](http://www.scyc.org).

**June 17** — Race of Champions. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 17** — Katherine Eavenson Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**June 17, 25, July 16** — Summer Series races on Scotts Flat Lake. GCYC, [www.gcy.net](http://www.gcy.net).

**June 17-18** — El Toro Regionals on Clear Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**June 17-18** — One Design Invitational. CYC, [www.cyc.org](http://www.cyc.org).

**June 18** — Around the Pins on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**June 18, July 16** — Baxter-Judson Series Races. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**June 18, July 16** — Spring Lake Summer Series. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**June 21-25** — Laser North Americans. Royal Vancouver YC, [www.royalvan.com/lasernas2017](http://www.royalvan.com/lasernas2017).

**June 23-25** — South Tower Race, from Stockton to San Francisco and back, no stops. Are they nuts?! SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 23-25** — Long Beach Race Week. LBYC, [www.lbyc.org](http://www.lbyc.org).

**June 23-25** — Woodies Invitational. StFYC, [www.stfyc.com](http://www.stfyc.com).

**June 23-25** — Trans-Tahoe Regatta. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**June 24** — YRA Series #2. YRA, [www.yra.org](http://www.yra.org).

**June 24** — Sailstice Invitational for small one-design keelboats and centerboard boats. EYC, [www.encinal.org](http://www.encinal.org).

**June 24** — Silver Eagle. IYC, [www.iyc.org](http://www.iyc.org).

**June 24** — Rear Commodore's Race to VYC. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 24** — Konocti Monster. KBSC, [www.kbsail.org](http://www.kbsail.org).

**June 24** — H.O. Lind 1-3. TYC, [www.tyc.org](http://www.tyc.org).

**June 24** — Summer Sailstice Race, Moss Landing. ElkYC, [www.elkhornyc.org](http://www.elkhornyc.org).

**June 24** — Intraclub #2. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 24-25** — Island to Island Race, a "kindlier and gentler version" of the South Tower Race. Brannan Island to Angel Island and back. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).

**June 24-25** — Commodore's Classic Regatta on Huntington Lake. MHRA, [www.catamaranracing.org](http://www.catamaranracing.org).

**June 24-25** — Commodore's Regatta, from Monterey to Stillwater YC in Pebble Beach & back. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 25** — Spring SCORE #3. Info, [www.scyc.org](http://www.scyc.org).

**June 25** — LMSC Mayor's Cup Independence Day Regatta





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- 2013 38' HANSE 385 246k
- 2001 38' BENETEAU 381 94.9k
- 1985 37' BENETEAU 375 59.9k
- 1999 35' 1D35 54.9k
- 2013 23' J/70 Tally-Ho 47.9k
- 2013 23' J/70 Zuni Bear 45k



46' TARTAN 4600 2004  
 325,000 Contact: Alameda



46' TARTAN 4600 1997  
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38' ALERION Express 38 2006  
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- 2001 55' COMPASS 55 **SOLD**
- 1997 54' FLEMING 55 **SOLD**
- 2008 40' OCEAN ALEXANDER 109k
- 1983 39' TIARA 3900 Open 398k
- 2004 36' CARVER 366 **SOLD**
- 1988 32' ISLAND GYPSY Yachtfisher 94k
- 2014 31' TIARA 3100 Cor. **Sale Pending**
- 2008 30' ROBALO R305 **SOLD**
- 2004 29' TIARA 2900 Open 60k
- 2011 25' ZODIAC Pro RIB **Sale Pending**
- 2010 17' SEALEGS AMPHIB RIB 75k



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## CALENDAR

on Lake Merritt in Oakland. Peggy, (510) 836-1805.

**June 27-July 2** — Wind Clinic & Regatta for Laser/Opti youth on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**July 1** — OYRA Half Moon Bay Race. YRA, [www.yra.org](http://www.yra.org).

**July 1** — Año Nuevo Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 1** — Stars and Stripes Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**July 1-2** — Overnight Race. ElkYC, [www.elkhornyc.org](http://www.elkhornyc.org).

**July 3-21** — Los Angeles-Honolulu Transpacific Yacht Race. Info, [www.transpacyc.com](http://www.transpacyc.com).

**July 4** — Brothers & Sisters Race. TYC, [www.tyc.org](http://www.tyc.org).

**July 4** — Fourth of July Regatta. EYC, [www.encinal.org](http://www.encinal.org).

**July 4** — Independence Cup. SFYC, [www.sfyf.com](http://www.sfyf.com).

**July 5-11** — LongPac. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**July 6** — Laser Gorge Blowout. CGRA, [www.cgra.org](http://www.cgra.org).

**July 7-9** — Laser Masters US Nationals on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**July 7-9** — Women's Match Race Clinegatta. StFYC/North U, [www.stfyf.com](http://www.stfyf.com).

**July 8** — PICYA Lipton Series Regatta, a competition between yacht clubs. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 8** — Hart Nunes for Mercurys. SFYC, [www.sfyf.com](http://www.sfyf.com).

**July 8** — Jack and Jill Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**July 8** — Crossing Race, of South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**July 8** — Purissima Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**July 8** — Luna Race. VYC, [www.vyc.org](http://www.vyc.org).

**July 8-9** — US Sailing Bemis/Smythe Semis for youth. SFYC, [www.sfyf.com](http://www.sfyf.com).

**July 8-9** — High Sierra Regatta Weekend #1 for one-design dinghy classes and Victory 21s on Huntington Lake. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**July 8-9** — Small Boat Invitational. EYC, [www.encinal.org](http://www.encinal.org).

**July 9** — Summer 3 Long Distance PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 9** — Summer Races #1-3 on Lake Elizabeth in Fremont. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**July 10-11** — Day Sailer Nationals on Huntington Lake. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**July 10-14** — Whidbey Island Race Week/Farr 30 NAs, Oak Harbor, WA. Info, [www.whidbeyislandraceweek.com](http://www.whidbeyislandraceweek.com).

**July 14-16** — J/70 PCCs. StFYC, [www.stfyf.com](http://www.stfyf.com).

**July 14-16** — USA Junior Olympic Sailing Festival in San Diego. SDYC, [www.sdyf.com](http://www.sdyf.com).

**July 14-16** — Skiff Regatta for 29ers; 49er and I-14 Nationals on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**July 15** — YRA Westpoint Regatta from TI to SeqYC in Redwood City. Info, [www.westpointregatta.com](http://www.westpointregatta.com).

**July 15** — Plastic Classic. BVBC, [www.bvbc.org](http://www.bvbc.org).

**July 15** — Midnight Moonlight Maritime Marathon. SFYC, [www.sfyf.com](http://www.sfyf.com).

**July 15** — Twin Island #2. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 15** — Small Boat Races #5. EYC, [www.encinal.org](http://www.encinal.org).

**July 15** — Fox Hat Race. TYC, [www.tyc.org](http://www.tyc.org).

**July 15** — Summer Series #1. ElkYC, [www.elkhornyc.org](http://www.elkhornyc.org).

**July 15** — Championship Series #3. CYC, [www.cyc.org](http://www.cyc.org).

**July 15-16** — High Sierra Regatta Weekend #2 for keelboat one-design and PHRF classes. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**July 15-16** — BAYS/Svendson's Summer Splash for youth. EYC, [www.encinal.org](http://www.encinal.org).

**July 15-16** — Summer Sportboat. StFYC, [www.stfyf.com](http://www.stfyf.com).

**July 15-16** — Bay Bridge Regatta south of the Bay Bridge. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**July 15-16** — Monterey & Back Regatta. SCYC/MPYC, [www.mpyc.org](http://www.mpyc.org) or [www.scyc.org](http://www.scyc.org).

**July 16** — Howard Stevens Race on South Lake Tahoe.



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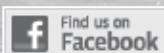
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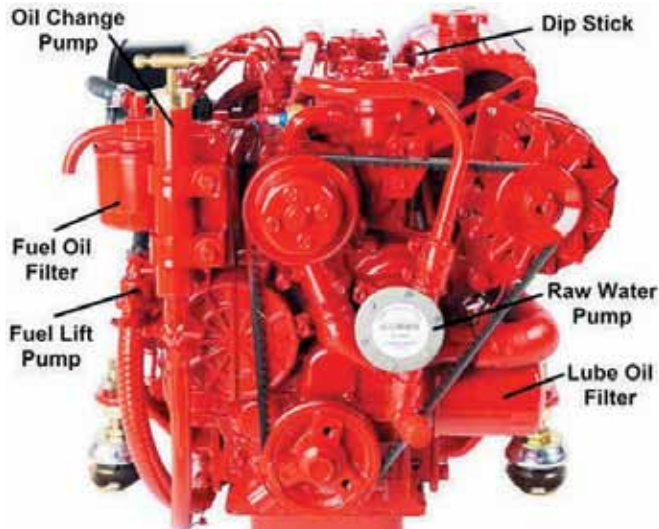
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## CALENDAR

LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**September 23** — SF to Ensenada Race. Del. (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

### Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 6/2, 6/16, 7/14, 7/28, 8/11, 8/25, 9/8, 9/22. Info, (510) 865-2511 or [www.bbbyc.org](http://www.bbbyc.org).

**BAY VIEW BC** — Monday Night Madness. Spring: 6/12, 6/26 (make-up). Fall: 7/17, 7/31, 8/14, 9/4, 9/18, 9/25 (make-up). Info, [www.bvbc.org](http://www.bvbc.org).

**BENICIA YC** — Every Thursday night through 9/28. Dan, (707) 319-5706 or [www.benicia-yachtclub.com](http://www.benicia-yachtclub.com).

**BERKELEY YC** — Every Friday night through 9/29. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 8/25. Info, (415) 435-4771 or [www.cyc.org/racing](http://www.cyc.org/racing).

**COYOTE POINT YC** — Every Wednesday night through 10/4. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC** — Friday night Twilight Series. Spring: 6/9. Summer: 7/7, 7/21, 8/4, 8/18, 9/8. Info, [www.encinal.org](http://www.encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 8/30. Summer Sunset Series, Friday nights: 6/16, 7/21, 8/4. Info, (916) 534-8458, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights. Small Craft Beer Advisory Series: 6/2, 6/16, 6/30, 7/14, 7/28, 8/11, 8/25. Ray, (510) 926-2441 or [www.ggyc.com](http://www.ggyc.com).

**HP SAILING CLUB** — Wednesday night races through October at Stevens Creek Reservoir, Cupertino. Paul, [paulz@ieee.org](mailto:paulz@ieee.org).

**HALF MOON BAY YC** — Friday nights: 6/9, 6/23, 7/7, 7/14, 7/21, 8/4, 8/18, 9/1, 9/15, 9/29, 10/13, 10/27. Info, [www.hmbyc.org](http://www.hmbyc.org).

**ISLAND YC** — Fridays. Spring Island Nights: 6/2, 6/16. Spring Island Nights: 7/14, 7/28, 8/11, 8/25, 9/15. Info, [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SC** — OSIRs (Old Salts in Retirement) every Wednesday at noon, year-round. Info, [www.kbsail.com](http://www.kbsail.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/11; World Intergalactic Beer Can Race 7/12; timed races 8/9-30. Info, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**LAKE WASHINGTON SC** — Every Thursday night through 9/28. Steve, (916) 952-4481 or [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SAILING ASSOCIATION** — Every Thursday night May-September. Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/20; Fiasco Race 6/7. Info, [race@mpyc.org](mailto:race@mpyc.org) or [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sweet 16 Series, every Wednesday night through 6/14 & 7/12-8/30. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Wednesday nights: 6/7, 6/21, 6/28, 7/5, 7/12, 7/19, 7/26, 8/2, 8/9, 8/16, 8/23, 8/30, 9/6, 9/20, 9/27. Eric, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC** — Wednesday Evening Series: every Wednesday night through 6/28 & 8/2-8/23. J/22 Summer Series: every Wednesday night 7/5-7/26. Thursday Night Kite Series: 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7, 9/21. Friday Night Windsurfing: 6/2, 6/16, 7/28, 8/11, 9/8, 9/22. Graham, (415) 655-7756, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.org](http://www.stfyc.org).

**SF MODEL YC** — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, [www.sfmjyc.org](http://www.sfmjyc.org).

**SANTA CRUZ YC** — Wet Wednesdays through 11/1. Friday Night Laser Regatta: 6/16, 7/21, 8/18. Info, [www.scyc.org](http://www.scyc.org).



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# CALENDAR

**SAUSALITO YC** — Tuesday nights. Spring Sunset Series: 6/6, 6/20. Summer Sunset Series: 7/25, 8/8, 8/22, 9/5, 9/19. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night through 10/4; Hannig Cup 8/9. Jenny, (650) 400-7033 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SIERRA POINT YC** — Every Tuesday night 5/2-8/29. Quincy, (650) 291-4061 or [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 6/2, 6/16, 6/23, 6/30, 7/21, 7/28, 8/4, 8/18, 8/25. Mike, (408) 839-4150 or [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**STOCKTON SC** — Every Wednesday night 6/7-8/30. Info, (209) 951-5600 or [www.stocktonsc.org](http://www.stocktonsc.org).

**TAHOE YC** — Lasers: every Monday night through 8/28. Beer Cans: every Wednesday night through 8/30. Info, [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night through 8/11. Cam, (415) 789-9294, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

**TREASURE ISLAND SAILING CENTER** — Vanguard 15 races every Thursday night through 9/7. Team racing every Tuesday night through 10/31. Info, [www.vanguard15.org](http://www.vanguard15.org).

**VALLEJO YC** — Every Wednesday night through 9/27. Dave, (925) 580-1499 or [www.vyc.org](http://www.vyc.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
6/03Sat	0216/1.3	0806/4.1	1349/1.0	2046/5.7
6/04Sun	0310/0.9	0919/4.1	1438/1.4	2123/5.8
	HIGH	LOW	HIGH	LOW
6/10Sat	0001/5.8	0651/-0.6	1409/4.5	1836/2.9
6/11Sun	0035/5.7	0724/-0.6	1447/4.5	1915/3.0
	LOW	HIGH	LOW	HIGH
6/17Sat	0005/2.4	0531/4.2	1144/0.6	1859/5.4
6/18Sun	0110/1.8	0655/4.0	1240/1.0	1941/5.7
6/24Sat	0616/-1.6	1329/5.2	1805/2.4	
	HIGH	LOW	HIGH	LOW
6/25Sun	0017/7.0	0705/-1.6	1419/5.3	1901/2.5

### June Weekend Currents

date/day	slack	max	slack	max
6/03Sat	0018/1.6E	0400	0624/1.9F	
	0924	1212/1.3E	1512	1836/3.2F
	2206			
6/04Sun	0112/1.9E	0506	0730/2.1F	
	1036	1306/1.3E	1600	1924/3.2F
	2248			
6/10Sat	0130	0430/2.3E	0912	1200/3.0F
	1542	1748/0.9E	1954	2330/2.5F
6/11Sun	0200	0500/2.3E	0936	1236/2.9F
	1624	1830/0.9E	2036	
6/17Sat	0112	0424/1.6F	0654	1006/1.4E
	1318	1706/2.9F	2036	2330/1.5E
6/18Sun	0236	0536/1.7F	0818	1124/1.3E
	1406	1800/3.1F	2118	
6/24Sat	0048	0342/3.1E	0818	1112/3.7F
	1430	1700/1.2E	1936	2300/3.6F
6/25Sun	0136	0436/3.1E	0906	1200/3.8F
	1524	1754/1.3E	2030	2354/3.4F



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## LETTERS

### ↑↓ FAKE NEWS OR FACTUALLY CORRECT?

I just caught up on the April issue of *Latitude*. I hate to be the guy, but on page 81 — part of the 40 years *In Review* feature — there is a picture supposedly from the 1988 Big Boat Series, supposedly of *Windward Passage*, with "dozens of Aussies serving as rail meat." I'm sorry to say, but that is not *Windward Passage*.

I'd been on *Windward Passage* during the old Clipper/Kenwood Cup era. That is most definitely not *Passage*. The photo is of a boat with twin helm stations and a centerline grinder station, neither of which *Passage* had.

Don't be fake news.

Stephen Balcomb  
Moonshadow, Catalina 42  
San Diego

Stephen — We hate to be the guys, but that photo is from the 1988 Big Boat Series, there were "dozens of Aussies serving as rail meat," and that really is *Windward Passage*. Well, Rod Muir's *Windward Passage II*, a Frers 80 he had built to replace the original *Passage*, the legendary Gurney 72, which he also owned and you'd been on in Hawaii.

You may remember that 1988 was the epic year of the Big Boat Series, with a large group of maxis over fresh from the Clipper Cup, including Jim Kilroy's new Holland 80 Kialoa



LATITUDE / ARCHIVES

IV, which had been dismantled in Hawaii. The Big Boat Series maxi winner, however, was Raul Gardini's Frers 80 Il Moro di Venezia, with Paul Cayard's local knowledge and Aussie Ian Murray calling tactics, carrying the day over the likes of *Passage*, Kialoa, Jake Wood's Mull 80 Sorcery, Huey Long's 80-ft Ondine V and others. There hadn't been a Big Boat Series like it before, and there hasn't been anything like it since.

Since we're talking about old-school maxis, let it be known that the S&S 79 Kialoa III, which was always Jim Kilroy's favorite, had seven firsts and one third in this May's Antigua Sailing Week. Just like old times! — rs

### ↑↓ BOAT DOCUMENTATION SCAM

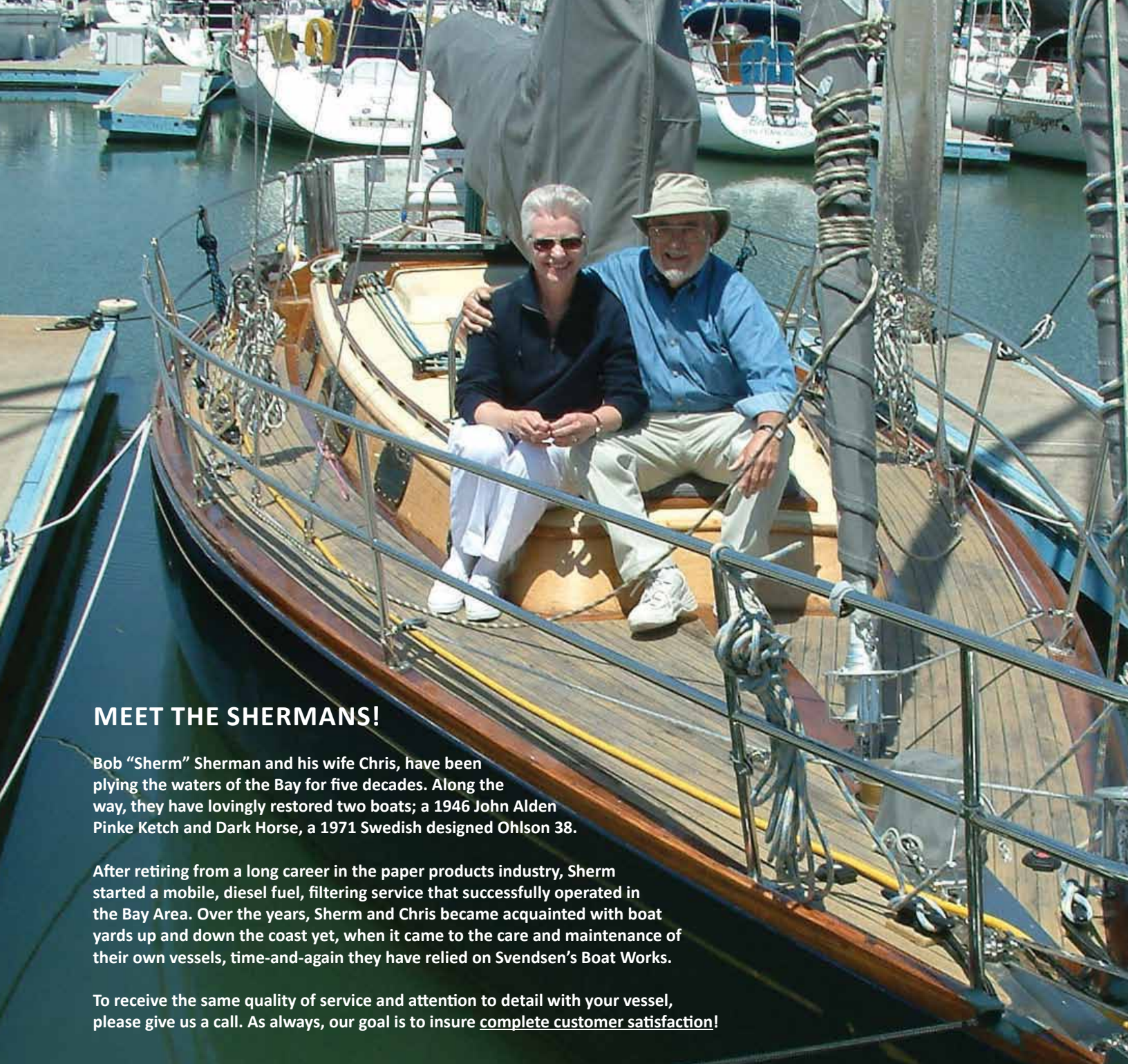
I want to alert *Latitude* readers to a recent scam by an outfit that is trying to sell you a renewal process for federally documented boats.

What this company — *uscgdocumentation.us* — does is send an email to boatowners timed to arrive just before their official snail mail renewal letter from the Coast Guard. And their website is designed to mimic the official government website. Only in very small print at the bottom of the page does it admit they are not affiliated with the US Coast Guard.

They charge you \$75 to renew your document, something you can do yourself for \$26 at the real Coast Guard website. It's actually easier to renew on the official website than use their service, so this is nothing but a scam.

Ray Durkee  
Velera, Tartan 37  
Alameda





## MEET THE SHERMANS!

Bob "Sherm" Sherman and his wife Chris, have been plying the waters of the Bay for five decades. Along the way, they have lovingly restored two boats; a 1946 John Alden Pinke Ketch and Dark Horse, a 1971 Swedish designed Ohlson 38.

After retiring from a long career in the paper products industry, Sherm started a mobile, diesel fuel, filtering service that successfully operated in the Bay Area. Over the years, Sherm and Chris became acquainted with boat yards up and down the coast yet, when it came to the care and maintenance of their own vessels, time-and-again they have relied on Svendsen's Boat Works.

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## LETTERS

*Ray — Thanks for the heads-up. It sounds to us like a case of intent to defraud. If that's true, we'd like to see the principals of the website have to refund everyone's money, and be given a year's 'vacation' at Club Fed. — rs*

### ↑↓ LED MASTHEAD LIGHTS AND AIS

I've been reading with great interest the discussions about Lunasea masthead lights' apparently interfering with AIS systems. It puzzled me because a DC circuit such as powers the masthead lights cannot create EMI (electromagnetic interference). However, the little switching power supplies that are part of the LED package can indeed create EMI if they are not built to prevent spurious emissions.

A little research revealed that these emissions are particularly bad at the VHF frequencies used by AIS (~181 MHz). And they particularly interfere with digital FM signals such as used by AIS. Bingo!

The problem is not in the wires running up the mast, but in the LEDs at the masthead. Using higher-quality LEDs, such as those made by Philips or others, might solve the problem. In addition, moving from a masthead VHF antenna to a whip antenna mounted on the stern pulpit would also solve the problem — although the VHF and AIS range would be a bit diminished.

On a related note, I have for years noted interference (EMI) between my Raymarine electronic instruments and my on-board Ham radio. By nasty coincidence, the interference is only noticed on 14.300 MHz and 21.412 MHz — the precise frequencies of the two maritime-mobile Ham networks. Apparently my SeaTalk network wires are too close to my antenna tuner. I don't talk on the radio while I'm sailing, so it hasn't been a big issue. But have others noted this problem? Would an RF choke — ferrite bead — around the SeaTalk wires mitigate this problem? That's a little job. What specific choke? Or should I just reroute the SeaTalk wires, which is a big job?

Bill Rathbun (AI6MB)  
Vector, C&C 38  
Berkeley

*Readers — During last year's Baja Ha-Ha, a number of entries noticed that they lost a lot of their AIS targets when they turned on their Lunasea masthead light or masthead light with a Lunasea LED bulb.*

*In mid-May we received the following letter from Allen Burley of Lunasea explaining how they see things. — rs*

### ↑↓ LUNASEA MASTHEAD LIGHTS AND AIS UNITS

In last year's Baja Ha-Ha it was noted that the number of targets on some AIS units would be lost when one of our



LUNASEA

*Lunasea has a new 12-volt masthead light with no emissions to mess with AIS.*

Lunasea tricolor masthead lights was turned on. We had our LED light tested in the TUV lab, and it was found to be within the FCC recommended limits. Nonetheless, in addition to our original 12/24/36-volt light that is undergoing further testing, we have developed a 'linear' 12-volt-only version that uses a different type of power supply. The new version has no emissions, which has solved the problem the original





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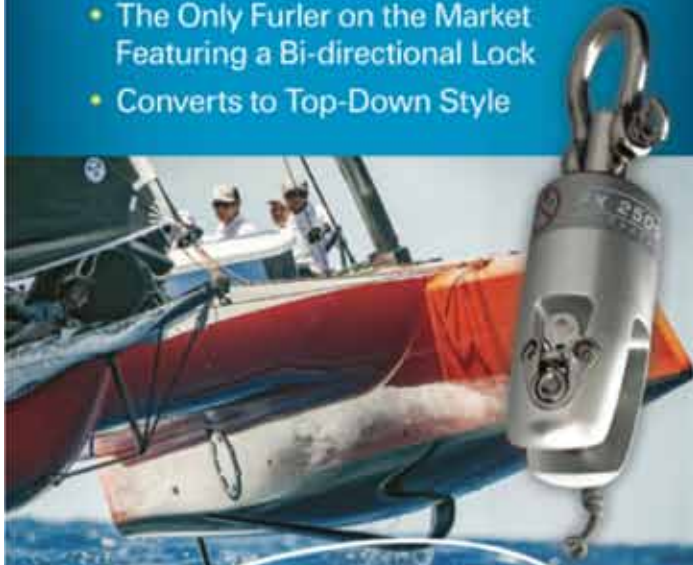


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## LETTERS

version had with some brand AIS units. It's noteworthy that some brand AIS units used 12db splitters, which, rather than our lights, could have been the source of the problem.

The base problem is the AIS system's ability to find all the AIS's digital signals within the VHF bands when there are often other 12-volt systems on boats, in particular, masthead lights being very close to masthead VHF antennas.

That said, our new 12-volt-only version of the masthead light, which I mentioned has no emissions, has been tested by at least one boat that had problems with their AIS/Lunasea combo in the last Ha-Ha, and it was found to work perfectly.

It's important to note that AIS systems continue to evolve. The newer AIS systems use updated electronics that are tuned to amplify the AIS signals instead of using a wideband amplifier. These systems have less interference problems with other equipment, including LED lights.

But the bottom line is that Lunasea does have a proven 12-volt-only masthead light that we can guarantee has no interference with AIS units.

Allen Burley  
Lunasea Lighting

*Readers — About two weeks before we got Allen's letter, we got a copy of the following letter from Allison Lehman of the Point Richmond-based Sabre 426 Kingfisher. She and her husband Jerry Keefe had had problems with their AIS and Lunasea LED masthead light in the last Ha-Ha. Lunasea's Allen Burley sent them a beta version of their new 12-volt-only LED light. The following is a copy of the letter from Allison to Allen. — rs*

### ↑↓ NEW LUNASEA MASTHEAD LIGHT WORKS

The new 12-volt-only masthead light does the trick! We have been testing for three days now, and all has been well. Thank you, thank you, we feel much better going into the shipping lanes knowing we see and can be seen!

*Latitude* readers can test their masthead light/AIS unit as follows: Turn the AIS on without the masthead light on and wait 20 minutes. Record how many AIS targets come up. Then turn on the masthead light and wait 20 minutes to see how many targets you have then. With our original masthead lights, we would go from something like 30 targets to five targets. Obviously, it doesn't have to be nighttime to test your combination.

For what it's worth, we have a Raymarine-brand AIS.

Allison Lehman and Jerry Keefe  
Kingfisher, Sabre 426  
Point Richmond



**For safety, the Wanderer would favor AIS over radar in most situations.**

with the Raymarine AIS.

2) Lunasea's testing indicates that there isn't a problem with the Lunasea 12-volt version, and there wasn't with the original one, but perhaps with the 12db splitter on at least one brand AIS unit. At this time Burley declines to mention which AIS

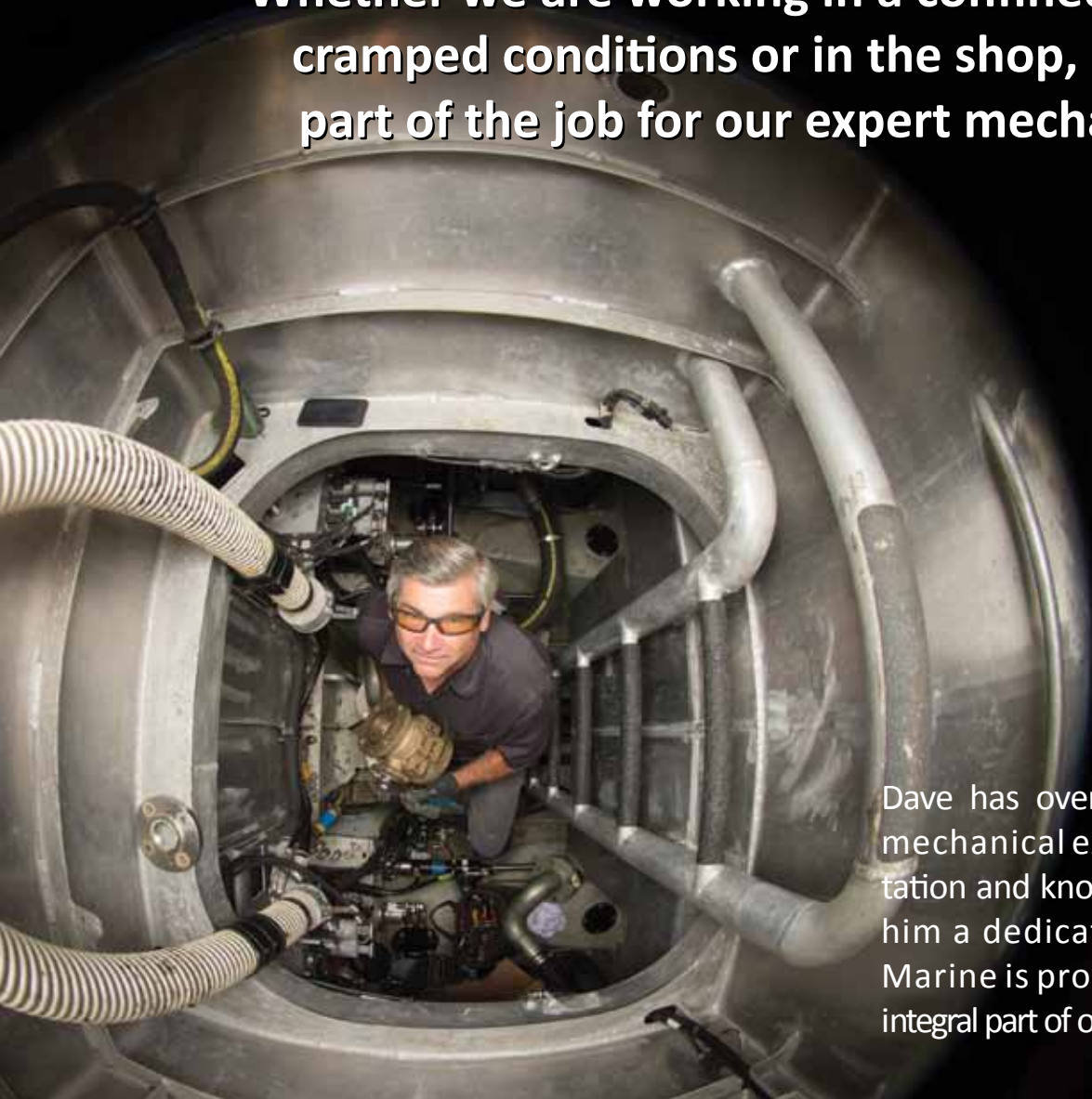
*Readers — So this is the way we at Latitude understand things to stand:*

1) The new Lunasea 12-volt-only masthead light/Raymarine AIS combo on Kingfisher now works perfectly, whereas the original Lunasea 12/24/36-volt version did not work



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## LETTERS

brand(s) might have that problem. In any event, they shouldn't be a problem with the new Lunasea light.

There has been some talk of Lunasea's offering to replace the original masthead lights with new ones using the different power-supply technology at below-their-cost-deal terms. At this point such talk is premature, pending further testing.

3) At this point it would be helpful if those who had or are having problems with their masthead LED/AIS combination would inform Latitude of what brand masthead light/bulb you have, and what brand AIS. (Send an email to richard@latitude38.com.) We can forward that information to Lunasea.

Latitude considers AIS to be among the premier safety devices on a sailboat. Make sure yours is working perfectly. — rs

### ↑↓ THE MONEY IS ALREADY THERE; WE NEED TO BRING BACK THE BEAUTY

Thanks so much for the Wanderer's May 12 'Lectronic Latitude arguing that the America's Cup 'emperor has no clothes', and that the foiling cats are mud — or composite — ugly. Fast? Yes. Ugly and soulless. Absolutely!

Some years ago I had the great pleasure of doing the Northwest's annual Swiftsure Race — from Victoria, BC, out the Strait of Juan de Fuca to the Swiftsure Bank at the entrance to the Pacific Ocean, and back — while working foredeck on *Weatherly*, the magnificent winner of the 1962 America's Cup. What a soulful boat she is!

Before the race, as we were rafted up in front of the Empress Hotel, with tens of thousands of spectators flocking to the harbor. I was asked to go to the top of *Weatherly's* mast to check for sharp edges on the rigging. I packed the bosun's chair pockets with rigging tape, a knife, some other tools — and two cans of cold beer. Once at the top — hoisted by



SAIL WEATHERLY

**The 12-Meter 'Weatherly' looking nice off Newport, Rhode Island.**

grinders on two sets of coffee grinders, as even on *Weatherly* I wanted a backup halyard in case a splice or shackle gave way — I had them tie me off. I sat at the top of the mast, enjoyed my two beers, waved to the crowds, giving them a cheer with my beer, and then earned my keep by checking stuff on the way down.

The next day, riding the westerly back from Swiftsure Bank to Victoria, it was a blast to watch the other boats fight broaches as *Weatherly* stormed along under its spinnaker as steady as a flatcar racing down railroad tracks. In previous years I'd done Swiftsure on my 26-ft Thunderbird, so the difference was quite extreme.

The 12 Meters were gorgeous. The J Class boats majestic. It was reassuring to hear that I'm not the only one who finds the current Formula 1 on-water contraptions ugly and, despite their speed, quite boring to watch. How did we ever devolve to these silly contraptions that are raced today?

Let's return to 12 Meters or J boats. The money is already there; we just need to bring back the beauty.

Grant Fjermedal  
Seascope, Coronado 35  
Seattle, WA

*Grant — The way the Wanderer sees it, the 12s are too small and slow compared to other monohulls to be viable for*



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## LETTERS

*what's supposed to be a pinnacle of sailing. The J Class boats would be an option, but if you've ever seen a 180-ft schooner under full sail side by side with a J Class boat, nobody pays any attention to the smaller J, which flies far fewer sails and has a smaller crew. The Wanderer wants the America's Cup to be between 180-ft gaff-rigged schooners such as Elena of London and Elenora.*

*The Wanderer's May 12 'Lectronic on the subject of America's Cup boats prompted many letters on the subject, almost all of them in agreement. The text of that 'Lectronic article and a sample of the readers' responses follows. — rs*

"By the time the 35th America's Cup Finals, June 24 to June 27, are concluded, the Wanderer predicts that the Cup will have been diminished even more. Not because of ridiculous legal wrangling that besmirched everything leading up to the fantastic Cup Finals in San Francisco, but because the 15-meter foiling cats, the 'brides' as it were, are going to be overshadowed by the 'bridesmaids'. Any wedding planner will tell you that's not a good thing.

"The Wanderer thinks Russell Coutts and company will come to rue the day they decided to invite the superyachts to their America's Cup party for a Superyacht Regatta June 13-15, and the J Class boats to have a regatta June 16-20.

"The J boats, two of which formerly raced in the America's Cup, are spectacular. The 15-meter foiling cats, on the other hand, will be tossed aside after this year's Cup is over.

"The superyacht event is between the end of the Louis Vuitton Cup Finals and the start of the America's Cup Finals, while the J Class Regatta is in the three days between the third and fourth races of the Cup Finals on June 18, and the fifth and sixth races on June 24.

"There are just six teams that will be vying for the America's Cup, five Challengers and the Defender from the Golden Gate YC, Oracle Team USA. They'll be sailing in just under 50-ft foiling catamarans capable of nearly 50 knots, an experience that almost no other sailors can relate to.

"The entry list isn't yet complete for the Superyacht Regatta, but so far there are 19 boats that have indicated they'll be racing. We suspect there may be many more, hopefully including the likes of the 218-ft *Adix*. Among the current entries are the 196-ft Perini Navi *Perseus*, which carries the largest spinnaker in the world; the 182-ft schooner *Adela*, which dates back to 1903; the 170-ft Royal Huisman schooner *Meteor*; the 158-ft Frers sloop *Hyperion*; the 144-ft R/P sloop

*Visione*; and the 138-ft Frers ketch *Rebecca*. In addition, at least six J Class yachts, about 135-ft each, which will be later racing in their own regatta, are expected to compete.

"The problem is that the 'brides' are, by comparison, tiny techno machines that only nerds and engineers will find it easy to love.

They don't have an iota of the style, soul or romance of the superyachts or the Js.

"We've seen almost all the superyachts and J Class yachts race numerous times in the St. Barth Bucket, and often from vantage points less than 150 feet away. They are so spectacular they take your breath away. Even more impressive, they

LATITUDE / RICHARD



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## LETTERS

also take your breath away when they're just tied up to the dock. They don't have the speed of the little America's Cup cats, but they've got the gravitas.

"By the time the 35th America's Cup is history, the Wanderer thinks that most people will have found the superyachts and J Class boats to be far more lovable and compelling than the tiny AC cats."

### ↑↓ LOST THE CORE WITHOUT GETTING A NEW ONE

I couldn't agree with the Wanderer more. The AC foiling cats are water bugs replete with technology incomprehensible to average sailors. The J Class sloops are breathtaking and inspirational for every sailor and non-sailor.

The AC folks have insulated themselves in a sailing technology bubble that has lost the loyalty and interest of much of the sailing community. Holding the event at a small, lovely and hospitable island that is unreachable by most people, and making the racing into NASCAR speed runs expressly tuned to TV, has further distanced the event from sailors. They've lost their core audience without creating a new one.



ACEA

*Can you relate to this 'water bug'? Most sailors can't.*

Beau Vrolyk  
Mayan, 74-ft Schooner  
Santa Cruz

### ↑↓ MIGHT AS WELL WATCH AIRPLANE RACING

The Wanderer's assertion is spot-on. Five hundred, plus or minus, sailors in the world can directly relate to a foiling catamaran with a hard wing sail. To every other sailor, it is so far removed from their experience they might as well be watching airplane pylon racing.

NASCAR has a similar but less obvious problem. When NASCAR got away from the 'stock car' format, they left behind the 'run it on Sunday, drive it to work on Monday' marketing concept that captured the attention of so many fans. The fans could relate because they could own something similar



SAM GREENFIELD/OTUSA

to the cars being raced. The result of NASCAR's changing the formula is they've lost lots of fans in 10 years.

Sailors can own foiling boats, and I think they have their place. But the hard wing sail places the current crop of America's Cup boats completely out of most everyone's realm of possibility.

However, one of the main reasons people watch NASCAR races these days is to see the frequent crashes and the not-quite-as-frequent fights. If Russell Coutts can figure out how to bring crashes and fights to this year's America's Cup, he may have a winning combination.

Doug Deaver  
Iolani, Outremer 45  
Santa Barbara





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## LETTERS

*Readers — Doug owns a high-performance Outremer 45 cruising cat. — rs*

### ⇅ I COULDN'T CARE LESS ABOUT THE CATS

The Wanderer is right on the layline with his America's Cup prediction! Those superyachts are absolutely breathtaking and compellingly magnificent to watch. The classic lines of the J's are what everyone looks for in a sailboat, and the one-design battle to the finish will definitely be spectacular.

I couldn't care less about those ugly catamaran 'drones' on the water, but I will watch the J's and superyachts battle it out in breathless delight.

Sailingsusi  
Planet Earth

*Susi — The J Class yachts are not one design, but are built to Nathaniel Herreshoff's Universal Rating Rule. As a result, some J Class yachts are almost 20 feet longer than the shortest one, and Ranger displaces 20 more tons than all the others. — rs*

### ⇅ SAILING WILL BE MY POETRY

The Wanderer couldn't be more right. Even though I'm an engineer by training, I have a hard time relating to the foiling cats and tris — as other than high-speed novelties of limited interest. Meaning science, not sport.

Even with the megayachts you are enveloped by nature and multidimensional processes. The foilers are like a drag race, with just speed, no subtlety. I'll stick with F1 racing for my techno speed fix, and sailing will be my poetry.

Don Keenan  
Boulder, CO

### ⇅ OLD MONEY VERSUS NEW MONEY

I understand the Wanderer's point, but those old boats were around for a long time, and I'm not so sure they ever made the Cup popular — and don't compare to the thrill of watching super-fast cats. My Gemini cat was jam-packed with new-to-sailing crew when I went to watch the AC72s race on the Bay in the 34th America's Cup.

The classic monohulls are beautiful to behold, but they also bespeak almost nothing else but Old Money. The cats are ob-



ORACLE TEAM USA

*The question becomes, is Oracle's Larry Ellison Old Money now or still New Money?*

viously expensive, but they talk the language of innovation, which many more people, non-sailors included, can understand and appreciate. So I think having the superyacht and J Class yachts in Bermuda is a great idea, but I don't think it will return the Cup to the old clubbie culture.

Andy Jones  
Belmont

*Andy — Thank goodness there is someone to disagree with the Wanderer's opinion. For what it's worth, the Wanderer loved the 34th America's Cup on San Francisco with the 72s, but it was a one-time fling because of the novelty, size and danger of those untried cats.*

*It was World War II that killed the J Class, as most of them were scrapped for their valuable steel and lead. After the war they were deemed too expensive, which is what brought the*





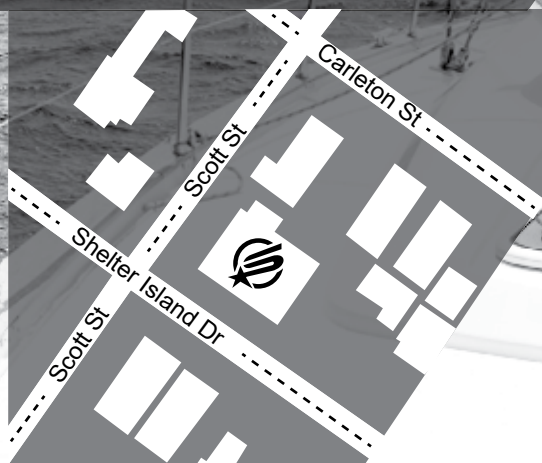
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## LETTERS

*12 Meters to the America's Cup.*

*While the Wanderer can't back it up with specific facts, he's of the opinion that almost all big boats, and America's Cup boats, are funded with New Money, not Old Money. — rs*

↑↓ **COMPOSITE CATS HAVE NO SOUL**

Yep. Sack the cats and foils. I've hated them since day one. No grace, no soul.

