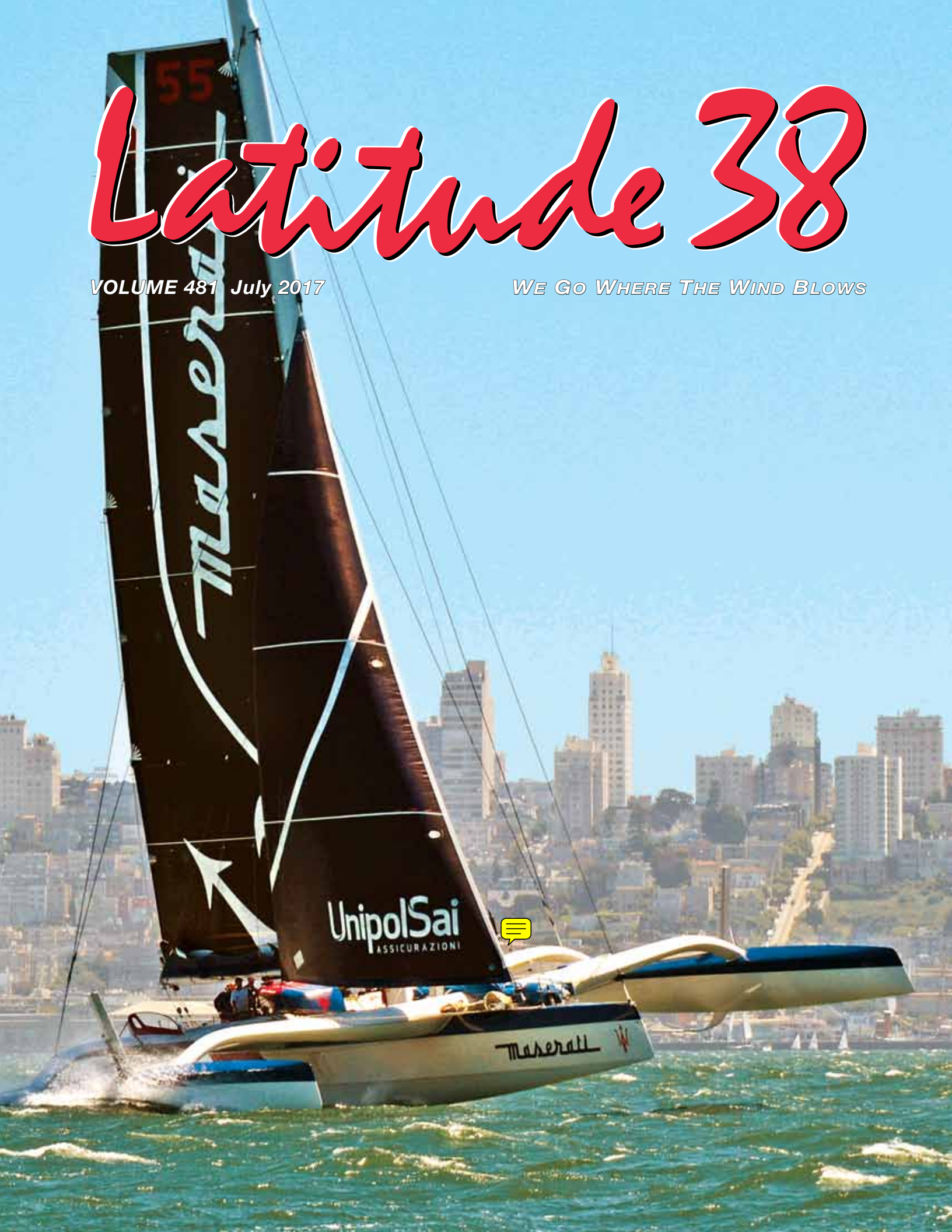


# Latitude 38

VOLUME 481 July 2017

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Cover: *Maserati* was ripping across San Francisco Bay this month,  
and we went for a ride.