Mike Scott  
Planet Earth

↑↓ **LOST INTEREST IN PRESENT-DAY CUP**

I've lost all interest in the present-day versions of the America's Cup. I think the Wanderer is right.

Klaus Kutz  
Sea Otter, Freedom 30  
Alameda

↑↓ **CAT OWNERS AGAINST CATS IN THE AMERICA'S CUP**

The Wanderer is right on. Who cares about those America's Cup cats? They are cool, but! And like the Wanderer, I own a catamaran!

Fred Paul  
Planet Earth

↑↓ **SUPER-SECRET SUPERYACHT REGATTA**

I agree. The superyachts and J Class boats are beautiful to watch. With clouds of sail and lots of crew, anything could happen. Maybe the AC catamarans are super-cool to sail, but the races are so short that they aren't much fun to watch.

As crew on a Commodore Yachts vessel, I was front row for the 34th America's Cup on San Francisco Bay. It was amazing racing, but still.

I recall a sort of Superyacht Regatta on the Bay to go along with the America's Cup, but I could never find any information about which boats would participate and when they would race. Nothing! I happened to catch sight of one as I was driving across the Bay Bridge, but that was it.



LATITUDE / RICHARD

*The 180-ft 'Adela' won the 'secret' Superyacht Regatta on San Francisco Bay.*

Norm Allendorph  
Yipe Yipe, Frers 40  
Tiburon

*Norm — The Wanderer agrees that the 34th America's Cup races on the Bay were shorter than he would have liked, but the 72-ft cats were so outrageous, so untried and untested, and the comeback so Cinderella-like, that the 34th Cup was magic.*

*As for the Superyacht Regatta that went with it, there was no publicity whatsoever. We at Latitude didn't even know about it. As it turns out, it was won by the 180-ft schooner Adela, which is driven and crewed by good friends of ours from the Caribbean. What a botched opportunity. — rs*

↑↓ **THANKS — AND YOU'RE WELCOME!**

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## LETTERS

Paul Hofer  
Scarlet Fever, Jeanneau 509 Sun Odyssey  
Wilmington, DE

Readers — Registration for the Ha-Ha opened at noon on May 9. There were more than 50 paid entries in the first two hours. Sign up now! — rs

### ↑↓ CANCEL IT, DON'T LET IT EXPIRE

I don't know whom to ask, so I hope you can help answer my question. I have a Temporary Import Permit (TIP) for my boat for Mexico that is due to expire in December this year. I've been in and out of Mexico a few times since I first got the TIP, most recently in July 2012. I'm not planning on taking my boat back to Mexico until next year's Baja Ha-Ha — I did my first in 2011. My question is, do I let the TIP expire and get another before I go to Mexico again, or do I have to turn this one in before expiration?

George Johnson  
Planet Earth

George — Our understanding is that you are required to cancel your TIP rather than let it expire, even if your boat is no longer in Mexico. You cannot get a new TIP until the other one is canceled. Because so many owners hadn't canceled their TIPs, Mexico had several occasions where TIPs could be canceled at one of several of their consulates in the States. But that's over. For an expert opinion on what to do, we'd contact ship's agent Victor Berreda in Cabo at [operations@caboshipagent.com](mailto:operations@caboshipagent.com). — rs

### ↑↓ THEY KILLED OUR FORWARD PROGRESS

After four years of working on my project boat, my son and I had her out on the Bay for her first real sail. For the previous six years we'd been sailing my Santana 22, a very forgiving learning platform, in the Carquinez Strait. That's where we taught ourselves how to sail.

So one day we were sailing the Rhodes 41 in The Slot on the Central Bay between Treasure Island and Angel Island. We were pointing as high as we could, learning about our boat, and trying to make the front of Angel Island on one tack. All of a sudden, along came a fast racing boat with full crew, also on port tack. As soon as the racing boat gained right of way, they cut across our bow in order to get their spinnaker up.

They killed our forward progress, forcing us to fall off and totally miss our objective.

If someone wants to race, I say find someone who wants to race with you, and leave us meanderers alone.

Mike Lee  
Sea Frolic, Santana 22  
Wind River, Rhodes 41  
Martinez



LATITUDE / CHRIS

Angel Island is used as a rounding mark in several Bay races.

Mike — No matter if it's surfing, skiing or sailing, there are always going to be unfortunate incidents between experts and beginners. While we empathize with you for what happened, if we'd been at the helm of your boat, we'd have deferred just a bit to the racing boat, given all the time and effort they had put into what they were doing. By doing so efficiently, you would have only lost a boatlength or two. It just would have made



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## LETTERS

*your challenge a little more interesting. By the way, no doubt they were racing against other boats you didn't see.*

*You may not want to hear this, but if you really want to have fun sailing, you should do a few beer can races with your Santana 22. There are two reasons. First, you get to copy what the leaders are doing with sail trim, helping you sail your boat better. Second, you'll quickly get comfortable in close quarters, be it with other boats, buoys or obstructions.*

*Even casual racing will make you a better sailor faster than any other method. And if you're a beginner, rest assured that everybody will be happy to encourage you and give you tips. Before long you'll really feel comfortable handling your Santana, and you can quickly translate that confidence to your bigger boat. So the next time a racing boat crosses in front of you, you can scare the hell out of them by shaving their transom, knowing you're in full control and will only miss them by a smidgen.*

*By the way, trying to sail up the face of Angel Island on one tack was one of the favorite 'games' the Wanderer enjoyed with his boats on the Bay. It sure helps when there's an ebb, doesn't it? — rs*

### WE PRIDE OURSELVES ON BEING RESPONSIBLE PET OWNERS

In response to the Wanderer's citing of our blog post regarding our complaints about restaurants in downtown Cabo not allowing dogs, we have to agree with him. While we were disappointed that the restaurants in Cabo didn't allow us to have our dog with us if we wanted to eat, like the Wanderer we don't like barking, licking, crapping or bothersome animals near us either. That's why we pride ourselves on being responsible pet owners. If our Tessa were to present a problem to anyone, we would remove her from the situation — although I can't ever remember needing to do this.

We wish parents of children would do the same.

By the way, our dog loves cruising. She's an avid swimmer, and gets to swim to her heart's content off the back of the boat on a homemade doggie boarding ladder.

As for our comments on Cabo, I was just surprised by how overrun the downtown area had become. Fortunately, we eventually found plenty of inexpensive but delicious food in and around Cabo, and thus stayed for three weeks. Special mention to the pet-friendly Cabo Cantina. So we did have a good time, but I'm not sure we need to return to downtown Cabo, as it's not our scene anymore.

We're absolutely loving La Cruz de Huanacastle on the mainland, as everyone has been extremely welcoming. In fact, over-the-top welcoming. And now that we're berthed for the summer on the same dock as *Profligate*, we know where to take Tessa for her morning walks!

By the way, I've seen the photos of your motorcycle. I need one for the summer. Can you help?

Chris and Monica Glubka, and Tessa  
*SeaGlub*, Hylas 46  
La Cruz for the Summer

*Chris and Monica — Good one!*

*We know there are lots of very responsible, good dog owners. The problem is that there are so many irresponsible ones that our guard almost automatically goes up whenever we see a dog.*

*And unfortunately, there are more than a few dog owners who are just plain hostile to anyone who doesn't automatically like their dog. For example, a few years ago we were walking along Costa Baja Marina in La Paz when a drunk owner of a fishing boat saw that we wanted to avoid his pit bull — who*



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## LETTERS

was dragging his own leash. So he picked up the leash and led the dog toward us. When he got close, he threw the leash on the ground. Nice passive-aggressive way to make friends and influence people.

As for downtown Cabo, it's an ever-changing, tawdry mess. It's geared to visitors from cruise ships and the Thursday-Sunday morning party crowd from the States. Your staying there for three weeks may have set some kind of record.

There is a cruiser/motorcycle group in La Cruz/Vallarta that was started by the late Philo Hayward and is still going strong. Ask around about Buddies in the Saddle. The ride from La Cruz to Mita is great, and the ride from Mita through the jungle is even better. The wild driving antics on Highway 200, however, creep us out. — rs

### WE TOOK OFFENSE TO THE WANDERER'S OPINION

I was very disappointed to read the Wanderer's April 26 'Lectronic Latitude comments titled *About Dogs. And Cats. And Cruising.*

The Wanderer — Richard Spindler/the Grand Poobah/the Grand PooBob — voices his opinions about dogs, boating and dock life, to which he is entitled. I know the crew of *SeaGlub*, who were the subject, and have been witness to how they ensure their dog is happy and well cared for.

We have Rocket, a 75-pound dog, aboard our boat, and the Wanderer has seen me take my dog out paddleboarding

and swimming from his boat ramp when at places he is not allowed to go ashore — such as Santa Cruz Island.

I hope the Wanderer will reconsider his thoughts about dogs on boats. Our Rocket gets a few years younger when we pull out of the slip. He loves sailing, dinghy rides, paddleboarding, and most of all swimming.

Rocket came from a shelter and has spent every one of his ten years aboard *Volare*. This is his home. He feels happy and safe here. There's not a dog in the world that would rather stay in a shelter than go home with a boat family. Please don't discourage boaters from adding dogs to their lives. It wouldn't

be fair to the boaters or the dogs.

We respect the rules and other mariners, pick up after our dog and other dogs, and don't allow our dog to disturb others.

We take our dog everywhere we can. Having a dog is about companionship, and thus being with the dog. If a place does not allow us in with a dog, that's fine. We will find a place that does.

I believe that what *SeaGlub* wrote was part of a personal blog. But what the Wanderer wrote, in a professional publication, is: "It seems so unfair to the dog to have a big dog on a boat." This passing of judgment on other boaters' choices and lifestyles goes too far. If this is truly the Wanderer's opinion, it makes me reconsider joining this year's Ha-Ha. I do not want to begin my cruising journey with someone so quick to pass judgment. I believe the hundreds of other cruisers out there with dogs would agree with me.

Thanks for all you do for the boating community and for listening to our input!

Jessica Heinicke

LATITUDE / RICHARD



**Jill Stephens and Jessica Heinicke.** Jessica, right, is a veteran with two tours flying helicopters in war zones, is now a nurse, and is a loving and responsible dog owner.





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## LETTERS

Volare, Catalina 440  
San Diego

*Jessica — As we've had the pleasure of meeting you and your husband Adam aboard Profligate on two SoCal Ta-Ta's, we like to think you know we think the world of both of you — and that's even before taking into account that you both did two tours of duty as helicopter pilots in Middle Eastern war zones.*

*If all dog owners were as responsible, considerate and in control of their dogs as you two are, we and others wouldn't have an issue with dogs on boats. The sad truth is, not everyone is as responsible and considerate as you two. Surely you know this from having to pick up poop from other dogs.*

*We like to think that there's a significant degree of difference between having an opinion, such as ours, and casting judgment. And our opinion on big dogs on boats was based on experiences such as the folks on Irie had, having to give up cruising after just one day because their dogs were so uncomfortable with their Freeport 36 heeling over. And others admitting that having a big dog on a boat was not ideal.*

*We were careful to preface our opinions by noting how incredibly important dogs are to some people, and what a huge factor they are to the happiness of many owners. We're all for that. By the same token, we're all against dogs who bark all night long every night. And with owners who seem oblivious to the detriment it has on others.*

*We're glad to see that you're open-minded enough to our being open-minded, and thus have signed up for the Ha-Ha. We'll even let Rocket bite our leg — if he promises to do it softly. And we're sure we'll be great friends with the SeaGlub folks when we get a chance to meet them, despite the fact they promise to take their Tessa for a walk around Profligate every evening.*  
— rs

### ↑↓ THE 'NO DOGS' SIGNS THAT ARE IGNORED

In my opinion, *About Dogs. And Cats. And Cruising* is the best *Lectronic* the Wanderer has ever written. I would gladly patronize every restaurant in Cabo that the *SeaGlub* folks were upset about because they wouldn't allow their dog.

That's why I like Paradise Marina in Nuevo Vallarta. Dick Markie has prominently posted signs saying they won't tolerate dogs off-leash. Nor their self-righteous and oblivious owners.

Years ago I had several boats at Napa Valley Marina. There was a big sign right at the entrance to the marina, 'Please Leave Your Pets at Home'.

In Sausalito and the rest of Marin County, it's even worse. The most ardent pet lovers would hate dogs if they came to Schoonmaker Marina. Especially the beach area, which locals now refer to as 'Dog Beach'. On nice days, dog owners who pretend to be oblivious to new "DOGS ON LEASH ONLY" signs all over the beach and public-access areas let their pets run free on the beach, walkways and docks. Usually the dog owners are on their mobile phones texting, completely ignoring their pets, while their pets poop, pee and race around the beach full of barefoot little kids and their moms. And yes, there are pit bulls among these dogs.

Schoonmaker recently had to buy a half dozen new signs, post them right at the entry to the beach, and still dog owners claim, "Oh, sorry... I didn't see your sign." Harbormaster Mike Rainey recently asked a dog owner, "How many signs do we have to post before you control your dogs?"

"I'm sorry that you feel that way," she replied, completely ignoring his question.



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# LETTERS

I certainly don't hate dogs, and in the past I have cruised, sometimes for a few weeks, on boats with owners and their dogs. But now dogs seem to be everywhere and out of control. Like bratty, spoiled kids, so many dog owners are oblivious to their pets' behavior. Or the fact that not everyone likes their precious pet. Then there is the whole rampant misuse of so-called 'service dogs'.



LATITUDE / CHRIS

**On a warm Sausalito evening, two dogs frolic on the beach at Schoonmaker.**

John 'Woody' Skoriak  
Marin County

## ↑↓ WILL HARBOR SANDS MAKE MY DAD TOSS?

People might think the new upscale Harbor Sands — with cabanas, lounge chairs, plants, and waiter service — at Two Harbors is cool, if they never knew it the way we knew it. For me, it's a sad transition.

Gone are the days of having to dodge the buffalo after a hike to the back side. Gone are the days when Perry Como was so drunk late one night that he had us drive him back to

his boat in his Boston Whaler tender. Alas, my dad wouldn't let us keep the tender.

My first trip to Catalina was in 1963. My dad had mooring N8 at the Isthmus. His twin brother had one on the inside at Avalon. My grandmother lived in Avalon for a while back in the 1970s. I used to dive for coins when the ol' steamer would come into Avalon with tourists. Growing up as a boating brat on Catalina was a hell of a good time!

Geez, we buried my dad out off Ship Rock. I wonder if the changes are making him toss around in the deep blue yonder. R.I.P. Isthmus.

Dave Lewis  
Formerly Sweet Lorraine, Ventura  
Currently F/V Kellie Ann, Kealahou, HI

*Readers — We didn't expect that a lot of mariners were going to be thrilled about Harbor Sands, and the response we've received bears this out.*

*We understand why they are doing this, but that doesn't mean we like it. We suppose just how unpopular it will be with mariners depends on how many of the free activities and areas will no longer be available to them. — rs*

## ↑↓ NOT ONE OF MY FRIENDS LIKES THE CHANGES

I've been going to Two Harbors on Catalina Island for just short of 50 years. As a young teenager, I remember the wonderful feeling of being on an imagined desert island outpost a million miles away from the real world.

As time has marched on, there has been some limited development of housing for staff and other improvements. But until the current upscale Harbor Sands remodel, that desert-island feeling remained. The Two Harbors beach area,

SANTA CATALINA ISLAND RESORT



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## LETTERS

where once pickup volleyball games, families having BBQs, campers and Scouts running around waiting for the Catalina Express ferry home, were the norm, has now been stolen in the name of profits.

SANTA CATALINA ISLAND RESORT



**Lounge chairs and plants on the beach at Two Harbors. Visitors will be shocked.**

People now have the 'privilege' of paying to be on the beach by renting a chair or cabana. The same beach area that had been utilized in the past for all sorts of boating groups and yacht clubs to host events for reasonable fees. New liquor-license restrictions that now extend down to the high-tide line, coupled with the unreasonably high fees to host an event, are making groups and clubs rethink booking events there. I know of several that have canceled previously booked events.

At the east end of the island near Avalon, Descanso Beach has a similar area with cabanas and beach chairs you can rent. People who wanted that kind of experience traditionally went there.

The plan to bring in more people from Avalon on a high-speed boat to rent chairs and cabanas on the beach will further erode that deserted-island feeling.

I have asked a lot of my boating friends what they think of Harbor Sands, and not one of them likes these changes. The thought of Santa Catalina Island Resort Services "preserving the present for the future" does not ring true for us. SCIRS should have kept what was there six months ago as the 'present', and that would have preserved the future.

In the movie *Field of Dreams*, they heard a whisper of, "If you build it, they will come." I hear a loud voice saying, "If you charge too much for Two Harbors, they won't."

Pat McCormick  
St. Somewhere, Beneteau 440  
Alamitos Bay

### ↑↓ WISHING THEM FAILURE

I think Harbor Sands will definitely ruin the ambience of Two Harbors. So I hope it fails as a commercial venture.

Lon Bubeck  
Flying Cloud Yachts  
Long Beach

### ↑↓ IT WAS A MATTER OF TIME

The changes at Two Harbors are obviously aimed to increase revenues. There are about 18 million people living in Southern California, so I imagine it was only a matter of time before management would make changes to try to attract more of them.

I live at San Pedro South Shores, which is just 19 miles from Two Harbors. But I stopped going there five years ago when 'revenue enhancement' took hold.

My game plan is to have a house, which is an appreciating asset, and a boat, which is a depreciating asset, and thus be able to travel wherever I want. But I think it's the Wanderer who really figured it out.

Marek Nowicki  
Raireva, Dreadnought 32  
Splitting time among SoCal,  
Mexico, Costa Rica and Poland

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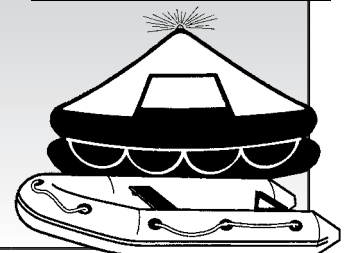
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# LETTERS

## ↑↓ HONING CRUISING SKILLS IN SOUTHERN CALIFORNIA

*Latitude's* response to the Whites asking for advice on cruising in Southern California this summer included some good points, but I'd like to add a few.

It's true that September/October may offer the best conditions of a given year, but since 'calendar summer' ends near mid-September, the Whites could be looking more at fall cruising.

The conditions around Santa Cruz Island can be blustery and cold in July and August, but are not continuously so. What you experience chiefly depends on your whereabouts. The mildest conditions are characteristically along the shores of the eastern third of the island, as *Latitude* mentioned. The anchorages, spread over a travel distance less than 30 miles, include Pelican Bay, Prisoners Harbor, Scorpion Ranch and Little Scorpion, Smugglers Cove, Yellow Banks, Alberts, and Coches Prietos. There's plenty of anchoring and shore excursions among those spots to occupy cruisers on a round trip of one month's duration from Cupertino!

It's only an 18-mile reach to Ventura Harbor from Little Scorpion if folks wish to come to the mainland. The free Ventura Harbor to Downtown Trolley operates between 11 a.m. and midnight, Wednesday to Sunday, carrying visitors between the harbor and downtown. The latter is a fun destination. Ventura Harbor is very well equipped to service cruising yachts, although there are no grocery stores there.

The chance for an overnight transient berth in Ventura Harbor during summer is better than in Santa Barbara Harbor. If folks wished to spend a day seeing Santa Barbara Harbor and the area, they could ride the Pacific Surfliner (Amtrak) from Ventura. Our trolley stops at the Ventura train depot.

Conversely, if our cruisers decide to keep to the western portions of Santa Cruz Island, plus visit the outer two islands, Santa Rosa and San Miguel, then summertime could indeed produce challenging conditions. Hailing from the Bay Area, I can easily imagine their being accustomed to cold, windy conditions, and they probably have the gear for meeting them as well.

Finally, it's minimally 50 to 70 miles to other harbors or islands southeast of the east Santa Barbara Channel. Visiting any of them would represent a lot of traveling to put into a single month, so visiting the areas mentioned here and earlier is the best bet.

Ray Wilson  
Ventura

*Ray — Thanks for the additional information. Ventura Harbor is a little isolated, so the free downtown trolley sounds terrific. According to the website, the trolley runs every 55 minutes, and, with advance notice, can make special stops along the way. — rs*

## ↑↓ TO NEW ZEALAND BY CARGO SHIP

I agree with *Latitude's* response, as far as it went, to Rochelle Martin, who wanted to sail rather than fly home to New Zealand. But I think you could have been a bit more helpful.



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## LETTERS

I quickly Googled "travel by cargo ship to New Zealand," and found that it's still possible to book passage on some cargo ships. You're not looking at warm stone massages on the Lido Deck, but it could be a viable solution for someone with a dislike of flying. And it only takes about 11 days from Long Beach to Auckland.

It would be more expensive than an airline ticket, but less than an actual cruise, and looks to be a better value than taking Amtrak across the United States in a private sleeper compartment. And it's a cargo ship, so you can take lots of luggage.

Greg Barker  
Currently sailing OPBs  
(three hulls are better than one or two)  
San Luis Obispo

### ↑↓ THE IMPORTANCE OF THE KILL SWITCH

A few years ago, while looking west late one afternoon across Colvos Passage from our bluff home on very rural Vashon Island, I spotted some sort of disturbance in the water. Through a telescope, I saw a man in the 40-something-degree water, and his 10-ft aluminum skiff was making rapid circles around him. I called 911 to report it, and was told to call the Coasties. They said they couldn't get to him for half an hour.

At that point we were watching a man drown in front of us, with no way to help. Unknown to us, some nearby folks had also spotted him — although they could barely see him from their elevation — and rowed their dinghy to their moored 18-ft runabout.

By the time they reached the scene, the man was spitting up and barely able to keep his head above water. His boat was partly swamped, but still going in circles trying to run him down. With much difficulty they managed to get this big guy into their boat and to shore.

By this time some island paramedics had arrived at the neighbors' house and took over. I don't remember what we were told the victim's core temperature was, but they said he wouldn't have survived if it had been much colder. He was then airlifted by chopper to Harbor View Medical Center, where he made a full recovery. We didn't see him again, but he did contact the neighbors to thank them for saving his life.

Which brings us to the kill-switch part. He said he left home in a hurry for the south end of the island to tend to some crab traps. He forgot his lunch, but did remember some beer. He spent the day working his traps and was hurrying home when a wake or something knocked him out of his boat. As he went overboard, he pulled the throttle to him, and put the boat into its turn. He said his first problem was avoiding getting run down. That quickly changed to battling hypothermia. He was very thankful to everyone involved, and said he learned some lessons — as we all can from his story. Not the least, that a kill-switch lanyard could save your life.

Richard Lyon and Joan Ouder Kirk  
Gig Harbor, WA

*Richard and Joan — So many people, the Wanderer included, ignore the kill switch. That's stupid and reckless. We know quite a few cases where people were either injured, killed or nearly injured or killed by runaway outboards.*

*It happened once with the dinghy from our Ocean 71 Big O while she was anchored in English Harbour. We were in California at the time, but one of our crew got into our dinghy and started the engine. Unfortunately, it was a Yamaha model — either a 15- or 25-hp — that would start even though it was in gear. The woman was thrown out of the dinghy, but was able*



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## LETTERS

to scramble to safety on the big boat before the dinghy came back to chew her up.

The dinghy, however, kept roaring around in circles — as all dinghies will — in crowded English Harbour. Nobody knew how to stop it. Thankfully, Richard and Sherri Crowe of the Farr 44 Tabu and Orange Coast College Sailing School arrived on the scene. Expert that Richard is, he threw a floating line into the out-of-control dinghy's path. When the prop fouled in the line, the engine immediately stopped.

Dinghies with outboards seem like fun machines — and they are. But they can kill you if you don't use them safely. — rs

### ⇅ \$4 A GALLON HAD SOMETHING TO DO WITH IT

I started boating in my dad's Old Town canoe on the East Coast a long time ago and built my first boat out of pine and canvas, waterproofed with paint and roofing tar, when I was about 10 or 12. My most notable experience was getting busted by the Coast Guard out of Woods Hole with another crazy friend when surfing the canoe on big swells while they had Small Craft Warnings. I graduated to skiffs and motors soon after, then went on a hiatus for about 40 years until I moved to Alaska. With about 30,000 miles of coastline I had to go boating again!

I started with an old Fiberform runabout that I rebuilt and constructed a cabin on. I sold it at a profit, then bought a commercial fishing boat and then another, then built a Bruce Roberts-designed 40-ft steel workboat, and moved on to a 40-ft aluminum longliner. After sailing with some friends out of Emeryville on a Freeport 41, I got the sailing bug, then went home and sold the longliner — \$4 a gallon for fuel also had something to do with it. I researched the cruising-boat market and bought a 41-ft Fraser center cockpit sloop in Port Roberts, Washington. I talked the previous owner into helping me get it home to Alaska and ran it 24/7 for 14 days straight to get to Seward, AK, into headwinds the whole way. I sailed around Resurrection Bay and Prince William Sound for a season and then hauled out and started an extensive two-year refit. I left in the winters to do some custom boat work around Emeryville.

My wife and I brought *Hoku Iki* ("Little Star" in Hawaiian) down the Inside Passage in 2015 and sailed and motored around the San Juans last summer. I never found the weather window I liked for a passage to SoCal (and then the Baja Ha-Ha), so I hauled out in Anacortes. We're currently continuing the refit and anticipating poking around here and around Vancouver Island in a month or so, then maybe watching for that weather window southbound again. Last year was a never-ending succession of lows all fall from Juan de Fuca to Mendocino.

John Schroeder  
*Hoku Iki*, Fraser 41  
Anacortes, WA

Readers — John was the winner of a Latitude hat when he picked up a copy of the April Latitude 38 at his local West Marine store and found the prize note inside. — ja

### ⇅ DISPATCHES FROM THE PETALUMA RIVER

I read of the successful voyage up the Petaluma River by a boat drawing all of 4-ft 3-in whose skipper had the good sense to schedule with appropriate tides. The facts are:

The river in general and the basin are now very well silted in and provide little water other than at selected parts of the docks. Those of us involved are working vigorously to get the Corps of Engineers to support and execute dredging of



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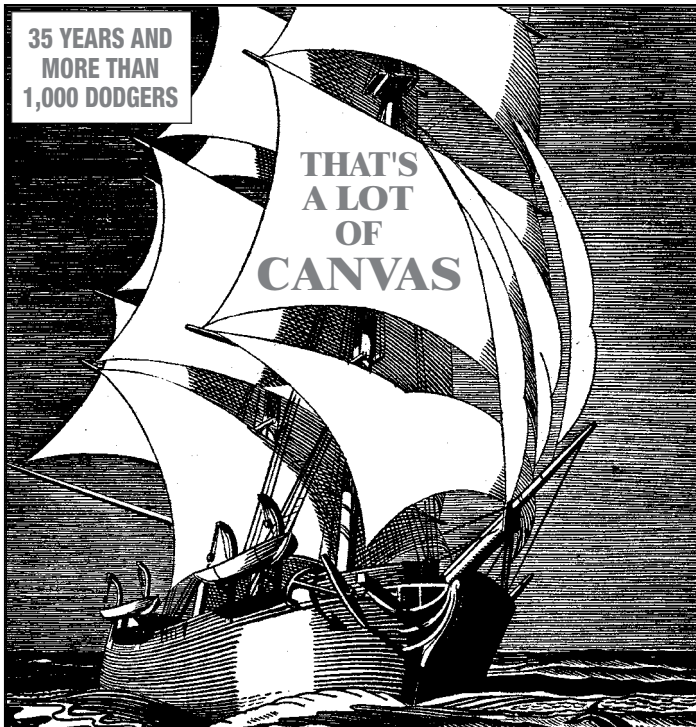
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## LETTERS

this waterway to preserve what has been the very heart of Petaluma's history and was once an active commercial port. It has been, I think, over ten years since any dredging has been done. We would like to avoid the fate of Port Sonoma and Lakeville Landing.

By tide scheduling, the river appears navigable, at least to a 4-ft-draft boat, but I would guess that is a fairly narrow segment of the Bay Area fleet. Perhaps, if a service to mariners is possible, it might make sense to get some actual draft numbers in key points at mean low tide. The cruising options are not reassuring the way things are now.

John McNeill  
Yankee, 1906 53-ft Stone schooner  
San Francisco/Petaluma

### ↑↓ WHEN 'MOOSHING' IS A PART OF SEAMANSHIP

My slip at Petaluma Marina is closest to the river and thus subject to the worst silting. However, I walked back to the farthest slips and the boats were all sitting above their lines. May's minus 1.4 tides should be interesting. I predict the fairway between A and B docks will dry out as well — it only had about an inch of water when I took this photo.

My boat has run aground twice a day for years. Why haven't



Apparently the Petaluma River and Marina are in need of some dredging.

I moved to a different, deeper slip? According to my diver, there is a hole in the mud underneath my boat shaped like my boat. If I move to another deeper but still shallow slip, I will have to 'moosh' a new hole to match my boat in that one. Depending on the consistency (and contents) of the mud, that could be more damaging or dangerous than staying in this one. If there is a pre-existing hole that doesn't match

up well, it doesn't matter where you tie your boat using mooring lines, the boat will move to the center of the hole as the tide goes out. If your lines don't break or rip off your cleats, they can be stretched beyond their yield points. I wondered for a long time who was loosening my lines each time I snugged them up until I went to the boat at a minus tide several years ago and found the dock hanging from the boat. All the lines were guitar-string tight. Now that the marina has silted in more, the dock runs aground about the same time as the boat so I don't have to adjust anymore. The deeper slips farther back still have the dock-hanging-from-your-boat problem.

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

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

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

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 --Bill Wells, Bay & Delta Yachtsman

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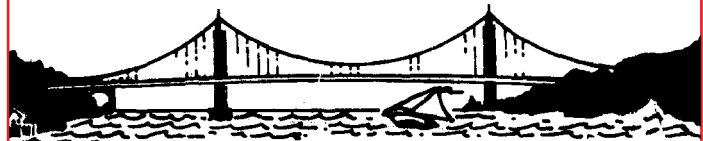
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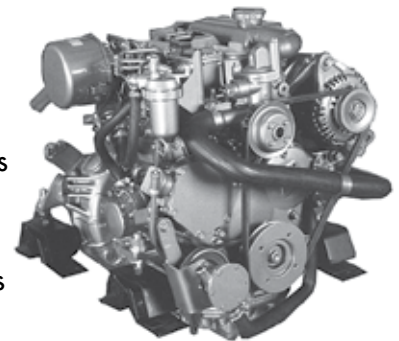
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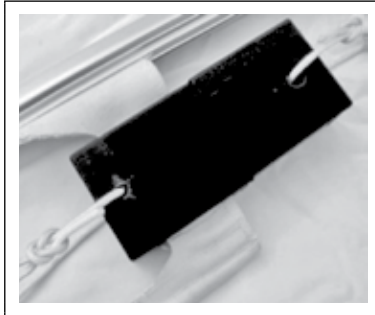


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## LOOSE LIPS

So . . . What exactly is going on in the photo below? Was this a modern re-enactment of a pirate attack? Did the motor boat driver have a flashback to their sailing days, and thought they were on starboard? Did someone *really* need a beer?

We asked our readers on *Lectronic Latitude* to submit their quippiest quips for a Caption Contest. We were delighted with the response! A big thanks to everyone who wrote in, and to Art Hartinger for sending this photo our way. The winner will receive some *Latitude* swag. Please keep the wit and photos coming. Aaannnd the winner is:



ART HARTINGER

"It's a rough launch for Google's new self-driving boat." — Jere Visalli

Runners Up:

"Stay clear. I am on an Alternative Tack!" — Carlos Buitrago

"It resulted in a cute little motor sailor called 'Oops.'" — Dan Baker

"That's not what I meant by 'take her stern.'" — Larry Moraes

"In a 'I think I'm a dog!' moment, went in for a sniff to see what the sailboat had hanging on its transom!" — Tom Varley

"I am the fender inspector; I have a fender on my starboard quarter. Where's yours?" — Alice Watts

"We've got to stop meeting like this." — Bill Bohmer

"Excuse me sir, does your head work?" — Rich Brazil

"Sir, could you please remove your nose from my rear end" — Buddy Ludwig

"That'll be \$13.95 for the pizza and \$8 for the beer." — Elan Caspi

Interestingly, "Pardon me, would you happen to have any Grey Poupon?" was a frequent response. We'd like to tip our hats to the Madison Avenue agency that nailed that ad way back in the '80s!

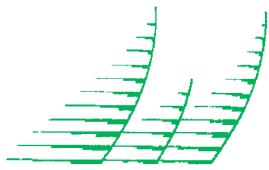
The November 2013 issue of *The Atlantic* asked a group of eminent panelists to list the 50 greatest breakthroughs since the wheel. Among the select list of innovations was the sailboat and some of its accoutrements:

"40. The sailboat, fourth millennium BC. Transformed travel, warfare, and our view of the world.

"23. The sextant, 1757. It made a map of the stars.

"17. The compass, 12th century. Oriented us, even at sea."

That puts sailing in some pretty impressive company of innovation that's transformed the modern world (by the way, number one was the printing press and number two was electricity). While these lists are subjective and can be endlessly debated, the caliber of *The Atlantic's* panelists, and the integrity of their process, produced some valuable judgments.



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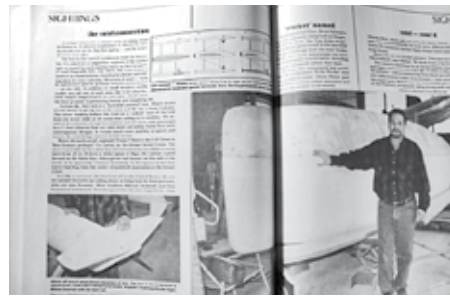
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## LOOSE LIPS

Fifty years ago, during the Summer of Love, two Northern California sailors were inducted into the Intercollegiate Sailing Association Hall of Fame when the All-America Sailing Team was inaugurated in 1967. Both Kim Desenberg and Skip Alan have gone on to many winning miles since then!

As foiling continues to be all the rage and creep into unexpected corners of sailing (we're talking to you, foiling Optimist), we recently came across an old *Sightings* from the February 2001 issue about a high-tech trimaran.

The Catri 27, which was built in Alameda by Russians



Mikhail Domnich and Alex Goncharov, was described by us as a "hydrofoil assisted boat." We wrote: "In addition to small winglets on the rudder and aft end of each ama, the Catri also features angled daggerboards in

each ama which serve the dual purpose of preventing leeway and supplying lift."

Technically, the Catri was not meant to get up and out of the water and 'fly' like a Hobie Trifoiler. The Ketterman-designed Trifoiler was introduced in 1992 and set records on foils with Russell Long at the helm.

Anyone know where the Catri 27 is now?

#### Latitude Platitudes

When we had our booth set up at the Pacific Sail and Power Boat Show in Richmond this past April, we asked the happy masses stopping by to write down a few words about *Latitude*. We were overwhelmed by the outpouring of platitudes, and for those of us who are new here, we're humbled at the prominence *Latitude* holds in sailors' hearts. So we thought we'd use your words to toot our own horn:

"Great magazine! Over the past 20 years, I sold three boats with *Latitude Classy Classifieds*. Each one sold in only one issue." — Lee Sheldon

"My husband reads it like it's a novel." — Susan

"Best sailing rag ever! Always waiting for the next month. Keep up the great work." — Rick Bastian

"I love that it's all about local sailing. Awesome publication." — Ryan R

"*Latitude 38* is a great magazine. They were more valuable than gold when we were out cruising. Keep up the good work."

"Thanks for a great magazine. When we switched from cabin cruisers to sailboats in the 80's, you were our mainstay of info. You still are."

"You're a good read. It's always fun."

"*Latitude* is the healthy, economical, free addiction!"

"You are the heart of the Bay." — Brian

"I bought Richard Spindler's Cal 20 from him in the 1970's, when he was just starting *Latitude 38*." — Jim Horan

We also got a few suggestions for what people would like to see more of in the magazine. In fact, we published a Reader Survey in the May issue, as well as an online version on *Lectronic Latitude*.

If you'd like to throw in your two cents worth, go to [www.latitude38.com](http://www.latitude38.com), click the button to fill out the online survey and be automatically entered for the chance to win some swag. And always feel free to contact us at [editorial@latitude38.com](mailto:editorial@latitude38.com).

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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.

The Baja Ha-Ha XXIV entry roster is already closing on 100 boats. Have a look at the event's website, [www.baja-haha.com](http://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 may find your friends or a boat like yours on the list. You should join them.

There are many first-timers who'll be sailing south this year with the Ha-Ha, but also plenty of 'repeat offenders' who are eager to replay some of the fun and great sailing that they experienced during previous rallies. The sail from San Diego is one of the finest, most accessible cruising adventures available to West Coast Sailors.

Look for event updates in our Sightings section and our 3x per week blog: 'Lectronic Latitude.'

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# BAJA HA-HA XXIV



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## CREWING FOR CRUISERS

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party to be held September 6 in Sausalito. You are invited to mix and mingle with hundreds of potential crew and Ha-Ha boat owners who are looking to sail South with extra watch-standers.

Whether you are looking for a ride or for crew, you can get a head start on this process at our constantly updated Crew List at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

## IS THE PACIFIC PUDDLE JUMP FOR YOU?

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

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

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## IMPORTANT DATES

September 6, 4-6 p.m. – Free Mexico Cruising Seminar, Sausalito's Spaulding Marine Center.

September 6, 6-9 p.m. – *Latitude 38's* Fall Crew List Party and Baja Ha-Ha Reunion at Spaulding Marine Center.

September 15, Midnight – Entry deadline.

October 21, 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 29, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.

October 29, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.

October 30, 10 a.m. – BHH Kick-Off Parade.

October 30, 11 a.m. – Start of Leg One to Bahia Tortugas.

November 2, 2 p.m.-Daytime – BHH baseball game at Turtle Bay.

November 3, 11 a.m. – Famous Turtle Bay Beach Picnic Party.

November 4 – Start of Leg Two to Bahia Santa Maria.

November 6 – Bahia Santa Maria Day; a layday for relaxing and exploring.

November 7 – Beach Party at BSM.

November 8 – Start of Leg Three to Cabo.

November 9 – Dance Party at Squid Roe.

November 10 – Cabo Beach Party.

November 11 – Awards presentations hosted by Cabo Marina.

November 30, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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# SIGHTINGS

## taking big strides slowly

Elana Connor came to sailing first as a hobby, and then — after being inspired by the travels of pioneering female skippers — as a way to travel the world slowly and thoughtfully, and as a means to immerse herself in faraway cultures. After working in the patriarchal hustle-bustle of Silicon Valley for almost eight years, Connor plans to sail singlehanded to Hawaii in early June.

She bought her Sabre 34 *Windfola* in October, and imagines she'll eventually carry on to the South Pacific. Connor hopes to start a business around her travels and interest in culture. Although she's been sailing for less than four years, Connor has longed for this adventure from the beginning. "It's been a dream to go sailing. I poured all my savings into the boat and have been doing the work to make this happen," she said. "And I don't count my trip as singlehanded. I have a little dog."

Six years ago, Connor stumbled onto a sailing trip in the Greek islands. "I totally fell in love. I was fascinated by it," she said. "I spent the first day vomiting, but after that, I was fascinated." After

continued on outside column of next sightings page

## another record

Less than two years after the maxi-trimaran *Lending Club 2* shocked the world with a 3-day, 18-hour record run to Hawaii, that record has fallen. Lloyd Thornburg's ultra-quick MOD70 trimaran *Phaedo*<sup>3</sup> has been going after big race victories and world sailing records for years now, and May 16's L.A.-to-Honolulu record is just the latest in a long line of record-book entries with the boat's name on it.

After leaving Long Beach on the afternoon of Friday, May 12, at about 1:45 PDT, they came ripping past Hawaii's iconic volcanic cone at Diamond Head in the wee hours of Tuesday, May 16, to best *Lending Club 2*'s record run by just over an hour. The new time of 3 days, 16 hours





for phaedo<sup>3</sup>

and 52 minutes should soon be verified by the World Sailing Speed Record Council, and become the new official benchmark.

After stepping onto the dock at Waikiki Yacht Club, elated owner Lloyd Thornburg said that the record run was "An unbelievable trip! This was the most difficult sail of my life. Everything went our way, and the team put out a super-human effort in order to keep the boat moving at nearly 30 knots through the entire trip."

Similar words had been written by Brian Thompson, who had blogged just a day before: "It's been full-on here, very hard to type anything since the start... inside the last 500 miles

continued in middle column of next sightings page

**Elana Connor on board 'Windfolia' this spring, testing her new autopilot. Inset: Connor on 'Double Down' out of SBYC.**

## big strides — continued

returning to the Bay Area, Connor immediately looked into sailing classes, but was a little put off by the price.

"So I admired sailing from afar," she said. "It seemed like only rich people were doing it, and not people who come from my background. I was a foster kid, and a lot of people who come from where I come from don't get a chance to develop." Connor shelved her newfound and still-fermenting drive to sail for about a year, when she stumbled across a LivingSocial deal offering an intro ASA class for half price. Soon after, she realized that sailing may have been more accessible than she'd thought.

"What I didn't know at the time is that I could have just gone down to any yacht club's beer can races. I didn't even know that was an option. I feel like I wasted a year," she said. But Connor has been making up for lost time. Not long after her introduction class, she took a bareboat charter course

through Nautilus Sailing in the Sea of Cortez on a Catalina 42. "It was kind of intense," she said. "We were up at dawn, doing man overboard drills and practicing all day. It was everything you needed to learn. I'm a big fan of immersive learning experiences."

Connor also started crewing on race boats out of South Beach Yacht Club, which gave her a taste of what can go wrong on a sailboat. "One time racing between Alcatraz and the Gate, I was between the toe rail and bottom life line, submerged to my chest and hanging on because we'd rounded up with the spinnaker up."

When asked if she's nervous at the prospect of (mostly) singlehanded the Pacific, Connor replied: "I'm scared shitless." San Francisco Bay has given her good training. Sailing home in late April, Connor was "running against the current with the wind behind at 25-35 knots and 10-foot wind waves whipping up against the tide," she wrote on Instagram. "Wet, cold, dark and uneasy motion under motor as I hand-steered and surfed it. But I made it, alone." And it's not just the perils hurled out by Mother Ocean — it's also figuring out a way to afford and sustain the cruising life. Connor said she doesn't make the exorbitant salaries often associated with Silicon Valley. "As a lowly non-engineer, living in the Bay Area and living the cruising dream is still a huge stretch!"

Money and fears aside, Connor hopes sailing will afford her the ability to travel in the way that best suits her: Slowly and deliberately, taking her time. Raised in Oregon, Connor has always been an avid hiker. She's walked most of the 500-mile Camino de Santiago in Spain, and the Kumano Kodo in Japan. She believes sailing will offer some of the benefits of 'voyaging' by foot.

"I like moving slowly when I travel, covering less ground, paying attention to the details and getting around in a more connected way, and not just as a consumer." Connor, who originally studied international relations in college ("I ended up in tech by accident"), hopes to immerse herself more deeply into the world, and wants to create a business that facilitates those opportunities for other travelers looking for a cultural and eco-conscious experience.

"I'm hoping for a diverse customer base of ages, budgets and people who might be interested in giving back to places they go," she said. "Ideally I'll make enough to break even, and give any profits to local charities like schools and cultural preservation groups."

— *timmy*



MAX PRITT

## all things america's cup

By the time this issue comes out on June 1, Round Robin 2 will be halfway done in the Louis Vuitton America's Cup Qualifiers. The Qualifiers will conclude on Saturday, June 3, and the Challenger Play-Off Semi-Finals will begin on Sunday the 4th, followed by the Challenger Play-Off Finals on June 10-12. The main event, the America's Cup Match between the victorious Challenger and the Defender, Oracle Team USA, is scheduled for June 17-18 and June 24-27 — basically for two weekends plus Monday and Tuesday "if required," in other words, if there isn't a sweep.

But perhaps more interesting for spectators in Bermuda than the actual America's Cup racing itself will be three sideshows. The Superyacht Regatta, open to sailing craft whose LOA is 80 ft or greater, will be held offshore on June 13-15. Twenty yachts are entered, the largest of which is the 289-ft Perini Navi *Maltese Falcon*. Bay Area sailors may remember her from her visit to San Francisco Bay in 2008, while she was still in the hands of her creator and first owner, the late Tom Perkins of Belvedere. For details — and to ogle photos of the fabulously beautiful yachting eye candy — see [www.boatinternational.com/luxury-yacht-events/americas-cup-superyacht-regatta](http://www.boatinternational.com/luxury-yacht-events/americas-cup-superyacht-regatta).

The J Class of yachts were the majestic steeds that raced for the Cup in the 1930s. Of the original 10 built, three survive, including *Shamrock V* and *Endeavour*, which raced for the America's Cup in 1930 and 1934 respectively. Six replicas have been built, and eight J Class yachts, including *Shamrock V*, are expected to grace Murray's Anchorage on the north shore of Bermuda for a regatta on June 16, 19 and 20. The J Class yachts *Ranger*, *Hanuman*, *Lionheart*, *Topaz*, *Velsheda* and *Svea* are also entered in the Superyacht Regatta.

Sailing on Bermuda's Great Sound will be the second-ever Red Bull Youth America's Cup. Fleet racing in the qualifiers will take to the official AC racecourse on June 12-16. For the qualifying rounds 12 teams of young sailors, ages 18-24, will be split into two groups of six teams. Pool A will include Artemis Youth Racing (Sweden), Team France Jeune, Kaijin Team Japan, Youth Vikings Denmark, Team Tilt (Switzerland) and SVB Team Germany. Pool B consists of Team BDA (Bermuda), NZL Sailing Team, Land Rover BAR Academy (UK), Spanish Impulse Team (Spain), Next Generation USA and Candidate Sailing Team (Austria). The top eight teams will meet in the finals, scheduled for June 20-21. They'll be racing the AC45 foiling cats that were used in the AC World Series. Oracle Team USA has been mentoring both the American RBYAC team and the Bermudian one.

The Red Bull Youth America's Cup will be available to view live on [www.americascup.com](http://www.americascup.com), on mobile devices via the America's Cup app, or on Red Bull TV. For more info, go to <http://red-bull-youth.americascup.com>.

Peppering the America's Cup news during the practice racing season in Bermuda have been a series of mishaps that perhaps serve to draw waning attention back to Bermuda. Oracle Team USA had a near-miss capsize and an actual capsize; the wing came down and broke both crossbeams on Artemis Racing's test boat; and crewmembers fell off OTUSA and Team France boats. A collision on May 16 between Land Rover BAR and Emirates Team New Zealand during a practice race took the latter off the water for four days, illustrating that there was no provision for redress in the event of such an occurrence.

Unlike the AC45F foiling one-design catamarans used in the ACWS, the newest America's Cup class boats, the 49.5-

continued on outside column of next sightings page

## phaedo<sup>3</sup> record

and the record is still on if we keep the speed up. It's blowing 25 knots with more in the squalls, and we are tearing downwind towards Honolulu.

"The first night was rough as expected with 30 knots plus on the beam and a big sea state. We had three reefs and the J3, which is our storm jib, up most of the night... We lost some time there, but the second and third day have been keeping up with a routing pace."

Lloyd Thornburg, Pete Cumming, Henry Bomby, Fletcher Kennedy, Dave Swete, Justin Slattery and Brian Thomp-



**We're told this is a 'sailboat'.  
We'll take the experts' word for it.**



## — continued

son were the crew for the record run.

Next up, the team will go after the official Transpac Race record — a comparatively mundane 5 days, 9 hours, 18 minutes — in July. That record has been held for 12 years by Frenchman Olivier de Kersauson's 90-ft trimaran *Geronimo*.

Competing against *Phaedo*<sup>3</sup> in the Transpac and vying for the same goal will be the Italian record-setter Giovanni Soldini with another MOD70, *Maserati*. We'll have a preview of the Transpac Race in the July issue of *Latitude 38*.

— ronnie simpson & chris

## america's cup — continued

ft foiling ACC cats, were created by each team's designers and engineers to a design rule.

After ETNZ debuted their boat, which uses pedal power instead of grinding the usual winches to operate the hydraulics, Oracle Team USA has been experimenting with the cycling option. Tactician/grinder Tom Slingsby has sometimes been seen pedaling during the practice races. It will be interesting to see the role that pedal power plays, for better or for worse, in the actual racing.

For TV viewers in the USA, NBC Sports Network is carrying some of the Challenger Series races, and NBC-TV will air the America's Cup Match itself.

We'll have an interim report on the America's Cup in the next issue of *Latitude 38*.

— chris



RICARDO PINTO / ACEA

# SIGHTINGS

## summer of love sailboats, man

In June, San Francisco is set to celebrate the 50th anniversary of 1967's 'Summer of Love', an idyllic time when the Baby Boomers were coming of age and everything good really seemed possible. Young people gathered everywhere to share good vibes, smoke some (still illegal) weed, and groove on music that was light years better than anything today. (OK, we were there. We're biased, but even our younger editors agree!) The bands are still legendary: the Beatles, the Doors, Stones, Creedence, Mamas and Papas, the Who, Moody Blues, Hendrix. Back then, you could even understand Bob Dylan's lyrics when he sang them. Locally, it was during that summer of '67, while sitting on a houseboat in Sausalito, that Otis Redding penned *Sittin' on the Dock of the Bay*.

But there was more happening during the Summer of Love than bell-bottoms, rock 'n' roll, getting stoned, free love and war protests. It

continued on outside column of next sightings page

## delta doo dah

*Latitude 38's* local cruising rally, the Delta Doo Dah, is in full swing during the month of June.

On June 10, many Delta Doo Dah sailors will race or cruise in Stockton Sailing Club's Delta Ditch Run. The DDR takes participants from Richmond Yacht Club to the Delta in one long, 67-mile, mostly downwind day. A post-race BBQ and dance band will follow at SSC's clubhouse on the San Joaquin River, and June 11 activities include breakfast, the awards ceremony and a lunchtime BBQ. You can register for the Ditch Run at [www.stocktonsc.org](http://www.stocktonsc.org).



LATITUDE / ANDY



## underway in june

RYC will make space for DDR entries in their harbor for up to three nights before the start on June 10, and SSC welcomes Doo Dah Cruising Division entries to stay for free in their harbor for the two weeks after the race. (All Doo Dah'ers can take advantage of up to three nights free anytime during the season. Call the harbor master at 209-951-5600 to arrange for a slip.)

We recommend resting up at SSC, then gunkholing around until Saturday the 17th, when Owl Harbor Marina will host a BBQ starting at 3 p.m. The ma-

continued in middle column of next sightings page

## summer of love — continued

also marked the emergence of a new era in sailing, and of boats built from this new 'fiber-glass' stuff. Who knew you could lay a bunch of shiny cloth inside a mold, slather on gallons of resin and — presto — out pops a boat? By '67, the shops in Southern California were popping out boats faster than the Beach Boys were popping out #1 hits.

Here in the Bay Area, while bands like the Grateful Dead and Jefferson Airplane rocked Golden Gate Park, the new breed of boats were rockin' and rollin' up and down the Cityfront. Unlike in the recent past, you didn't have to be a captain of industry to own a boat. The new boats were affordable and accessible to the average guy, who could be genuinely competitive on weekends sailing with a bunch of friends, and who wouldn't go broke with the upkeep needed for a wooden boat. What many people don't realize is that those very same boats are playing that same role today.

Yes, we still listen to most of the great music from the Summer of Love, but you know what really brings it all back? Sailing on a Cal 40 built the year the Doors debuted *Light My Fire*. Or a classic Cal or Coronado or Ericson headed to Ensenada with the Fab Four's *Sgt. Pepper* or *Magical*

*Mystery Tour* albums (both released in '67) blasting on the cassette deck. Or spending an evening at anchor aboard a plastic classic with your sweetie, listening to the strains of *Nights in White Satin*.

Despite all the good vibrations of those days, we didn't all end up loving each other. As the '60s came to a close, the music got edgier, the politics more radical, the protests more violent. 1967 was, in many ways, the end of innocence, at least for us Baby Boomers. Luckily we had sailing.

Our illusions may have been thrown under the bus, but the boats from the Summer of Love are still sailing, and they're really affordable. Since the early builders weren't sure how many layers of 'glass and resin were enough, most of the boats of the '60s were built like freakin' battleships, which means they can (in '60s parlance) take a lickin' and keep on tickin'.

As such, they are excellent prospects for both new sailors — who tend to occasionally hit things like docks — as well as seasoned sailors taking off for the big cruise. While not generally fast compared to newer craft, their often full (or at least long) keels and protected rudders offer additional safety, and oftentimes a more forgiving motion in a seaway than something newer, faster and twitchier.

Walk through any marina and you'll still see dozens of these once-prized possessions waiting for new owners to take them sailing. Many of them are in great shape and are actively sailed in events like the Vallejo Race and the upcoming Plastic Classic, or they're just cruised to Ayala or Clipper Cove.

Do you own a 'hippie' boat? In the market and considering one? Have a good story about sailing one, or a good sailing-related story about the Summer of Love? Let us know. We're busy getting back into the groove for the celebration and for paying homage to that great time when we all believed in magic. Which would indeed be far out. Peace, love and sailing, brothers and sisters.

— jr

**Spread: Complete with a Concours d'Elegance, Bay View Boat Club's 33rd annual Plastic Classic Regatta, coming July 15, is a tribute to the sailboats of the era. Right: James Dilworth's restored Santana 22 'Pip' is keeping the spirit of the Summer of Love alive.**



COURTESY PIP

## antigua sailing week

An astounding 150 boats lined up for the 50th anniversary of Antigua Sailing Week — 50% more competitors than last year. Entries ranged from Melges 24s to the 115-ft Farr *Sojana*. Some 2,000 crew from more than 26 countries raced and partied hard, Antigua-style, for six long days. For many, it was a return to a favorite regatta, and for others, a completely new racing experience. The conditions were perfect every single day, with the trades consistently offering up 16-18 knots and seas rowdy enough to keep competitors challenged.

The year 2017 will be remembered particularly as a tribute to those who have stood behind the regatta for the past 50 years, including those who are still racing in it — and winning — such as Steve Carson, who arrived at the island in 1969 on a wooden boat and has raced in Antigua Sailing Week almost every year since. "The regatta flavor is exactly the same today — it's still about working hard, great racing and great parties!" Carson laughed. He placed first in CSA 8, racing on *Hightide*, a Dehler 33.

Likewise, 79-year-old Geoffrey Pidduck has missed only two Antigua Sailing Weeks. This year he took third in CSA 8 on his modified 6-Meter *Biwi Magic*. His best memory of the event? Meeting his wife, Janie Easton, at the 1982 regatta. "We got married four years ago," Pidduck smiled impishly, with piña colada in hand.

Astrid Deeth, who resides with her husband and kids in Ross, CA, remembers the beginnings of Antigua Sailing Week — raised there, Deeth is a keen sailor both on San Francisco Bay and on her 'home' turf in Antigua, where she recently won her class at the Antigua Classic Yacht Regatta. Astrid's dad Peter was also involved in the humble beginnings of Sailing Week. In the early '60s, Peter built the renowned Inn at English Harbour, while Astrid and her brother Paul now run the Admiral's Inn at Nelson's Dockyard. An avid sailor, Peter started informal races for his family in Sailfish dinghies to compete against guests staying at the Inn.

"It was a lot of fun. We'd sail off the dock at the Admiral's Inn. A box was set up on the dock with 'supplies' and a trophy," Astrid recalls. This casual racing soon grew in popularity. In 1967 — the year that the Antigua Yacht Club was founded by a group including Peter Deeth — the inaugural Antigua Sailing Week was held as a three-day event in June with three classes: racing, cruising and traditional. Seventeen of the 24 entries were charter yachts.

Antigua Sailing Week has changed significantly in the past five years, after a decision was made to do away with the event's destination racing courses such as the Dickenson Bay Race and the Jolly Harbour Race. Kathy Lammers, chair of the Regatta Organizing Committee since 2010, noted: "We regularly distributed surveys to the sailors asking for feedback, and the vast majority prefer all racing to be from one location. Destination racing is expensive and a logistical nightmare for sailors and organizers alike." All racing is now conducted off the south coast of Antigua, using any of the 54 courses designed specially for the regatta.

The crew on one storied boat was more than pleased with the racing program in Antigua this year. *Kialoa III*, the well-known 1974 Sparkman & Stephens design (famously campaigned on the West Coast and beyond by the late Jim Kilroy) graced the race course with a crew of 18 mostly young sailors. The 43-year old maxi has been fully restored in the past few years by new owner Roland Pieper, a strapping bear of a man who helmed the 78-ft yacht to a first-in-class result, six points ahead of his closest competitor, the Swan 65 *Spirit*.

"I love sailing this beautiful boat — she's historic!" Pieper said enthusiastically. "She is, however, a very hard boat to sail. The loads are huge." Pieper set up the K3 Foundation, based in Portland, OR, which bought *Kialoa* in 2013, and has been working on restoring her to the style of 1974, which means no new materials or technologies have been added.

One of the Foundation's goals is to make big-boat sailing accessible

continued on outside column of next sightings page

## delta doo dah

rina will provide free food and drinks for two people per boat; additional guests can purchase meal/drink bands for \$10 each. Raffle prizes offered by the crew at Owl Harbor will include a one-week free stay. Reserve a slip and RSVP for the BBQ at (916) 777-6055.

It's easy to sign up for the Delta Doo Dah online, and registration is free, but we hope you'll buy a \$20 burgee so that



PAUL WYETH / WWW.PWPICTURES.COM



## — continued

you'll be identifiable as a member of our fleet. See [www.deltadoodah.com](http://www.deltadoodah.com).

But don't get so relaxed that you forget to take pictures! You'll want to enjoy them later, perhaps when the winter chill sets in and you need something to help you feel warm. And we hope you'll share some with us after you return from your Delta idyll. See you upriver!

— chris

## antigua sailing week — continued

to young kids. "There is a lot of small-boat sailing, but big-boat sailing . . . well, there's just not enough big boats," Pieper said. "One of our missions is to take young people along — the average age on board this week was perhaps 23," he laughed.

"It was a tough week, with an initially very inexperienced crew on such a good boat with so much power," Pieper continued. "But it's amazing how our maneuvering went by the end of the week. I don't want to say it was child's play, but it was pretty impressive for these kids to move this boat around."

— michelle slade



LATITUDE / JOHN

**Above:** Raised in the Eastern Caribbean, Astrid knows how to have fun on the water. **Spread:** The irrepresible 'Kialoa III' charges upwind at Antigua.

# SIGHTINGS

## get out and sailstice!

What would it take to start the summer with your sails hoisted on the June 24 Summer Sailstice weekend? With the solstice marking the official start of summer, here in California the sailing season is already well underway (but looking at a full marina on a sunny summer Saturday makes us wonder why some people even own sailboats). There will be plenty of sailors who will make use of the Summer Sailstice weekend to cast off the docklines, loosen the sail ties, and take a sail on the Bay or join one of the many events in the area.

From Elkhorn Yacht Club on Monterey Bay to Stockton Sailing Club and countless places in between, sailors will shake out the wrinkles for racing, cruising and an all-around celebration.

Racers can participate by join the YRA Series #2 races out on

continued on outside column of next sightings page

## sail-in

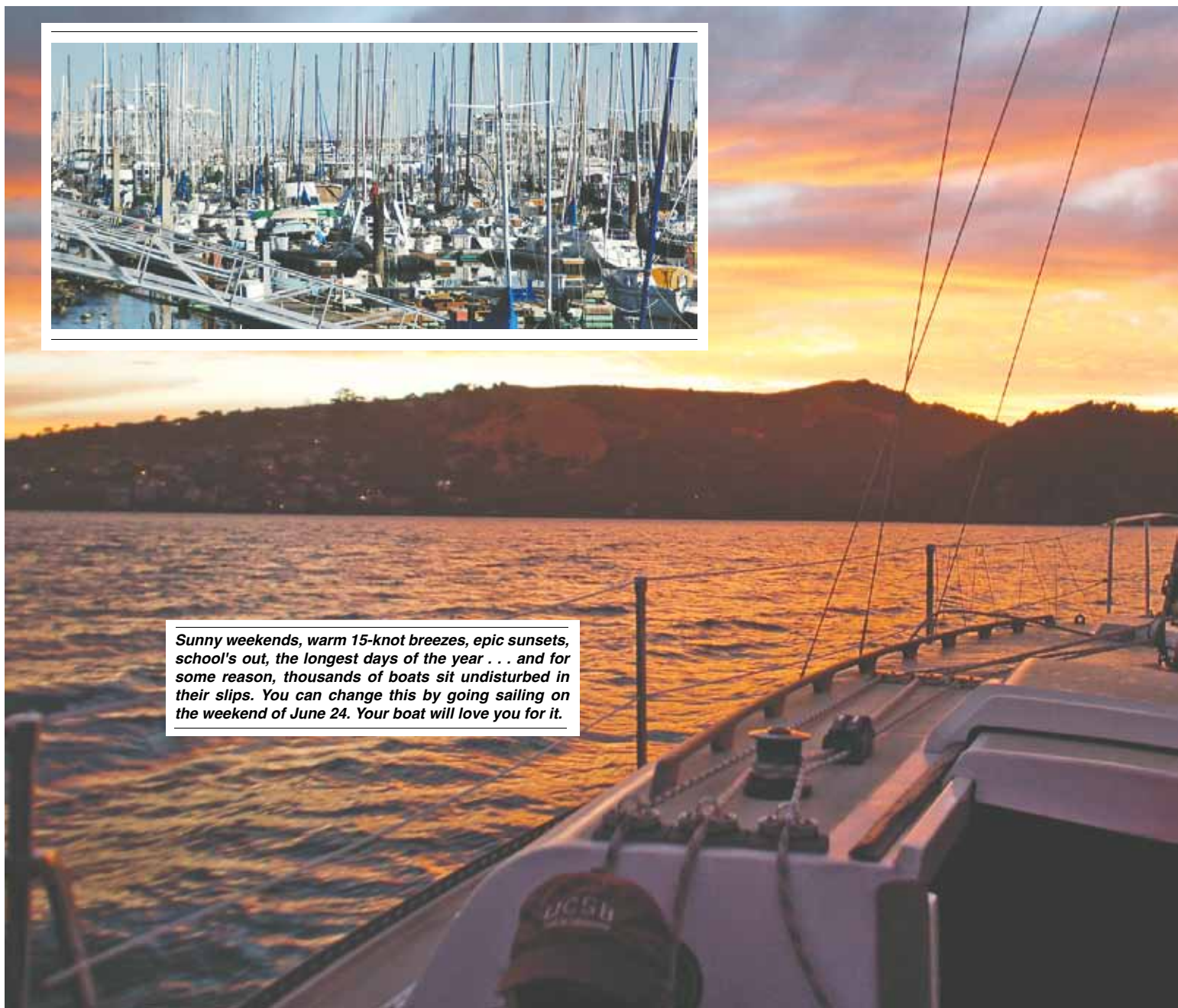
Where do you go to find an ice-cold, locally brewed IPA, a delicious meal or a bottle of fine wine within a short walk from a dock or anchorage? This summer sailing season seems like a good time to find out. A few years ago we made an effort to put together a comprehensive Boat-In Dining list.

This year, and in typical Bay Area fashion, we're building the Boat-In Dining List 2.0, and we need your help.

Many establishments have changed hands, closed for business, or opened



*Sunny weekends, warm 15-knot breezes, epic sunsets, school's out, the longest days of the year . . . and for some reason, thousands of boats sit undisturbed in their slips. You can change this by going sailing on the weekend of June 24. Your boat will love you for it.*





## dining

since our last list, published in 2011. The good news is there's hardly a dock or marina anywhere that doesn't make a great destination for waterside dining. With Lyft and Uber now prowling the streets, the radius of options has grown.

We'll be adding more pubs and eateries to our list, but we thought we'd also turn to our readers. What's your favorite destination for food, drinks and/or entertainment? Please email us at [editorial@latitude38.com](mailto:editorial@latitude38.com). Cheers!

— john



LATITUDE / JOHN

## sailstice — continued

the Berkeley Circle, or join Corinthian YC's Friday Night Beer Can Series. Or, if you're looking for a new venue with new people, try Cal Sailing Club in Berkeley or Shoreline Sailing in Mountain View, where open houses will introduce new sailors to local, inexpensive instruction and rentals.

For fans of classic wooden boats, an ideal Summer Sailstice destination is the Master Mariners Benevolent Association's Wooden Boat Show on Sunday, June 25, at CYC. This is a great chance to climb aboard an assemblage of the Bay Area's finest wooden vessels (be sure to wear deck-friendly shoes — no stilettos!) The event (\$20 at the gate) is open to the public.

In the Central Bay, Clipper Cove — one of the Bay's best anchor-out cruising destinations — will be filled with a loose collaboration of cruisers looking to break last year's 62-boat Sailstice raft-up record. This circular, sunflower-style raft-up was tons of fun in 2016 and only promises to be better this year.



LATITUDE / ANDY

We typically see blustery conditions on the Bay at the end of June, perfect for putting in a reef, pulling on the foulies, and having a romp up the Slot and under the Golden Gate Bridge. If you're looking for a calmer post-sail destination after bashing it up, head to the flat waters of the Oakland Estuary and Encinal YC's Summer Sailstice celebration. Sailors are invited to tie up at EYC's docks or find a guest slip for the evening at one of the many nearby marinas. EYC will be hosting a full-day festival with boatbuilding, pool games, small-boat racing, seminars, music and entertainment — along with Gosling's Dark 'n Stormies.

In the center of downtown Oakland, El Toros, Sunfish and other dinghies will be celebrating Sailstice by racing on Lake Merritt in the Mayor's Cup, which has been held for more than 60 years. If you don't have a boat, you can rent one from the Lake Merritt Boating Center for as little as \$10/hour.

The Bay Area schooner *Freda B* will spend June at the Tall Ship Festival in Coos Bay, cruise the San Juans, then head to Tacoma for another Tall Ship Festival before sailing back down the coast during Summer Sailstice weekend.

Club Nautique will be hosting rides at both their Alameda and Sausalito locations. On the Delta, Stockton SC will be registering cruising sailboats from 2 p.m. to 4 p.m. and giving them a 'poker run' on the river. For anyone who wants to get high and sail, they can head up to the now-very-full Huntington Lake — located some 6,000 feet above sea level — to join the Weta fleet along with the Multihull Racing Association's 2017 Commodore's Classic Open Regatta.

Or you could sit on the couch and watch well-built professional sailors pump hydraulic fluid during the America's Cup Finals in Bermuda. But don't just watch; go sailing. There will be countless events around the Bay to connect with sailors around the world as they take advantage of the longest day of the year to celebrate sailing. It's a day for all sails to be unfurled — no one should be left ashore. We'll see you out there!

— john

## save aquatic park pier

There's a saying in government: Infrastructure isn't sexy.

Roads and bridges might be essential to urban life, but they're easy to take for granted, the last things anyone's in a rush to pay for, and the last things anyone would romanticize about. But there is one aging piece of Bay Area infrastructure that might defy those conventions.

"The Aquatic Park Pier is the crown jewel on the San Francisco waterfront, but it's a little tarnished. We need to polish it up, and give it the luster that it deserves," said Keith Breitbach, the project director and citizens' representative for the Save Aquatic Park Pier Committee, which hopes to raise awareness — and a portion of the funds — to ultimately replace the aging pier with a historically accurate upgrade.

Built in the early 1930s as part of the Depression-era Works Progress Administration, the 1400-foot-long, 60-foot-wide Aquatic Park Pier has an arching, curvilinear shape. The pier's underbelly contains 634 concrete-encased timber pilings and concrete baffles that muffle wave energy from ocean swells and westerly sea breezes, carving a calm swath of water into the turbulence of the Bay, and protecting five National Historic Landmark ships — one of the larger floating collections of historic vessels in the world. And with its long, graceful curve, the pier encompasses Aquatic Park Cove, which offers one of the Bay Area's most extraordinarily scenic moorings for cruisers on a daysail or anchoring overnight.

"But the pier is in horrible shape," said Kevin Hendricks, the superintendent of San Francisco Maritime National Historical Park, which houses Aquatic Park. "The west-facing or outboard side of the pier has been fenced off because the deck is not able to carry the same loads as when it was designed." The pier's concrete is crumbling at the edges, exposing rusted rebar and eating away at foundations for the Victorian-styled light posts, which no longer work. The pier is closed at night and on weekends, and continues to be shut down in slow, steady increments. Officials say it's only a matter of time until the entire pier will have to be closed permanently.

In 2009, the National Park Service (NPS) said that "complete replacement with historic appearance" was the preferred and ultimately most cost-effective option to "save" or preserve the unique history of the Aquatic Park Pier. While still a working figure, the cost has been estimated to exceed \$60 million, numbers which far exceed the Park's construction budget.

The movement to save the Aquatic Park Pier has grass roots and is championed by a small, passionate group of locals. Carol Walker, a volunteer with City Guides and all-around concerned citizen, said the pier has been in bad shape for decades. In 2014, she contacted state and federal officials, created a [www.change.org](http://www.change.org) petition, and started a Facebook page. "I began stirring the pot," Walker said. "It's amazing what you can do by writing letters."

Walker, Breitbach, local business owner Brian Hayes and a handful of others formed the Save the Aquatic Park Pier Committee, which joined forces with the San Francisco Maritime National Park Association, a nonprofit that works with NPS for education and fundraising campaigns. According to John Tregenza, the CEO of the Association, Aquatic Park contains other lesser-known but important Bay Area assets. "The cove is also home to a Sea Scout base and two of its boats, and Get Out and Learn at SF maritime, a youth boatbuilding program for at-risk high-school kids in San Francisco. We couldn't do any of those things without the protection of the pier," Tregenza said. The cove is also home to the Dolphin Swim and Boat Club, and the South End Rowing Club.

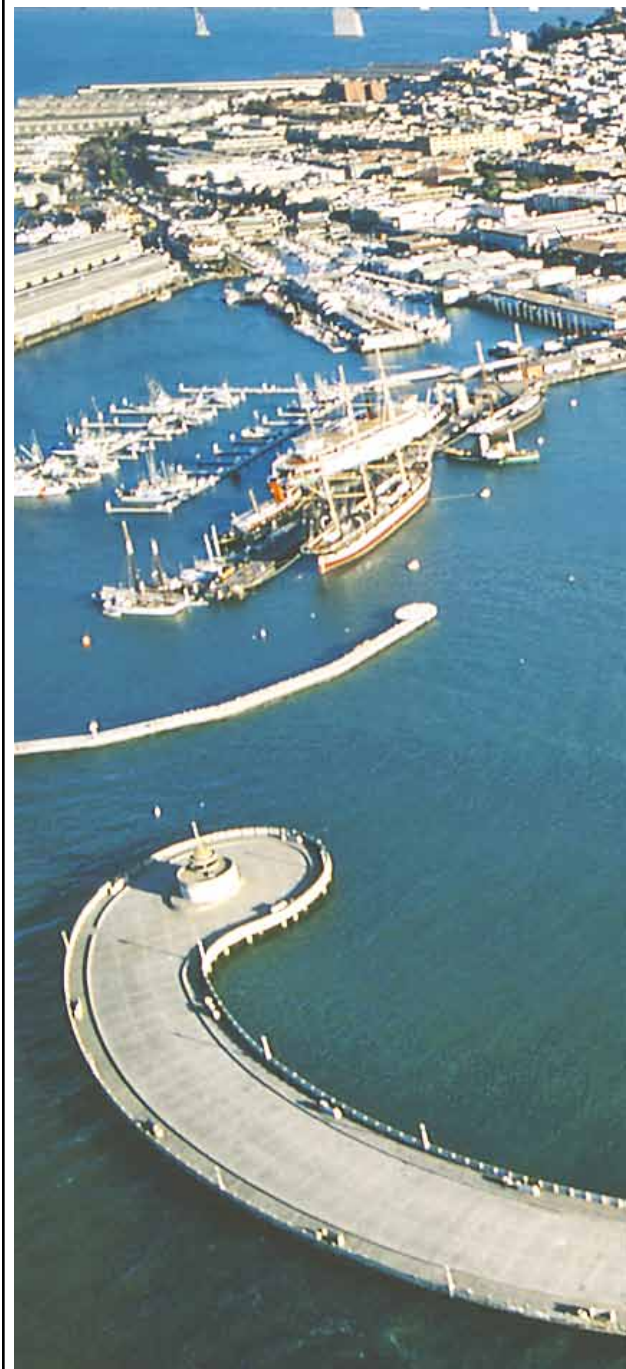
Saving the Aquatic Park Pier not only protects the slice of history represented by the historic ships, it also conserves the era of the pier itself, an art deco/Victorian mishmash of architecture built at a time when the United States was trying to pull itself up by its bootstraps by employing thousands of unskilled men. The pier is a mix of charming

continued on outside column of next sightings page

## park considering

SF Maritime Park is proposing an on-line permitting system for sailboats anchoring overnight in Aquatic Park Cove, which would include a \$10 per-day anchoring fee. Permits are currently issued at no charge using a paper system.

"Even with a \$10 fee, Aquatic Park Cove will remain one of the most affordable anchorages in the Bay Area," a Park statement said. Space will continue to be available on a first-come, first-served



COURTESY NATIONAL PARK SERVICE



## new cove system

basis. Permits are not required for boats anchoring during the day.

The Park is also considering a \$40 pass, which would offer a year's worth of anchoring, or 30 days (please see 'Current Rules' in the info box on this page), as well as a year's worth of entry to the historic ships at Hyde Street Pier.

The park strongly urges comments at [www.parkplanning.nps.gov/anchoring-system](http://www.parkplanning.nps.gov/anchoring-system) through June 15.

## pier — continued

aesthetics, history and pragmatic service as a breakwater. "And even if it weren't historic, even if it didn't have iconic beauty, it still has a very functional aspect to it," Superintendent Hendricks said. "The architects recognized this curving shape of the pier augmented the curve of the shoreline. When you see the views of the Golden Gate Bridge and Alcatraz and look back at the City skyline, it's a phenomenal space."

Breitbach of the Aquatic Park Pier Committee said his citizen-led effort to coax public awareness, and the political will to save the pier is not without its urgency. "It took 70 years to get the park built in the first place," Brietbach said. "Once it's gone, it will be gone forever."

—timmy

For more information on the efforts to restore the pier, go to [www.SaveAquaticParkPier.com](http://www.SaveAquaticParkPier.com)

Do you have good stories or pictures from a stay at Aquatic Park Cove? Please send them to [editorial@latitude38.com](mailto:editorial@latitude38.com), and we'll post them on *Electronic Latitude* this month.

### Current Rules for Sailboats in Aquatic Park Cove

- Only non-motorized boats and sailboats with auxiliary motors are allowed to enter Aquatic Park Cove.
- No anchoring after sunset or before sunrise except by permit, which is good for five consecutive nights, after which seven days must pass before you can apply to stay overnight again; 30 overnight stays a year are allowed.
- Day use does not require a permit. There are no mooring buoys; space is first come, first served. Because of the large number of swimmers in the Cove, dinghies can't be powered by more than a 5-hp outboard. Rowing is recommended.
- National Park Service Harbormaster: (415) 859-6807 or [www.nps.gov/safr/playourvisit/aquaticparkcove.htm](http://www.nps.gov/safr/playourvisit/aquaticparkcove.htm).



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# THE GREAT VALLEJO RACE —



**I**t was really, really huuuge, folks, as we would have tweeted at 4 a.m. on Sunday, May 7, had we not been sleeping off a long day of racing in the sun and a night of partying at Vallejo Yacht Club.

"It" was the Great Vallejo Race, held on the first weekend in May. The two-day event serves as the Yacht Racing Association's traditional 'Season Opener' (although YRA racing actually started in April with the OYRA Lightship). The America's Cup may be older, but the Vallejo Race has been run 118 times and

the Cup is only up to #35. So there.

As for hugeness, we may have exaggerated (gasp!), as the heyday of 500+ boats has passed, and the GVR is surpassed by the Three Bridge Fiasco in terms of the number of entries. This year's edition drew 156 boats, down slightly from 165 last year. The event continues to evolve with the times, trying to offer sailors with varied preferences what they want, including shorthanded and non-spinnaker divisions and, new this year, a cruising division. A much

cheaper price tag than for the racing divisions might have been part of the appeal for seven cruising crews. Another cost-saving measure would be to sign up for Saturday only, though those 'single race entries' did not get scored in the overall standings.

The Vallejo Race has two sportboat divisions — in addition to one for ultralights. The biggest one-design class belonged to 14 Express 27s.

So the Great Vallejo Race may no longer be all that 'huge', but all the in-



# IT WAS VERY, VERY GREAT

Among the great moments in the Great Vallejo Race on May 6-7 was this headstay reach around Point San Pablo on the way to Vallejo on Saturday, with enough breeze to keep trimmers and drivers on their toes. — photo latitude/tim



clusiveness adds up to some truly great racing and a great social scene in the post-race raft-up and at VYC on Saturday night.

Upon arriving at the Berkeley Circle starting area on Saturday morning, sailors feel that thrill of anticipation, the excitement of seeing all the boats converging, and the camaraderie of waving to friends on competing boats.

With 25 divisions in 17 starts, the starting sequence was scheduled to

begin at 11 a.m. and roll through until 12:25. Looking at such a lengthy sequence, it's understandable that the race committee would want to fire the first gun on time and keep going without pause. Imagine their consternation when a red RIB parked on the startline just minutes before the first warning! A polite call went out on the race channel, VHF 63, for the RIB to clear the line. When that call was ignored, a more insistent call, threatening the team to whom the RIB belonged with disqualification, was

broadcast. "That's our boat," replied the racing skipper who happened to own the RIB, "but we loaned it to *Latitude 38*." Consternation turned to amusement when it was realized that the photographers aboard, monitoring 16 instead of the race channel as the good mariners they are, didn't realize they were in the way. Once they were clued in and moved off, the sequence began — and kept rolling — right on schedule.

The forecast earlier in the week had looked downright frightening, and even

# THE GREAT VALLEJO RACE —

LATITUDE / JOHN



**Left: Doublehanding the Catalina 38 'Harp', Mike and Linda Mannix sail past the ruins of a wharf on Richmond's Point Molate. Right: The spinnaker parade through the bridge.**

Friday's preview, provided to *Lectronic Latitude* by Mike Dvorak of Sail Tactics, showed a big, scary patch of red — fortunately offshore. Big wind and rain were still predicted for the North Bay on Saturday night, which might have added challenge to and put a damper on the raft-up, but that mini-storm never materialized, and the actual weather for the weekend was mostly sunny and pleasant.

Spinnakers blossomed on Saturday shortly after the windward mark, an inflatable set about half a mile west of the starting line. Although the wind did come forward near Point San Pablo, almost all the spinnaker boats kept their chutes up until the entrance to Mare Island Strait,

for almost 20 miles of fun spinnaker running and reaching.

The usual puffy conditions during the white-sail-reach up the river gave jib and main trimmers and grinders a workout, and finish places were often sorted out in that last two miles.

In the Express 27 fleet, John Kearney's *Salty Hotel* was leading the way to the entrance. "We took the southwest side in massive ebb, then halfway to the finish Matt Krostad's *Tequila Mockingbird* bailed out of a back position to win the northeast-side approach," said Mike Bruzzone, who sailed on *Salty Hotel*. "Ron Kell's *Abigail Morgan* followed us, sticking to the southwest approach, but then they bailed too and blew by us on

the northeast side handing us a third for a 1-2-3 Corinthian YC member finish.

"There was less ebb and more consistent wind on the northeast side halfway up the Vallejo channel to finish," Bruzzone explained. The hills, building and ships on the south side tend to mess with the breeze.

Kearney moved to the Express 27 from a Newport 30 three years ago. "John's great to sail with and naturally intuitive on the racecourse," added Bruzzone, who pointed out that *Salty* took first in division and overall in the YRA Lightship in 2016 and '17, and won the Express 27 division in the '17 SSS Round the Rocks Race, placing third overall.

Comments in the raft-up on Saturday included: "It was a nice Vallejo." "It was perfect." "What a gorgeous day." And,

LATITUDE / JOHN



**Left: a wave from 'Nozomi', one of three Cal 40s. Right: Guests at the inn at the Brothers Lighthouse got their money's worth on May 6.**



# IT WAS VERY, VERY GREAT



LATITUDE / TM

"Much better than the forecast."

A Captain Ron-themed, Mount Gay Rum-fueled party followed Saturday's racing at VYC. Despite the reduction in numbers from the days of yore, the harbor still seemed packed and the crowds plentiful at the club. A steel drum band, Shabang, greeted the arrivals, and dancers later said the Darrell Edwards Heavy Weather Band was "great."

Club volunteers served a buffet breakfast on Sunday morning and staffed a 'recovery station' serving Bloody Marys and mimosas, before sending the second-day racers on their way. The

**Seen doing the 'jibey-jibey thing' past the Brothers, 'Team France Jeune', aka 'Ocealy's 3', is a Diam 24 skippered by Fred Bouju. The catamaran was among eight multihulls racing in two divisions.**

starters battled a strong flood to get across the line, then, with wind on the beam, some aired out their spinnakers. A couple of keels found mud before making it to open water.

Although it felt at first that the wind had filled in on San Pablo Bay and there would be a quick beat back to the finish, that was a false hope, and racers found slow going instead. Fortunately, the tide turned and the ebb lent some assistance.

The mode switched from light to full-on windy just north of the Richmond-San

Rafael Bridge. Because several boats ran aground last year on a new shoal that had formed right at the old finish line, near the entrance to the San Rafael channel, this year the finish was moved to the old, old location east of Paradise Cay, where, as any Tiburon YC racer will tell you, it blows like stink every summer afternoon and square waves pile up to make for uncomfortable sailing. So, the ability to switch gears or tough out the last leg with too much canvas up was as critical to finish places on Sunday as were tactical choices in the light patches.

The option to race on Saturday only, and the ensuing scores that include

**Who says you can't fly a spinnaker on Sunday? It's a tricky headstay reach down the Mare Island Strait, with tight quarters, lots of traffic and wind on the beam. Keep that jib ready! Left: David Sanner's Catalina 34 'Queimada' won PHRF 7. Right: 'Wile E. Coyote' hunts fellow Express 27 'Swamp Donkey'.**



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# THE GREAT VALLEJO RACE



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

**Faces in the crowd at VYC. Clockwise from top left: Erin van Liemt and Dante Poli from the Ranger 33 'Liquid Asset'; Phil Jones, Bud Mehm, Sean Rivkin, Paul Caturegli and Mike Vergalla from the Express 37 'Expeditious'; Molly Morris, John Riley, Chris Boome and Liz Flavall from the J/32 'Rhapsody'; Richard Reitmeyer from the Frers 40 'Jeannette'; and Nathalie Criou from the Figaro 2 'Envolée' with Gordie Nash and Ruth Suzuki of the Gary Mull-designed Nash-reimagined 'Arcadia'.**

'SRE' for some entries instead of places, lend some confusion to a parsing of the results. Adding to the head-scratching is the curiosity known as 'Down Wind Ratings'. Since Saturday's race was mostly downwind, it was scored two ways: with the PHRF ratings everyone's familiar with, and with the mysterious DWRs, over which many racers grumble, perhaps at least in part because they don't understand them.

How to tell if Saturday's race was

downwind enough? Wind readings were taken at Station DPXC1 off Davis Point (where the Carquinez Strait meets San Pablo Bay) every half hour for six hours after the first warning. If the average wind direction was between 190° and 300° true, then Down Wind Ratings would be used. This provision was

added to the Sailing Instructions after a couple of years when Saturday's race was actually a beat. The powers that be are certainly going to a lot of trouble to run a fair race. It's interesting to compare the two sets of results.

The overall standings for both days appear not to use the DWRs. The top scores we've printed on the next two pages are overall, and they don't tell the whole story. So do check out the complete results online at [www.jibeset.net](http://www.jibeset.net).