Photo: Roxanne Fairbairn / [www.roxshots.smugmug.com](http://www.roxshots.smugmug.com)

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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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- July 22:** Owner's Club – Angel Island Picnic
- July 23:** Lagoon Experience – Seas the Day
- July 30:** Goodbye July Winds Summer Charters – Book a whole boat for your group or separate ticket



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HUNTER 450 PASSAGE, 2001.....	\$138,500
JEANNEAU 43 DS, 2002.....	\$169,000
BENETEAU 393, 2002.....	\$115,000
WYLLIE CUSTOM 39, 1985.....	\$67,500
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ERICSON 38-200, 1989.....	\$59,900
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HUNTER LEGEND 35.5, 1990.....	\$40,000
FIRST 35, 2015.....	\$249,000
OCEANIS 352, 1999.....	\$72,500

BENETEAU 331, 2003.....	\$65,000
BENETEAU 331, 2001.....	\$64,500
BENETEAU 331, 2001.....	\$59,000
OCEANIS 31, 2017.....	INQUIRE
OCEANIS 31, 2013.....	\$115,000
OCEANIS 31, 2008.....	\$84,000
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FIRST 20, 2017.....	\$57,000

**POWER BROKERAGE**

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ISLAND GYPSY 44 MY, 1986.....	\$97,500
BAYLINER 4087, 2001.....	\$119,000
SEA RAY 410 SUNDANCER, 2001....	\$99,000
SEA RAY 340 SUNDANCER, '04....	\$109,000
HAINES SIGNATURE 31, '06.....	\$84,000
BARRACUDA 9, 2013.....	\$132,000
BARRACUDA 7, 2015.....	\$86,241

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"we go where the wind blows"

**1977-2017  
40<sup>TH</sup>  
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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> 279,500
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36' Catalina 36, 1985 .....	<b>NEW LISTING</b> 39,500

### Pre-Owned Sailing Yachts

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35' Bristol 35.5, 1987 .....	<b>NEW LISTING</b> 59,000
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

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29' Ranger 29 Classic, 2010 .....	<b>SOLD</b>
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25' Ranger Tug Classic, 2009 .....	<b>REDUCED</b> 87,900
21' Ranger 21 EC, 2008.....	<b>NEW LISTING</b> 37,000
21' Ranger 21, 2008.....	<b>SOLD</b>

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# CALENDAR

### Non-Race

**July 1** — Chantey Sing aboard *Eureka*, Hyde Street Pier, San Francisco, 8-10 p.m. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

**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 fireworks at many aquatic locations, including Barron Hilton's display at Mandeville Tip County Park on the San Joaquin River.

**July 7, 8, 14, 15, 21, 22, 28, 29, Aug. 4, 11, 12** — Afternoon adventure sails aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco. \$20-\$40. David, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**July 8** — About Boating Safely course, South Beach Harbor, San Francisco, 9 a.m.-5 p.m. \$40. Qualifies graduates for the California Boater Card. Info, [www.auxgoldengate.org](http://www.auxgoldengate.org).

**July 8** — Sail under the full moon on a Saturday.

**July 9** — Bay Parade, San Francisco. Swim, kayak, SUP. Boats needed to escort swimmers; boat captains receive a free ticket to the after-party. Info, [www.baykeeper.org/bayparade](http://www.baykeeper.org/bayparade).

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

**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).

**July 23** — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**July 29** — Measurement & Meaning: Rising Sea Levels and Sinking Elevations, a Blue Room lecture by Kate Sammler, San Francisco Maritime Museum, 1 p.m. Free. Lucien, (415) 561-7177 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**July 29-30** — Benicia Waterfront Festival, First St. Green, 11 a.m.-6 p.m. Live music, craft beer, wine, food, vendor village, kids' activities. \$10. Info, [www.beniciamainstreet.org](http://www.beniciamainstreet.org).

**Aug. 5** — Taste of the Delta, Stockton YC, 1-4 p.m. Wine & food tasting, live music, live & silent auctions. \$30/advance; \$35/door. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com) or (916) 777-4041.

**Aug. 11-12** — Tahoe Concours d'Elegance, Obexer's Boat Company, Homewood. Info, [www.laketahoconcour.com](http://www.laketahoconcour.com).

**Aug. 11-13** — Metal Boat Society Festival, Seafarer's Bldg./Cap Sante Marina, Anacortes, WA. Seminars, tours, BBQ, sunset cruise. \$95-\$125. Info, [www.metalboatsociety.wildapricot.org](http://www.metalboatsociety.wildapricot.org).