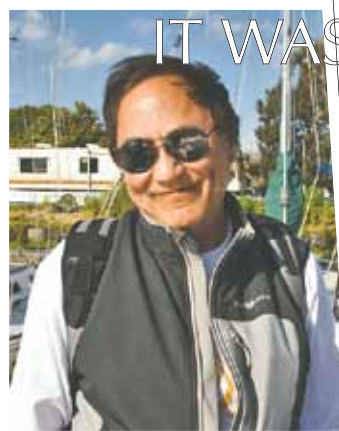
— **latitude**/chris

**Below, left: Spinnaker drying is one of the post-race activities in the raft-up on Saturday. Right: the crew of the Express 27 'Salty Hotel' (left to right) Leen Allaert, Marcia Schnapp, skipper John Kearney, Mike Bruzzone and Chris Larose.**





IT WAS VERY, VERY GREAT



**GREAT VALLEJO RACE OVERALL, 5/6-7 (2r, 0t)**

PHRF 1 — 1) **Velvet Hammer**, Schock 40, Zach Anderson, 2; 2) **Bodacious+**, 1D48, John Clauser, 5; 3) **Deception**, SC50, Bill Helvestine, 5. (5 boats)

PHRF 2 — 1) **Chance**, Farr 395, Stanley Hales, 4; 2) **Zamazaan**, Farr 52, Greg Mullins, 5; 3) **Alpha Puppy**, 1D35, Alex Farrell, 6. (3 boats)

PHRF 3 — 1) **Jeannette**, Frers 40, Bob Novy, 2; 2) **Ohana**, Beneteau 45F5, Steve Hocking, 5; 3) **Encore**, Sydney 36CR, Wayne Koide, 5. (8 boats)

PHRF 4 — 1) **Jarlen**, J/35, Bob Bloom, 2;

**Clockwise from top left: Linda and Mike Mannix from 'Harp'; the skipper of the Flying Tiger 'Wild 1', John LyMBERG, was visiting his friends Stephen Buckingham and Jennifer McKenna (next photo) from the Black Soo 'Starbuck', which is for sale; Steve Katzman and Elton Cassels from the Tahoe-based Express 27 'Dianne' at breakfast on Sunday; the Guardians of the Galaxy; Islander 36 sailors Jay Bruins from 'Windwalker' and Sergei Zavarin (left) from 'Serenity' met as they climbed across foredecks in the raft-up.**

2) **Mintaka4**, Farr 38, Gerry Brown, 6; 3) **Red Cloud**, Farr 36, Don Ahrens, 6. (6 boats)

PHRF 5 — 1) **Traveler**, Express 34, David Ross, 3; 2) **Tiki Blue**, Beneteau 423, Gary Troxel, 3; 3) **Farraige**, Catalina 42 Mkl, Timothy Johnson, 8. (5 boats)

PHRF 6 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 2; 2) **Sea Star**, Cal 39, Bob Walden, 4;

3) **Ahi**, Santana 35, Andy Newell, 7. (5 boats)

PHRF 7 — 1) **Queimada**, Catalina 34, David Sanner, 4; 2) **Liquid Asset**, Ranger 33, John Rook, 6; 3) **Psycho Tiller**, Jeanneau SunFast 32i, Jesse Hollander, 7. (8 boats)

PHRF 8 — 1) **Downtown Uproar**, J/24, Darren Cumming, 2; 2) **Shut Up and Drive**, J/24, Val Lulevich, 4; 3) **Shark on Bluegrass**, Olson 25, Falk Meissner, 7. (5 boats)

PHRF 9 — 1) **Antares**, Islander 30 II, Larry Telford, 2; 2) **Gypsy Lady**, Cal 34 Mkl, Val Clayton, 5; 3) **Zeehond**, Newport 30 MkII, Donn Guay,

**Below, left: the Melges 32 'Kuai' gang (left to right: Auric Horneman, Jen Canestra, Daniel Thielman, Jason Canter, Chelsea Simms and Dan Lee) were celebrating an overall PHRF victory on Saturday night. Right: VYC volunteers Irene O'Brien and Christopher Wagner assist a customer with Sunday morning recovery. The Bloody Mary accoutrements alone make up a serving of veggies.**



ALL PHOTOS THIS PAGE LATITUDE / CHRIS



# THE GREAT VALLEJO RACE

6. (6 boats)

PHRF 10 — 1) **Green Dragon**, Cal 20, Marcus Choy, 2. (1 boat)

SF 30 — 1) **Rhapsody**, J/32, Chris Boome, 3; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 3. (2 boats)

SPORTBOAT 1 — 1) **Rufless**, Melges 32, Rufus Sjoberg, 4; 2) **Kuai**, Melges 32, Daniel Thielman, 5; 3) **Gentoo**, Soto 30, Paul Dorsey, 7. (6 boats)

SPORTBOAT 2 — 1) **For Pete's Sake**, Ultimate 24, Peter Cook, 4; 2) **JetStream**, JS9000, Dan Alvarez, 4; 3) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, 4. (5 boats)

ULTRALIGHTS — 1) **Hasta Nunca**, Moore 24, Eric Ochs, 2; 2) **Anna Banana**, Moore 24, Joseph Andresen, 5; 3) **Quila**, SC27, John Dillow, 7. (3 boats)

CAL 40 — 1) **Green Buffalo**, Jim Quanci, 3 points; 2) **Azure**, Rodney Pimentel, 3; 3) **Nozomi**, Robb Walker/Rowena Carlson, 6. (3 boats)

EXPRESS 37 — 1) **Expeditious**, Bart Schneider, 4 points; 2) **Bullet**, Laurence Baskin, 5; 3) **Golden Moon**, Kame Richards, 5. (7 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Schoenhair, 2 points; 2) **Serenity**, Eric Mueller, 5. (2 boats)



LATITUDE / CHRIS

Another Sunday morning activity: Reading Saturday's race results and comparing the Downwind Ratings version to the ordinary PHRF version.

ISLANDER 36 NON-SPINNAKER — 1) **Zingara**, Steve & Jocelyn Swanson, 8 points. (1 boat)

J/105 — 1) **Box of Rain**, Charlie Pick, 3; 2) **Vuja Star**, Chris Kim, 3; 3) **Lightwave**, John Robison, 6. (7 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad, 2 points; 2) **Abigail Morgan**, Ron Kell, 4; 3) **Salty Hotel**, John Kearney, 9. (13 boats)

SHORTHANDED — 1) **Wildcat of Loch Awe**,

S2 7.9, Alan Hebert, 3; 2) **Starbuck**, Black Soo, Stephen Buckingham, 3; 3) **Kynntana**, Freedom 38, Carliane Johnson, 7. (4 boats)

PHRF NON-SPINNAKER <201 — 1) **Allegro Non Troppo**, Alerion Express 28, James Titus, 2; 2) **Califia**, Islander 36, Tim Bussiek, 4; 3) **Akialoa**, J/35, Jeff Johnson, 7. (7 boats)

PHRF NON-SPINNAKER >200 — 1) **The Mighty Windsong**, Marieholm Folkboat, Paul Harris, 2; 2) **Passat**, North Star 500, Ethan Mobley, 4; 3) **Wind Spirit**, Ranger 26-1, James Mathies, 10. (3 boats)

CRUISING — 1) **Lenora**, Hunter 33, Joseph Mannion, 8; 2) **Erin Elizabeth**, Passport 40, Neil Lynch, 9; 3) **Honey Moon**, Cal 2-29, Bruce Chrisp, 10. (6 boats)

MULTIHULL <0 — 1) **Sea Bagging**, Nacra 6.0, Aaron Phillips, 2. (1 boats)

MULTIHULL >2 — 1) **Cumbia**, F-27, Juan Tellez, 3; 2) **Lookin Good**, Corsair Sprint 750 MkII, Rafi Yahalom, 3; 3) **Relentless**, Corsair Dash 750 MkI, Ben Eastwood, 6. (3 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

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# BOATYARD TOUR —

**B**reak out the sandpaper, acetone, shopvac, grinder and blue masking tape. Pull on the cover-alls, latex gloves and respirator. Double check the balance in your checking account (spoiler alert: You're going to need more money than you thought). Go on YouTube to see how other people have torn-out, rebuilt or replaced that piece of equipment you've been meaning to deal with for forever.

That's right, it's boatyard season, and after one of the rainiest winters on record, many Bay Area boaters found themselves neck-deep in to-do lists. Sailors have been in a long, deep hibernation, and are eager to get their hands dirty and their boats shiny.

This year, we have seen the full spectrum of boatyard projects and ambitions, from refitting day sailors to preparing for circumnavigations. Randall Reeves, who was featured in May's *Sightings*, has been in Richmond working on a mile long punch list before he sets sail for the Southern Ocean on his 41-ft aluminum sloop *Moli* in the fall. Elana Connor, spotlighted in this issue, was in the yard to put a few coats of bottom paint on her Sabre 34 *Windfola*, before she sets sail to Hawaii in early June. And Sam Carrick, who we'll feature next month, has also been high and dry in the East Bay working on his converted America's Cup yacht, *The Age of Russia*.

Boatyard projects can be both empowering and demoralizing, a test of patience and sanity, an attempt to gain some competence in the mysterious intricacies of your vessel and understand systems you never imagined you'd learn, let alone master. Working on your boat can mean dedicating yourself not just to the sport, but to the lifestyle of being a sailor.

And while eventual success stories make for interesting copy, we would also like to tip our hats to everyone out there who's bitten off more than they can chew, who put something back together and has a pile of left over parts, who made a dozen runs to their local chandlery because they kept forgetting something, and only got two hours of work done in a ten hour day.

What follows are excerpts from visits to the yard, and a callout on *Lectronic Latitude*. Thanks to everyone who wrote in. We salute all of you out there, grinding away.

## Erewhon

"On March 10th, we moved our new-to-us 1980 Newport 30 to Napa Valley Marina from her home port at Glen Cove Marina in Vallejo," wrote Bill and Kathy Crowley. "Before we purchased

"The list included blister repair, barrier coat and bottom paint, as well as a new prop and changing out the remaining original seacocks that were plastic gate valves, which (for good reason) have lost favor in the marine industry.

No one told us that propellers like ours are made-to-order, with a six-week lead time. We ended up sending the old prop to Bay Propeller in Alameda for reconditioning, which is about one-third the price of a new one and has a turn-around time of 10 days, which was a better fit for our mid-April launch date.

"There was plenty to do while we were waiting: Stripping, sanding, and fiberglass repair work. I didn't bother to count the blisters [on the bottom], but my estimate is north of 100 and south of 200. Curiously, they seemed much more predominate on the starboard side rather than port.

"Blisters are the result of the chemically contaminated fluid that came out after sanding them. Now we're letting the hull dry for about a week (the north

wind was helpful) while we attended to our plumbing issues.

"As we're in the north end of Napa Valley Marina — adjacent to trees and a vineyard — we found it 'fruitful' to put a pair of Asian hawks on duty, which reduced the amount of bird droppings we had to clean from the deck every morning."



**Bill and Kathy Crowley's 'Erewhon' has some work done on her bottom among the vineyards.**

*Erewhon* last April, our Marine Surveyor informed us she would need to be hauled out soon to take care of some 'deferred maintenance' issues, so we enjoyed Bay daysails all last summer, knowing what lay ahead for us.



COURTESY THE CROWLEYS

COURTESY THE CROWLEYS



# LABORS OF LOVE



LATTITUDE/TIMMY

storage under the settees, an AC power system and a modern head complete with hot water.

While making the repairs, Hinkel bought *Mistress II* — another Clipper — and started what can only be called a two-boat racing program. *Mistress* is decidedly barer-boned compared to the beautifully finished, cherry *Ouessant*, but is also in need of more work.

Hinkel is shoring up the original mahogany cockpit coaming and house sides, and adding some beams and knees to support the inside of the cabin. "With two boats, you can share knowledge and parts between them," she said.

Hinkel said her pair of Faral-

lon Clippers were likely rushed in their final stages of completion in the 1950s, and weren't necessarily designed to last 60-plus years (*Ouessant* was built in



JENNIFER HINKEL

1957, *Mistress II* in 1955). "There were only 19 Clippers built," Hinkel said, adding that she knows of as many as nine Clippers still sailing, and believes the fleet is seeing something of a revival.

"These boats saved my sanity. Nothing compares to sailing a classic. There's just something about a wooden boat."

**Jennifer Hinkel and Richard vonEhrenkrook aboard the Farallon Clippers 'Ouessant' (center) and 'Mistress II', (below). Three years after she was T-boned during a race (inset), 'Ouessant' has come a long way.**

## **Ouessant and Mistress II**

As the steward of two wooden boats, Jennifer Hinkel is never not doing a boatyard project. "I have two Farallon Clippers, so usually I'm in the yard with something or another!" said Hinkel, who is a board member of the Master Mariners Benevolent Association and staff commodore of the Presidio Yacht Club.

Hinkel did a major refit and rebuild on her 38-ft Clipper *Ouessant* after being T-boned by a port-tacking boat at Sausalito YC's annual Women Skipper's Regatta in 2014. Hinkel said that the collision ended up being a blessing in disguise.

"If she hadn't been hit like that, I never would have given up two seasons to have her in the yard," Hinkel said, adding that being forced to do serious repairs was incentive to rebuild parts of *Ouessant* from the ground up, making her stronger and ultimately more seaworthy.

"I couldn't have taken her to Hawaii the way she was built before, but now I can."

Hinkel also had the chance to add some "cool stuff," including cedar-lined



LATTITUDE/TIMMY



# BOATYARD TOUR —

COURTESY JANIS GIO



## Tre

Exactly one week before the Master Mariners Regatta, Elyse Brewster was scraping paint and caulk from the bottom of her 47-ft Knud Reimers sloop

*Tre* in the hopes of being ready for the starting gun. "Working on your boat is humble meditation," said Brewster, who's been meditating on *Tre* for six years. She was applying what she called



**Elyse Brewster lovingly applies her 'special sauce' to seams on her big sloop's underbelly.**

the "special sauce," a mix of tar, beeswax (with turpentine) and a tiny bit of Portland Cement. "As the wood swelled while she was out of the water, it pushed out the old putty," she said. "But it was cool to see her doing her thing. There is an ancient forest living with me."

## Star Passage

"My hubby and I were discussing what we wanted for Christmas," wrote Janis Gio. "Among the options were new portlights for our Valiant 40 *Star Passage*, or a new 110 percent headsail. The portlights won. After a good deal of research and sticker shock at some of the prices, we decided to purchase 11 portlights from New Found Metals in Port Townsend.

"The boxes sat in the garage for two months, waiting for the rain to stop. Part of the package included the option to "rent" the template, which we did.

"Much to our surprise, the template for the six large (6" x 20") portlights didn't match the footprint. This is a common problem with products made

**Janis and Rick Gio are enjoying the fruits of the labor, after taking on the "Project From Hell" and replacing the portlights on 'Star Passage'.**

in China (my experience comes from the furniture industry). We called New Found Metals to advise them that the overall size didn't match, nor did the screw holes (off by an inch).

"They couldn't have been nicer — or more surprised. When they checked their inventory, they didn't have any that matched and would have had to order them from China. My husband was not about to wait any longer, so we dived into the project with vigor.

"First of all he had to "invent" a puller to get the original aluminum port lights out, which were put in with (what we



**Taking on a boat project can mean opening a can of worms full of unexpected headaches.**

suspected to be) 5200! Then he had to make the cuts by hand using a variety of tools: A palm router, saber saw, Dremel tool, rasp, etc.

"We are still working on this project from hell. But it has made a huge difference on how the boat

looks, and how much light has been added to the interior by the extra two inches and clear tempered glass.

"Before, it was like looking through fog. We have installed four of the eleven portlights. The first one took three days to remove the old one, but now we're down to one day!

"We're now in the process of installing a new Raymarine autopilot that will complete our electronics package. We have an Alpha 3000 which we will keep as backup, as well as the main offshore workhorse, our faithful Monitor wind-vane.

"The autopilot project has been somewhat challenging. Thank goodness my dear husband understands electronics. But admittedly, he hasn't been sleeping well because his brain's trying to figure it all out — wires are everywhere like spaghetti!"

COURTESY JANIS GIO





# LABORS OF LOVE

## Evening Star

When we met Peter Byrnes in Berkeley, he told us that we'd just published a photo of his boat, *Evening Star*, in the May issue. The 51-ft Alden yawl, originally built at the Herreshoff yards in Bristol, Rhode Island, belonged for years to Bill Vaughn, the man responsible for reviving the Master Mariners Regatta in 1965.

Byrnes bought *Evening Star* in 2010, and has been laboring away at her ever since. When asked why he took on such a large and daunting project, Byrnes shrugged instantly, and said (almost emphatically): "I really don't know."

A retired electrical engineer, Byrnes said he's been working on boats since he was a kid, and — like anyone brave enough to take on a wooden vessel — loves the labor. "In the beginning, my wife and I worked on her during the weekends," he said. "But for the last few years it's been mostly me. Since I retired, this has become my new job."

Because of *Star's* condition, Byrnes was forced to replace the entire deck. "I had to take everything off to reframe it," he said. "I replaced *every* beam. At one point, I worked on it seven days a week for seven months."

Byrnes said he was nervous when he pulled the mast: When wooden spars are lowered from vertical to horizontal, they're known to burst at their seams because the glue points become highly stressed. And he couldn't be sure what

shape such an old spar was in.

"But I lucked out. The mast is actually in perfect condition." He was told by famed boatbuilder Cree Partridge, who Byrnes said encouraged him to finish the

and sailing, Byrnes hopes to work her up to "yacht quality," something he doesn't currently have the time or resources to do in earnest.

Because he's working alone, Byrnes can only coat one section of the mast during the narrow sweet spot of late-



LATITUDE / TIMMY

restoration, that his rig was straight and true as an arrow.

But varnishing the spars has been a battle. Byrnes has six coats on the mast, which he said is the bare minimum. Once *Evening Star* is put back together

morning sun, when varnish cures perfectly. Standing in front of the antique mast and boom, Byrnes shakes his head. "I'm wiped out. It's just ... so much work."

Byrnes shrugs again. "I mean, there's just no practical end to this project."

**Above: Retired electrical engineer Peter Byrnes said there is "no practical end" to his approximate five years of restoration of 'Evening Star'. Dedicating your time, money and sanity to a boat might seem strange to some, but for sailors, the logic behind these labors of love speaks for itself.**



LATITUDE / TIMMY

# BOATYARD TOUR

## Grendel

"Last year, I bought George Olson's original [1969] prototype for the Moore 24, *Grendel*," wrote Glenn Shinn. "I first spotted it at UC Santa Cruz. "She was in sorry shape — not even sail-able, not even close (she's been sitting in a slip for at least 10 years!). There were soft spots all along the plywood deck, which was totally delaminated, and the main support beam down the middle was broken. I had to cut out big holes in the deck and patch it up.

"I'm totally restoring the whole thing, a complete top-to-bottom, inside-out refit. I even took her to Ron Moore's shop in Watsonville and had him remove and re-bed the keel. There's new hardware, new rigging, new spreaders, new winches and new sails.

"About the only thing I haven't done is the inside of the mast, which is still the original. I might replace it some day, but for now it's painted and looks brand-new. Everything is painted inside and out, she looks better than she's looked in a long time.

"I think it's a pretty cool little boat; it's a piece of sailing history. George Olson



was a Santa Cruz legend, along with Bill Lee back in the hippie days. The boat actually has a white spinnaker with flowers all over it.

"No, I'm not going to race it — I'm just going to day sail it around Monterey Bay.

I don't want to push her too hard. She's an old girl ... so by the way, she is 47 years old, and maybe the very first ultra light displacement boat from Santa Cruz ever built."

— **latitude**/timmy

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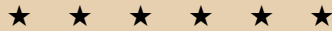
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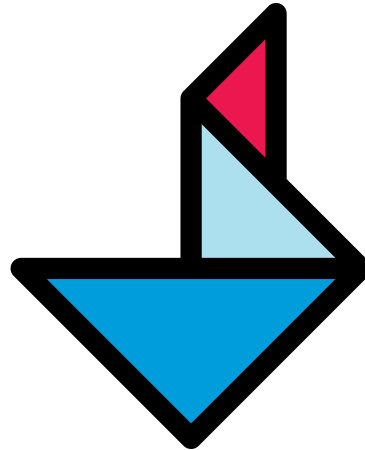
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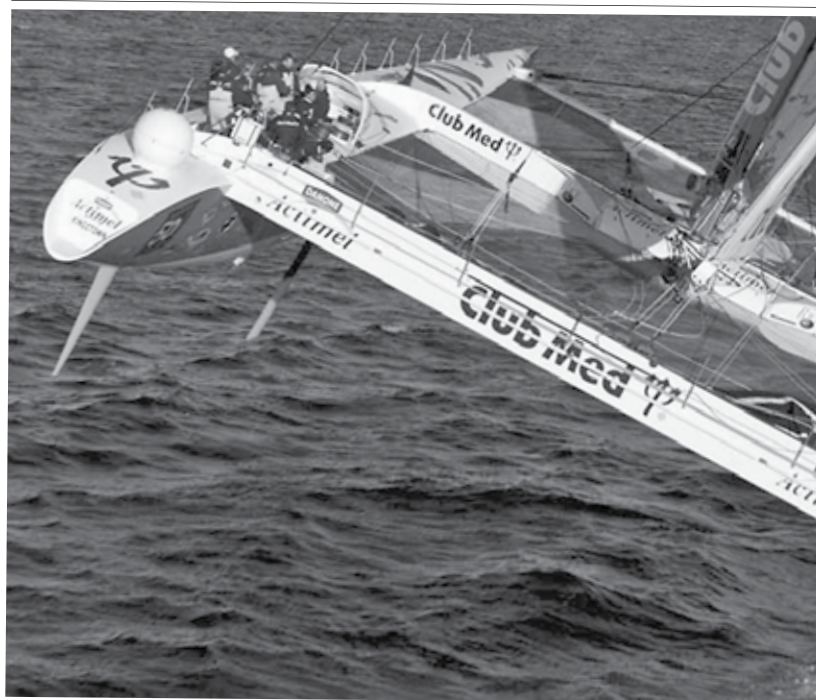


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## 40 YEARS IN REVIEW, PART III —



*In 2000, we said goodbye to perhaps the best all-around sailor and seaman ever to come out of the Bay Area, Myron Spaulding.*



*One of our favorites, 'The Race', saw six giant catamarans sprint nonstop around the world in 2001. New Zealander Grant Dalton skippered the 110-*



*Bob and Jeannie Rowe, who left San Francisco aboard their Brewer 35 cutter 'Salacia' in August 1981, completed their circumnavigation in 2003.*



*St. Francis YC hosted the Melges 24 Worlds in 2003, with 68 boats on the line. 14-year-old 'Shark' Kahn took top honors. 'He can't drive to the regattas or have a beer,' we wrote. 'But he just won the Melges 24 Worlds!'*

*This month we conclude our three-part retrospective on Latitude's 'first' 40 years with the 2000s. The failure of Y2K to make civilization into a Mad Max movie meant it was back to chaos as usual at Latitude.*

**B**y 2000, we finally conceded that this Internet thing might really be around for awhile, so in April we put up the first *Lectronic Latitude*. In that year's America's Cup, the Kiwis' *Black Magic* beat Italy's *Luna Rossa* five-zip. Contributor Tom Perkins wrote about inviting *Master and Commander* author Patrick O'Brian out for a sail, only to discover the old chap had never sailed before! And later in the year, we said

'hello' to the newest face on the international sailing scene, a little snippet of a girl with the spirit of a British lioness, Ellen MacArthur.

To our minds, the biggest sailing event of 2001 (and one of our top picks of all time) was called, simply, *The Race*. It was a crewed, nonstop, round-the-world competition in the biggest, fastest boats. Six giant catamarans started in Barcelona on December 31, 2000. Sixty-two days and 27,000 miles later, the Grant Dalton-led 110-ft cat *Club Med* won. The second edition of the race never happened. From that highest high to the lowest low of 9/11, where everything took a back seat as the world processed the horrific terrorist attacks. With the Big Boat Series canceled with eight pages to fill Racing Editor Rob



# LATITUDE 38 IN THE 2000s



ft 'Club Med', which took first in 62 days.



Left & above: Alameda sailor Bruce Schwab, on board the Tom Wylie-designed Open 60 'Ocean Planet' as he was competing in the 2002-2003 Around Alone Race.



Stan Honey took first in class and third in fleet in the 2003 Transpac on his Cal 40 'Illusion.' And, like Dorothy walking out her front door in Munchkin Land... 'Latitude' (finally) went to color.

Moore made the show go on with a BBS retrospective that is still one of the best reads ever assembled in these pages.

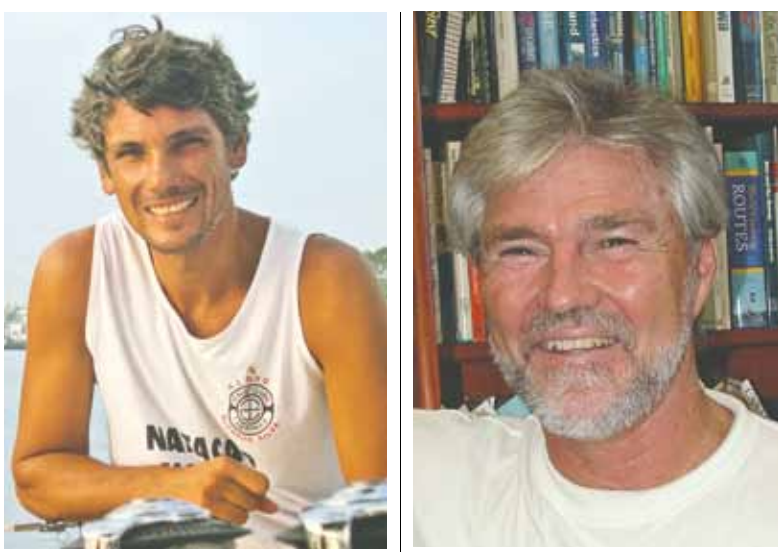
**2002** was a banner year for local hero John Kostecki. He skippered the 60-ft *Illbruck* to victory in the Volvo Ocean Race, set a new 24-hour monohull record (484 miles) and was named Rolex Yachtsman of the Year. Local heroine Liz Baylis made it a two-fer when she got Yachtswoman of the year. Out on the big blue, the maxi *Nicorette* was 'run down' by a twister packing 100-knot winds, and here at home, the historic scow schooner *Alma* transported the Olympic torch across the Bay.

In **2003**, we finally realized why they wait so long between America's Cups — to accommodate all the lawsuits! They came hot and heavy after the Swiss *Alinghi* syndicate trounced the

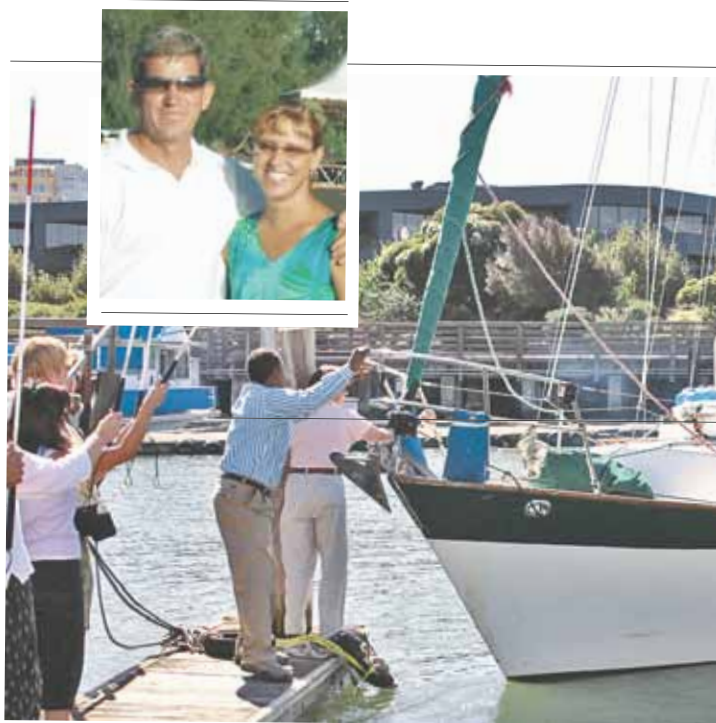
Kiwis 5-0. Much more interesting (to us, anyway) was following another Bay Area stalwart, Bruce Schwab, as he competed in the 2002-2003 Around Alone Race. A fleet of 10 Cal 40s emerged out of the time machine to add historic flavor to the Transpac (Stan Honey won with *Illusion*). Another Hawaii trip was that of Bill Teplow on his 19-ft West Wight Potter (don't try this at home). In November, the 68-boat Melges 24 worlds was won by 14-year-old skipper Samuel 'Shark' Khan. And we met Harry Heckel Jr., whose second circumnavigation put him into the record books: at 87, he is the oldest person ever to sail alone around the world.

In **2004** we did a three-part interview with sailing's own Cinderella Man, Mike Harker, who learned to sail on the 2000

# 40 YEARS IN REVIEW, PART III —



**Mike Harker learned to sail in a Baja Ha-Ha, test-sailed boats for Hunter, and went on to solo-circumnavigate. Before he learned to sail, Harker was severely injured in a hang-gliding accident. Doctors told him he'd never walk again. He passed away in 2011.**



**Scott Duncan and Pam Habek set out from San Francisco in 2004 to become the first legally blind sailors to circumnavigate the globe. The white canes of visually impaired supporters are raised to salute their Valiant 31 'Tournesol's' departure.**



**In 2008, we took a ride on the 110-ft 'Gitana 13', hit an easy 30 knots, and went from Lands End to the Bay Bridge in about 20 minutes. Ever since then, 15 knots seems kinda slow.**



**In early 2005, we covered the terrible Indian Ocean tsunami in Indonesia and Thailand, as seen through the eyes of a handful of cruisers who were there.**

Baja Ha-Ha, went on to test-sail Hunter boats, then sailed around the world in one that the company *gave* him. We took a look back in time at the rise and fall of the iconic 161-ft schooner *Goodwill* and her eccentric owner, Ralph Larrabee.

In early **2005**, we 'played it again' as Bogie's beloved *Santana* turned 70. Roy Disney donated the winged-deck *Pyewacket* to Orange Coast College, then took it back to do the next Transpac. He also put together a really cool sailing movie called *Morning Light*. Roy passed in 2010, but his passion for sailing elevated the sport for all of us. Another late, great yacht got profiled, the M-Class sloop *Windward*, which ended the reign of schooners as racing boats with a single close reach across the Bay. We also ran a firsthand account of

a cruiser who witnessed a new South Seas island being born as an underwater volcano erupted.

**2006** started out with heavy rains that 'sank' our offices when the adjacent creek went over its banks. We did the entire February issue using lawn chairs and picnic tables while everything dried out. The schooner *Lord Jim* left the Bay for her fifth circumnavigation, only to sink a few months into the voyage. We had features on cruising heroes Lin and Larry Pardey; 'challenged' heroes Scott Duncan and Pam Habek (both legally blind) who made it to New Zealand; and our personal hero of the year, Ernie Rideout who won the *Santana 22* nationals at age 88.

With the lawyers needing a rest, they held another Ameri-



## LATITUDE 38 IN THE 2000s



After reaching New Zealand, they became the first blind sailors to cross the Pacific, but suspended their circumnavigation ambitions. Photos courtesy of [www.blindsailing.com](http://www.blindsailing.com).



In 2007, 'Alinghi' beat 'Emirates Team New Zealand' 5-2, in one of the 'closer' America's Cups in years. This would be the last dance for the monohulls. Photo Courtesy of Thierry Martinez.



The 'Plastic Classic Regatta' has been a staple of Bay Area sailing for over three decades.



In 2008, sailor, navigator and longtime friend Mark Rudiger lost his battle with lymphoma. Above, Rudi with wife Lori and son Zayle after his 2003 Transpac stint on 'Pegasus 77'.

ca's Cup in **2007**. Once again, the Swiss beat the Kiwis. Okay, everybody back to the courtroom! Nobody knew it then, but this was the last hurrah for the IACC class. A couple of years later, Larry Ellison's *BMW Oracle* challenged the Swiss to a 'deed of gift' race, and their 90-ft, bazillion-dollar trimaran beat *Alinghi's* 90-ft, bazillion-dollar catamaran. Also in 2007, we interviewed Merle Peterson and Will Petersen (no relation), who were restoring the classic schooner *Viveka*. And Merle finally set us straight on the legend of the water-skiing elephant of Sausalito. "It was a she," he said. "And she loved it."

In **2008** we and ran another piece on another unexpected loss, the abandonment of Skip Allan's lovely little Wylie sloop *Wildflower*, caught in gales on its way back from Hawaii. Else-

where, we went hiking on the Channel Islands, and even we old dogs learned a few new tricks from "25 Things a Sailor Should Know."

In **2009** we revisited Bay Area harbormasters for some more hilarious tales of life at the top of the gangplank, including the pursuit and eventual capture a fender-stealing otter. In a decidedly less amusing wildlife encounter, the *J/120 J World* sank after colliding with a whale during the Baha Ha-Ha. All aboard were rescued. Speaking of sailing schools, we visited with some participants in the Clipper Race. The schooner *Eros* (ex-*Fair Sarae*) emerged prettier than ever from a years-long refit/update, and *Latitude's* inaugural Delta Doo Dah kicked off with about 30 boats heading upriver.



# 40 YEARS IN REVIEW, PART III



2013: Remember when the America's Cup was in San Francisco, and it was awesome? So do we.



'Lord Jim' off the coast of Brazil in 2007.



'Latitude's late great Rob Moore.



Jean Socrates.



Scott Owens and Erik Menzel won their division in the 2011 Double-handed Farallones Race after restoring 'Summertime Dream'.



The 'Matthew Turner' has been our favorite story of 2017...so far.

In **2010** we interviewed Stan Honey about his amazing contributions to the Bay Area and world, both on and off the water. The Clipper Race blew into San Francisco for the first time, and we ran a two-part article about visiting Cuba, back when it was more fun because it wasn't quite legal yet.

In **2011**, we ran a dummy's guide to racing (which we remain eminently qualified to write). There was a cool article on the restoration of the very cool quarter-tonner *Summertime Dream*, the boat that started it all for Alameda naval architect Carl Schumacher.

In **2012**, we lost longtime Racing Editor Rob Moore to cancer, and it still hurts. In April, five more sailors were lost when the Sydney 38 *Low Speed Chase* was driven onto the rocks during the crewed Farallones Race. Elsewhere, we explored options for getting a boat back from Baja, interviewed sailing legend Webb Chiles, and featured the oldies-but-goodies at the Great Schooner Race.

In **2013**, it finally happened: The America's Cup on San Francisco Bay. It wasn't your father's AC either. The series was sailed in wild, foiling catamarans that could hit 40 knots. In one of the greatest comebacks in sporting history — and we're talking all sports — Oracle Team USA came back from a seven-race deficit to defeat Emirates Team New Zealand. Then everyone went back to court and decided the next Cup would be sailed in Bermuda, in the smallest boats ever to vie

for the Auld Mug. (Whatever.) We preferred coverage of the '13 Transpac, especially the part where it was won by the classic 52-ft 1930 yawl *Dorado*. Also storming into the limelight was Giovanni Soldini's Volvo 70 *Maserati*, which set a new New York- SF monohull record of 47 days, 42 mins, eclipsing the previous record set by Yves Parlier in 1998 by 10 days.

In **2014** we wished Webb Chiles fair winds as he took off for another solo circumnavigation, this one on a Moore 24. On the other end of the spectrum, we visited with a bunch of Gen 'Y not?' cruisers. September marked the 50th Anniversary Rolex Big Boat Series.

In **2015** we visited Whale Tales, summer sailing for kids and mastering mal de mer.

In **2016**, we visited the legacy of Jim Kilroy and his five *Kialoas*, went cruising in the Marquesas, raced to Cuba, and solicited the favorite destinations of our readers. We took an in-depth look at the cost of safe sailing, and had a nice sit-down interview with Jeanne Socrates, the oldest solo circumnavigating woman.

**2017** marks our 40th year of publishing, with stories (so far) about sailing apps, 'How I Learned to Sail', 'Cruising Parents, Racing Sons' and a tasty piece about the many volunteers building the tallship *Matthew Turner*, which after almost four years of construction, launched on April 1 — no fooling!

— latitude/jr



# JUST FINISHED DREDGING

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# HOW I LEARNED TO SAIL, PART II —

"How did you learn to sail?"

That question, posed to *Latitude 38* readers a few months ago, yielded a boatload of heartfelt responses. It was obvious to anyone who read the first batch of them in our February issue that this simple question had unlocked troves of precious memories from care-free days spent reveling in the simple yet exhilarating pleasures of raising sail and harnessing the wind.

In the reader reports that are continued here you'll find that many who learned to sail decades ago — when sailing classes were much less prevalent — did so on their own, in many cases learning both what *to do* and what *not to do* by trial and error.

Many of the stories you'll read here provide a window into a simpler time when almost every kid's favorite place to be was in the great outdoors — rather than lazing on the couch playing video games. When given an opportunity to try sailing, many of the respondents you'll meet below were delighted to give it a try. Little did they know at the time that — for some, at least — those first few hours spent under sail would be life-changing.

"In the late 1970s I purchased a Lido 14 that my mentor found advertised in the newspaper," writes **Randy Giovannoni**. "He had been a national champion in Mercurys in the '60s, so I figured he knew what he was doing. As it turned out, the owner of that Lido and I became best friends, and still are today. He was busy the day I decided to go try out the boat myself, so I took my roommate Mary and headed for a nautical adventure. It was a beautiful day and there was no one on the lake but us. After a couple of hours it was time to head for the dock and I realized the only thing that I had forgotten to inquire about before setting sail was how to stop this thing when I got back to shore.

"Now, I know that a Lido is not the fastest boat on the water, but as you approach a dock, there should be some finesse involved. But on that first sail we were thinking, 'Oh crap, where are the brakes?' We were approaching quickly when I let go the main and jib, and soon realized that the dock was only a few feet away. I knew this was it; crashing into the boat ramp was my fate. But all of a sudden, the boat came to an abrupt halt. The loose jib sheet had miracu-

lously wrapped itself around a dock cleat and saved my Lido's bottom — and mine. Who says sailors aren't blessed?

"I was 21 when my boyfriend invited his best friend and me to go sail-

*"On that first sail we were thinking, 'Oh crap, where are the brakes?'"*

ing at a local lake in the Black Hills of South Dakota." recalls **Cheryl Laufle**, "aboard a small daysailer that his dad had recently bought. Since sailing had been of interest to me for some time, and since he was my boyfriend, of course I accepted.

*Beau Vrolyk and his family grew up sailing on this splendid European-built gaffer named 'Sol Straale'. He now owns the schooner 'Mayan'.*

"It was a glorious day in early summer; sunny and with a nice, warm breeze. The 18-ft boat (whose maker is lost in the mists of time) sailed beautifully, and we went to the far side of the lake. We stopped for lunch, swam, and stayed near the far shore until late afternoon. At that point, the wind died — completely.

"So there we were, sunburned, getting hungry, and as the sun went down, the air temperature cooled noticeably. There was no paddle on the boat, and sculling with the tiller did little to move us, so we took turns swimming, holding the bowline in our hands. Did I mention it was early summer? The lake had not warmed appreciably, and with sunburns and a cool night, it became more than a little chilly, both in the water and on the boat.

"We were roughly five miles or more from the boat launch, so it took several hours to swim/tow the boat back. I got back to the apartment I was sharing at about 2 a.m.

"That experience didn't destroy my

COURTESY BEAU VROLYK





# BOATLOADS OF PRECIOUS MEMORIES

interest in sailing, but it was several decades later when I took the step (with my husband) of taking lessons through a local sailing club. We have each gained US Sailing certificates, which have given us the confidence to charter locally (including in the San Juan Islands), in the British Virgin Islands, and French Polynesia."

**B**eau Vrolyk writes, "In 1962, when I was eight, my father took my sister and me sailing on Lake Arrowhead in Southern California. It was a beautiful day with about 10 knots of wind. But suddenly the rudder fell off the stern of the Lido 14 we had rented. Dad steered us back to the dock with the paddle after a lot of laughing, spinning in circles, and giving us a quick lesson in how to steer with the sails. My dad inspired me to sail, as he inspired me to try so many things.

"When I was 12, Dad bought a 23-ft cutter built in Denmark just after World War II. Her name was *Sol Straale*, which means little sunbeam, and she was a wonderful family boat. Her mainsail was gaff headed. She had three topsails to choose from. With a staysail, jib and flying jib there was always something exciting going on! Our family of five cruised all over Southern California in the *Sol Straale*. We learned sailing and more importantly seamanship amongst the Channel Islands and along the coast from Point Conception to Mexico.

"I also learned a great lesson. *Sol Straale* wasn't a fast boat. Her record speed was 4.2 knots. But when I asked my dad why we didn't get a faster boat his reply was perfect: 'If our boat was faster, then we'd choose to sail greater distances. The speed of the boat just makes the ocean smaller, it doesn't let you get where you're going any sooner.' My kids and I now refer to 'making the ocean smaller' when we talk about sailing faster.

"In addition to *Sol Straale*, Dad and I built a sailing rig for our 6-ft pram. I sailed that until we got a Griffith 'Guppy' and then a very early Laser when I was 15. By then I was crewing for anyone who would take me along at the Los Angeles Yacht Club.

"As a child there aren't many times when you can just go wherever you like. There is a wonderful sense of freedom when you sail off on your own. My folks would give me a sandwich and a water bottle and tell me: 'Be back by sundown.' I'd sail around Los Angeles Harbor for most of the day, making it back by sundown most days. It was a wonderful vote of confidence from my folks. I did the same thing for my kids when they were about 10. Kids need to be on their own without parents and coaches, they need to feel responsible, they need to learn to be responsible on their own."

"I lived in Santa Cruz as a child," explains **Ron Landmann**. "From my house, halfway to downtown were the Twin Lakes. I was probably about seven when the decision was made to turn the westernmost lake into Santa Cruz Yacht Harbor.

"Before the harbor was finished, friends of my parents, Paul and Silvia Overholt, called and asked my father to take a good look at the new harbor and then come over to Monterey to help pilot their new boat, a 57-ft gaff-rigged schooner named *Mariposa*, into the yet-unfinished harbor.

"Walking down the Monterey docks in the dripping fog, I saw the outline of what looked like a pirate ship. I thought to myself, 'I hope that's the *Mariposa*,' and it was. We cast off and worked our way out of the Monterey harbor. Paul set a compass course and hand-steered the

*"There is a wonderful sense of freedom when you sail off on your own."*

*Mariposa* through the fog toward Santa Cruz, 22 miles away across Monterey Bay. About an hour later, the fog cleared and it turned into a bright sunny day with winds blowing 10 to 15 knots out of the northwest.

"We set the sails by manually hauling on halyards and tying them off on belaying pins — those clubs you see pirates fighting with in movies. I truly was on a pirate ship!

"There were about 10 of us on board and I was the only child. The plan was



Thousands of sailors have started out on Lido 14s which is as ubiquitous in Southern California as El Toros are in the Bay Area.

that when we got to Santa Cruz my mother would join us for dinner on board. With that in mind we had all afternoon to make the 22-mile passage from Monterey to Santa Cruz.

"I saw my father talking to Paul and they were both looking up. My father called me over and asked if I could climb the mast, shinny out the main gaff and clear its topping lift. I was 10 or 11 at the time and I knew Father wouldn't have me do anything that was too dangerous, so I said yes.

"The sails were bent on the masts with a series of bamboo rings that went around the mast, and the mainsail was sewn onto the rings. With the mainsail up, there was a ladder of bamboo rings going up about 40 feet to the main gaff. This was long before life jackets and sailing gloves were popular, by the way.

"I climbed up the mast and out onto the main gaff. With the *Mariposa* heeling to leeward, I was now clear of the deck, but out over Monterey Bay. I got to the end of the main gaff and cleared the topping lift. Looking down at the deck I could see my dad, Paul and the rest of the crew all looking up at me. Then I had to shinny backward to get to the mast. When my butt touched the mast I had to figure out how to turn around without falling so I could climb down the bamboo rings. I eventually worked it out and was soon back on deck. My dad had sweat



# HOW I LEARNED TO SAIL, PART II —

on his forehead even though it was only about 60°. Paul was laughing like a man possessed.

"After that I climbed down into the netting underneath the bowsprit. I was probably six feet in front of the bow and two feet above the water. The sound of the water hitting the bow was magical. Just when I thought things couldn't get any better, a school of dolphins appeared and started jumping in front of the bow,

*"I was five years old. She was hard on the wind with her leeward rail buried."*

just inches from my body in the netting. I was hooked! I knew right then and there that I wanted to sail and keep seeing these wonderful sights and feel the motion the boat on the ocean."

**J**ohn Cabrall recalls, "My earliest recollection of 'being introduced' to sailing is a vivid memory of lying in the top leeward bunk of my grandfather's schooner, *Landfall II*, in 1961. I was five years old. She was hard on the wind with her leeward rail buried and I, for some reason, realized that if she rolled over, I would be at the center of that rotation. What a weird memory to have.

"A few years later, after our being enrolled in sailing classes on Lake Merritt, my father built El Toros for my bother and me. We spent many happy Saturdays and Sundays as members of the Lake Merritt Sailing Club Junior Program, racing around the lake with our friends. Later on, I raced aboard *Landfall II* in the Master Mariners Regatta, but that's another story."