**Aug. 12** — Home Front Festival & Rosie Rally, WWII Home Front National Historical Park, Richmond, 10 a.m.-4 p.m. Dress as Rosie the Riveter to attempt a Guinness World Record. Food, live '40s music. Info, [www.rosietheriveter.org](http://www.rosietheriveter.org).

**Aug. 12** — Hot Summer Nights, Stockton Sailing Club, 5-10 p.m. Classic car show, burgers, beer, dancing. Free registration. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 6** — *Latitude 38* Mexico-Only Crew List Party, Spaulding Marine Center, Sausalito, 6-9 p.m. \$7 cash. Info, [www.latitude38.com/crewlist/CrewParty/CrewParty.html](http://www.latitude38.com/crewlist/CrewParty/CrewParty.html) or (415) 383-8200 ext. 0.

### Racing

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

**June 30-July 2** — Santa Cruz 27 Nationals, Anacortes YC, WA. Info, [www.sc27.org](http://www.sc27.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).



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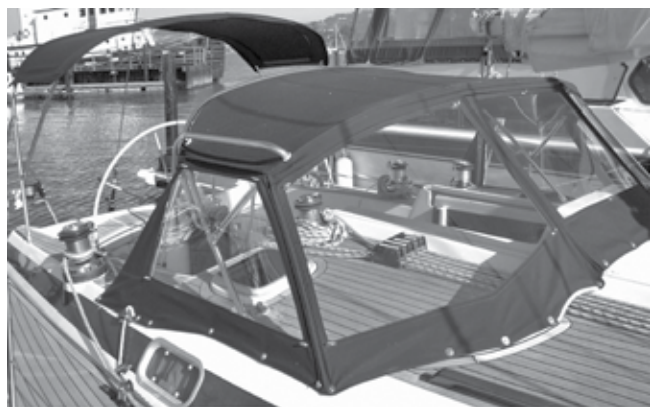


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## CALENDAR

**July 2, Aug. 6, 13** — Port San Luis Small Boat Cup & Avila Cup Series, Avila Beach. San Luis YC, [www.slyc.org](http://www.slyc.org).

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

**July 4** — Brothers & Sisters Race, around the two island groups in San Pablo Bay. 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.org](http://www.sfyf.org).

**July 5-11** — Great Pacific Longitude Race (LongPac), start-  
ing and finishing off GGYC. 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** — Lipton Series Regatta, a competition between  
PICYA yacht clubs using J/105s, Express 27s, SF Bay 30s,  
and Cal 20s. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

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

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

**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** — Cal Cup Windsurfing. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**July 8, Aug. 12** — South Bay Interclub races #4 & #5.  
Info, [www.jibeset.net](http://www.jibeset.net).

**July 8, Aug. 12** — Santana 22 Team Racing in Santa Cruz.  
SCYC, [www.scyc.org](http://www.scyc.org).

**July 8, Aug. 12** — Clear Lake Buoy Series Races. KBSC,  
[www.kbsail.org](http://www.kbsail.org).

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

**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, 23, 30** — Summer Race Series on Lake Elizabeth  
in Fremont. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**July 9, Aug. 12** — Tri-Island Races #2 & #3. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.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** — El Toro Juniors Regional Regatta at SSC. Info,  
[www.eltoroyra.org](http://www.eltoroyra.org).

**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 in Lasers, Radials, Club 420s. SDYC, [www.sdyf.org](http://www.sdyf.org).

**July 14-16** — Skiff Regatta for 29ers; 49er and I-14 Na-  
tionals 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 and Concours d'Elegance for  
'plastic' boats 25+ years old. BVBC, [www.plasticclassic.org](http://www.plasticclassic.org).

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

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

**July 15** — Tom Collier Cup. KHYC, [www.khyf.org](http://www.khyf.org).

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## CALENDAR

**July 15, 29, Aug. 12** — Summer Series. ElkYC, [www.elkhornyc.org](http://www.elkhornyc.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** — Summer Sportboat. StFYC, [www.stfyc.com](http://www.stfyc.com).

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

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

**July 16** — Howard Stevens Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**July 16** — Baxter-Judson Series Race #5. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**July 16, 23, 29** — Summer Series races on Scotts Flat Lake. GCYC, [www.gyc.net](http://www.gyc.net).