**S**tephanie Sawyer explains, "My dad, David Sawyer, learned to sail when I was young, and his being a voracious outdoorsman and family man, that meant that every weekend when I was between age five and 18 was spent on the water either in San Francisco Bay or in the Delta.

"I cut my teeth on my dad's Capri 22. Then, when our family grew

too large for those 22 feet, I learned the waterways on his 32-ft Ericson, *Tazman*. When I was in college, we would meet on Sundays for a daysail and catch up on life's everyday happenings. A move to Boston came next with the bathtub boats at Community Boating, followed by a move back to California perfectly timed with the 2011 Delta Doo Dah — I was hooked on the cruising life.

"Since then, OCSC has provided me with my formal training and friendships that I hope will be lifelong. This past summer, I completed my bareboat certification and I look forward to my first charter to the British Virgin Islands soon, followed by many more adventures. I consider myself lucky to have grown up in a close family, made closer by the wind and water."

**I** grew up in San Francisco in a non-sailing family," writes **Paul Kaplan**. "After attending a birthday party for another 11-year-old, my mother and I noticed a group of small boats sailing on Lake Merced. We stopped to check them out and found a group of kids sailing El Toros and other small boats.

I struck up a conversation with Richard Nagy, a complete stranger who was a few years older than I. He asked if I'd ever been on a sailboat, to which I said no, and without any hesitation he asked me if I'd like to go out for a short sail. Thankfully my mother approved and off we went.

"Rich was sailing a 13-ft OK dinghy. He put me up toward the bow and I recall

*A crewman aboard the schooner 'Dauntless' checks out the competition, 'Landfall II', formerly owned by John Cabrall's grandpa.*



like it was yesterday hearing the water slap against the hull as we sped along. Completely mesmerized by the experience, I was impressed that someone my age was not only capable of sailing the boat himself but how magical it was to be on the water with such independence . . . it was unlike anything I'd ever experienced. The hook was set!

"From there I became the primary instigator of getting our family involved with sailing. Rather than buying an eight-ft El Toro, which was the boat all the other kids were sailing, our family bought a king-sized version called a Melody, which is 10 feet long, so it had enough room for my younger sister and me to sail aboard it comfortably, and on occasion, even room for one of our parents.

From there I joined the San Francisco Yacht Club as a junior member where I eventually became proficient enough to sail on the Bay, at age 15. By this time, I'd saved enough money to buy a car, even though I wasn't old enough to drive. I suggested to my parents that rather than my waiting to buy a car with the money saved, I'd rather buy a boat to sail on the Bay. Much to my surprise and delight they agreed — with a few conditions. We sat down at the dinner table and hammered out the first 'agreement' I ever signed so that I could buy the boat of my adolescent dreams, Cal 20 *Zapato Verde*.

**I** grew up in Southern California close to the ocean," says **Steve Hersey**, so as a kid I watched sailboats out sailing and found them enticing. Not knowing anyone with a boat, I used the local library to learn more about them. After reading a couple of how-to books I thought I knew how to sail. I talked a friend into splitting the cost of a rental in Newport Harbor and we both found out how little I knew.

"A few years later with much more reading and practice on rentals I was finally able to get the boat to go where I wanted.

"As the years passed I went through a number of boats sailing to Catalina and the Channel Islands. I got my feet wet in the realm of cruis-

COURTESY STEPHANIE SAWYER



LATITUDE / CHRIS



# BOATLOADS OF PRECIOUS MEMORIES



*Sailing is in Stephanie Sawyer's (center) blood. These days she takes pleasure in introducing friends to the joys of play under sail.*

ing by crewing for Ernie Copp aboard his Cheoy Lee Offshore 50 *Orient Star*, when he took it to Mexico. I since have sailed two boats to Mexico, and at present I am preparing my boat, *SeaScape*, to sail back to San Diego this spring.

"Sailing has been with me since my early teen years, and other than the experience I got while sailing with Ernie, books and getting out on the water were my teachers."

"**B**ack in the 1940s and even earlier, the San Diego Yacht Club had an outstanding program for members and nonmembers that taught them how to sail and race," recalls **Jim Hill**. "It used Starlets, a 14-ft version of the Star, built by the Kettenburg Boat Works. What made this experience particularly unique is that during the extended sailing season — which is nice and long on San Diego Bay — races were held nearly every Saturday and Sunday. Starlet owners typically sailed in the Skipper Series and their crews, quite often younger brothers, took over the tillers in the Crew Series.

"My mother played bridge regularly with a woman whose nephew was a skipper and he needed a new crew. Even though it took well over an hour for me to get to the club by bus and streetcar, I jumped at the opportunity. I had

never been on a sailboat before and I learned a lot!

"My dad enjoyed my relative success and went all over Southern California looking for a Starlet. In 1945 he found a nearly abandoned one for \$200 in Manhattan Beach and soon overhauled Starlet #19, a boat that had 'disappeared'

from the SDYC fleet before WW II. I lined up a crew from my Grossmont Union HS class who, like me, had never been on a sailboat. We both did okay in the beginning and, in the fall, I won the Season's Championship. The fleet at that time was competitive, but the top sailors (brother teams named Driscoll and Burnham and Scripps) had moved up to the Star Class.

"In 1946 my dad went searching again and came up with a Star, #2070, that he (and I) bought for \$1,700. Lowell North [founder of North Sails], who had moved down from Balboa where he'd raced a Lark (I think), was in the 1947 Star fleet along with Malin Burnham, Gerald Driscoll, Tommy Scripps, Ash Bown and a few other top-notch sailors. Lowell had #2068 and Bill Ficker, up in Newport, had #2069. Our boats had all been built in garages by men who worked at Douglas Aircraft, and they were identical, built straight to the Star Class rules.

"The end of my story in San Diego is this: I only rarely finished ahead of Lowell, or the other four skippers named above, so I joined him and went on from there. Here's to the wonderful San Diego YC that fully funded four of Lowell's and my trips to Star World Championships."

**G.L. Jones** writes, "After we were released from the army in 1969, my brother and I decided to learn to sail. We went to Marina del Rey and rented a daysailer several

times and sailed around inside the marina until we thought we had the hang of it. We then bought a used Columbia 22, which we sailed to Catalina or elsewhere every weekend without fail. We were young and fearless. We once sailed to Catalina in the fog without a compass or any instrumentation. I guess you could say we learned the non-recommended way.

"We then bought separate boats and worked our way up. My brother now has a Columbia 52, which he occasionally singlehands, and is currently in the Marshall Islands. I'm in Panama on my Irwin 52 and will do the Pacific Puddle Jump this year."

"**T**he few times I had been given a chance to view sailing, it looked like a lot of fun," recalls **PJ Landresse**. My first experiences were on a lake — in a sailing canoe! I was 10 years old. Those early days took place on a 5,000-foot-high lake in the Sierras, and I loved it. Along with the typical wonderful things about sailing, the most valuable was learning to balance and to feel the canoe's motion. That sensibility has paid dividends ever since — especially when I'm at the helm.

"**A**bout 1965 my dad took us up to Huntington Lake, east of Fresno, to watch the High Sierra Regatta," says **Murray McLeod**. "It looked like everyone was having so much fun out there in that beautiful setting and I knew I had to try it. About the same time I started to read about the America's Cup races in *Life Magazine*, and that got me even more interested in sailboat racing.

Returning to the Fresno area after college in 1973, I remembered that I

*David Cohan's sailing career began at age 4! He shared this vintage shot of him sailing his El Toro 'Pequeno'.*



DAVE COHAN

# HOW I LEARNED TO SAIL, PART II

had wanted to try sailing. So I read a few books on how to sail, and my brother and I rented the 'pink Lido 14' from the Huntington Lake Resort. We made it out and back pretty well without capsizing, using what I had learned from books alone, and I was hooked! So I went out and bought a Lido 14 to race with the Fresno Yacht Club."

"I've sailed a lot of bigger boats since then, but now, having retired to Eugene, OR, and joined the Eugene YC, I've come full circle. I bought a Lido 14 to race up here at Fernridge Lake. You're never too old to sail!"

**Rich Morse** writes, "I know you are probably looking for stories of people who learned to sail at an early age, but my sailing story starts at the other end of the spectrum.

"Although I grew up water-skiing in the Delta behind old wooden Chris-Crafts, and sailed a handful of times when I was young, I didn't take up sailing until 2012 when, at the age of 62, I joined Club Nautique. Since that time — aided by retirement — I have been able to complete US Sailing certifications through Ocean Passage Making and have logged about 6,000 ocean miles crewing on deliveries and the 2016 Baja Ha-Ha.

"My sailing is exclusively on 'OPBs' (other people's boats). I am currently a first mate aboard the 51-ft wooden ketch *Pegasus*, based at Berkeley Marina, and owned by a nonprofit that takes kids and veterans out on the Bay. I crew on deliveries, charter boats from the Club Nautique fleet, and rarely pass up a ride.

**Robert Schilling** writes, "I'm a salt-water sailor and I acquired my love of the sea from my dad, who was in the Navy during WWII. I got hooked on sailing on Lake Arrowhead in Southern California when college friends traded my labor waxing their 17-footer for a day on the water. That boat had me at 'Hello.' I still remember — vividly — the first time I felt the boat lift to the wind and take off.

"More formally, and 15 years later, I signed up for a three-day ASA sailing course out of Annapolis, and met Cdr. Ted Johnson, USN (Ret). Ted taught my wife and me the art and science of sailing, through the full-course (short of offshore) ASA curriculum. Ted only ran the advanced course in May or October when, as he said, "There would be a little wind." He figured any fool could get from Annapolis to the first sea buoy beyond the Chesapeake Bay Bridge and back

when the weather was good, so we went in rain and wind and a variety of other conditions, dodging aircraft carriers that were coming into Norfolk and colliers exiting Baltimore. Ted told me later he knew I'd be a good seaman when I stood at the helm one night in rain so hard I couldn't be seen from the main hatch. It was wonderful. We learned not only the mechanics of sailing and navigation, but naval tradition and procedure as well. Ted took his lookout communication and change-of-watch process seriously, and he made sure we did, too.

"I first learned about sailing by rigging up a truck-tire inner tube with a

*"You learned to sail from a friend or acquaintance. If you liked it, you came back for more."*

small sail, a plywood keel and a rudder, and then sailing the gentle winds of Newport Harbor offshore of Balboa Island," reports **Ray Pendleton**. "This was back in the late 1940s when I was about eight or nine. I suppose I was inspired by all of the lovely boats that I couldn't afford that were plying the bay.

My dad was a longtime Star Boat sailor who gave me a bit of advice, but it was mostly a trial-and-error learning process. From those early days to the present, I have owned numerous boats and maintained a love for sailing and boating in general. I have always hoped that my love has been obvious in my writings over the years for various boating magazines and my hometown newspaper.

"I learned to sail in 1958," recalls **Alan Shirek**. "In those days there were no ASA levels. You learned to sail from a friend or acquaintance. If you liked it, you came back for more.

"My dad and I were in Newport Beach on vacation. We tried to rent a sailboat, but my dad couldn't convince the rental guy that we knew how to sail. So, there was only one thing to do. We bought a boat. It was a little fiberglass sloop that looked kind of like a Blue Jay, and it came with two hours of sailing lessons.

"The broker hired Ernie Minney to give us a lesson. Ernie had just graduated from high school and was on his way to the California Maritime Academy in the

fall. In about two hours, he taught us the fundamentals: Sailing close-hauled, reaching, running, tacking and jibing. We came back the next few days and sailed all day. By the end of the vacation, we were no longer a danger to ourselves or others. Other than meeting my wife and getting into a good business after college, it was probably the best thing that ever happened in my life.

"Now recently retired and twenty-some boats later, we are sitting on our Newport 30 in Santa Barbara Harbor. Sailing has been a part of my life since that first day. It's been great!"

"When I was a little kid, more than 50+ years ago, we lived in San Jose," explains **Al Silva**, "and I rarely got very close to the water. My dad was into airplanes and we spent a lot of our free family time at various airports and air shows. This was all fine, but I was always the loner who wanted to go out into the water and especially to go out on a sailboat. When dad and my brothers were making model airplanes, I was building boat kits — and later fixing the leaks. Those things never changed but I just loved boats and sailing.

"I didn't get going on sailing until my late 20s. A business associate had gotten the bug and bought an S & S 38 sloop in San Francisco. He told me to learn how to sail and then I could crew for him.

"I signed up for sailing lessons from a shoestrapping operator in Pier 39 and that was all I needed. On my maiden sailing lesson I sat next to a gal on her first date with what would be her future husband. While he was on the helm driving like crazy she got seasick and threw up on me. I loaned her my handkerchief and she hung onto the rail for the rest of the afternoon. That was the beginning of a beautiful friendship for the three of us. Shortly thereafter, over drinks at The Eagle Café on Pier 39, we struck up a friendship and hatched a plan to start chartering boats on the Bay after we finished our sailing lessons. Like I said, that was all I needed!"

Precious memories indeed. No wonder we received such a whopping number of responses.

Sailing-industry professionals debate endlessly how best to cultivate the next generation of sailors. Seems pretty obvious by these tales that if you can just get would-be sailors out on the water, the experience will sell itself.

— **latitude/andy**



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"Aloha on board!" hailed Lee Helm. "Inspection time! And, like, where's the e-rudder?"

It was Lee Helm, who by some unfortunate coincidence had drawn my friend's boat as one of her inspection victims. She had been assigned to inspect



**Trying to trim as much weight as possible, racers often find themselves carrying small, inadequate 'manufacturer recommended' anchors.**

us for required safety equipment for this year's race to Hawaii.

"Give us a break, Lee," I shouted back from my inverted position in the engine compartment, where I had been tying the required wooden plugs to the required thru-hull valves. "Staging a boat for inspection day takes a lot longer than you'd think."

Everything else was ready for her. The storm jib and storm trysail were set, the anchors and rode were laid out on the dock, and there was water in the bilge for the manual pump tests. But the emergency rudder was still in its stowed position, where it doubled as a bunk board, separating a big double berth into two singles.

"That's cool, Max," she answered. "It gives me an excuse to see how you install it while we're underway. That's usually the hard part."

I finished tying the last wooden thru-hull plug to a thru-hull and extracted myself from the bilge, while Lee was checking off the easy items on her checklist:

"Cockpit drains, check. Toe rail forward of mast, check. Harness tether attachment points, check. Two halyards per mast, check. Big cockpit drains, check. Steering compass, check. Boom

support, check. Lifeline tension . . . hmm."

I arrived on deck in time for Lee to ask me to move the lines holding up the fenders from the lifeline wires to the stanchions.

"So I can check lifeline tension," she explained. And, like, you should never tie fenders to lifelines anyway. It can put bending stress on the threads of the turnbuckles, and threads are sensitive to stress concentration and cracks."

"It's not my boat," I reminded Lee. "You know that I would never tie up fenders this way on my own boat."

"Oh, for sure, of course not," she said apologetically. In a couple of minutes we had the fenders moved to the more structurally robust stanchion bases, and I took some extra time to show off my favorite fender knot — a cleat hitch formed around

two adjacent toe-rail openings.

"That's very salty," admitted Lee. "But now the fun part. Almost everyone fails this test." She had a small fish scale and a ruler. Pulling the lifeline wire sideways with the fish scale till it read nine pounds of force, she used the ruler to measure about three and a half inches of deflection at the point where the scale was hooked around the wire."

"Sorry Max, only two inches allowed. And that's, like, even after they reduced

***"You think you'll only have to anchor where there's, like, 'moderate protection from open seas?'"***

the transverse force spec from eleven pounds to nine." She wrote: "Lifelines too loose" on her checklist.

This was an easy fix and not a terrible thing to have in our deficiencies file. Fortunately the stanchion spacing was okay, as that would have been a much more difficult problem to correct.

Lee then produced a digital caliper to check wire diameter. It was five millimeters, one size up from required.

"New wires," I noted. "We got rid of the plastic-coated wires years ago when they became illegal, and this year we had to

replace the high-modulus fiber lifelines too. What was the problem with those, anyway?"

"More susceptible to chafe and accidental damage, I guess," Lee speculated. "But I never liked fiber lifelines because they're hard to see at night. Wire is shiny, and reflects points of light. Are your hatch boards handy?"

I produced the hatch boards, the bottom one of which met the requirement to block off the companionway to the height of the shear line. I also apologized for not yet having them tethered to the boat.

"Easy fix," said Lee, as she made another big red mark on her checklist. "The good news is that you no longer have to have one of those fancy hatch locks that you can lock or unlock from inside or outside any more. They also eliminated

fuel tank shut-off valves from the required equipment list."

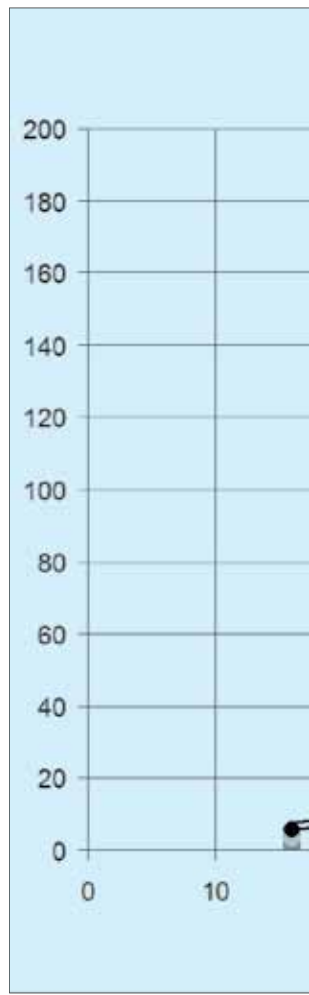
"Seems like a strange place to relax the rules," I said. "I guess they just didn't find any examples of disasters that those features would have prevented."

"The engine installation still has to comply with ABYC or ISO guidelines," Lee added. "But, like, who carries those around? You can't even see what's in those standards without buying a copy."

We went below and ran down the list of required electronics and navigation instruments; no problems there.

"Now let's do your anchors," Lee announced.

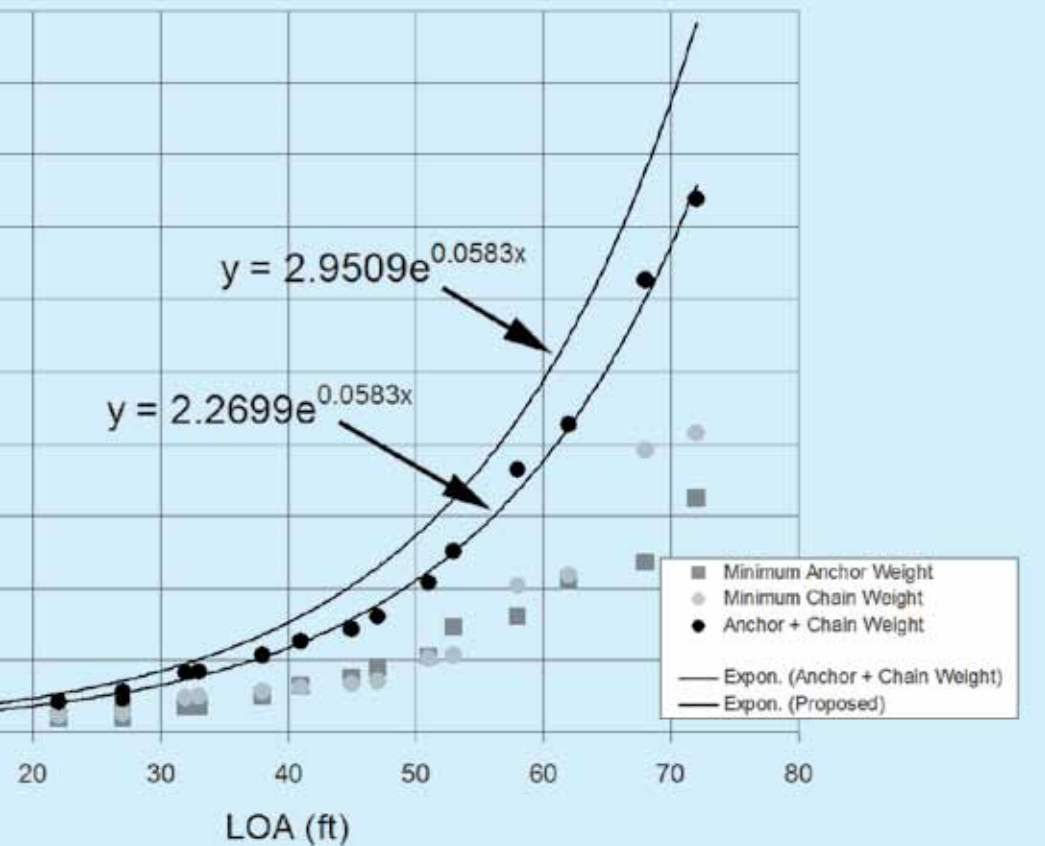
We moved off the boat and onto the dock, where the anchors and rodes were ready. Lee's next tool was a measuring tape. The dock was not long enough for all 200 feet of rode, so I had folded it into four equal sections, each 50 feet long. Lee checked off anchor rode and rode diameter on her list. She checked a table for the required chain diameter, and it was barely in compliance because we had bought the more expensive stainless steel chain, allowing us to go down a size in diameter. The chain-length measure-





# THE WEIGH OF THE ANCHOR

Minimum Anchor and Chain Weight v. LOA



**Exponential functions can replace vague 'manufacturer's recommendations' with something definitive and easy to verify. It reduces cost, levels the playing field, and allows skippers to make better choices about ground tackle.**

ment also checked, at exactly half the LOA of the boat.

Then the fish scale came out again, and she measured the actual weight of the anchor — which was a much smaller number than the anchor's model number.

"That's what the manufacturer recommends for this size boat," I said. "Look, here's the selection guide."

Lee studied the table. "It says: '30 knots of wind, average bottom conditions, and moderate protection from open seas.' Do you think you'll only have to anchor where there's 'moderate protection from open seas' if you lose the rudder or the rig off a lee shore?"

"Well, I agree that it's a lot less anchor than I'd use for cruising" I responded. "But the rules don't say anything about anchoring conditions. It just says 'an anchor recommended by the manufacturer for this size boat,' which is what this is."

"Okay," she shrugged. "I guess I gotta

give it a pass, but, like, people have died because they had anchors selected from this table, instead of something that might possibly, you know, actually keep them from dragging right through a kelp bed and into the surf zone."

"But Lee, this is racing. You once calculated how many seconds we'd lose in this race for every extra pound on board. I think our chances of having to hold off a lee shore are pretty small.

"For sure, Max. But with that reasoning, every boat would be racing without any ground tackle at all."

"Okay, we do need to have rules about safety gear," I agreed. "How do we apply them fairly and reasonably?"

"Trouble is," said Lee, "the new Sailing Equipment Rules have lost sight of the original intent of having required equipment."

"Isn't the purpose of these rules to keep the sport safe?" I said.

"That's only part of it," said Lee. "Originally, I think equipment rules were, like, more about a level playing field than about safety alone. For example, way back when, you had to have a head, a stove, permanent bunks and more

creature-comfort stuff than safety gear. The only safety equipment required was the overboard pole and life ring; that was about it. Maybe some life jackets too. Everything else in the equipment rules was to keep some hyper-obsessed racer from stripping out all the cabin amenities to get a weight advantage."

"All racers are hyper-obsessed these days," I said, "and cabin amenities are mostly a thing of the past. Do you want to go back to solid-oak cabin tables and teak-and-holly cabin soles?"

"Heck, no," she answered. "We're not going back to racing furniture boats. But in the interest of fair racing, the anchor spec should be something a little less fuzzy. I'm for having a total required weight of anchors and chain, based on boat size."

"You'd do away with the anchor manufacturer's recommendations?" I asked.

"They're, like, totally bogus," Lee stated. "If you look around you can probably find a manufacturer's recommendation for an anchor that's so light it floats. And then spend more bucks and save a few more pounds by getting the lighter high-test chain. Thing is, weight is so critical on modern light boats that everyone pretty much has to go bare minimum on anchor and chain weight."

"So how would a minimum-weight spec help?"

"It solves three problems," explained Lee. "First, it's easy for the inspector to check. Just bring a bathroom scale and weigh the anchors and chain. Compare to a table of required weight as a function of boat length, and you have an objective pass-or-fail criterion. No arguing about whether the manufacturer's recommendation for daysailing in protected water should be valid documentation for that floating anchor. Second, it brings back the level playing field, because every boat of similar length carries anchoring gear that weighs the same. Third, it removes the incentive to push the rules or do little cheats on the chain length, because it all gets weighed by the inspector. And fourth, it will result in much safer ground tackle, because the skippers are free to assemble a set of tackle that has a better chance of working in the expected conditions."

"Wait, you said it only solves three problems," I protested.

"And fifth," Lee continued despite my procedural objection, "it eliminates the incentive to spend money on fancy chain. A slightly shorter piece of galvanized chain works just as well as the same weight of longer but thinner high-test stainless steel chain, if the weight is the

MAX EBB

# MAX EBB

same. Money saved with no effect on safety or performance."

"What would this weight specification look like?" I asked. "How would this number vary with size, and would the gear on this boat pass?"

"I had a feeling you'd want to know that," Lee said as she took a large sheet of graph paper out of her toolbox and handed it to me. It was a graph of anchor and chain weight versus boat length.

"The data points for 'minimum anchor weight' are based on the Fortress and Guardian tables," she explained. "Those are about the lightest recommendations that have any credibility, although I really think they're, like, still kind of light. The minimum chain weight is from the Pacific Cup guidelines, for pricey high-tensile chain equal to half the boat's LOA. Add them up, and you get a very pretty exponential curve, and, like, any plotting program will fit a simple exponential formula to those points. I goosed it up by 30% for my recommended weight specification so it's not too radical a change. 50% increase would be better."

LOA	Required Weight of Anchor + Chain	LOA	Required Weight of Anchor + Chain
20	9	46	43
21	10	47	46
22	11	48	48
23	11	49	51
24	12	50	54
25	13	51	58
26	13	52	61
27	14	53	65
28	15	54	69
29	16	55	73
30	17	56	77
31	18	57	82
32	19	58	87
33	20	59	92
34	21	60	98
35	23	61	103
36	24	62	110
37	26	63	116
38	27	64	123
39	29	65	131
40	30	66	138
41	32	67	147
42	34	68	155
43	36	69	165
44	38	70	175
45	41	71	185

MAX EBB

*If you don't like to deal with exponential functions, here's a simple look-up table that even the foredeck crew can understand.*

"Get serious, Lee," I said. "Inspectors aren't going to crank through an exponential formula to figure out how much the anchor has to weigh."

"For sure, inspectors and owners would work from a simple look-up table. The formula can stay under the hood. Just look for the boat's length in the table, and it tells you how much the anchor and chain together have to weigh to be in compliance. Simplicity on a stick."

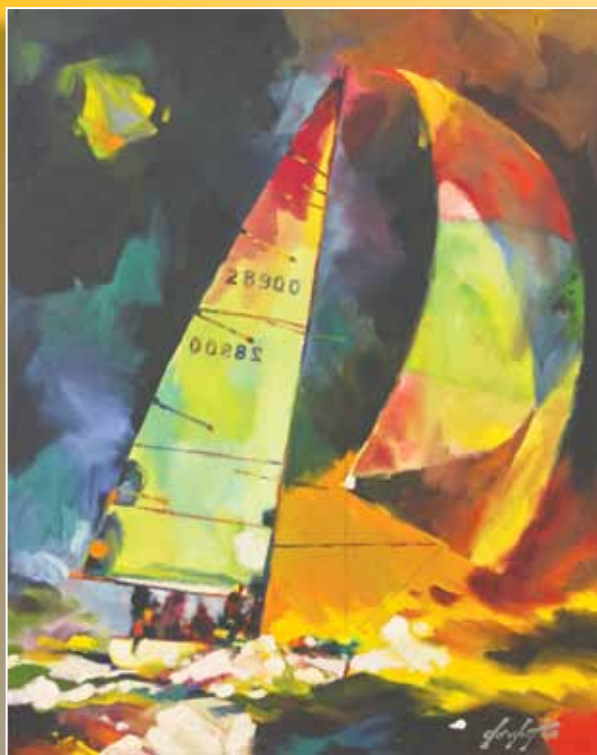
"Okay, that's something we can all understand," I said. "But what about when the Notice of Race requires two anchors?"

"I'd let the owners and skippers decide how to allocate the required weight," Lee answered. "Maybe they have some preferences, like for example a single spade type with a sharp point for penetrating kelp, and not much chain. Or a good mud anchor if they're more concerned about the anchorage at the finish."

"You mean, let them apply some old-fashioned seamanship?" I surmised.

"Like, now you've got it," said Lee.

— max ebb



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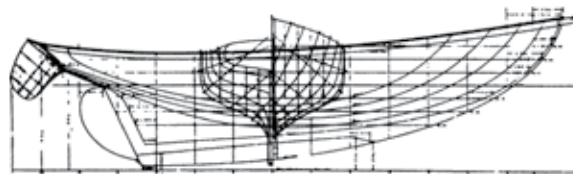


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# THE RACING

**Racing Sheet** ranges far and wide this month with visits to the **Antigua Classics Regatta** in the Caribbean, the **Yachting Cup** and **Berger/Stein** in SoCal, the **Resin Regatta** on San Francisco Bay, the **Singlehanded Faralones** and **OYRA Duxship** west of the Golden Gate, and the **J/24 Nationals** in Seattle. **Race Notes** ventures to Europe, and **Box Scores** rounds up more results from NorCal.

## Antigua Classics Regatta

It's one thing to race in the Antigua Classic Yacht Regatta aboard a gorgeous old wooden boat. It's another thing to hold your own and hit the start line strong beside the likes of *Adix*, a 218-ft Holgate three-masted gaff schooner, *Columbia*, a 141-ft production of W. Starling Burgess/John W. Gilbert & Sons, and the 138-ft Herreshoff gaff-rigged schooner *Mariette* of 1915.

Making her Caribbean classics racing debut on April 18-24 was former San Francisco Bay resident *Eros*, a 103-ft 1935 staysail schooner from William McKeek. She was helmed by one of her new owners, Cameron Riddell of Manhattan Beach, and joined by crewmembers from Southern California, the Bay Area and the Pacific Northwest.

"What a way to start off our plans to compete in the classics circuit within the Caribbean and New England!" said Riddell. "Of the four days racing, day two was definitely electric — one of those once-in-a-lifetime experiences that I and everyone onboard will not forget. It's a privilege to compete beside such talent. It's amazing to be close enough to catch spray from the competitors' hulls and feel that rush of race energy."

To recap, Riddell shares that roughly

**The Antigua crew of 'Eros' included West Coast sailors. Pictured here, left to right, are Gordon Cook, Ron Perkins, Richie Tatum, Rich Snyder, Cameron Riddell, Scott Rosen and Jon Turner.**

two minutes before the gun *Eros* was on approach to the line on port tack. *Adix*, *Columbia* and *Mariette* were upwind; *Mary Rose* was to starboard with overlap toward the bow. *Eros* tactician Oliver Heer held firm in a stare-off as the *Mariette* bowman initiated overlap at *Eros*'s starboard stern, eventually forcing *Mariette* to luff up, fall off hard to starboard, then tuck under *Eros*'s stern. Adds Riddell, "Meanwhile, *Mary Rose* continued to sail closely on *Eros*'s lee side, at one point within 30 feet, which seemed incredibly close in those circumstances." In Vintage Class A, *Eros* placed third.

Joining *Eros* in that class was the 1925 Nathaniel G. Herreshoff *Mary Rose*, which spent more than 30 years on the West Coast and lists as owners a holding company based in Portland, OR. This 64.5-ft Herreshoff sailed to 1-1-2 after a first-day DNS — a mere two points behind *Mariette* of 1915, which started all four days. Shares skipper Gerald Rainer: "While practicing right before the race, we had a serious rig failure. The team pulled together and worked hard for 28 hours nonstop. The local craftspeople worked all night to produce the right replacement parts. We missed the first day of racing, but were on course day two, just five minutes before the official starting time with all yachts blowing their horns and crews clapping." *Mary Rose* will return to race again next year

— her tenth year to participate.

Not racing but docked alongside competitors was the 1949 Bermuda yawl *Bolero*. A sleek contender, among her many accomplishments *Bolero* set a Newport-Bermuda Race record that lasted for 18 years, crossing first in 1950, 1954 and 1956. We caught sight of onboard guest and St. Francis Yacht Club member Nick Raggio. Nick and family were spending a week in Antigua, then Nick assisted with the boat's journey to Tortola. In 2010, this Sparkman & Stephens-designed racing yawl received finishing touches on an 18-month restoration completed at Rockport Marine in Maine.

The Antigua Classics, 30 years in the running, attracted more than 45 Vintage, Classic and Spirit of Tradition yachts ranging in length from the 30-ft John Alden 30 *Calypso* to *Adix*. The oldest yacht was *Anne Marie*, a classic Edwardian gaff cutter built and launched in 1911 by the Harris Brothers Boat Yard. Purchased recently in Canada by Simon and Katie Allan, she journeyed down the West Coast, past Mexico and through the Panama Canal. She will next sail across the Atlantic for a complete restoration.

See [www.antiguaclassics.com](http://www.antiguaclassics.com) for results and more.

— martha blanchfield

## Pac52 Rumble in San Diego

Four boats in a fleet race generally don't garner much attention, unless they're the first four boats built in an

**The 1925 Nathaniel G. Herreshoff 'Mary Rose' on the heels of 'Wild Horses' moments after the start of racing on Day 2.**







**Spread: Sailing in atypically breezy conditions, four Pac52s hit the line in SDYC's Yachting Cup on May 5. Inset: The San Francisco Bay Area-based 'Invisible Hand' was among them.**

exciting new class of high-performance racers — Pacific 52s. Designed for both buoy and ocean racing and built to a box rule based on a TP52 design, these new racing machines are reportedly more stable and have a taller mast to support more sail area.

When the boats lined up for their first official race in San Diego YC's Yachting Cup on Cinco de Mayo, it was anyone's guess as to how they would stack up against one another. During the previous day's practice races, each boat had its moment of glory, and it appeared that the goal of close racing in the new fleet would be realized.

With much anticipation, Tom Holthus' *BadPak* (San Diego), Manouch Moshayedi's *Rio* (Newport Beach), Frank Slooman's *Invisible Hand* (San Francisco) and Victor Wild's *Fox* (San Diego) hit the starting line on Friday, May 4, in typically light San Diego conditions. *BadPak* won the first race, with the others in hot pursuit. *Rio* went on to win the day's next two races, and at the end of the day the point standings were *Rio*, 4; *BadPak*, 7; *Invisible Hand*, 9; *Fox*, 10. *Rio*'s performance was especially impressive since she was launched only days before the first race.

Saturday brought conditions more like San Francisco than San Diego, with

wind in the 15-20+ knot range, and 3- to 5-foot lumpy swells. The rough day proved to be a true shakedown for all the boats. *Rio* started the day with another bullet, but *Fox*, the first boat launched, in 2016, finished the day with two wins to finish second to *Rio*. Unfortunately, at the end of the day *BadPak* and *Invisible Hand* reported problems with their keels and both withdrew from Sunday's races. In a show of class camaraderie, *Fox* and *Rio* raced on Sunday, each taking three crew from the non-racing boats.

The final scores for the Yachting Cup were: *Rio*, 11 points; *Fox*, 17; *BadPak*, 18; *Invisible Hand*, 23. (See full results for the regatta at [www.yachtingcup.com](http://www.yachtingcup.com).)

The results don't really tell the story of how close the racing was for the Pac52s. It's a tribute to these owners that they're sailing with crews who have mostly been together for many years on previous boats. It's clear that the class racing is off to a great start and will only get closer and more exciting.

The next stops for the class are the One Design Offshore Championship (NHYC) and Long Beach Race Week (LBYC and ABYC). Bay Area spectators can expect a good show when these boats, plus Hong Kong-based *Beau Geste*, compete in this year's Rolex Big Boat Series and the Pac52 Cup in San

Francisco. *BadPak* and *Invisible Hand* are also entered in this year's Transpac. For more, see [www.pac52class.com](http://www.pac52class.com).

— leslie richter

### SFYC Resin Regatta

San Francisco YC's Resin Regatta started in 1977 or '78, right about the time that *Latitude 38* cut its teeth as an infant local sailing rag. "The idea came from a group of member racers, including Tad Lacey, Jim Davies and David Walker," wrote Anne McCormack, who worked in the race office at SFYC. "They raced mainly in the YRA races and felt that the individual clubs should host invitational races as well. Tad named it the Resin Regatta, and the first year the four or five invited fleets were boats made of fiberglass, including the Cal 20, Rhodes 19, Santana 22 and Ranger 23.

For more racing news, subscribe to 'Lectronic Latitude online at [www.latitude38.com](http://www.latitude38.com)

May's racing stories included:

- Newport to Ensenada Race
- Great Vallejo Race Forecast & Recap
- A Rookie in the (NALSA) America's Cup
  - Antigua Bermuda Race
  - USMRC Qualifier
- Previews of the Transpac, the America's Cup and Superyacht Regatta, the Pac52 Class, the Lido 14 Nationals, June races, and more.

# THE RACING

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LESLIE RICHTER



**The wind ramped up in the late afternoon on the Berkeley Circle in SFYC's Resin Regatta on the last weekend in April. From top left: a Melges 24 brody; the Express 27 'Hang 20' and Melges 24 'Looper'; the Folkboat fleet; and 'Winterspoon', one of 20 Knarrs, at a mark rounding.**

"The Resin Regatta became an annual event, with the list of invited fleets changing from year to year. The Cal 20s raced every year for the Jerry Leth Trophy, which had been donated by Staff Commodore Jerry Leth and his wife Betsy. By 2005 the Bay Area Cal 20 fleet had lost so many members that there weren't enough boats to race and the trophy was returned to the Leths. Several other fleets have come and gone during the history of the regatta."

By the late '90s, the number of invited fleets had increased to as many as 12. "Two race committees were organized to run the event in two separate venues. This was a big challenge on the water, and it soon became obvious that race management suffered when so many resources were required, and when it took so much time just to get six fleets started. By 2001 the number of fleets in each venue was decreased, and by 2006, it was decided to drop the second venue."

Fast forward to 2017, and the invited one designs for the regatta on April 29-30 were J/105, Melges 24, Etchells, Express 27, J/24, Knarr, Folkboat and the Cal 20 class, which has been more cohesive

in recent years. The Cal 20s sat this one out, but all the other seven classes fielded divisions.

PRO Jeff Zarwell reported that 78 boats sailed in four races per fleet in beautiful weather on the Berkeley Circle. Apparently, any waves on the course were created by the boats themselves rather than the usual combo of wind and current.

Peter Vessella of *Mahalaga* commented that "Winning the small but competitive Etchells fleet was challenging enough, but it was made all the more difficult by the other boat classes racing on the same circle. Thankfully, our tactician, Tracy Usher, and strategist, John Callahan, made some great calls to weave our way through the traffic and not get bounced around like some of our not-so-fortunate competitors. The Etchells fleet is gearing up for the 2017 Worlds hosted by SFYC this September 22-30, so expect the level of competition to rise dramatically."

"The conditions were great!" writes John Rivlin, whose *Peaches* won the Express 27 division. "We started out on Saturday in moderate conditions and

thought we were going to be sailing the first race with the #1 jib up, but just before our start the wind freshened and we downgraded to the #3. That turned out to be the right decision, and most of the fleet went with us. We ended up on the left side of the course for both races on Saturday. There was a building flood that had a fair amount of right to left in it, so getting off to the left side of the course worked well. It did leave one coming in on a port layline, fighting through a wall of downwind J/105s, but it was worth it. We had the sailmaker, Dave Hodges, on the boat Saturday too, which helped us a lot with overall boatspeed. Sunday ended up being fairly similar; however we did get to put the #1 up a bit at the beginning."

Speaking of the J/105s, they had the biggest division, with 21 boats. Bruce Stone, Nicole Breault and their *Arbitrage* crew posted their third regatta win of this year's S.F. Bay season. "The race committee waited out the light early northerlies for the westerlies that kicked in almost on schedule around noon, providing great racing on flat water," reports Stone. "Competitors enjoyed warm winds generally in the 13- to 16-knot range each day with gusts to 27 knots late Saturday and 18 knots on Sunday.





CHRIS RAY / WWW.CRGRAYVP.COM

Starting Sunday in third place, *Arbitrage* posted two bullets to wrest the lead away from *Donkey Jack*."

Stone added that a few teams coming out of the San Francisco Marina had some major drama on Saturday. "The tides were at record lows. *Arbitrage* was fully stuck in the mud at its slip, while *Jam Session* ran aground at the exit to the harbor. Along with *Perseverance*, they waited for the water to rise and were then able to leave, just making it to the starting area across the Bay."

"The Resin delivered!" writes Doug Wilhelm, skipper of the winning Melges 24. "The *Wilco* crew — Orlando Montalvan, John Cianciarulo and Tyler Baeder — came together to edge out a well-sailed *Posse* team. The Melges 24 fleet was doing 13-14 knots down the breeze and trading punches, with tight racing the whole regatta." Wilhelm is looking forward to getting more people involved in the fleet in advance of the Melges 24 Nationals, to be hosted by SFYC in 2018.

— *latitude/chris*

#### SFYC RESIN REGATTA, 4/29-30 (4r, 0t)

J/105 — 1) **Arbitrage**, Bruce Stone, 9; 2) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 11; 3) **Godot**, Phillip Laby, 13; 4) **Jam Session**, Adam Spiegel, 19; 5) **Blackhawk**, Ryan Simmons, 20.

**This page: Cityfront action in St. Francis YC's Elvstrom Zellerbach Regatta on May 6. "Strong currents, some swell, and 15- to 18-knot breezes with gusts into the low 20s greeted the 60-some entries," reports photographer Chris Ray. "Conditions caused some attrition, especially among the catamarans." For results, turn the page to Box Scores.**

(21 boats)

KNARR — 1) **Three Boys and a Girl**, Chris Perkins, 10 points; 2) **Aquavit**, Jonathan Perkins, 13; 3) **Svenkist**, Sean Svendsen, 14; 4) **Benino**, Mark Dahm, 17; 5) **Gjendin**, Graham Green, 19. (20 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin, 4 points; 2) **Wile E. Coyote**, Dan Pruzan, 11; 3) **Athena**, Peggy Lidster, 19. (8 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser, 12 points; 2) **Polperro**, Peter Jeal, 13; 3) **Polruan**, James Vernon, 13. (11 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 7 points; 2) **Posse**, Sallie Lang, 7; 3) **Looper**, Duane Yoslov, 14. (5 boats)

J/24 — 1) **Shut Up and Drive**, Val Lulevich, 6 points; 2) **Evil Octopus**, Jasper Van Vliet, 7; 3) **Flight**, Randall Rasicot, 13. (5 boats)

ETCHELLS — 1) **Mahalaga**, Peter Vessella, 6 points; 2) **Capricorn**, Ethan Doyle, 8; 3) **Mr. Natural**, Chris Kostanecki, 10. (4 boats)

Full results at [www.sfyc.org](http://www.sfyc.org)

#### Big Wind, Seas at DRYC Berger/Stein

All the wind that was absent for the first two 2017 Berger/Stein races showed up with a vengeance on May 6 for Race #3, 22-32 miles from Marina del

Rey to Point Dume and return.