**July 17-22** — Melges 24 North Americans on the Columbia River Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**July 17-22** — Governor's Cup youth match racing regatta in Corona del Mar. Balboa YC, [www.govcupracing.com](http://www.govcupracing.com).

**July 19-23** — Laser Nationals/US Sailing Singlehanded Championships on Lake Tahoe out of Tahoe City. Tahoe YC, [www.tahoeyc.com/USLASER2017](http://www.tahoeyc.com/USLASER2017).

**July 20-23** — San Juan 21 Western Nationals on Huntington Lake. Info, [www.sj21class.org](http://www.sj21class.org).

**July 21** — Dutch Shoe Marathon for Junior & Senior Sabots from SDYC to Coronado YC. Info, [www.sdy.org](http://www.sdy.org).

**July 21-23** — Santana 22 Nationals at TI. EYC, [www.encinal.org](http://www.encinal.org).

**July 21-23** — Olson 30 NAs & Etchells Canadians, Kingston, ON. CORK, [www.cork.org](http://www.cork.org).

**July 22** — North Bay Series #4. VYC, [www.vyc.org](http://www.vyc.org).

**July 22** — Centerboard Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**July 22** — San Francisco Pelican Races, Grand Street Boat Ramp, Alameda. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

**July 22** — Potter Yachter Cruiser Challenge hosted by MPYC on Monterey Bay. Info, [www.potter-yachters.com/challenge](http://www.potter-yachters.com/challenge).

**July 22, Aug. 5** — YRA Series races. YRA, [www.yra.org](http://www.yra.org).

**July 22-23** — J/105 Fleet 1 Invitational Regatta. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 22-23** — Santa Cruz Multihull Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**July 22-23** — Franks Tract Regatta on the San Joaquin River. Andreas Cove YC, [www.andreascoveyc.org](http://www.andreascoveyc.org).

**July 22-23** — Vanguard 15 Regatta at Bradford Island, hosted by BVBC. Info, [www.vanguard15.org](http://www.vanguard15.org).

**July 22-23** — Mercury Regatta on Huntington Lake, hosted by HLBC. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**July 22-23** — Sears Qualifier. StFYC, [www.stfyc.com](http://www.stfyc.com).

**July 23** — Doublehanded Races on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**July 25-28** — 29er Nationals in Long Beach, a tune-up for the Worlds. ABYC, [www.abyc.org](http://www.abyc.org).

**July 27** — Catalina Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**July 28-29** — Santa Barbara to King Harbor Race, co-hosted by Santa Barbara YC and King Harbor YC. Info, [www.regattanetwork.com/event/14018](http://www.regattanetwork.com/event/14018).

**July 28-30** — Columbia Gorge One-Design Regatta (CGOD). CGRA, [www.cgra.org](http://www.cgra.org).

**July 29** — Mitchell/Ross Regattas. SFYC, [www.sfyc.org](http://www.sfyc.org).

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## CALENDAR

**July 29** — Benicia Waterfront Festival Laser Races. Info, <http://svendsens-grand-prix.myfleet.org>.

**July 29** — Gar Woods. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 29-30** — YRA 2nd Half Opener, hosted by EYC. YRA, [www.yra.org](http://www.yra.org).

**July 29-30** — Tom Allen Team Race. StFYC, [www.stfyc.com](http://www.stfyc.com).

**July 29-30** — BAYS #3 for youth. PYSF, [www.pysf.us](http://www.pysf.us).

**July 29-Aug. 8** — Zhik 29er Worlds, hosted by ABYC in Long Beach. Info, [www.29erworlds.org](http://www.29erworlds.org).

**July 30** — Summer 3 & 4 One Design Races. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 30-Aug. 5** — Youth World Match Racing Championship hosted by Balboa YC in Corona del Mar. US Sailing, [www.sailing.org/events/youthmatchworlds](http://www.sailing.org/events/youthmatchworlds).

**July 31** — 40th annual McNish Classic Yacht Race, Oxford. Pacific Corinthian YC, [www.pcy.org](http://www.pcy.org).

**Aug. 2-5** — El Toro Nationals, hosted by RYC. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 2-6** — Finn Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 2-6** — Hydrofoil PCCs. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 2-6** — Windsurfer National Championships. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 5** — Moonlight Marathon. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 5** — Double Damned, 36 miles from Cascade Locks to the Dalles, OR. HRYC, [www.hoodriveryachtclub.org](http://www.hoodriveryachtclub.org).

**Aug. 5** — Delta Dinghy Ditch, 30 miles from Rio Vista to West Sacramento. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 5** — Moseley Regatta for Etchells, Knarrrs and Folkboats. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 5** — Kay & Dave Few Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 5-6** — Summer Keel. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 5-6** — Hobie Mile High Regatta on Huntington Lake. FYC, [www.fresnoyachtclub.org](http://www.fresnoyachtclub.org).

**Aug. 6** — CBRA #3. YRA, [www.yra.org](http://www.yra.org).

**Aug. 6** — Coronado 15 Races. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Aug. 6** — Summer 3 & 4 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 6** — Commodore's Cup on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 10** — Coronado 15 NAs. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Aug. 11-13** — 60th Lido 14 Nationals in Corona del Mar. Balboa YC, [www.balboayachtclub.com](http://www.balboayachtclub.com).

**Aug. 12** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 12** — Steele Cup/Dinghy Weekend on Rancho Seco Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**Aug. 12** — Shaw Island Classic Race, Friday Harbor, WA. San Juan Island YC, [www.sjiyc.com](http://www.sjiyc.com).

**Aug. 12-13** — OYRA/SSS Drake's Bay Race, run by CYC. YRA, [www.yra.org](http://www.yra.org), or SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 12-13** — El Toro Worlds at Pinecrest Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 12-13** — Laster Masters PCCs for ILCA members over 35. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 12-13** — Santanarama in Pebble Beach. Stillwater YC, [www.sycpb.org](http://www.sycpb.org).

**Aug. 12-13** — BAYS #4 for youth. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 12-13** — US Match Racing Championship Qualifier in Long Beach. LBYC, [www.lbyc.org](http://www.lbyc.org).

**Aug. 13** — Big Brothers/Big Sisters Day on the Bay Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 13** — Lady's Day Race on South Lake Tahoe. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 13** — San Francisco Pelican Races at HMBYC. Fleet 1, [www.sfpelicanfleet1.com](http://www.sfpelicanfleet1.com).

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





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## CALENDAR

### Beer Can Series

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

**BAY VIEW BC** — Fall Monday Night Madness: 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 Summer Twilight Series: 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: 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: 6/30, 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 night races: 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: 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.tahoe-windjammers.com](http://www.tahoe-windjammers.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. Family Fun Dinghy Series, every Friday night, 8/11-9/1. Info, [www.mpyc.org](http://www.mpyc.org).

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

**RICHMOND YC** — Wednesday nights: 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 8/2-8/23. J/22 Summer Series: every Wednesday night 7/5-7/26. Thursday Night Kite Series: 7/13, 7/27, 8/10, 8/24, 9/7, 9/21. Friday Night Windsurfing: 7/28, 8/11, 9/8, 9/22. Graham, (415) 655-7756, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

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

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

**SAUSALITO YC** — Tuesday night 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 through 8/29. Quincy, (650) 291-4061 or [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 6/30, 7/21,

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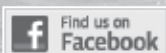
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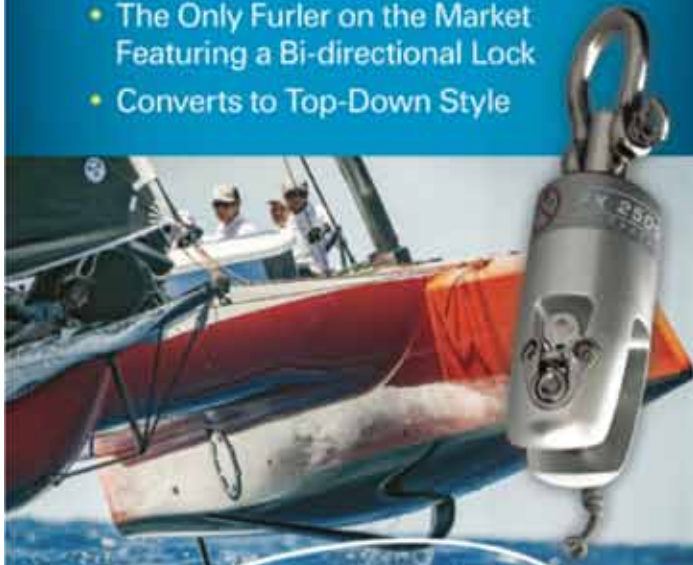


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## CALENDAR

7/28, 8/4, 8/18, 8/25. Mike, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org) or (408) 839-4150.