The day started out innocently enough, overcast with a moderate seaway and winds in the 5- to 8-knot range. Several of the permanent Olympic Circle marks were missing, and this was a precursor of things to come. After a five-minute delay, the two big AA boats were off, and 15 minutes later, after the pin end of the line was re-set numerous times, the remaining seven classes started in sequence.

The moderate winds had built to 18+ by 12:30, the seas decided to join the fun, and conditions kept worsening. The typical light-air Santa Monica Bay day deteriorated from ideal sailing to full gale-like conditions.

It kept blowing harder, and many boats dropped out, one capsized (the crew was rescued with minor injuries), and all of the inflatable marks had dragged or disappeared. By 5 p.m. winds were steady in the Marina at 30, and gusts of 55 knots had been reported at Malibu, accompanied by 8- to 10-foot combined seas.

When all of the vessels, race crews

# THE RACING

BILL RUS / GREEN BUFFALO



MARK EASTHAM



**A firehose reach on Jim Quanci's Cal 40 'Green Buffalo' on the return leg of the blustery OYRA Duxship on May 13.**

and floating detritus were sorted out, it was discovered that the inflatable buoys had drifted ashore and the Point Dume mark had buried itself in the sand at Venice's Muscle Beach, some 15-odd miles east of its station. The race committee received numerous calls from local lifeguards to "Please pick up your buoy." Several permanent lifeguard buoys also washed up on the shore.

Despite the conditions, 22 boats finished out of 27 starters.

— *andy kopetzky*

## DEL REY YC BERGER/STEIN RACE #3, 5/6

PHRF AA — 1) **Margaritaville**, Andrews 52, Jay Steinbeck; 2) **Foggy**, Frers 75, Scott Dickson. (2 boats)

PHRF A — 1) **TBD**, Synergy 1000, John Staff; 2) **Coquille**, Farr 40, Gary Ezor; 3) **Tiburón**, SC37, Doug Steele. (3 boats)

PHRF B — 1) **Wolfhound**, 11:Metre, Jamie Myer; 2) **Mistral**, Tartan 101, Dan McGanty; 3) **Double Down**, J/92, Brian Kerr. (3 boats)

PHRF C — 1) **Rubicon III**, Contessa 33, Rod-

ney Percival; 2) **Eggmoggin**, J/30, Kris Helm. (3 boats)

SINGLE/DOUBLEHANDED — 1) **Fleeboflam**, J/22, Mathew McGrath. (5 boats)

CRUISING A — 1) **Pacific**, Jeanneau 43, Whitney Green; 2) **Duchess**, Catalina 42 MkII, Ron Jacobs; 3) **Sheridan Mae**, Catalina 36, Steve Davis. (10 boats)

CRUISING B — 1) **Sea Bear**, Ericson 35-3, Steve Klitzky; 2) **Makani 2**, Catalina 34 MkII, Edward Chadroff. (3 boats)

Full results at [www.dryc.org](http://www.dryc.org)

## **40th Singlehanded Farallones**

The conditions for the 40th running of the Singlehanded Sailing Society's Singlehanded Farallones Race on May 20 were looking ominous early in the week before the race. Predictions called for 25 knots of wind gusting to 35 with 8- to 10-foot swell and high wind waves — just your typical spring weather in the Gulf of the Farallones. But by the time Saturday rolled around the inland temps got hotter, the wind died, and a low fog rolled in. It was looking like a slow race around the rockpile and back.

After the start off Golden Gate YC,

**The Farallones as seen from the south, off the beam of the 31-ft trimaran 'Ma's Rover'.**

the boats headed out in an ebb and plenty of breeze with lots of fog past the Golden Gate. "Around the bridge was no fun," said Mark Eastham of the F-31 *Ma's Rover*. He described "thick fog and a full-on Dolby Surround Sound System playing foghorn and ship horn blasts from 360° around, changing positions all the time, with VHF communications of inbound and outbound traffic as background sound. I couldn't see anything but did hear/feel the deep, low-frequency rumble of a big engine slide by just to my south. I was frazzled!" Although blinded by the fog, the sailors managed to negotiate the minefield of ships.

Out on the ocean the wind went light. "I was bobbing around by the Lightship with no wind," said Al Germain of the Wyliecat 30 *Bandicoot*. "But I was psychologically prepared to stick it out and believed the weather forecast that a northwesterly would arrive."

As the boats were drifting around, the calls of retirements started on the VHF. "The first retirement was *Lenora* at 9:04

## BULLSHIP RACE, RYC/SYC, 4/22

EL TORO — 1) Nick Nash; 2) John V. Gilmour; 3) Chris Nash; 4) Buzz Blackett; 5) Vaughn Seifers; 6) Fred Paxton. (25 boats)

Clydesdale (first heavyweight): 3) Chris Nash  
First LMSC skipper: 7) Dennis Silva  
First Maiden Voyager: 10) Chris Sullivan  
El Viejo (oldest skipper): 12) Art Lange  
Sirena (first woman): 14) Katie Love  
First Woody: 16) James Savatone  
Tailender: 25) Barry Danieli

Full results at [www.eltoroyra.org](http://www.eltoroyra.org)

## OYRA LIGHTSHIP, 4/22

PHRO 1A — 1) **Velvet Hammer**, Schock 40, Zach Anderson; 2) **California Condor**, Antrim Class 40, Buzz Blackett; 3) **Can't Touch This**, J/125, Rich Pipkin. (7 boats)

PHRO 1B — 1) **Encore**, Sydney 36CR, Wayne Koide; 2) **Six Brothers**, Columbia C32, Chris Kramer; 3) **Divine Wind**, Olson 40, Andrew

# THE BOX SCORES

Zimmerman. (7 boats)

PHRO 2 — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Ohana**, Beneteau 45F5, Steve Hocking. (7 boats)

PHRO 3A — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

PHRO 3B — 1) **Salty Hotel**, John Kearney, Express 27; 2) **Bombora**, Express 27, Rebecca Hinden; 3) **Magic**, Express 27, Jeff Phillips. (8 boats)

SHS 1 — 1) **Ragtime!**, J/92, Bob Johnston/Dave Morris; 2) **Ventus**, J/88, Chris Cartwright/Kira Maixner; 3) **Acy Deucy**, J/44, Richard Leute/Steven Taylor. (6 boats)

SHS 2 — 1) **Slight Disorder**, Moore 24, Carmen Maio/Andrew Lacenere; 2) **The Pork Chop Express**, Express 27, Chris & Charlotte Jordan;

3) **Hang 20**, Express 27, Lori Tewksbury/Eric Ochs. (8 boats)

MULTIHULL — 1) **Trident**, Corsair 31R, Damien Campbell. (2 boats)

Full results at [www.jibeset.net](http://www.jibeset.net)

## KBSC KONOCTI CUP, 4/29

FULL CUP — 1) **Kwazy**, Wylie Wabbit, Colin Moore; 2) **Blew by You**, Capri 25, Barry Danieli; 3) **Tranquility Base**, Capri 25, Bob Robinson. (13 boats)

HALF CUP — 1) **Presto!**, Santana 20, John Todd; 2) **Lil' Bit**, Ranger 23, Chet Britz; 3) **Showtime**, Cal 25-2, Don Ford. (5 boats)

HALF CUP NON-SPINNAKER — 1) **Santé**, Capri 26, Jim Westman; 2) **Sunshine**, Santana 525, Larry Kubo. (7 boats)

Full results at [www.kbsail.org](http://www.kbsail.org)

## TYC BEHRENS REGATTA, 5/6 (3r, 0t)

ULTIMATE 20 — 1) **Uhoo!**, Mike Josselyn, 3





**Left:** Al Germain's Wyliecat 30 'Bandidoot' corrected out to first monohull overall in the foggy, slow-going Singlehanded Farallones on May 20. **Right:** Buzz Blackett pulled off an ironman biathlon on April 22 when he finished fourth in the Bullship then hopped off his El Toro and onto his Antrim Class 40 'California Condor' in time for the start of the OYRA Lightship.

a.m.," remarked race chair and PRO Rick Elkins. "Then all OK until *White Shadow* at 11:04, *Dura Mater* at 11:14, *Green Buffalo* at 11:18, and they just kept coming in after that." Of the 41 starters, only nine finished, so those who hung in were a determined lot indeed.

Back on the course the wind did fill in as Al expected, and with the limited visibility lifting he finally got to see a competitor when he rounded the island. As it happens it was Don Martin on his Wyliecat 30 *Crinan II*. The race was on. "We were boatlengths away from each other when we headed back," says Al. "We traded places three times on the run through the patches of fog and light spots." Another wind hole appeared by the Lightship, and it was slow going for the two fighting a building ebb to the finish.

It was different for Mark Eastham and *Ma's Rover*, as his trimaran was able to keep a faster pace throughout the day and was the first boat to finish just before 9 p.m. "The finish for me provided wind in the 15-knot range with some gusts that were also frazzling my soul. It was

just getting dark at the bridge in a dying flood when the wind hit suddenly and I ended up blasting along, sailing hot to make the line."

The second boat to finish, and correct out over *Ma's Rover*, was Amy Wells' F-27 *Wingit* at 9:25 p.m. "The big story belongs to *Queen Amy*," noted Mark. "She knocked out a bullet and won multihull overall two years in a row. She's a full-on fantastic bad-ass!"

The first monohull to finish was *Six Brothers*, Chris Kramer's Columbia C32 at 10:31 p.m. And no, it's not your father's Columbia, it's a new carbon sportboat with which Chris has been doing very well in the SSS series this year.

The two Wyliecat 30s finished within two minutes of each other, with *Bandidoot* completing the cover of *Crinan II* to win overall in monohulls, finishing at 11:47 p.m.

While nine boats stuck it out to finish, others had the choice to go home to

loved ones and a warm bed — but not the race committee. All the competitors commented about the great job the SHF race committee did and does each year. They stuck it out until the 6 a.m. Sunday deadline, with two boats still on the course. They also soothed nervous significant others and the Coast Guard by reporting that all was OK even if it was 4 a.m. and, yes, they were still out there. They kept an eye out and their VHF ears on the whole time from 7:30 a.m. Saturday until 6:30 a.m. Sunday. "My thanks to Tom Patterson, Steve Katzman, Linda Farabee and Mike Mannix, who were with me on the race deck," says Rick Elkins, this year's most valuable player in the Singlehanded Farallones.

— ncs

#### SSS SINGLEHANDED FARALLONES, 5/20

PHRF <109 — 1) **Envolée**, Figaro 2, Nathan Bossett; 2) **Saetta**, J/120, Ludovic Milin. (7 boats)  
PHRF 111-159 — 1) **Bandidoot**, Wyliecat 30,

points; 2) **UAgain**, David Woodside, 8; 3) **Breakaway**, John Wolfe, 10. (3 boats)

PHRF — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz, 3 points; 2) **Redhawk**, Hawkfarm, Shirley Vaughan, 9; 3) **White Bear**, Nonsuch 30, David Harp, 12. (5 boats)

Full results at [www.tyc.org](http://www.tyc.org)

#### StFYC ELVSTROM ZELLERBACH, 5/6-7 (6r, 1t)

505 — 1) Mike Martin/Adam Lowry, 5; 2) Michael Menninger/Reeve Dunne, 14; 3) Howard Hamlin/Jeff Nelson, 15. (9 boats)

LASER — 1) Paul Didham, 8 points; 2) Mike Bishop, 15; 3) Peter Vessella, 15. (12 boats)

LASER RADIAL — 1) Andrew John Holdsworth, 5 points; 2) Bill Symes, 12; 3) Walt Spevak, 15; 4) Toshi Takayanagi, 23. (17 boats)

F-18 — 1) **Kaos**, Charles Froeb, 6 points; 2) **Westswell**, Gary Testa, 10; 3) **Double Trouble**, Matthaeus & Marcus Leitner, 17. (4 boats)

NACRA 15 — 1) Luke Melvin, 5 points; 2) Jake

## THE BOX SCORES

& Max Mayol, 11; 3) Helen Horangic/Charlotte Versavel, 20. (4 boats)

HYDROFOIL KITE — 1) Johnny Heineken, 5 points; 2) Joey Pasquali, 10; 3) Riccardo Andrea Leccese, 15. (14 boards)

Full results at [www.stfyc.com](http://www.stfyc.com)

#### MOORE 24 PCC, SCYC, 5/6-7 (6r, 1t)

1) **Pegasus MotionX**, Philippe Kahn, 7; 2) **Great White Trash**, Andrew Hamilton, 17; 3) **Mooregasm**, Stephen Bourdow, 20; 4) **Mooretician**, Peter Schoen, 24. (19 boats)

Full results at [www.scyc.org](http://www.scyc.org)

#### FLIGHT OF THE BULLS, 5/13

EL TORO SENIOR — 1) Art Lange; 2) Fred Paxton; 3) Gordie Nash. (9 boats)

EL TORO JUNIOR — 1) Wes Seifers; 2) Nate

Holden; 3) Chase Englehart. (4 boats)

Full results at [www.eltoroyra.org](http://www.eltoroyra.org)

#### J/FLEET STOP StFYC, 5/13-14 (8r, 0t)

J/105 — 1) **Donkey Jack**, Shannon Ryan/Rolf Kaiser, 28; 2) **Godot**, Phillip Laby, 28; 3) **Arbitrage**, Bruce Stone, 34; 4) **Blackhawk**, Ryan Simmons, 35. (19 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

#### SFYC ELITE KEEL, 5/20-21 (5r, 0t)

MELGES 24 — 1) **Looper**, Duane Yoslov, 6 points; 2) **Wilco**, Doug Wilhelm, 9; 3) **Personal Puff**, Dan Hauserman, 16. (4 boats)

ETCHELLS — 1) **Lifted**, Jim Cunningham, 8 points; 2) **Viva**, Don Jesberg, 10; 3) **I Love My Wife**, Craig Healy, 13. (8 boats)

J/70 — 1) **Christine Robin**, Tracy Usher, 8 points; 2) **Prime Number**, Peter Cameron, 13; 3) **1FA**, Scott Sellers, 17. (8 boats)

Full results at [www.stfyc.org](http://www.stfyc.org)

# THE RACING

Al Germain; 2) **Crinan II**, Wyliecat 30, Don Martin. (11 boats)

SPORTBOAT <129— 1) **Six Brothers**, Columbia C32, Chris Kramer. (4 boats)

SPORTBOAT >128 — 1) **Archimedes**, Express 27, Joe Balderrama. (5 boats)

MONOHULL OVERALL — 1) **Bandicoot**; 2) **Crinan II**; 3) **Six Brothers**. (36 boats)

MULTIHULL — 1) **Wingit**, F-27, Amy Wells; 2) **Ma's Rover**, F-31, Mark Eastham; 3) **Cumbia**, F-27, Juan Tellez. (5 boats)

Full results at [www.jibeset.net](http://www.jibeset.net), but, quite frankly, all the finishers are listed above.

## OYRA Duxship

OYRA President Andy Newell described the 2017 Duxship Race as "Mr. Toad's wild ride." The Disneyland version ends in a Hellish Courtroom where ride patrons are threatened with a fiery end. This year's Duxship provided a wetter version, with crewmembers soaked from high winds and the proverbial 'raging seas' instead of nearly burning to a crisp.

The day didn't begin that wet, with many boats including Newell's Santana 35 *Ahi*, breaking out spinnakers shortly after crossing the St. Francis YC start line. Beyond the Golden Gate Bridge, however, spinnakers were doused and headsails changed down from the #1 to #3. Jim Quanci's Cal 40 *Green Buffalo* found things "a bit messy getting to Point Bonita, as the current was changing and winds were up and down from 8 to 12 knots."

The major wind change came just beyond Point Bonita where windspeeds climbed into the low- to mid-20s with gusts into the low 30s. Nicolas Schmidt, sailing his Express 37 *Escapade*, reported that the "breeze was switched on at Bonita with 20+ knot gusts." Depowering the main was the name of the game.

On the way north to Duxbury, Rich Pipkin's J/125 *Can't Touch This* port-tacked across the Potato Patch going "slam, slam, slam seemingly every 10 feet, which really gives your abs a workout." *Green Buffalo* reported experiencing "a bit of banging off the back sides of a few waves," as did others. Quanci's understated "bit of banging" was "falling off the back side of square waves, time after time" on several other boats.

Weight on the rail was critical, according to Schmidt. Pipkin's *Can't Touch This* sailed with her Transpac crew minus one instead of the regular OYRA heavy weather number and suffered from that weight loss.

Slower boats arriving later experienced even larger swells. *Ahi* changed down from "kite to #1, #1 to #3, reef the



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main, #3 to #4." A lot of bare mast was showing on most boats.

After the Duxbury Reef buoy, the 8-mile reach down to the Lightship proved too tight for most boats to set chutes, so a parade of white sails close-reached its way through confused seas. *Green Buffalo* carried its jib top on a blasting reach, while *Ahi* went back to the #3 jib and stayed with the reefed main, "only sticking the boom in the water a couple of times."

The jibe around the Lightship was variously described as "white knuckle," "awesome," and "%&@#."

A few boats hoisted chutes after the jibe but quickly opted to douse instead of sailing to Half Moon Bay. A *Can't Touch This* crewmember who helmed the Lightship-to-finish leg reported they waited until about a third of the way back before setting and "still had to fight for height under the spinnaker to make it over the South Tower" of the Golden Gate Bridge. Quanci's *Green Buffalo* played it conservative, staying with white sails in the 28- to 32-knot gusts. Schmidt's *Escapade* waited for the wind to back before hoisting and experiencing "a few round-ups that were decidedly not fast." But they couldn't clear the South Tower, so, with their foredeck completely awash, opted to douse in the companionway.

The South Tower jibe and final short leg to the StFYC finish line completed a windy, wet, gear-busting edition of the classic Duxship. Several boats retired with equipment failure, including the large Antrim Class 40 *California Condor* and the small Moore 24 *Slight Disorder*. Everyone made it home safely.

— pat broderick

## OYRA DUXSHIP, 5/13

PHRO 1 — 1) **Velvet Hammer**, Schock 40, Zach Anderson; 2) **Blue**, Swan 53, Ray Paul; 3) **Lucky Duck**, SC52, Dave MacEwen. (8 boats)

## Cal Maritime's TS 'Golden Bear' steams through the Sausalito YC Sunset race on April 25.

PHRO 2 — 1) **Junkyard Dog**, J/109, James Goldberg; 2) **Escapade**, Express 37, Nick Schmidt; 3) **Elan**, Express 37, Jack Peurach/John Duncan. (5 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Friction Loss**, J/30, Jenny Thompson; 3) **Yeti**, Express 27, Adam Mazurkiewicz. (9 boats)

SHS — 1) **Six Brothers**, Columbia C32, Chris Kramer/Dirk Husselman; 2) **Oscar**, SC33, Joshua Rothe; 3) **Ventus**, J/88, Chris Cartwright/Wayne Zittel. (10 boats)

MULTIHULL — 1) **Round Midnight**, Explorer 44 tri, Rick Waltonsmith. (1 boat)

Full results at [www.jibeset.net](http://www.jibeset.net)



CHRISTOPHER HOWELL / J/24 CLASS

## Held on the scenic waters of Shilshole Bay west of downtown Seattle, the 2017 J/24 Nationals fielded 32 teams from four states plus Japan.

### J/24 Nationals

Of the nine races completed by 32 teams at the J/24 US National Championship, Keith Whittemore's *Tundra Rose* won five of them. Four races were completed on Sunday, but after tallying a 1, 2, 1 in the first three, Whittemore and crew of Shelby Milne, Brian Thomas, Kevin Downey and Mark Rodgers could head for shore as champions at their local Corinthian YC of Seattle. Reigning national champion Will Welles launched up the standings with two bullets on Sunday to claim second place in a





tie-breaker over Nobuyuki Imai's *Siesta*.

We were surprised, though not shocked, to see that no teams made the trek north from California to compete. Almost all of the entries were from Washington, with the exception of Welles, who came

from Portsmouth, RI, to defend his title, plus a couple of teams each from Idaho and Montana — and the third-place boat from Japan.

— *latitude/chris*

J/24 NATIONALS, CYC SEATTLE, 5/17-21 (9r, 1t)

1) **Tundra Rose**, Keith Whittemore, CYC Seattle, 31 points; 2) **#5208**, Will Welles, MDI Community Sailing Center, 39; 3) **Siesta**, Nobuyuki Imai, Wakayama Sailing Center, 39; 4) **Pearl**, Michael Johnson, CYC/SYC, 40; 5) **Tremendous Slouch**, Scott Milne, CYC, 48. (32 boats)

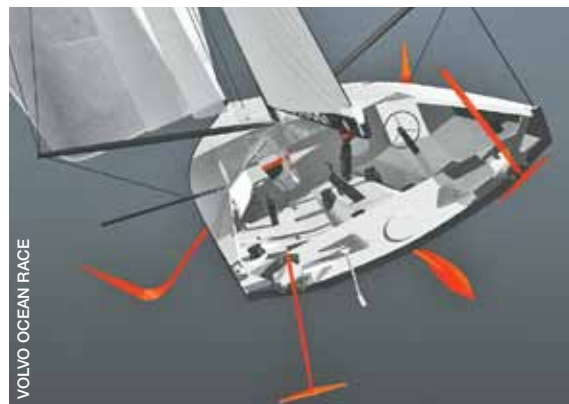
Full results at [www.cycseattle.org](http://www.cycseattle.org)

### Race Notes

In the May issue of *Latitude 38*, we featured San Francisco resident **Nathalie Criou** and her campaign to compete in La Solitaire Urgo le Figaro, a French singlehanded race in multiple legs that starts on June 4 from Pauillac, near Bordeaux. Nathalie's second qualifier was accepted by the race organizers. Her excursion to Monterey by way of Drake's Bay, the Farallones and Santa Cruz was cut a bit short during the return leg after her mainsail blew up. That last weekend in April was really nuking, and it's not surprising she suffered damage to her Figaro 2, *Envolée*. She left the Bay Area for France and her chartered Figaro, *Tetraktys*, on May 20.

See [www.lasolitaire-urgo.com/en](http://www.lasolitaire-urgo.com/en) and [www.envoleeadventures.blogspot.com](http://www.envoleeadventures.blogspot.com).

Guided by the tactical calls of Marin-ite **John Kostecki**, Harm Müller-Spreer's German-flagged *Platoon* crew got the better of the five-time title-holders



*The new Swiss Army Knife, er, 60-ft foil-assisted Volvo Ocean Race design for 2019 was released in May. We think the timing of the announcement upstages this year's edition, which will start from Alicante, Spain, on October 22 in the old non-foiling VO65s.*

Quantum Racing during a final-day showdown to win the Rolex TP52 World Championship title for the first time. Though they didn't win even one race during the regatta, held in Scarlino, Italy, on May 16-20, only once in eight races did *Platoon* finish out of the top three. See [www.52superseries.com](http://www.52superseries.com).

— *latitude/chris*



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# WORLD

*This month we offer **Insider Insights on Access to 'Destination' Chartering and a Bay Sailor's Impressions of Racing with the Big Boys at Antigua Sailing Week.***

## **Make It Happen: How to Turn Your Chartering Dreams into Reality**

Judging by comments we've heard lately from sailors who've never experienced a 'destination' yacht charter, we get the impression that although it looks like great fun, they feel that a yacht vacation is simply not in the cards for them.

Why? Some think chartering is well beyond their vacation budget. Some assume they don't have the credentials to qualify as a skipper. And some think they wouldn't have the technical know-how to run a big, fancy boat with all its complicated system. But having been chartering addicts for decades, we've got a rebuttal for each of those contentions, as well as some additional tips to offer.

First of all, let us say that we believe vacationing — anywhere and by any means — is one of the healthiest things you can do for your soul and your psyche, as it not only takes you away from the droning sameness of your usual routine, but it exposes you to new people, places and perhaps challenges, leaving you feeling more energized and 'alive' than you've felt for months, if not years.

Most styles of vacationing are a bit of a splurge for typical wage slaves, but if you run the numbers, you'll often find that splitting the cost of a three- or four-cabin bareboat is less than the cost of a hotel-based vacation — especially if you prepare most meals aboard in your boat's fully stocked galley. And if your budget is particularly tight, you can substantially reduce your provisioning costs by bringing along an extra duffle

***Looking for a dreamy place to charter that's rich in cultural history and peppered with enticing islands? How about Croatia?***

bag chock-full of snacks and staples such as breakfast cereal, chips, nuts, and your favorite cooking spices.

Do you need to show graduation certificates from a whole battery of sailing courses in order to rent a boat? Rarely, if ever — although the experience gained by such instruction will undoubtedly make you more confident and competent. Let's face it, charter outfits want to book as many boats as they can in any given week, so the default standard with most firms is that your sailing resume has to show ample experience on a similar-sized or somewhat-smaller vessel. That is, if you can show ample time skippering a 36-footer, you can probably rent a 50-footer. Likewise, if you have no experience running a catamaran, that's not necessarily a deal-breaker. Worst case, the charter operator will ask you to take along a professional skipper for a day or two until you feel confident.

And the maintenance issue? Pfft. No charter outfit will let you leave the dock without giving you a thorough briefing on both the boat's system and local navigation issues. The company's maintenance staff is always merely a phone call away, and in popular destinations such as the San Juan Islands, the Leeward Islands of the Caribbean, and Tahiti a technician will usually come out in a speedboat to help within an hour or two. Or, they'll put you in touch with a subcontractor close to your location. (The last thing they want is for you to get down in the engine compartment and start wrenching.)

We won't say that running a typical bareboat successfully is a no-brainer, but most boats are designed and equipped for the utmost ease of operation.

Now that we've cleared up those

common misconceptions the three biggest questions are: What dreamy destination should you choose, what dates work best for you, and what lucky sailors will get an invite to join you?

— *andy*



## **Chartering to Compete in Antigua Sailing Week**

American crews who chartered boats for Antigua Sailing Week's 50th Anniversary encountered chartering experiences that ran the gamut from top-notch programs, where it was a simple matter of stepping onto and off the boat each day, to boats that required constant maintenance.

Given that typical Sailing Week conditions prevailed — 16-18 knots in ocean-racing conditions — a boat that didn't require attention at day's end translated into more time for crews to enjoy the epic parties synonymous with Sailing Week.

Winners of CSA Bareboat Overall, Mike Cannon and Neil Harvey's team KHS&S Contractors from Florida, raced on a chartered Jeanneau SO 44i, from St. Martin Yacht Charters.

This year's regatta was Harvey's 18th Antigua Sailing week, his first being in 1979. His team chartered a nine-year-old boat in very good condition and with sails just over a year old, albeit with quite a



ART HARTINGER



# OF CHARTERING



**The open-water courses at Antigua offer steady breeze and moderate seas. Inset: The KHS&S Contractors team charges upwind.**

few charters already on them, at a cost of about \$10K.

"We knew the particular boat for our aging crew; 44- to 45-ft boats work for us," explained Harvey, who is sales manager for Harken Southeast USA. "We really enjoyed the regatta and wouldn't have changed anything." The prize for winning Bareboat Overall is a week's charter, so it looks as if Harvey and crew will be returning next year to defend their title.

Doug Ayres of Paso Robles, CA, raced Sailing Week for the first time with friends from the Newport Harbor Yacht Club, California. A long-time racer, it was Ayres' first experience ever chartering a boat for a regatta. Looking for something high-performance

and knowing that the J/122 *El Ocaso* program was well-reputed, he didn't hesitate to jump in — depending on the event, this boat charters for \$18-\$25K race-ready.

"It was a great experience," Ayres said. "We knew the boat had a good reputation and we knew the people who run it. The racing was a blast and I wouldn't hesitate to think about doing it again." Racing as

Team Skylark in the very-competitive, 14-strong CSA-4 fleet, Ayres placed 4th overall.

Julie and Lowell Potiker chartered a Jeanneau 53 for their first Antigua Sailing Week, along with friends from the San Diego Yacht Club. "First off, we are *absolutely* doing this again next year," said Lowell. "The only thing I would do differently would be to allow a couple more days to practice together." Chartering from Dream Yacht Charters out of Antigua, the boat ran about \$7,500 plus costs for a regatta package and the race week.

"The boat was typical for a charter boat with several years' usage. It had its issues but probably no more than any other 3- to 4-year-old charter boat," Potiker said. The highlight of the week for his crew was the great camaraderie that developed between the teams. "In particular, we made friends with the German team that took first in our Bareboat 2 class — we took second and were on their heels the entire week."

For sailors from New York's Polish Sailing Club, daily maintenance on the pair of Dufour 500 GLs that they chartered from Med Caribbean out of Tortola, BVI (for about \$6K per boat), was essential to be able to race at all. Crew Rad Kurik noted that getting from the BVI to Antigua in time for the start of the first race of Sailing Week was a race unto itself. It took 32 hours for the identical charter boats to make the 185-mile trip, losing a life raft in high wind along the way. Kurik's team on *Alba* ultimately placed third in CSA Bareboat 2. "We wished we'd had another week, as our racing skills really improved. But

***Did the Polish contingent have fun racing at Antigua? It's a pretty safe bet that they did — and that they will be back next year.***



BOTH PHOTOS PAUL WYETH / PAUL@PWPICTURES.COM

MICHELLE SLADE



# WORLD OF CHARTERING

I don't think the boat would have lasted," Kurik laughed. "Every day there was a list of items to repair so we got very good at fixing stuff."

Alice Martin, from Chicago, was back for her fourth Antigua Race Week, chartering once again from Sunsail. She particularly likes that their insurance is all-inclusive. "Getting insurance can be a problem," Martin stated. The charter cost for the Sun Odyssey 509 Martin and her crew



BEQUIA TOURISM

raced was about \$15K for the boat and related regatta costs, and they were thrilled to get a new boat. In fact, the entire fleet of 18 in CSA Bareboat 1 were almost-new SO 509s. "It was pretty much a one-design fleet and so wonderful, as we love one-design racing," Martin enthused. *Painkiller 3* placed sixth overall in class. "Conditions were challenging, more waves and breeze than I recall from previous years, so it was exciting but manageable."

— michelle slade

**Few boats we've ever seen are more soulful than a hand-built island sloop, such as those raced in the Grenadines.**

*Michelle — BVI Spring Regatta last month, now Antigua Sailing Week? Some people know how to live. But thanks. We enjoyed traveling with you vicariously.*

*Readers — If this and last month's BVI report have got you itchin' to sample the thrills and camaraderie of racing in the tropical latitudes of the Eastern Caribbean, allow us to offer a few tips:*

As we often mention, the three most popular bareboat-friendly regattas are:

- St. Maarten Heineken Regatta; March 2–4 next year
- BVI Spring Regatta & Sailing Festival; March 26 – April 1
- Antigua Sailing Week; April 28 – May 4

Needless to say, all of them offer a rollicking good time and keen competition

For a more laid-back, 'old Caribbean' flavor, though, consider showing up to compete and party at either the Bequia Easter Regatta, March 30 – April 2, or Grenada Sailing Week, January 29 – February 3.

You probably won't find million-dollar yachts at either of them, and the parties won't be quite as wild, but you'll be racing in the company of splendid, hand-hewn island sloops, and you'll have more casual opportunities to get to know local sailors, many of whom are very colorful characters. For a full list of Carib regattas see <https://caribbean-sailing.com>.

— andy

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# CHANGES

With reports this month from **Angel Louise** on starting the Great America Loop; from **La Mischief** on a first Full Moon Party in the Caribbean; from **Taiga** on cruising in the Eastern Caribbean; from **Esprit** on beginning to complete a circumnavigation; from **Privateer** on getting pregnant while cruising; and **Cruise Notes**.

## Angel Louise — Catalac 41 Cat Ed and Sue Kelly Our Favorite Stop in 48 Countries (Des Moines, Iowa)

It's always the sailors who count, not the boat. For the last 9½ years, the Catalac 41 catamaran *Angel Louise* has been the only home of former federal and Iowa state prosecutor Ed Kelly and his wife Sue, a nurse practitioner. After all these years they're "still loving the (ocean) road less traveled".

Designed and built in the 1970s, the Catalac 12 Meter is not the fastest, sleekest, roomiest or most sophisticated catamaran around. Yet the humble cat has taken the couple, who are originally from Des Moines, to 48 countries on five continents. Among other things, they've wintered over at St. Katherine Docks in central London, circumnavigated Western Europe via the Rhine and Danube rivers, the Black Sea and the Med, crossed the Atlantic twice, and made trips to the Caribbean. Very impressive.

Given all the couple has seen of the cruising world, what's been their favorite place so far? It's Hope Town in the Abacos, which is just 200 miles east of West Palm Beach and 100 miles north

*The humble but much-traveled 'Angel Louise', on the hook at Hope Town in the Abacos, the favorite of Ed and Sue.*

of funky Nassau in the Bahamas.

"We recently spent a month in Hope Town, which has to be one of the most beautiful harbors and places we have enjoyed in the 48 countries we've been to," says Ed. "It's peaceful and laid-back, but with cruising destinations in the beautiful Abacos all around. We rented a mooring for \$350 for the month, and cruised from Hope Town on day trips. Hope Town has many resort restaurants in some of the most beautiful settings you can imagine. And the resorts send their van to pick you up for lunch.

"Hope Town is upscale, with no down-at-the-heels areas in the vicinity," Ed continues. "The resorts welcome cruisers from moorings other than their own, and even take you around the harbor on their launch for free. They welcome you in their restaurants, and make their pools available to cruisers who aren't even staying with them.

"The beauty of the Atlantic on the outside and the calm Abacos on the inside make it a cruiser's dream. Conch fritters, diving, snorkeling and fun folks make it a wonderful place. We had come through some of the Abacos two years ago on our way back from our European adventure, after landing at San Salvador, where Columbus supposedly made the first landfall in the New World, so we knew it a bit already."

The Kellys are not the only veteran cruisers who like Hope Town. They had coffee there with 'sailing heroes' Scott and Kitty Kuhner, Evans Starzinger and Beth Leonard, all of whom have done multiple circumnavigations.

While in Hope Town, the Kellys also ran into US Senator Tom Harkin from Iowa, who has done some blue-water sailing as well. Kelly notes that Harkin was first elected senator in a blowout win in 1990, when Kelly was the Republican nominee for attorney general of Iowa.

"I suspect Tom's candidacy brought out many Democrats in Iowa that year," says Ed, "resulting in my being defeated in a cliffhanger election. I didn't know my future wife Sue at the time, but she voted for my opponent. As she later pointed out, had I won, we probably never would have met and married."

We're currently five miles off



the Georgia coast bound for Charleston. Our next adventure is doing the Great American Loop. Having already done the Great European Loop, we think our boat will be the first to have done them both!"

— *latitude/rs* 04/15/2017

## La Mischief — Lagoon 421 Steve Tull and DeAnne Trigg Fireball Full Moon Party in BVI (Perth, Oz, and Huntington Beach)

One of the bucket-list items a lot of cruisers in the Caribbean have is attending one of the numerous and famous full moon parties. DeAnne and I, who have been cruising for three years after meeting up in Greece thanks to an Internet site, are among them.

The British Virgins seemed like a good spot to do it, with the choices being parties at Bomba Shack or Trellis Bay. Bomba Shack involves a taxi ride from the nearest anchorage, and some cruisers told us, "It can get a bit weird." Trellis Bay, on the other hand, has a great anchorage/mooring field right there, so

ANGEL LOUISE



Ed, with his wife Sue, have cruised to 48 countries on their modest cat.

ANGEL LOUISE





# IN LATITUDES



ALL PHOTOS COURTESY LA MISCHIEF



**Full Moon Party at Trellis Bay, clockwise from above. DeAnne found a 'Latitude' sticker among all the rest. Party grounds. DeAnne and Steve with the Burning Man in flames. Co-conspirators Matt and Christine of 'Sugar Shack'. Burn baby! Sing it, girl. DeAnne and fire. The crowded anchorage.**

that was our choice.

"When we got to Trellis Bay at 9 a.m., most of the good anchoring spots had already been taken, so we were lucky to secure the last of the orange mooring buoys at \$30/night. The alternative was a \$130/night mooring buoy from the Last Resort restaurant, which includes a \$70 credit at their restaurant. That's not the greatest value when you can pick up a great meal ashore for \$10.

The bay was soon jam-packed, with boats anchored wherever skippers could find a drop or two of water beneath their keels. As the day went on, it was fascinating to watch the procession of mostly charter boats come into the bay looking for a spot to anchor. Boats kept anchoring farther out — or retreated across to Marina Quay, a short dinghy ride away. But in Trellis Bay, everybody was already moving into party mode.

Once the hideaway of for the likes of

pirate Black Sam Bellamy, in more modern times Trellis Bay became a hangout for artists and craftsmen, and still has that artsy ambience. The beach is lined with cool restaurants, and there's an art center, a small market, and that rarity in the Caribbean, a good and inexpensive laundrette. The Last Resort Bar and Restaurant are on their own little island in the middle of the bay.

Trellis Bay is right next to the Tortola airport, so it's a great place to pick up guests.

Matt and Christine Mitchell of the Austin-based Catana 47 *Sugar Shack*, our friends from racing the Voiles de St. Barth on the SC70 *Hotel*

*California, Too*, rolled up to the bay in the afternoon and managed to anchor outside — well, mostly outside — the airport exclusion zone. So we soon had them aboard *La Mischief* for some pre-party drinks.

Shortly after making our way ashore at 7 p.m., we hooked up with Justin Time — his real name — whom we'd met on Saba a few months ago when he was part of the team working to salvage the 156-ft motoryacht *Elsa* that had gone on the beach. As always, Dee canvassed all the food spots for the best deal. We settled on a huge feed of ribs and jerked pork for just \$10/person. One of the better food bargains in the Caribbean.

Next we stopped to watch the fire show put on by a group of local performance artists. They delighted the crowd by twirling fire sticks far too close — at least for me — to their sensitive body parts. Quite spectacular!

There were also four bands that played, each one in front of a different restaurant. We had a great time checking each one out and dancing.

Somewhere around 10 p.m. — my mind was getting a little foggy by then — organizers started to light up the various log-filled metal statues placed on the beach and in the water. The highlight was the towering 'Burning Man' in the water just off the beach. He was lit down by his ankles, but soon the flames made their way up to his arms and face. The band closest to him was going off, so we alternated between dancing and enjoying the flaming pyre.

By about 11:30, more than two hours after 'cruiser midnight', the crowd started to thin, either returning to their boats or making their way to the Last Resort for even more dancing and music. We managed to do our Cinderella impersonation and get back to *La Mischief* just

**"They need to have Full Moon Parties like this at my old stomping grounds of Two Harbors," said DeAnne of Huntington Beach.**



STEVE TULL



# CHANGES

before midnight. We thoroughly enjoyed our first Caribbean full moon party. We are already checking next year's calendar to plan to enjoy a second one.

— steve 05/10/2017

## **Taiga — Catana 44 Jack and Sherri Hayden Retirement Cruising in Caribbean (Alaska)**

[In Part One, we reported on Jack and Sherri's buying and cruising their Catana 44 Taiga from the East Coast to the Bahamas for three years, and making a last stop in Cuba.]

After retiring from the construction business in Alaska in late 2013, Jack and Sherri left Georgetown, aka 'Chickentown', in the Bahamas heading for the Eastern Caribbean. They started by sailing down through the Turks and Caicos to Luperon in the Dominican Republic.

"Luperon, what a shithole!" says Jack. This is a significant comment, as he and Sherri have really enjoyed and been complimentary about almost everywhere they've been. They continued on, following the method outlined in Bruce van Sant's *The Thornless Path*.

"(V)an Sant's strategy really works," says Jack. "I say that even though Bruce — I didn't know who he was — threatened to bloody my nose once after he completely misunderstood a comment I made about something he took to be political."

After crossing the Mona Passage to Puerto Rico, the couple anchored at little Bahia Puerto Real on the southwest coast instead of the much more popular Boqueron. They continued on to Ponce and Salinas on the south coast of Puerto Rico.

"There sure are a lot of expats anchored long-term at Salinas," says

***Sherri and Jack have been together since high school. That was 40 years ago. They're still living and loving the adventurous life.***

Sherri.

"The Puerto Ricans are really friendly people, and always ask you to join them in everything," says Jack. "But one thing we noticed about Puerto Rico is that everyone has some big-ass dog protecting their property."

"We used to run 85 dogs in Alaska," says Sherri, "so we know dogs and know how to control them. But not in Puerto Rico, where the dogs are very aggressive. They were even going after the 18-lb Bichon Frise that I was holding in my arms."

"Despite the macho culture, we liked Puerto Rico and spent a lot of time there," says Jack. "Vieques in the Spanish Virgins, to the east of Puerto Rico, was good, too. There is a lovely bay at the old missile range. Signs warn you not to come ashore because of the possibility of unexploded ordnance. But we saw wild horses running all over, so we figured it was safe for humans, too. There was a lot of ordnance on the bottom of the bay. But lobster, too."

The couple breezed through Culebra, another part of the Spanish Virgins, and both the US and British Virgins, on their way to St. Martin, and ultimately their end-of-season haulout destination of Trinidad far to the south.

"We ended up at Don Stollmeyer's Power Boats," says Sherri.

"Don is the man, a great guy," says Jack of Stollmeyer, a friend of the Wanderer's from way back. "We also want to put in a plug for Jessie James, the Seven Seas cruising guide in Trinidad. We guided for 25 years in Alaska, and he's the best guide we've ever come across. He helped us get our dog in and out of Trinidad — although it cost us about \$1,500."

Jack and Sherri have spent the last couple of years in the Eastern Caribbean, much of it in the Windward Islands to the south. Grenada and parts of Martinique were big favorites. One aspect they like about the Caribbean is that unlike Mexico, where almost every cruiser is American or Canadian, they met a much more international group of cruisers. Most are from Europe, but they come from other parts of the world, too.

"When you cruise," says Jack, "you hang out with people that you're compatible with. Then you do



things together. For example, a wonderful Portuguese family on *Oceanus*, the first Catana catamaran ever built, introduced themselves just after they crossed the Atlantic. They'd actually seen our boat — which can be identified from being the only Catana with an inside steering station — being built at the Catana factory. They had an engine problem, and I'm a mechanic who was able to fix it, so we immediately became best friends.

"They are excellent professional divers who use their boat as a diving platform for scientific expeditions," continues Sherri, "and they guided us on some terrific dives. The owners were our age, the kids were in their 30s, and they had their seven-year-old granddaughter with them. Every time we crossed paths, the girl would jump in the water, swim over, and take our dog to the beach. They were so much fun."

One Christmas at Sainte-Anne in Martinique, Jack and Sherri were in-



LATITUDE / RICHARD



# IN LATITUDES

might move on to the Western Caribbean," says Sherri, "but then we had a great time in Dominica, and then spent a month in Antigua and Barbuda, where we'd never been before."

"Each time we visit a place again, it's like we're peeling off another layer," says Jack. "And we become better friends with people at places we return to. That's a real attraction."

— *latitude*/rs 04/30/2017

## **Esprit — Peterson 46 Chay and Katie McWilliam Resuming Our Circumnavigation (Henderson, Nevada)**

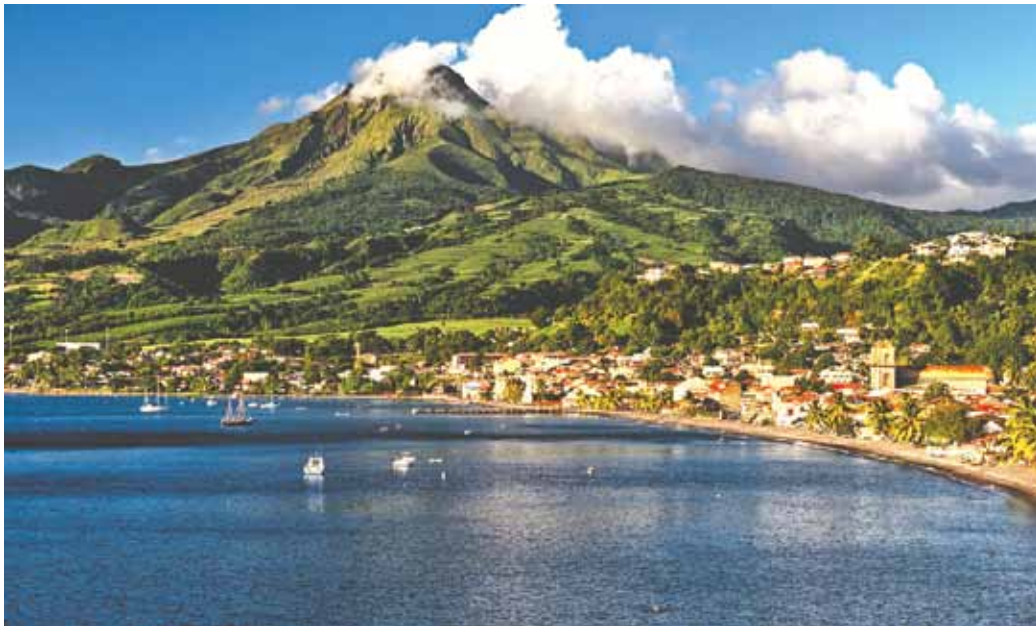
It was 90+ degrees and the humidity was 100 percent when, after two years, we returned to *Esprit* in Trinidad at Easter. Our goal is to complete, by June, the circumnavigation we started with the Baja Ha-Ha back in 2003. Our plan is to visit the Windward and Leeward Islands up to St. Maarten, where our son Jamie will join us, and then continue on to the Virgin Islands. Perhaps we'll be able to stop at Jamaica on our way to Panama, where a transit of the Canal will complete our circle of the globe.

Our first week was busy with the usual preparations for launching *Esprit*. On a positive note, the boat was pretty darn clean for having sat on the hard for almost two years. The diesel started, the dinghy engine started, the staysail and genoa sails went back up easily, as did the dodger and bimini.

How do we start engines while on the hard? Katie uses the hose to run fresh water through the thru-hull, getting thoroughly drenched — and cooled off — in the process. Meanwhile Chay starts the engine from topside — while cooking up in the tropical heat. We only let the engine run for a few seconds, but it lets

*It seems like only yesterday, but four years ago Chay — in the Ha-Ha hat — Katie, and Jamie were calling on Monte Carlo.*

PHOTOS COURTESY BARRY STAVIER / MARTINIQUE TOURISM / SALINAS MARINA



**Photo above and then clockwise. The Martinique anchorages for the Mt. Pelee volcano that killed so many in 1902. Sherri chilling with her dog. Salinas has a big expat cruising community. Jack and Sherri love diving. Don Stollmeyer's Power Boats in Trinidad. Waterfall in Dominica.**

invited aboard a boat to join two other couples who had just completed their circumnavigations. The cruising world is friendly like that.

After storing their boat in Trinidad for one off-season, there were two reasons they left her in Grenada the next two summers, even though Grenada has far fewer craftsmen. One reason was the threat of being attacked getting to and coming back from Trinidad. Three boats had been attacked in that area a short time before. Jack and Sherri had one big scare, but it was a false alarm.

"They were fishermen," says Sherri. "Of course, they could have also been the pirates who attacked the other boats."

The other reason was that Trinidad instituted a 14% VAT tax on marine goods.

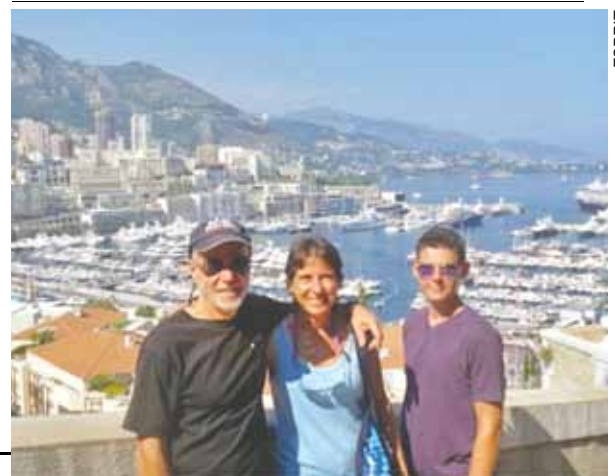
"After that happened Don Stollmeyer told us that the business at his and

other yards was off 50%, even though the yards reduced their rates," says Jack. "Trinidad has oil, so the government couldn't care less about yachtie tourism. They claim cruisers bitch all the time. To a certain extent they are right. We had a lot of trouble with officials because of our dog. It turned out that the dog-owning cruisers just before us had made a huge scene. We got punished for *their* misbehavior."

Stollmeyer and others were able to get the tax overturned for this off-season, but the damage may have been done.

One thing that's slowed the couple from moving on to new areas such as the Western Caribbean and maybe the Med is that they keep having such a great time in the Eastern Caribbean.

"Last year we thought we



ESPRIT



# CHANGES

us know if it will start when we launch her, which is critical.

Unfortunately, our ProSine charger/inverter for the batteries died after 14 years of reliable service. In the ensuing years, one would expect new electronics with the same capabilities to be smaller. But noooo! So we had to settle for a replacement with less capabilities.

A second problem is that the generator wouldn't start. Chay checked, repaired, and/or replaced just about everything, but to no avail. Needless to say, this left Chay extremely frustrated! If we can't get it started, we won't have much refrigeration to keep the food cold in the tropics, and will have to be power misers to conserve our batteries. Even the new charger/inverter needs to have the extra oomph from the generator to keep the batteries adequately charged.

Yo, ho, ho, is it the cruising life for us? We departed Trinidad at 4:30 a.m. on April 25, with a forecast calling for 10-15 knots from the east for the next 48 hours. We had those conditions for the first 80 miles to Grenada. We had planned to stop there if the weather was bad, or if we were tired. Since the trip had been so smooth, Katie said she wanted to continue on. So we did.

Big mistake. For the next 300 miles the winds got stronger and came farther forward, and the seas got bigger and more confused. We both suffered from the sea queasies, and for the first time Katie was close to becoming seasick.

We had another fallback stop at the top end of Guadaloupe, but we approached it at dawn after a quieter night in the lee when we were both able to catch some much-needed sleep. So with 40 or so miles to go to Antigua, we continued on. We had 24 to 28 knots of wind on the beam, but smoother seas.

Thirty miles from Antigua's famed

**When Chay and Katie made it to Antigua, they liked historic English Harbour, foreground, and the calm of Falmouth Harbour, background.**

English Harbour, the 150% genoa we call our Whomper blew out. We furled it as best we could and put up the staysail, but we had to listen to the flapping sound the genoa's tattered pieces made for the next four hours.

Considering that it was Antigua Sailing Week, one of the biggest sailing events in the Caribbean, the anchorage at Falmouth Harbour wasn't too crowded. And aaah, it was calm! We'd done 400 miles in 55 hours — almost 7.3 knots. Not too bad for the old girl!

Our first task was to untangle and unfurl the genoa, which was quite the mess. Chay went up the mast twice in 24 knots of wind to try to cut off some of the tangled loose pieces, but wisely decided to stop when he realized the flapping genoa pieces could knock him out or kill him!

Two cruisers in the anchorage offered their assistance. Marcus on the German-flagged *Skook* brilliantly assisted in untangling and unfurling the genoa so we could drop it on deck. The second, Andrew on the British-flagged *Hanse Sailor*, brought over a spare genoa. Unfortunately, it was a bit too big for us.

We took our 150% genoa in to the A&F sail loft. After inspection, we were informed that it would be cheaper to buy a new sail. We'd suspected that would be the case. This was the same genoa that blew out in Ouvea, New Caledonia, ages ago. We'd had it repaired by a Kiwi in Bundaberg, Australia, 25,000 miles before. He did a great job! So with sail ties in hand, after 17 years and over 50,000 miles of use, we left our large genoa behind.

Fortunately, we have a smaller 120% genoa on board, original to *Esprit*, which we will put on. Hopefully, it will last the 1,200 miles to Panama.

There is a silver lining in this story. When Chay started the engine under-

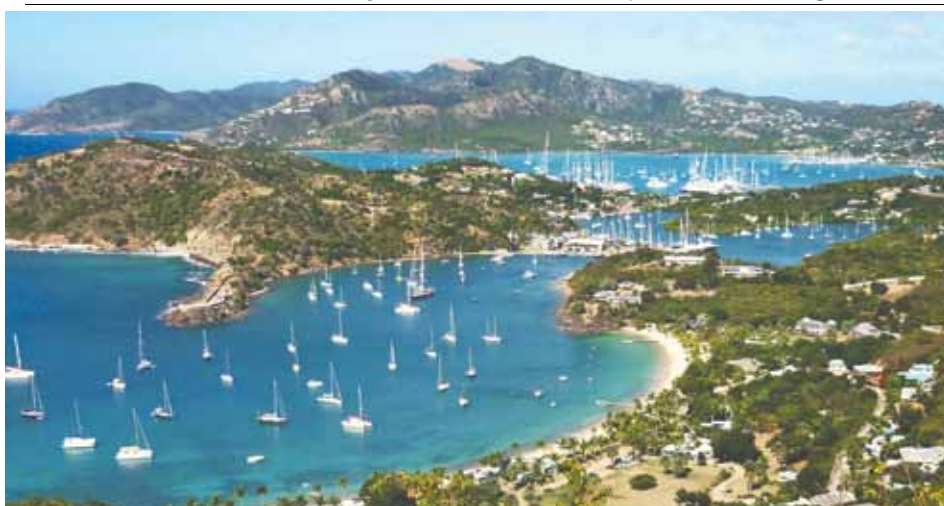


way to charge the batteries and run the refrigeration, he also gave the generator one last chance to start — and it did, just as it should have when we were on land. It has continued to run every day since. The batteries seem to be doing better each day, too.

English and Falmouth harbours in Antigua are beautiful bays. The buildings in English Harbour are a step back in time to the 1700s. It could be a set for *Pirates of the Caribbean*. They have done a beautiful job of restoring and updating the old buildings rather than letting them just sit and deteriorate.

Antigua is definitely the sailing mecca it is reported to be. There were lots of megayachts, such as the 289-ft *Maltese Falcon* — which we'd anchored next to in the Med — gorgeous classic sailing yachts, modern racing boats, and of course your everyday cruising boats such as ours. What a collection!

Because it was Antigua Sailing Week, the town and marinas buzzed with ac-





# IN LATITUDES



ALL PHOTOS COURTESY PRIVATEER

**Spread; Chris and Lila at Fanning Island, 900 miles south of Hawaii in the middle of nowhere, wondering if she's pregnant. Lower inset left; Before you're pregnant, you can live a little more carefree lifestyle. Upper inset at left; Once you suspect you're pregnant, you eat more carefully.**

tivity. Today we will hike up to one of the high points overlooking the harbor, which used to be a fort and gun battery protecting the harbor and British fleet, to watch the end of today's race and have a BBQ.

— katie 05/09/2017

## **Privateer — Hans Christian 33 Lila Shaked and Chris Jahn Our Trimesters at Sea (Redlands and Tucson, Arizona)**

You've all heard of 'Semesters at Sea', where college students spend four months on the ocean as an alternative-learning environment. As parents-to-be rather than college students, we spent two of my three trimesters at sea.

It all started with my missing a period at Tabuaeran (aka Fanning) Island 900 miles south of Hawaii. Anyone who has been there knows it's not the place

to find a pregnancy test kit. The stores are small huts that are only open when the owners feel like opening them, and they only sell goods such as flour, rice (usually with weevils), corned beef hash, single cigarettes, and pens and paper to school kids.

Concerned that I might be pregnant, I tried not to think of all the raw ahi sashimi I had been eating for the past few days, or the beer, liquor and kava I had been consuming in celebrating our second time cruising the Pacific. Until we knew for sure whether I was pregnant, I decided to switch to cooked fish and juice.

As days passed, I felt more positive about being pregnant, but really wanted a test to be certain. But winds were strong from the SSE, and we wanted to wait until they turned more

easterly to make our trip from Fanning to Niue/Tonga/Samoa — we weren't sure where we would land — more pleasant. We ended up departing from Fanning on June 19.

On our sail down we talked about the three possible countries we might land in 10 days to two weeks' time. Did Niue have a hospital or just a clinic? I thought I'd read American Samoa's maternity ward was under construction, but wasn't sure. Would Vava'u's pharmacy have an ultrasound machine? The answers to most of our questions were mere speculation, since the cruising guides do not address those who need prenatal care.

I was sick pretty much every day of the passage. For someone who had already logged 13,000 ocean miles sailing from California to Hawaii to New Zealand to French Polynesia and back to Hawaii, and had never been seasick, I was pretty sure I had morning sickness. All the many forms of ginger I had onboard were no match for my daily nausea.

It didn't help that we had to cross the Intertropical Convergence Zone, which featured days of squalls. After crossing the equator to the South Pacific, we were greeted by the South Pacific Convergence Zone. We again had squalls for days, and when we weren't dodging squalls, we had either no wind or 30 knots.

It seemed like one of the longest passages of our lives, although we had done some that were twice as long. We arrived in Neiafu, Tonga, on the morning of the Fourth of July — only to find it was a national holiday. No, they weren't celebrating America's Independence Day, but rather the Prince's birthday. Everything was closed.

We returned to the pharmacy on the 5th to buy a pregnancy test. We went to the nearby Mango Café to use the Internet and drink soda until I had to pee. Soon the time came for me to go.

***It was in Tonga that Lila was able to finally find a pregnancy test. She administered it at the Mango Cafe at Neiafu in the Vava'u Group.***



PRIVATEER



# CHANGES

“So this is it!” Chris said, looking around the Mango Café and at the boats moored in the water just in front of us. “This is where we find out if we will be parents!”

After three minutes in the bathroom, I ran out waving the indicator stick. “We’re having a baby!” I hugged Chris.

We returned to the pharmacy to make an appointment with the doctor who, because of a lack of government funds, only works three days a week. We met Kiwi Dr. Julie, last name unknown, who was to be the general practitioner for the town for the next few months. Luckily she was an OB-GYN, so she was able to answer all of our questions.

Our main concerns were Zika, and what I could eat. We learned that Zika hadn’t really been present in Vava’u, but nonetheless decided it would be best for me to cover up for the first 18 weeks of pregnancy just to be safe.

We also learned that I couldn’t eat a lot of foods — lunch meats and soft cheeses among them — due to Listeria bacteria. Since we were on an island that got its food from a bigger island, which in turn got its food from New Zealand, the doc told us to be extra, extra careful with any meat and cheeses we bought. Most of the meat is frozen when it leaves New Zealand, defrosts en route to Tongatapu, is refrozen to be shipped to Vava’u, and then is more likely defrosted and refrozen once again. Perhaps you have enjoyed the well-known Tongan delicacy known as ‘Square Chicken’.

So we had to skip purchasing all meat and cheese while in Tonga. Anyone who has been pregnant can understand how hard this was for me. Luckily Chris is great at spearfishing, so he was able to provide protein in the form of goatfish, parrot fish, grouper and other local fish.

The highlight of our visit with Julie was when she rolled out the ultrasound. “I think this thing works!” she said.

**Because of harsh chemicals, the pregnant Lila couldn’t sand or paint the bottom. Fortunately, she could still clean the holding tank.**

Since she had only been in Tonga a few days, I was her first patient who needed the machine. I plugged it in for her, she booted the system, and then scanned my belly. After 3½ weeks of wondering, we finally had certainty. Julie showed us an ultrasound of a tiny — about the size of a grape seed — future sailor. We could see the tiny heart beating. It finally felt real.

Julie told us the next milestone in pre-natal care was the 18th-week anatomy scan. This is a more in-depth ultrasound that will show us the baby’s vital organs and make sure everything is forming as it should. But Julie was not sure if there was a doctor in Vava’u that could perform the scan. Our other options were flying to Tongatapu or Fiji.

While at the hospital, we inquired about this scan, and we were told to find Dr. Atomi, again last name unknown. We were led to another room with a sign that said ‘X-ray’ on it. We knocked and waited. The same woman in a coat from before walked by. “Just knock and go in,” she said. Things are different in Tonga.

We entered and found the doc sitting at a desk looking at an X-ray. We introduced ourselves, explained that I was expecting, and wanted to know if she could do the anatomy scan.

“Sure!” she said happily. “I have the machine right here. It can show me everything. Just come back any day in October after 1:30 p.m. I will remember you.” We were sure she would remember us, as she couldn’t be seeing many *palangi* couples.

So far our journey in pre-natal care in Vava’u had been quite adventurous. While on the surface the pharmacy and hospital may have seemed less organized than in the States, we were able to speak directly to the doctors and nurses. As everyone knows, this is something that is nearly impossible to do in the average health care system in America.

In the States, we typically would have had to sit in urgent care or an emergency room for hours, and then pay a huge co-pay to be able to get seen. And then possibly receive a bill for what our insurance didn’t cover. It might have even taken weeks to get an appointment with an OB-GYN in our insurance network. The access to professionals in Tonga to answer our questions was refreshing.

At this point we had spent 80 *pa’anga* on our first pharmacy visit, 142 on blood tests, and 30 for pre-natal daily supplements. That’s a total of \$175 US dollars. Considering we didn’t have health insurance



care in Tonga, this was a bargain.

It was about this time that we hauled our boat out at the boatyard in Vava’u. We needed to redo the bottom paint and put in some new bronze thru-hulls. Due to my pregnancy, we decided I should stay away from sanding, painting, and anything that involved harsh chemicals. So I kept Chris fed and did what small projects I could. Unfortunately, deep cleaning the head and holding tank were tasks that I was allowed to do.

Fortunately, I was offered a job back in the States for four weeks, so I left Chris to finish the bottom while I flew home to make some money. Chris painted a surprise message for me on the bottom on the hull. Upon my return to Tonga, we went snorkeling. While inspecting Chris’ handiwork on the bottom paint, I found the surprise message — his marriage proposal! Being six months pregnant with his child, I decided to say ‘yes’.

[Part Two next month.]

— lila 04/18/2017



PRIVATEER



# IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

*In the Arsenal Marina. Top inset; Jean-François and Diane Summerfield of Florida bought their Northshore 48, spread, in Italy 13 years ago, intending to whisk her straight home. So far they've made it to France. George and Susan Lamb of Pennsylvania, lower inset, just bought this Allure 39.*

## Cruise Notes:

With the arrival of summer, the Wanderer and Doña de Mallorca are aboard the 42-ft motoryacht **Majestic Dalat** at the Arsenal Marina in Paris until the end of July, seeking to confirm the suspicion that a canal boat in Europe is not only a viable option for 'six month on, six month off' cruisers to spend their off months, but that it's also inexpensive. Evidence suggests that it is viable, inexpensive — and a hell of a lot of fun.

Paris, the core of which is compact enough to easily be covered with a bike in less than half an hour, and is exploding with life, is naturally considerably more expensive than everywhere else. The Wanderer pays about \$47/night in the Arsenal Marina, while in the rest of France it's more like \$10/night — if not free — even with water and electricity.

Food in the stores and open markets

in Paris is usually considerably less expensive than in the States, and restaurant meals, even at tourist spots, are often 35 to 50% less than at non-tourist restaurants in the States. Food is even less expensive outside of Paris.

It's possible to buy a perfectly adequate canal boat in the Netherlands — forget France — for \$20,000 to \$30,000. The one fly in the ointment is the Schengen limitation of just 90 days in Schengen Area countries — most of Europe — before Americans have to leave for 90 days. Canal-boat people have been breaking this rule for years without problems, but you never know when authorities may crack down.

One solution would be to go partners in the canal boat with another cruiser. So you spend six months cruising the tropics, three months cruising the canals of France, Belgium and

the Netherlands, and three months visiting with friends while your boat partner uses the canal boat for three months. We're talking terrific changes of pace and scenery, and the best of all worlds. Insurance, berthing, and maintenance are much lower on a canal boat than on a boat in saltwater.

The interesting thing is that while in the Arsenal Marina and on the canals you see US-based sailboats — their masts either on deck or having been shipped to the Atlantic or Med coast — on their way between the Med and the Atlantic or vice versa. You also stumble across interesting people. The Wanderer went out for a bike ride one afternoon and found himself not 15 feet from new French President Macron.

Don't tropical storms read calendars? After spending a season in the tropical South Pacific, most cruisers head to chilly New Zealand for the South Pacific tropical cyclone season. Once the season is over, they are eager to head north to warm up again and play in the warm, clear water. The tropical cyclone season is officially from November 1 through April 30. But you can't trust tropical storms to follow the calendar, can you?

As you've read earlier in *Changes*, Lewis Allen and Alyssa Alexopolous of the Redwood City-based Voyager 43 cat **Quixotic** left New Zealand for Fiji right after the South Pacific tropical cyclone season was officially over. Who could blame them? The 2016-2017 cyclone season was the least active in four years, with only four tropical cyclones occurring in the South Pacific Ocean to the east of 160°E. So what happened right after Lewis and Alyssa, who'd bought their hurricane-damaged cat as salvage, and spent a year totally restoring her, arrived in Fiji? Why two 'post-season systems' whipped up.

The first was **Donna**, a Category 4 storm with winds to 115 knots. She **Having not gotten hit by either Donna or Ella, Lewis Allen and Alyssa Alexopolous would like to take you to Vanua Balavu on a charter.**



COURTESY QUIXOTIC



# CHANGES

was an erratic storm that initially was headed to the Solomon Islands, then backtracked 180 degrees before hanging a 90-degree right turn toward Fiji. Fortunately, she fizzled out before getting there. Then there was **Ella**.

"Luckily Ella has been downgraded from Cat 3 to a Cat 1 storm," Lewis told *Latitude*, "and is now forecast to track north of Vanua Levu. That's where we are, tucked up a river. But our hearts sank when Ella originally turned toward us, for after a year of getting our cat 95% restored, the last thing we want to do is spend another season on the beach making fiberglass repairs!"

The young couple, who fell in love at first sight on the docks in Redwood City, are hoping to make a go of a charter business in Fiji. Details on their charters, and some nice photos, can be found at [www.quixoticcharters.com](http://www.quixoticcharters.com).

**Leopard**, the Atlantic 57 catamaran that flipped 400 miles north of the Dominican Republic on the evening of November 15 while on a passage from Annapolis to St. Martin, was found on May 3 and has been recovered. The cat was spotted five months after she



LATITUDE / RICHARD

*The Wanderer has a lot of respect for Chris White, who has been cruising his own Atlantic 55/57 for years now, and his designs.*

flipped, by a fisherman 25 miles off Cape Lookout, North Carolina, and eventually brought to Beaufort. Note that this is a Chris White design that was built in Bristol, Rhode Island, in 2008, and completely different from the Leopard brand catamarans built in South Africa

and ubiquitous in the Caribbean charter trade.

*Leopard* is the second Chris White-designed Atlantic 57 to have capsized. The 57 *Anna* capsized in the South Pacific in 2010. Both crew were rescued in good health in that case, and the three crew from *Leopard* were also rescued in good shape.

The crew on *Leopard* consisted of captain Charles Nethersole and crewmembers Carolyn Bailey and Bert Jono Lewis. According to Nethersole and the crewmembers, *Leopard* was significantly undercanvassed at the time she flipped, with just a double-reefed main and partially reefed staysail. The conditions had been variable, where at times they had to motorsail for lack of wind, and times when it was gusting in the high 20s.

"There was almost no warning," Nethersole wrote in a widely disseminated statement, "not even enough time for me to hit standby on the autopilot control right next to me. Just an almighty roar, then suddenly the boat was lifted up and went over. It seemed it was the sudden pressure drop more than the wind that

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did it, as there was no acceleration of the boat. It was bizarre, as nothing like that had ever happened to me before.”

The crew had two immersion suits and one survival suit to wear while waiting to be rescued. They spent 10 hours at night on the overturned hull before being saved by a Coast Guard C-130 search plane and M/V **Aloe**.

It has since been speculated that *Leopard* may have been hit by a water-spout. The incident reminds us of the time about 12 years ago when the very heavy 135-ft luxury ketch **Sayirah**, captained by our friend Timothy Laughridge, was suddenly knocked down in the same general area, to the extent that the top of her mizzen was put into the water.

For what it's worth, the Atlantic 57 has a design displacement of 26,500 pounds, just 1,000 pounds less than a Gunboat 55. Both are high-performance cruising cats.

Before anyone leaps to the conclusion that monohulls are much safer than multihulls, we have to report that the Farr 56 **Monterey** sank last month after hitting something during the Antigua to

Bermuda Race. Fortunately all the crew were rescued a short time later by fellow competitor **Esprit de Corps IV**, which was only four miles away.

*Monterey's* owner Les Crane said that he'd owned the boat for 14 years and had cruised her more than 40,000 miles.

The Wanderer fancies himself as something of an expert on **dinghy lights**, as he and de Mallorca do at least 90 night miles a year of riding in the dinghy from the crowded Gustavia anchorage to the dinghy dock. There is a lot of traffic on the two-mile round trip.

Before we even get to the subject of lights, there are two huge problems with those in dinghies in St. Barth. First, the operators of the big tenders to the megayachts anchored the farthestmost



**The lights built into the hull of this RIB make it extremely easy to see at night. There are no obstructions to the line of sight.**

out typically violate the three-knot speed limit by a factor of about 10. They've not only killed people in smaller dinghies, one put a hole in **Ramber 92** that cost \$150,000 to repair. The second problem is that lot of people with typical cruiser-size dinghies don't show any lights at all. They don't even try to be seen.

Many dinghy operators try to do the right thing with dinghy lights, and

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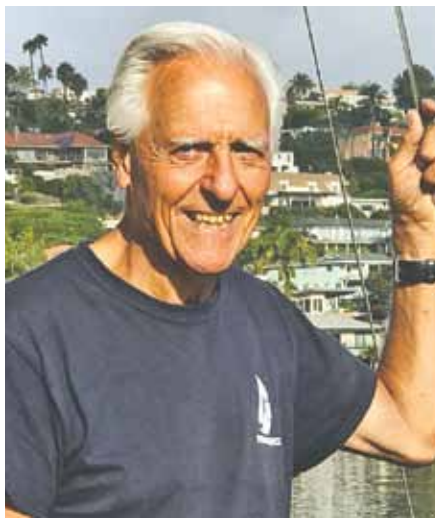


# CHANGES

among the most popular 'solutions' are the solar-powered LED tricolors that are placed on the top of the outboard. These are great in theory, but in our experience don't work because they are blocked to oncoming traffic by the dinghy operator and/or passengers. The result is that these well-intentioned folks think they are being seen, but often aren't.

One manufacturer — we regret to say we didn't get the brand — came up with a brilliant solution: port, starboard and forward lights in the fiberglass part of the RIB hull. There is no obstruction of these lights. Combined with a white stern light on the outboard, it is the best solution we've seen. Short of having one of these dinghies, make sure you wave a brilliant white light all around to make sure you are seen by the 'enemy'.

It could be a race to see who is first to do both 'Loops'. In this month's first *Changes*, Ed and Sue Kelly report they are about to do the Great American Loop. Having already done the 'Loop' of Western Europe via the Danube River, the Black Sea, and the Med, they are under the impression that they will be the first to do both Loops.



LATITUDE / RICHARD

**Jack van Ommen has done the Western Europe Loop and is beginning the Great American Loop. But he's not the only one.**

But wait! One of the very few other sailors who has done the Western Europe 'Loop' is Jack van Ommen of the Gig Harbor, Washington-based *Nadja 30 Fleetwood*. Guess what he's about to do. Yeah, the Great American Loop! Jack wants to add to the total of 565

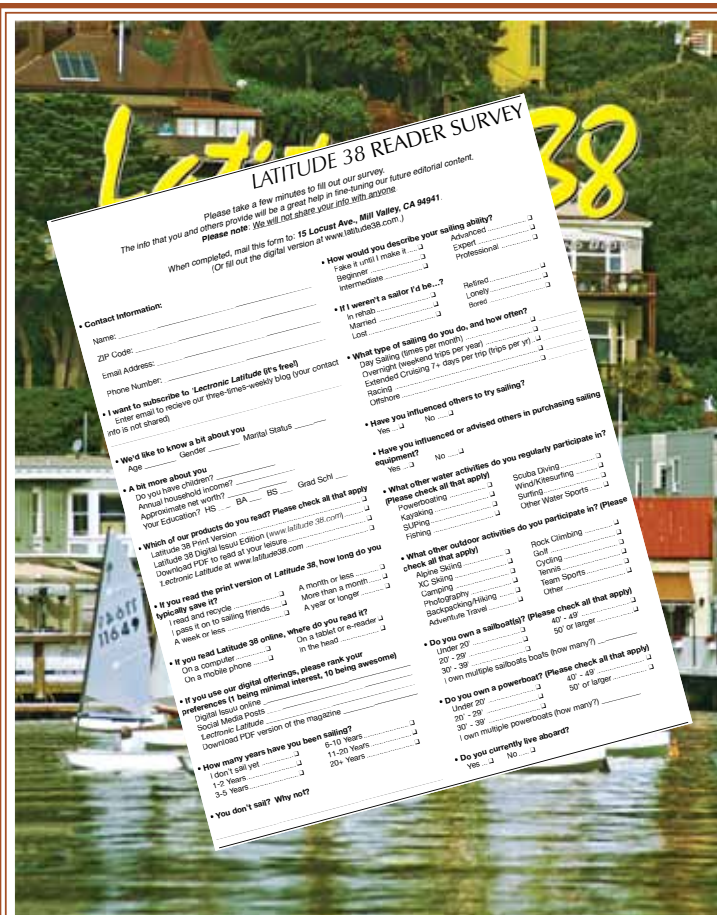
locks he's already been through.

While Jack will be starting from Florida, Ed and Sue are beginning their 6,000-mile trip from New Bern, North Carolina. They'll then go to the Chesapeake, up the Hudson River to the canals of Canada, west to Lakes Huron and Michigan, then down through Chicago and Illinois, to the Mississippi and down to the Gulf of Mexico. *Bon voyage!*

Unlike *Angel Louise* and *Fleetwood*, cruising boats are getting bigger and less humble than they used to be. Based on entries in the Baja Ha-Ha, the average cruising boat is now about 43 feet and displaces about 25,000 pounds.

But think of '220 tons' as being the evidence of a bigger cruising boat. 220 tons — that's 440,000 pounds! — is a lot more than the displacement of the average cruising boat. But here's the kicker: The 220 tons we're referring to is the weight of just the lifting keel of the 278-ft *Aquijo*, designed by Bill Tripp, built by Vitters of the Netherlands, and now cruising the Med.

*Aquijo* has 298-foot masts, which means her sticks are more than 70 feet



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taller than the roadway of the Golden Gate Bridge, and more than 100 feet too tall for her to fit beneath the Bridge of the Americas in the Panama Canal.

But don't assume that megayachts are any more fun than smaller boats. Or any safer. Last month one person was killed and two others injured when a helicopter attempted to land on the sun-deck of the 196-ft superyacht **Bacarella** in the Norwegian fjords near Bergen. A loose tarp, presumably on the deck of the \$30 million yacht, got sucked into the rotors. The helicopter flipped over and into the water. Pilot Quentin 'Captain Q' Smith, a Brit, the first person to fly a helicopter to both poles and the two-time World Helicopter Acrobatic Champion, managed to inflate the emergency floats, which kept the helicopter from sinking. He and another man were rescued in satisfactory condition, while a third man, 57, was taken to the hospital in critical condition.

Meanwhile, on the other side of the world, longtime cruisers Gene and Sheri Seybold of the once Honolulu- and Stockton-based Esprit 37 **Reflections**

made a 266-mile passage from Langkawi, Malaysia, to Banda Aceh, Indonesia, for the Third Sabang Marine Festival. The Festival is a free wildly colorful five-day event consisting of tours, traditional dancing and music. Everybody gets a nice bag of swag — and three free meals each day!

"We've all been treated like dignitaries, and the Festival has been both an amazing and humbling experience," writes Sheri. "The generosity of the organizers and local people has touched all our hearts! We will not forget our time here."

The troubling thing is that while the officials and people at Banda Aceh are extremely kind and welcoming, they are also very intolerant. Banda Aceh is the only part of Indonesia where **sharia law** is allowed to be in effect. This was only permitted to stop a seemingly never-ending civil war with that part of the country.



*The people of Banda Aceh and the organizers of the Sabang Marine Festival are incredibly nice and generous. There's just one thing . . .*

After watching two young Indonesian men have sex for three hours, Muslim vigilantes arrested them. On International Day Against Homophobia, the sharia court sentenced the men to 85 lashes in public. They were given leniency from the 100 lashes they could have received because they'd been polite in court. Two years ago, two women were accused of being lesbians because they gave each other a hug in public. Oh boy.

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# CHANGES

If it's been a little quiet on the Pacific Coast of Southern California and Mexico, it's probably because Bill Lilly of the Newport Beach-based Lagoon 47 *Moontide* is still in the Caribbean. He was recently seen in Martinique inspecting a 'man-eating fern'. He's one of many expected to take his cat up to Bermuda for the America's Cup events.

Eric Witt and Annie Gardner of the Point Loma-based Catana 47 *El Gato*, on the other hand, are planning on heading to the Southern Caribbean for a few months before putting their cat away for the summer.

Mike and Robin Stout of the Redondo Beach-based Aleutian 51 *Mermaid* were also going to take their boat south for hurricane season — until they got a reasonable insurance quote for leaving their boat on the hard at Jolly Harbour, Antigua. They are now headed to Italy for a little canal-boat fun.

We had a great time in the Caribbean with all these folks last season, and all of



**Mike and Robin Stout of 'Mermaid', on the left, with Bill Lilly of 'Moontide', enjoy chicken rotis at the little shack at Jolly Harbour.**

us are going to do it again next season.

The Grand Poobah is humbled by the fact that over 50 people signed up for this fall's **Baja Ha-Ha** in the first two hours after registration opened on May 9. "I'm going to do my best to try and make this the safest and most fun of the 24 Ha-Ha's so far," he says.

Among the new safety features for the

event is the requirement that all boats be capable of long distance two-way communication at all times. Two of the best devices for this purpose are the Garmin InReach and the Iridium Go! You can sign up for the Ha-Ha at [www.baja-haha.com](http://www.baja-haha.com).

The Poobah realizes that not everyone has time to do a Ha-Ha at this point in their life. That's why he created the weeklong **SoCal Ta-Ta** from Santa Barbara to Catalina, which is modeled after the Ha-Ha. This year's version will be the fifth, and they've all been a blast — which is why so many sailors do it year after year. You can sign up at [www.socaltata.com](http://www.socaltata.com).

By the time you get this issue, we'll be well into the **Eastern Pacific hurricane season**. If you've left your boat in Mexico, make sure somebody responsible is looking after her.

The summer cruising season is full on, so whether you're in the South Pacific, the Sea of Cortez, the Med, or the Baltic, we'd love to hear from you.

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

**APEX A-10 RIB, \$3,200.** Like-new, used twice in fresh water. Danard Marine wheels, bimini top, seat bag. Also, 6hp 2-stroke Yamaha long-shaft. Like-new, used twice in fresh water. Barely broken in; \$1,200. (415) 726-7525.

## 24 FEET & UNDER



**22-FT CATALINA, 1992.** Redwood City Marina. \$6,500. Boat is in the water, very clean. Great Bay boat, sails like a dream, points well with 2.5' draft, with wing keel. Pop-top cabin, full canvas coverings: mainsail, roller headsail, cabin. Manual and electric bilge pump, compass, depth/knotmeter, Jiffy reefing main, extra 155% genoa in bag, two batteries, VHF radio, alcohol stove, tiller mount autopilot, battery charger, Nissan OB 6hp 4-stroke. (650) 328-8076 or dl.ham1@yahoo.com.

**24-FT SAN JUAN.** Delta Fresh. \$3,500/obo. Sloop and "just-serviced" 4-stroke long shaft. Island berth delightfully suited for weekend sailing/fishing. Health forces sale. Motor worth \$3,000. Lots of extras. Contact chardonnaymoon@att.net or (916) 217-6908.

**12-FT SF BAY PELICAN.** Newport, OR. \$650. Project: rebuilt trailer, all sails, parts, rigging included. Currently on central Oregon coast. Possible delivery negotiable. (541) 563-2772.

**22-FT CAPRI, 2003.** Richmond. \$11,500/obo. Fun, fast, boat. Great condition. Winged keel draws 2.5'. Large cockpit; 2014 Yamaha 4hp. Bottom paint. Roller furling, self-tailing winches, more. See photos online: <http://marcyzim.smugmug.com/Sports/C22>. Contact (510) 912-1819 or mzimmerman@sonomaconnections.com.



**24-FT CAL, 1974.** Belize. \$6,500. Sail Belize in this pocket cruiser, 3 sails, 9.9 Honda, solar panel, XL cockpit and interior, all ready to cruise the beautiful reef and warm water. Boat is stored on trailer. Email Jritcheysc@hotmail.com.

**24-FT MELGES, 1994.** Fresno. \$16,750. Hull #39 includes trailer, OB, all sails. Good condition. (559) 960-2444 or (408) 857-8550 or steve@fruitfillings.com.

**23-FT RANGER, 1978.** Berkeley Marina. \$1,800/obo. Sound boat, great for the Bay. 4hp Yamaha, Autohelm, mainsail like new. Contact (707) 459-9234 or brysfault@yahoo.com.



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**12-FT SCAMP, 2013.** Folsom, CA. \$12,500. SCAMP, fiberglass hull #1 by Gig Harbor Boat Works. Trailer, Lehr 2.5hp propane OB, two boom tents, mahogany trim, bronze fittings, many extras. Will deliver on West Coast. (916) 351-9793 or dherman95670@yahoo.com.



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**26-FT CHRYSLER SWING KEEL, 1977.** Chula Vista Marina. \$5,000. C-26, galvanized trailer. Sleeps 6. Sink and stove, potty in enclosed head, dual batteries, shorepower. Honda 15 kicker. New West mainsail. Many improvements. Contact (858) 705-0076 or (619) 656-4639 or ormeryhank58@icloud.com.



**25-FT NORDIC FOLKBOAT, 1987.** SF Marina. \$9,000/obo. Well maintained, race-ready and very fast boat. Raced competitively with great success for last 10 years. Hauled out every year for new bottom paint and general maintenance. New sails, new hardware, new running and standing rigging. Needs minor cosmetic work. This boat is race-ready and a proven winner. Very active and competitive fleet. Priced to sell. (415) 271-5760 or magnetlounge@yahoo.com.



**25-FT CATALINA 250 WB, 1995.** La Honda. \$10,000. *Miracle Max*, Catalina 250 water ballasted, great Bay or lake boat. Has a Honda 9.9 kicker. Has bimini, cockpit table, enclosed marine head with holding tank, fresh water, shorepower, spinnaker, sock and pole. Tandem-axle trailer with surge brakes. (650) 747-0337 or (650) 269-3953 or bob@bumala.com.

**19-FT MCGREGOR M-19.** Power/Sailer, 1997. Pleasant Hill. Best offer. Excellent condition. New Mercury 25hp OB. Fully equipped with trailer. (925) 947-0118 or leisureliving@comcast.net.



**28-FT NEWPORT, 1980.** Riverboat Marina, Delta. \$6,500. Universal diesel. Wheel helm, good sails. Harken furling. Spinnaker. Pressure water. Garmin chart-plotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. Moving out of state, must sell. Will sail to Bay if necessary. Any reasonable offer considered. Contact michaelstahlgolf1@gmail.com or (707) 373-9662.

**27-FT NEWPORT, 1976.** Stockton Sailing Club. \$9,000. Well cared for "Classic Plastic". New jib and cruising spinnaker. Replaced or added within last 4 years: Raymarine depth, wind and speed instruments, all standing and running rigging, lifelines, Lewmar 2-speed winches, bilge pump. Atomic 4 starts easily and runs well. Survey from 2012 available. Great family boat is easy to sail. (209) 481-0436 or macko\_2@comcast.net.



**28-FT ISLANDER, 1976.** Emeryville, CA. \$10,000. Beautifully maintained and upgraded. New bottom paint (2016). Tiller, all lines led aft through Lewmar clutches, Pineapple jib (2014), roller furling, teak interior, Volvo Penta MD6A. Best value I-28 on the Bay. (510) 435-6073.

## 25 TO 28 FEET

**28-FT BRISTOL CHANNEL CUTTER.** By Morse, 1983. San Francisco. \$70,000. Voyaging boat FRP hull, 38' overall, 14,000 displacement, 673 sq. ft. sail, Max-Prop, 32gal fuel, teak exterior, Lavac head, bronze hardware, Furuno radar, 4 Lifeline batteries. Contact (415) 305-8997 or natofsf@gmail.com.

**26-FT COLGATE, 2001.** Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. More at [www.myitus.com](http://www.myitus.com) or email [jvirkki@gmail.com](mailto:jvirkki@gmail.com).



**28-FT PEARSON, 1978.** Richmond, CA. \$5,500. A solid, easy-to-sail Bay cruiser. Headsails include a Yankee-cut non-overlap. Perfectly suited for makes windy days. Well balanced accommodations below. Modern VHF radio with internal GPS and DSC. Strong Atomic 4, runs very well. Enclosed head and a separate vanity. Galley has hot running water. A great boat for exploring the Bay.



**25-FT B-25 BLUR, 1996.** Cabrillo Dry Storage, Space-1, San Pedro. \$15,900. Fastest of the pocket rockets! Transpac proven! Surfs to 22 knots. Completely refitted. Bottom faired, buffed. Foils aligned and trued, deck layout modified, enhances sail setting, trim. West Coast and Florida-Class winner. Tons: sails/gear/fully serviced trailer. New: carbon rudder, standing/running rigging, Harken furling, MP spinnaker, headstay foil, sheets, lifelines, mast boom new LP. 2 hatches, Signet SmartPak. Contact (562) 714-2455 or tikkibill@gmail.com.



**27-FT PEARSON RENEGADE, 1968.** Marina Bay Yacht Harbor. \$8,400/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Contact (916) 601-6542 or Techdiverx@yahoo.com.

**26-FT HUNTER, 1996.** Placerville, CA. \$13,000. Water ballast w/swing keel, 9.9 Honda, roller furling, tiller steering, enclosed head, alcohol stove, barbecue, depthfinder/GPS, VHS, mast raising system. Sails, rigging, motor and trailer in great condition. (530) 626-0775 or randypesses@hughes.net.



**25-FT LANCER, 1980.** Bay Point. \$3,000. Great little starter boat, has autopilot, lazy jacks, anchor and Porta-Potti. Has a 10hp Honda 4-cycle motor. (925) 766-0055 or GOHDN12@gmail.com.

**25-FT CATALINA 250 K, 2000.** Vacaville. \$12,000/obo. Wing keel, very good condition, wheel steering, 135% roller furling genoa, Raytheon Tridata, cockpit cushions, extras. 2000 Honda 8 HP OB, low hours, recent full service. 2000 Trail-Rite trailer, dual-axle, surge brakes, tongue extension, spare. A well respected, solid boat. Great for weekends or longer trips. Photos available. Contact (916) 712-9306 or lapalomasailor@yahoo.com.

**26-FT CONTESSA, 1978.** Santa Cruz, CA. \$7,000/obo. Research at website. Tabernacled mast. Good-new sails: main, 4 jibs, spinnaker. Non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Good bottom paint over barrier coat. See more info at <http://bluewaterboats.org>. Call (831) 566-0442.

**26-FT MACGREGOR 26X, 2001.** Tollhouse. \$11,500. 50hp Mercury Big Foot, water ballast motorsailer. Freshwater only, annually covered storage 9 mos./water 3 mos. Trailer, furler, mast raising system, cockpit cushions, sunshade, dual batteries w/switch, cockpit table, bottom paint, two 9 gal. fuel tanks, instrument package. Original owner. MUST SELL. Please call (559) 312-5550 or (559) 855-8277.

**27-FT YAMAHA, 1987.** Redwood City. \$8,000. Fun little daysailer in good condition, inboard 1gm Yanmar, depth and speed, compass, GPS, weather radio, TV, reefing lines, tiller, head, new upholstery. Contact [letsreclaimthiswood@gmail.com](mailto:letsreclaimthiswood@gmail.com) or (650) 465-1735.



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**28-FT KNARR, 1985.** Tiburon SFYC. \$31,000. Danish Borsen Knarr 1985. At SFYC. Fast, very good bottom, and new aluminum mast. One of the faster boats in the fleet. Great racing fleet. Sails are very new. More at [www.knarr.us/for-sale](http://www.knarr.us/for-sale) or call (415) 425-4300.

## 29 TO 31 FEET



**31-FT BLACK SOO, 1968.** Brickyard Cove Marina. \$14,000. Van de Stadt's Bruynzeel ULDB Starbuck. Singlehanded TransPac vet. Sym and asym spinnakers. Many headsails. Emergency rudder. Solar. 95AH lithium battery. X-5 and ST2000 autopilots. GPS plotter with AIS. LED tricolor. Tohatsu 3.5 4-stroke OB. Double-axle trailer. LWL 27.5'. 4500lbs. (415) 647-7387 or [buckethead@sonic.net](mailto:buckethead@sonic.net).



**30-FT CAPE DORY, 1978.** Monterey, CA. \$25,000. Well maintained circumnavigator, 2010-2015. Monitor steering vane, solar panels, Force 10 diesel heater, 2011 rigging and epoxy barrier coat. More at <http://orcasvlog.blogspot.com>. Contact (831) 402-4129 or [orca.sv@gmail.com](mailto:orca.sv@gmail.com).

**30-FT IRWIN SLOOP, 1973.** Pillar Point. \$7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, anchors, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as/is. (406) 291-1509 or [vkawannny@gmail.com](mailto:vkawannny@gmail.com).



**30-FT CATALINA, 1978.** Marina Bay. \$10,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Contact [lbrock@sonic.net](mailto:lbrock@sonic.net) or (415) 663-9506.



**30-FT S2 9.2C, 1979.** Treasure Island. \$9,000. Center cockpit sloop. Walk through to rear cabin. 4-year-old roller furling, standing rigging, completely rebuilt Yanmar. 2 jibs. Midlife sails. Electric head. Email for more pics. (415) 497-5892 or [peterfirth2@gmail.com](mailto:peterfirth2@gmail.com).



**YANKEE 30 MK I, 1971.** Tiburon, CA. You won't find a more beautiful Yankee 30, anywhere. Ideal SF Bay boat. Sparkman & Stephens. Refitted, repainted. New rig, new sails. Must see to appreciate. Sails like a dream. See more at website: <http://yankee30.net>.



**29-FT CAL 2-29, 1975.** Alameda. \$11,500. Excellent condition. Freshly painted topsides, re-upholstered interior, new Martec folding prop, re-built Farymann diesel. New bottom paint July 2016. Wheel steering, roller furling, four sails (including spinnaker and gear). (510) 593-8907 or [davidb@realwareinc.com](mailto:davidb@realwareinc.com).

**30-FT YANKEE, 1971.** Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info: <http://doubleplay.website>.

**29-FT J/29, 1984.** Benicia, CA. \$10,500/obo. (FROB) New bottom paint 2016, Nissan 6hp OB, Nexus speed depth and wind instruments, Garmin GPS/plotter, Dacron sails, main, jibs, 75%, 95%, 155%, spinnaker. Racing sails optional. (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).



**30-FT YANKEE, 1972.** Moss Landing, CA. \$10,500/obo. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482 or [barbandbruce@att.net](mailto:barbandbruce@att.net).



**30-FT CATALINA CAPRI, 1985.** San Diego. \$12,500. Boat is well maintained, new bottom paint Feb. 2017. Fun, fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: [barry19872000@yahoo.com](mailto:barry19872000@yahoo.com).



**CATALINA 30 MK I, 1984.** Benicia Marina. \$18,000. Probably one of the nicest Catalina 30 Mk Is you will find! New furler, a nice Universal 25 diesel, well teaked interior. Only two owners in its lifetime. Email [covey@slicknotes.com](mailto:covey@slicknotes.com).



**30-FT FISHER PILOTHOUSE.** Motorsailer, 1977. Benicia. \$32,500. Sails and powers well in warm comfort. Refit, rewired, re-powered. Thruster, digital radar, plotter. Recent bottom and survey. Not a project or slip queen. Price slashed. <http://fog-northamerica.org/sale.html>. (916) 719-9355 or [miggoose@aol.com](mailto:miggoose@aol.com).



**30-FT NONSUCH ULTRA, 1986.** Ballena Bay Yacht Harbor, Alameda. \$58,000/obo. High-end new upholstery. New stainless steel exhaust system, 18-inch, 3-blade Max-Prop, new running rigging and fenders. Haulout and painting scheduled for this month. For more info contact (510) 632-2370 or (510) 508-2509 (eve) or [saky@intensivenutrition.com](mailto:saky@intensivenutrition.com).

## 32 TO 35 FEET



**32-FT BRISTOL, 1977.** Emeryville. \$32,500. Ted Hood-designed 32-ft ketch. Full-keel. A joy to sail. Sleeps five comfortably. Separate V-berth and head, 6'1" headroom. Teak and holly sole, cherry wood cabinetry. Upgraded Yanmar. Main, mizzen, multiple headsails, spinnaker, rigging in great condition. New zincs, bottom paint. Call for details. Consider trade for larger sailboat. (510) 387-8130 or [savelghc@aol.com](mailto:savelghc@aol.com).



**33-FT RANGER, 1977.** Berkeley. \$20,100. Beautiful example of a Ranger 33. Call for details on this great SF Bay boat. (415) 494-4701.

**34-FT STEEL SAILBOAT.** Santa Cruz. \$29,500/obo. Well running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, watertight bulkhead with navy door, stainless steel roller windlass, Monitor steering vane, Sonar Ranger, VHF radio. Email [sol999911@gmail.com](mailto:sol999911@gmail.com).

**33-FT TARTAN 10, 1979.** Brisbane. \$9,500/obo. Racing, day sails, spinnaker, knotmeter, depthfinder, radio, large cockpit. One of the fastest sailboats for the money, PHRF 126. Call or text. (650) 255-7073.



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**33-FT ROBERTS SPRAY, 1984.** South San Francisco. \$12,000. Original owner selling Classic Bruce Roberts Spray. Steel hull with Westerbeke engine. Needs lots of TLC to get back to cruising condition. Great liveaboard or cruiser. Sails and engine in good condition. (650) 283-3001, (650) 588-3015 or jim@drakemarine.com.



**35-FT ALBERG, 1961.** Port Townsend, WA. \$33,500. A well maintained, heavily built, seaworthy classic. Universal diesel 770 hrs, pedestal steering, autopilot, propane heat, 12V anchor winch with remote, GPS, AIS, VHF/DSC, knotmeter, sounder. New gennaker. Recent survey. (206) 484-8796 or cjcannon@seanet.com.



**33-FT WESTERLY STORM, 1987.** Glen Cove. \$34,900. This is a British offshore sailboat in good condition. Built for heavy weather and has Lloyds Registry of Construction certificate. She has nice sail inventory and very crisp. This vessel is very dry inside, no leaks top or bottom. Well designed teak interior with forward and aft cabins. Only electronics is Garmin chartplotter, but a great foundation to build on. Contact (707) 372-8660 or bferevr@gmail.com.

**32-FT COLUMBIA 5.5.** Calaveras County. \$6,500/obo. Hull #17, located in Calaveras County. Spars, sails all complete. Some interior work needed. Contact (209) 772-9695 or bonitamarine@gmail.com.

**33-FT NEWPORT, 1982.** Sausalito. \$34,000. Major refit 2009-2016: New Universal M25XPB, Hurth HBW transmission and Vetus exhaust system. New standing rigging, mainsail, headsail and roller furler. New Lewmar Ocean #14 self-tailing winches, Spinlock clutches, and Lewmar deck organizers. New lifelines, running rigging, Jabasco marine head, Richie compass and more. Mast pulled and new conduit, all new wire and new spreader compression post installed. Bottom stripped, barrier coated with Interlux epoxy. New KiwiGrip topsides paint. (707) 484-3443 or paulferrera9@gmail.com.



**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

**35-FT HUNTER 356, 2002.** Tradewinds Sailing Club, Marina Bay, Richmond. \$59,000. 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.



**33-FT CUSTOM LESTER STONE.** Sloop, 1958. Berkeley Marina. \$29,000/obo. Unique design with comfortable cockpit and dry doghouse. Self-tending jib makes for easy sailing. Current owner has sailed her since 1971 as far as Baja. Always well maintained. Contact (510) 654-7704 or dickwr8@gmail.com.



**35-FT JASON, 1981.** Exceptional live-aboard/cruiser: fully-equipped, meticulously-maintained, Mexico-proven. 1981 Brewer design listed in Ferenc Mate's book *Best Boats*. Solid fiberglass hull, teak cockpit, full enclosure. Clean, bright mahogany/teak interior, diesel cabin heater. Custom refrigerator/freezer, solar and wind power, new batteries/inverter-charger. Other upgrades 2009-present. Set up for singlehanding. If you are looking for a capable bluewater cruiser and want to leave now, come see *Isa*. A steal for someone who knows what they're looking for. More at <http://sv-isa.blogspot.com> or email [calmport2@gmail.com](mailto:calmport2@gmail.com).

**35-FT ERICSON, 1970.** San Francisco Yacht Club Marina. \$24,500. Well maintained motorsailer rigged as a masthead sloop with wheel steering for easy singlehanding. Roller furling headsail with lines routed to the cockpit. Internal halyards for both the mast and jib. Albin 27hp diesel-powered for low mileage. Topsides and brightwork recently refinished. Comfortable interior updated. Deck and sail covers. Contact (415) 388-8094 or jmedovich@gmail.com.



**35-FT WAUQUIEZ PRETORIEN, 1985.** Arriving San Francisco from NZ early June. \$75,000. Highly regarded offshore cruiser. New standing rigging 2016, sails 2015, shaft drive, epoxy bottom. Fast and fun. Email and include 'Pretorien' in subject line. Contact (808) 339-0952 or martinlexi@hotmail.com.



**32-FT J/32, 2001.** \$88,000. New North sails, main, 135 genoa, gennaker, Stack-Pack, new dodger, interior foam and fabric, running rigging, batteries, B&G Zeus 9" chart plotter, refrigeration, dinghy and OB. I am the 2nd owner, this boat is in awesome shape due to its seasonal use (3 months per year) in fresh water for the 1st 14 years. For more info on this amazing boat go to website: [www.cruisingworld.com/sailboats/j-32](http://www.cruisingworld.com/sailboats/j-32). Contact (360) 298-0545 or seacooper@gmail.com.

**34-FT 340 HUNTER, 2000.** Richmond, CA. \$52,200. Well maintained, popular, spacious, asymmetrical spinnaker, inflatable dinghy and OB motor, clean, new: sails, dodger, lifelines, running sheets. Rigging checked, survey 2017 valuation \$58K. Original owner. (310) 795-7037 or rraedd2@gmail.com.



**ISLANDER 32 MK II, 1977.** Delta. \$20,000. Designed by Robert Perry. It is, "Good looking, well designed and comfortable" according to the detailed analysis of the class by Gregg Nestor in *Twenty Affordable Sailboats to Take You Anywhere*. She has a 2001 Universal M3-20B with less than 400 hours and has been kept mostly in the Delta since 2001. (707) 330-3447 or (707) 745-6227.



**35-FT ROBB LION SLOOP, 1964.** Marina del Rey, CA. \$56,500. Built by Cheoy Lee. Classic Lion boat, designed when aesthetics mattered. Glass hull with solid teak brightwork. A joy to sail and to own. (213) 280-9766 or samseswell@aol.com.



**34-FT SABRE 34 MKII, 1987.** Santa Cruz. \$62,500. Only 2 owners with extensive refit over the past 3 years. Extremely clean and original classic plastic. True performance cruiser ideal for club racing or coastal cruising and beyond! I purchased the boat from the original owner in December 2013 and completed \$20k-plus major refit in July 2014. <http://sfbay.craigslist.org/scz/boa/6107701272.html>. (651) 402-4356 or jwware@gmail.com.



**33-FT C&C, 1985.** Tiburon. \$25,500. Perfect sailboat for the Bay. New main, jib and spinnaker. Newly painted bottom, well maintained and serviced Yanmar diesel engine. Great for racing or cruising. Beautiful teak interior, clean galley, new head. All in excellent condition. Contact (415) 602-4410 or triplecpac@gmail.com.



**34-FT C&C 34, 1980.** Marina Village Yacht Harbor. \$29,500. C&C 34 restored. Hull painted, exhaustive electronic equipment, sails excellent. AIS, Wi-Fi, VHF. See more at website: <http://1980.1980cc34sailboatrestored.com>. Contact (408) 234-5359 or carlbabb@mail.com.

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## 36 TO 39 FEET

**37-FT CHERUBINI CUTTER, 1980.** Sausalito. \$36,500/obo. Best year, best Hunter, Cherubini-designed, built. Excellent: replaced 30hp diesel, sails, rigging, dodger, electric windlass, full updated electronics, radar, autopilot, self-tailers, furler, stall shower, reefer, aft cabin, clean teak interior, many upgrades, bulletproof, fast, roomy liveaboard, cruise. (415) 713-6876 or ecoearthacht@yahoo.com.



**39-FT FREYA, 1985.** Morro Bay, CA. \$85,000. *Laughter* for sale. Strong, fast, powerful and dependable. Our journey has ended, yours is about to begin. Contact Patrick and visit: "Sailing with *Laughter*" on Facebook. (831) 238-5697 or svlaughter@aol.com.



**38-FT MORGAN 382, 1980.** La Paz, BCS, MX. \$49,500/obo. Best 382 on market. Everything replaced since 2010 (many in last several years): Windlass, 300' G4 chain, 55lb Rocna, standing and running rigging, lifelines, Port Townsend (Hasse) sails, C120W plotter with AIS (receiving and transponding), Raymarine belowdeck autopilot with spare hydraulic arm, 2017 bottom paint, mast pulled and re-wired and repainted, ports re-bedded, 4 fans, 2015 engine rebuild with many spares, asymmetrical spinnaker, hard dodger (2016: new canvas), bimini, cover for all teak, unused inner forestay with Harken furler and Hasse-designed staysail, reliable 4-stroke 10hp OB with inflatable dink, three 145-watt Kyocera solar panels - beautiful condition. Dec. 2016 survey (for insurance). More info at <http://forsalemorgan382.weebly.com>. (503) 910-3578 or greg.aventura1@gmail.com.



**36-FT C&C 110 EXPRESS, 2000.** Redwood City. \$105,000. Beautiful racer/cruiser in excellent condition. Documented. Tall rig, deep keel, retractable carbon sprit, rod rigged, rigid vang, hydraulic backstay, belowdeck furler. 2 mains, 3 headsails, 4 asymmetrical kites, 2 ATN Socks all in good to great condition. Chartplotter, radar, AIS, DSC, 406 GPS EPIRB, RAM mic, autopilot with Raymarine S-100 wireless remote. Full wind/depth/environment instrumentation, iPad repeater at chart table. Full LED interior with 4 levels of lighting (24 fixtures), AM/FM/CD with Bluetooth, refrigeration, new upholstery. All new running rigging 2014. New Group 24 TPPL batteries 2015. Dyneema lifelines, racing and cruising anchors. [www.sailboatlistings.com/view/65532](http://www.sailboatlistings.com/view/65532). Contact (408) 483-1968 or cc110express@gmail.com.



**36-FT ISLANDER, 1977.** Brickyard Cove. \$30,000. *Mi Amor*. Fully equipped cruiser. Radio, DS, plotter, autopilot, Perkins 50hp diesel, new interior, propane stove and BBQ, RF jib, dodger, Jiffy Jax. Health forces sale. Contact (415) 999-6751 or arnoldgallegos@comcast.net.



**37-FT FRANS MAAS SABINA.** Point Richmond, CA. \$40,000. *Begone* is ready to go cruising - blue water or Bay. Frans Maas Dutch-designed and built in 1961. Major restoration completed in 2005. Surveyed March 2017. Rolled steel hull, hard dodger, Yanmar 35hp diesel engine. Raymarine instruments, JRC chartplotter/radar, solar panels, refrigerator/freezer, Force 10 stove/oven/cabin heater, watermaker, Icom M802 SSB, EPIRB, Monitor windvane, autopilot, 45# CQR, electric windlass. Motivated to sell. More at <http://svbegone.blogspot.com>. (415) 531-0432 or listatler@earthlink.net.

**38-FT ISLAND PACKET 380, 1999.** Long Beach, CA. \$199,000. Extensive refit 2014, all systems overhauled or replaced with new. New canvas 2016; two autopilots, Monitor windvane, liferaft, radar. Excellent condition. (949) 285-8362 or bchristie@fullerton.edu.



**38-FT ATKIN INGRID CUTTER, 1976.** Berkeley. \$41,000. Solid offshore cruiser. Dyneema running rigging, bronze self-tailing winches. Modern electronics: AIS, EPIRB, DSC VHF, wireless interface. 54hp Yanmar w/600 hours. Hydraulic windlass. See <http://sv-maitreya.net>. Contact (510) 543-5160 or jak.mang@gmail.com.

**CATALINA 36 MK II, 1995.** San Francisco. \$68,000. Maintained to high standards. Many upgrades from 2012-2017. New standing/running rigging, chainplates, furler, deck hardware, water/sanitation system, prop shaft and seal, sails, batteries, charger/inverter, lights/wiring, stereo/speakers, Wi-Fi, and safety gear. She has 2 anchors, 200' chain, 200' rode, windlass, 9' West Marine dinghy with 5hp OB. Well cared-for Universal M35 with 2500hrs, radar, chartplotter, VHF, B&G. Last hauled September 2016. Ready to sail. More at <http://aeipathy.net> or email [info@aeipathy.net](mailto:info@aeipathy.net).

**36-FT SCHOCK NEW YORK 36, 1982.** South San Francisco. \$12,500. Great Bay boat/club racer, etc. Needs TLC to get back in shape. Brand-new Volvo Penta D1 engine! 30 hrs. (650) 283-3001, (650) 588-3015 or jim@drakemarine.com.



**39-FT YORKTOWN, 2006.** Moss Landing. \$39,000. Yorktown 39, 2006 launch, 1976 model. Price reduced, ocean-cruise ready or great liveaboard, custom, center cockpit, classic sloop beauty a must-see. Barely used, everything overdesigned, too many extras to list. Some are: two auto steering, two refrigeration, 150 gallons water tanks, two alcohol and one diesel room heaters, two heads, 3 anchors, 5 sails, spinnaker never hoisted, 3 props (one variable-pitch), spare diesel parts, 4 solar panels, wind generator, radar, GPS, two alternators, amazing woodwork, upholstery, electrical and plumbing. 250 hours on 70hp diesel, 50 gal fuel tank. Hard dodger, sails like a dream. Contact (408) 268-4573 or (831) 234-9778 or paul5z@comcast.net.



**37-FT EXPRESS, 1984.** San Pedro, CA. \$65,000. Hull #3, well-known Schumacher-designed, Santa Cruz-built Express 37. Big Boat Series veteran. Very good inventory race or cruise. Good Dacron main plus 3DL racing main. Harken roller furling with Dacron 115% roller jib. Full racing spinnaker and headsail inventory. 2-cyl. Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact DaveCort@Hotmail.com or (310) 547-3929.



**36-FT LAPWORTH, 1960.** Sausalito Yacht Harbor. \$40,000. L-36, strip-planked mahogany. One owner 40 years. Cruised to Hawaii and raced San Francisco Bay. Extensive restoration, continuously and conscientiously maintained. Twice winner of SF Wooden Boat Show Stone Cup - "Best in Show". John Hamilton and Carol Leonard. Contact (415) 821-4731 or (415) 828-9354 or HamiltonSFO@gmail.com.



**39-FT CAVALIER, 1980.** South San Francisco. \$69,000. Prepped for last years Ha-Ha but wife decided she wanted a bigger boat! Many new upgrades for offshore cruising. This boat has seen local use only since being shipped new from New Zealand by the previous owner. All upgrades professionally done. Recent haulout. Sails fast and comfortable. Contact (650) 283-3001, (650) 588-3015 or jim@drakemarine.com.

**36-FT FARR/MUMM, 1994.** Vallejo. \$47,750. New Saildrive, new lower rudder bearing, rarely flown North main, everything well maintained as owned by boatyard employee. Folding prop, tiller, 18hp Yanmar diesel. Great Bang-for-the-Buck boat that is still very competitive. Email [sailingonthebay4@gmail.com](mailto:sailingonthebay4@gmail.com).

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**36-FT CATALINA, 1986.** Berkeley. \$35,000. Replaced main and roller jib 5 years ago, included a lightly used asymmetrical spinnaker with chute launch sock. Fitted with autopilot and radar. Regularly hauled and maintained. Great Bay boat. Contact (510) 612-2219 or sailingontheway2@gmail.com.



**47-FT CUSTOM.** Performance Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See [www.sailboatlistings.com/view/51161](http://www.sailboatlistings.com/view/51161). Contact (925) 948-5613 or ed.witts@gmail.com.

**46-FT CAL 2-46 KETCH, 1972.** Monterey. \$55,000. Center cockpit bluewater motor sailer, Lapworth design. Perkins Sabre 80hp diesel engine, low hours, sails and rigging good condition, 2 strms, engine/work room, large light salon and much more. Email [sail2boat@icloud.com](mailto:sail2boat@icloud.com).



**42-FT RON HOLLAND SWAN, 1985.** Channel Islands, Oxnard, CA. \$114,650. Surveyed Jan. 2016 Jamestown, RI. New: Yanmar 4jh5e, Max-Prop, Sea Frost refrigerator and freezer, Navtec rod rigging, Harken roller furling, Lofrans windlass. Bottom painted June 2017. 2011 ARC veteran. Contact (830) 377-2145 or Richard.Hesse2145@gmail.com.

## 40 TO 50 FEET



**44-FT GLEN-L, 1992.** Vacaville. \$5,000. Starpath ketch with cradle. Fiberglass, 2 cabins, 1 head, LPG stove, water heater, refrigerator, aluminum main, mizzen masts/booms, standing/running rigging, deck hardware, diesel engine, anchor with chain. Interior 80% complete. Email [rpmanz50@gmail.com](mailto:rpmanz50@gmail.com).

**43-FT SERENDIPITY 43, 1982.** Delta. \$79,500. Bluewater performance cruiser. Open transom, hard dodger. Spacious teak interior, aft queen, convertible dinette, separate shower. \$150k cruising conversion in 1995. Similar to Baltic and Swan 42. See more at <http://youtu.be/P7-NJ5KeMn4> and [www.sailboatlistings.com/view/54312](http://www.sailboatlistings.com/view/54312). For more info email [hookedsailing@gmail.com](mailto:hookedsailing@gmail.com).



**44-FT HARDIN VOYAGER, 1977.** San Diego Yacht Club. \$129,000. Going cruising? Why pay more? She has it all! Spectra watermaker, solar panels, 8-man canister raft, radar, AC, 2 depthsounders, B&G wind speed, direction, depth, 400' 3/8 chain, 300' 5/8" nylon, 3 anchors, heavy-duty windlass, autopilot, 3 polished fuel tanks, 130 gal, radar, Ham-VHF-hailer and sound system, 60hp Isuzu Pisces, Richie compass, 10-ft dinghy w/15hp, 3kw generator, sails in excellent condition, 2 refrigerators, microwave, washer/dryer, vacuum system, new beautiful interior, spare parts and more. Just hauled, new bottom paint, rebuilt rudder, new cutlass bearing, stuffing box and new Awlgrip hull finish. Before buying any Hardin, talk to us about the rudder. (619) 517-7577 or [alvincox@hotmail.com](mailto:alvincox@hotmail.com).



**CATALINA 42 MK II, 1995.** Marina San Carlos, MX. \$98,000 USD. Clean Mexico cruiser, 6-foot draft, 2-cabin Pullman layout, 2 heads. One refrigerator and one freezer. Excellent condition. Yanmar diesel, Solar panels, 10-ft Achilles dinghy, 8hp 2-cycle Yamaha OB, full canvas, kayaks, spares. Located at the heart of the gorgeous Sea of Cortez. See our website for contact and details: [www.greatcircle.wix.com/catalina42](http://www.greatcircle.wix.com/catalina42). Contact (520) 390-7220 or (480) 381-8236 or [brio.sailing@gmail.com](mailto:brio.sailing@gmail.com).



**41-FT ERICSON, 1969.** Newport Beach. \$55,000. Custom Classic Bruce King design. Family-owned since 1980. A real head turner that has been very well maintained. Westerbeke 44hp diesel engine with 890 hours. Fresh LP done a year ago, and brightwork is always meticulously maintained. (949) 285-5874.



**50-FT SANTA CRUZ, 1979.** Kaneohe, Hawaii. \$165,000. Ready For Transpac. Santa Cruz 50 #1. Tons of go-fast gear, miles of expensive safety gear and a pedigree that spans nearly 4 decades. Join the Santa Cruz class in the classiest and still-lethal Hull #1. Given the right crew and conditions she can be the top dog in what is shaping up to be a Bill Lee landslide to Hawaii this year. ULDBs rule! \$165,000 and worth every bit of attention she gets. Lying Kaneohe, SoCal delivery possible. Contact Wanda Azzario at (808) 367-8185 or (808) 799-9818 or [wazzario1@icloud.com](mailto:wazzario1@icloud.com).



**40-FT LADY HELSMAN, 1979.** Berkeley Marina. \$15,500. Good condition, standing rigging, engine runs well, main, Schaefer furling jib, spinnaker, very good condition, extra sails. Rigged for singlehanded. Sacrifice, \$15,500. (510) 813-0653.

## 51 FEET & OVER



**54-FT BRUCE ROBERTS, 1979.** Ensenada. \$109,999 USD firm. Expired COI-charter service 2003-2013, fiberglass hull, Ford Lehman diesel main engine. Vessel specs and pictures upon request. (949) 370-6655 or [thklrnrem@gmail.com](mailto:thklrnrem@gmail.com).

**41-FT NEWPORT, 1984.** Rio Vista. \$25,000/obo. Strong rod rigging, ready to cruise, health sale. Diesel, fresh water, transferable berth. Best offer 25K+ by May 31. Spares galore. Great vessel. (916) 217-6908 or [chardonnamoon@att.net](mailto:chardonnamoon@att.net).

**47-FT CATALINA.** San Diego. \$198,500. Customized bluewater-ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Pacific Puddle Jump-ready. See <http://adream2sail.publishpath.com> or call (916) 607-9026.



**44-FT KELLY PETERSON, 1980.** Marina Palmira, La Paz, Mexico. \$95,000. Great cruising/liveaboard, ready for you to explore the Sea of Cortez and beyond. High-gloss varnish interior, nonskid deck, sails like a dream. Currently moored in La Paz, Mexico. [www.ahoyloia.com](http://www.ahoyloia.com). (52-612) 127-0492 or [ahoyloia@yahoo.com](mailto:ahoyloia@yahoo.com).



**56-FT JOHN ALDEN PILOTHOUSE.** Cutter, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Contact (604) 358-8968, (604) 354-5090 or [westbynorth@gmail.com](mailto:westbynorth@gmail.com).

**INTERNET FRAUD.** Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigslist.com/about/scams.html](http://www.craigslist.com/about/scams.html) Brave New World.

**47-FT PHILPS CUTTER, 1988.** Emeryville Marina. \$89,500. Strong bluewater cruising boat completely updated for Hawaii in 2012/13. *Shaya* is a superbly built steel cutter offering exceptional safety. Great! liveaboard. 65hp Yanmar, new shaft, prop, dripless stuffing, Simrad autopilot, GPS plotter, Edson steering 2012, GPS EPIRB, new paint 2014, rig 2008 including furlers. Tender and OB. Two voyages to BC. Survey and photos available. A simply laid-out boat in excellent condition. (415) 488-0218 or (415) 999-2270 or [sjr90@comcast.net](mailto:sjr90@comcast.net).

**50-FT BENETEAU OCEANIS, 1992.** Marmaris. 3-cabin layout c/w showers, Raritan heads. Beautiful teak salon. Fwd cabin c/w washer/dryer, workshop. New teak decks, dodger, bimini. New 3.2 m RIB, 8hp Honda. Located Mediterranean, will deliver. Email [surgiamo@hotmail.com](mailto:surgiamo@hotmail.com).





## CLASSIC BOATS



**35-FT CRUISING KETCH, 1947.** Sausalito. \$20,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



**34-FT ATKIN ERIC, 1964.** West Sacramento, CA. \$42,000/obo. Double-ended Marconi ketch. A modified Eric w/pilot-house, 34'x11'6"x6'6", 43-ft overall, 12 tons, white oak and Western red cedar over oak, Sitka spruce spars, monel fastened, strong rebuilt Unimite four, traditional decor w/cast-iron Shipmate, brass, etc. Singlehands well, family-built at their Wisconsin tree farm, keel laid 1951. Second owner now 76 seeks new family with a wood shop to keep up her stunning beauty. (916) 524-7055.



**20-FT WOODEN SAIL/ROWING BOAT.** 1993. Reno, NV. \$11,995/obo. A commissioned Whitehall wooden sail/rowing boat. Double sliding-seat rowing stations for smooth rowing, or sail as a gaff-rigged sailboat. Pristine, garaged, UV-protected. Custom trailer, 10 ft. hollow-core oars, like-new sails, all mahogany and cedar, hand-cast fittings, hand-sewn leather, custom covers. Cold-molded epoxy construction by Artisan Boatworks (ME), cost \$32,300 (5,500 person-hours). There is nary a thing like it on the West Coast, priced to sail. Contact (303) 704-7185 or gary.drews@outlook.com.



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**47-FT GAFF CUTTER, 1933.** Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

## MULTIHULLS



**37-FT DEANCAT 365, 1992.** Barra de Navidad, Mexico. \$98,000. Dreaming of cruising warm turquoise waters in a catamaran that won't gobble up all your hard-earned savings? Then... *Rainbow Gypsy* is waiting for you! Four cabins, large airy saloon, huge galley, bathroom, cockpit with folding teak table. Equipment: Lowrance chartplotter with worldwide Sim cards. Raymarine depthsounder, AIS receiver, Furuno radar. Autopilot and separate windvane self-steering. Solar panels and wind generator. Twin inboard saildrive motors, folding propellers, extremely economical to operate. This safe, stable cruising catamaran has taken us 31,000 nautical miles from Africa, to Asia, to the Americas in comfort. We are reluctantly forced to sell due to serious health issues. See more info at <http://yarrowgypsies.wixsite.com/gypsygirl>. Contact (+52-669) 148-6673 or yarrowgypsies@gmail.com.



**45-FT KURT-HUGHES, 1995.** Brisbane, CA. \$270,000. *Capricorn Cat*. Fun, fast agile, and a blast to sail. High bridge-deck and daggerboards = great windward work. Big galley-up, big fridge, big freezer. 4-cabin, 2-heads. Continually sailed and cruised. Upgraded with the best equipment money can buy, B&G, Flexofolds, spares, etc. Current survey reflects excellent condition, and ready to go NOW. Everything needed on board, right down to our big dinghy's anchor. FAST? Often mid-teens, 19.4 best so far, which is plenty! We have loved sailing and cruising her, and you will too; do you hear the South Seas calling? You could be in Mexico in 2 weeks! Why wait another year? Not your typical Tupperware tub. Call Wayne. Contact (831) 332-8448 or wfhendryx@gmail.com.

## POWER & HOUSEBOATS

**32-FT NORDIC TUG, 1991.** San Francisco. \$118,000. Pristine condition, low engine hours, bow thruster, many extras. Contact [staceyolgado@gmail.com](mailto:staceyolgado@gmail.com) or (650) 464-7184.



**20-FT SHAMROCK PILOT HOUSE.** 1987. Fisherman's Wharf San Francisco. \$17,000. Completely refurbished in the last two years. Pleasure Craft (Ford 302), 30 knots. Velvet Drive, reduction gear. Simrad radar plotter color and digital sounder AIS transmitter VHF. Now Operating as a six-pack fishing/charter vessel out of Fisherman's Wharf. See more at website: <http://sfwatertaxi.com>. Contact (415) 999-2639 or aastock@yahoo.com.



**31-FT GRAND SLAM BY SHAMROCK.** 1988. Santa Cruz, CA. \$59,500. The Grand Slam 31 by Shamrock is a tenured SportFishing Machine. Twin 210hp Cummins turbo diesels, 300gal fuel, trolling valves, tuna tower with steering/engine controls aloft, 50gal live baitwell, outriggers and electric downriggers, full Sunbrella and clear vinyl window enclosure. Furuno electronics package with 1kW sonar/fishfinder and much more. USCG documented vessel, CA Fish and Game placard (able to fish commercially). Santa Cruz, CA Slip. See more at <http://GrandSlam31.com>.



**27-FT OWENS, 1969.** Sausalito. \$4,000. Classic early fiberglass 1969 Owens 27-ft cabin cruiser, Chrysler Marine M360B gasoline engine, 275hp, 10' beam, Sausalito berth, runs great. (415) 300-7706 or hawkman.cummings@gmail.com.

## PARTNERSHIPS

**40-FT CATALINA 400, 1998.** Brisbane Marina. 1/5th partnership interest in a well maintained and upgraded SF Bay and coastal cruiser. New dodger, sails, bottom and motor. Over 400 images online for reference. Call to discuss. (650) 464-6493 or bruce.paris@cbr.com.



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**POSADA CONCEPCION.** Covered camper lot. Baja California Sur, Mexico. \$17,500/obo. With tool shed. Mile marker 112. Lot 1000+sq.ft. just off the beach. Water, garbage, maintenance, power paid with lease \$5,000/year. Lot comes with boat and motor, kayaks, bikes, motor, tools, inverter, generator, solar batteries, air compressor, beach chairs, etc. (239) 595-9652 or pdnervo@gmail.com.

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**HELP, NEED LIVEBOARD VALUE** appraiser. Docktown, Redwood City. Help, need liveboard rights/value licensed appraiser. Have 55 liveboards that need value for their city-issued "liveboard permit" that allows you to live aboard your watercraft, houseboat, sailboat, trawler, vessel, tug, yacht or floating home. And some to rent it out. Contact e.stancil53@gmail.com or (650) 771-1945. (savedocktown).

**J/42 SAILBOAT.** Want to buy J/42 on West Coast. Good shape, wood interior built 1995-2006. If you have J/42, or know someone with one and they may not be selling, but could in the future, let's talk. Contact davidjpeterson@comcast.net or (415) 552-6954.

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**WESTERBEKE 42B.** \$4,300. Westerbeke 42B Four marine diesel engine 3,200 hours, includes trans and control panel. Runs great, needs bell housing. Contact (650) 464-6493 or bruce.paris@cbre.com.

**BOAT BUILDING LUMBER.** Alamo. \$6 to \$8 per board foot. Air-dried clear Alaskan Yellow Cedar. 1" and 2" thicknesses. Light, strong, rot resistant. Very nice stock. Contact (925) 285-0351 or captainchandler@gmail.com.



**ANCHOR RIDER - KELLET.** Huntington Beach, CA. \$250 plus shipping (new). I have several, new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain and rope and all-rope. For chain sizes up to 1/2 inch and nylon rode up to 1-7/8 inch. They work great to increase the holding power of your anchor. For more info contact captainrandy@geckoyachtcharters.com or (714) 843-0654.

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**MARITIME DAY VENDOR BOOTHS.** Sausalito, CA. \$30. Marine flea market at Galilee Harbor, 300 Napa St., Sausalito. Saturday, August 5, 2017 8am-6pm. More at www.galileeharbor.org. Call or email to reserve your space today. (415) 332-8554 or galileeharbor@gmail.com.



**2006 TRUCK CAMPER CAR-CARRIER.** Pulls boat 20,911 miles. Morro Bay, CA. \$30,000. Original, F-350, dually, V8 diesel super-duty, 4WD, lariat, trailer pkg. AirLift 5000 springs, 3 hoists: front is 12,000 lbs. Temperature, pyrometer, voltmeters, 1-owner, maintained, clear title. Camper: stove, sink, refrigerator, microwave, hot water unit, air conditioner, fireplace, awning, safe, sleeps 4. Ramps for loading car mounted on sides, stove and sink rise to ceiling, double bed over car, Estate sale - 95% completed. Contact (805) 459-0206 or kathrynegan1@yahoo.com.

## CLUBS & MEMBERSHIPS

**CLUB NAUTIQUE.** Ultimate Membership. Alameda and Sausalito. \$500/obo. (Have to also pay club). I want to sell my Club Nautique Ultimate Membership. This membership entitles you to all the classes at the Alameda and Sausalito locations. (559) 403-9805.

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**MEDITERRANEAN-STYLED.** 4-bedroom home. Ventura Keys. \$2,875,000. Sail the Channel Islands from this 39' dock (LOA to 42') located in front of a custom Mediterranean-styled 4,305 sq.ft. 4 BD/3.5 BA home in the Ventura Keys. Built in 2001 by its contractor owner, it has been meticulously maintained and continuously updated ever since! Call Ellyn. (805) 320-1206.



## BERTHS & SLIPS

**PIER 39 - 50' SLIP.** San Francisco. \$19,000. Slip # F14. Contact (530) 412-1147 or cathystew123@me.com.

**80-FT END TIE DOCK FOR SALE.** At Pier 39. \$100,000/obo. HOA fees are around \$700. Dock B. Draws deepest water in the SF Bay. (415) 604-6076.

**36' X 13' SLIP FOR RENT.** Pier 39. \$300/month. "C" Dock, Slip 6. Close in to pier, showers and marina office. Available immediately. (650) 274-1468, (831) 386-2894 or solomon.cape@yahoo.com.

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**SF MARINA 40-FT SLIP.** San Francisco Marina. \$50,000. 40-ft narrow slip on SF Marina Blvd available for transfer upon harbor master's approval. Transfer fee not included. Lifetime opportunity. Email johnyelda@sbcglobal.net.

**40-FT SLIP.** St. Francis Harbor. \$65,000. Best berth in SF Marina, West Harbor #611. One-time transfer with harbor master approval. Comes with 34-ft Columbia. Parking, showers, electricity. Transfer fee. \$625 per month, lifetime ownership. Contact 2006highway101@gmail.com or (530) 520-3068.

**45' X 15' SLIP FOR SALE.** At Pier 39 Marina, SF. \$17,000. Sublease for sale: 45x15 slip (E5) on the side without the sea lions. Close to the marina office. Or rent for \$545/month. Email for more info: jared.brockway@gmail.com.

**SANTA BARBARA HARBOR 60' SLIP.** Santa Barbara Marina 1. For sale or lease, close to showers. Available now. For more information contact Chuck at (805) 895-5300 or cbkem5@gmail.com.

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**SKILLED MARINE TECHNICIANS.** Sausalito and Pt. Richmond. Kkmi is the top-rated boat yard in the Bay Area. We are currently seeking skilled, experienced technicians to join both our Sausalito & Point Richmond teams: finish painters, carpenters, marine electricians, and fiberglass repair wizards. We pride ourselves on providing the best possible work environment with our competitive pay rates, benefits package and overall commitment to our team members' well-being and safety. Do what you love! Love where you work! Join our team today! To submit your résumé, go to: www.kkmi.com/kkmi-careers.

**SAILING INSTRUCTORS.** Alameda. Summer/Fall Sailing Instructors wanted. Our camps are focused on fun! Must be high-energy, enthusiastic about sailing, and enjoy working with youth. US Sailing Level 1 preferred. More information at www.sailalameda.org. Call (510) 629-9282 or (415) 231-4551 or email programdirector@sailalameda.org.

**RETAIL JOB OPPORTUNITY.** Sausalito and Santa Rosa. Experienced self-starter, retail sales associate needed, to be responsible for managing and maintaining store facility. NEED: basic computer skills, to lift 60 lbs, to be enthusiastic, interested in sailing and kayaking, provide exceptional customer service. Involvement in marketing events and beach demos a must. Some assembly required. High school graduate. We offer competitive wage with opportunities for commission sales. Full-time/part-time available. (707) 696-3334 or (707) 542-7245.

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**SF BOATWORKS IS HIRING.** San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumé to: info@sboatworks.com.

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**YACHT & SHIP SALESPERSON.** San Rafael. Wanted at Norpac (see our ad on the inside back cover of *Latitude 38* and visit our website at http://yachtworld.com/norpacyachts). Norpac has been in business for over half a century, is a supportive work environment and we believe that boating should be fun. Call Glenn, the broker, on his cell: (415) 637-1181. Let's have some fun and make some money!

**BOAT SERVICE TECHNICIAN.** Point Richmond. We are America's oldest Beneteau dealer and we are seeking an experienced technician to help commission new boats, perform annual maintenance services as well as diagnostic and repair. Good working environment and steady hours. This is a full-time position. Please submit a résumé to Robert@PassageNautical.com.

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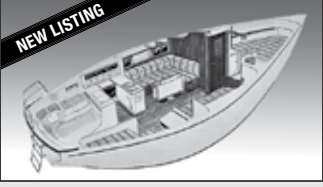



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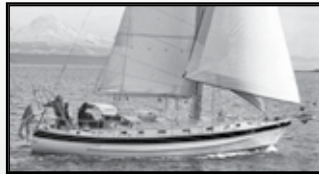
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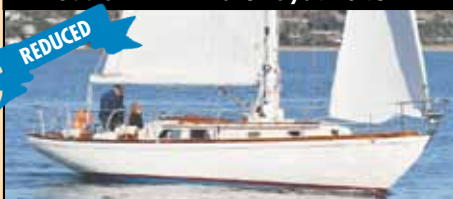
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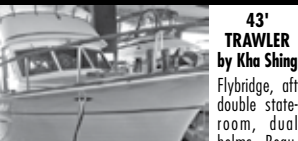
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