**STOCKTON SC** — Every Wednesday night through 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.

### July Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
7/01 Sat	0042/1.8	0621/4.0	1211/1.1	1914/5.7
7/02 Sun	0147/1.3	0747/3.9	1307/1.7	1958/5.8
7/04 Tue	0331/0.5	1014/4.1	1451/2.4	2116/6.0
7/08 Sat	0558/-0.4	1310/4.6	1738/2.9	2339/6.1
7/09 Sun	0630/-0.5	1344/4.7	1816/2.9	
	HIGH	LOW	HIGH	LOW
7/15 Sat	0402/4.6	1014/0.6	1724/5.5	2325/2.0
7/16 Sun	0516/4.2	1105/1.1	1810/5.8	
	LOW	HIGH	LOW	HIGH
7/22 Sat	0514/-1.2	1222/5.1	1700/2.4	2315/7.1
7/23 Sun	0601/-1.3	1309/5.3	1754/2.3	
	HIGH	LOW	HIGH	LOW
7/29 Sat	0439/4.5	1034/1.3	1731/5.6	2357/1.7
7/30 Sun	0556/4.0	1128/1.8	1818/5.6	

### July Weekend Currents

date/day	slack	max	slack	max
	7/01 Sat	0224 1336	0442/1.8F 1700/3.0F	0748 2042
7/02 Sun	0336 1424	0600/1.8F 1800/2.9F	0906 2130	1136/1.2E
7/04 Tue	1112 2218	0142/3.2E 1354/2.1E	0600 1706	0824/2.0F 1930/1.9F
7/08 Sat	0030 1424	0330/2.0E 1630/0.9E	0812 1848	1100/2.8F 2224/2.6F
7/09 Sun	0106 1506	0406/2.1E 1718/1.0E	0842 1930	1136/2.9F 2306/2.6F
7/15 Sat	1200	0300/2.1F 1542/3.0F	0530 1848	0830/1.7E 2136/1.5E
7/16 Sun	0036 1242	0400/1.9F 1630/3.0F	0642 1936	0942/1.4E 2230/1.7E
7/22 Sat	1318	0242/2.8E 1548/1.4E	0718 1836	1000/3.5F 2200/3.5F
7/23 Sun	1242 1406	0336/2.8E 1642/1.5E	0806 1936	1048/3.7F 2248/3.5F
7/29 Sat	1236 1206	0318/2.2F 1530/2.9F	0618 1854	0912/1.5E 2154/1.4E
7/30 Sun	0148 1248	0424/1.9F 1624/2.6F	0730 1948	1012/1.2E 2254/1.4E



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## LETTERS

### ↑↓ **A SERIAL YACHT CLUB MEMBER?**

All yacht clubs have pluses and minuses. I have visited all of the five yacht clubs cited by [www.insidermonkey.com](http://www.insidermonkey.com) as the "most exclusive" in the United States. In order, they are the New York YC, the St. Francis YC, the San Francisco YC, the San Diego YC and the Carolina YC. All are world class in their location and operation.

Having said that, I have been a member of Tahoe YC, Corinthian YC, Santa Cruz YC and South Beach YC. Presently, my wife Barbara and I are members of St. Francis YC.



JOHN WILEY

**The St. Francis YC does a great job for members and non-members.**

I find that it is always a pleasure to be part of the St. Francis YC. They have a professional racing staff, an incredible race schedule, great food, a terrific bar and, of course, a killer location. I know some people have the impression that the club is stuffy and unwelcoming, but that rep is inaccurate.

By the way, I found the Louis Vuitton races to be damn entertaining.

Chuck Cunningham  
St. Francis YC

Chuck — As we pointed out in the June 5 'Lectronic item, lists such as the 'most exclusive yacht club' are ridiculous, especially when compiled by a financial site such as monkey-something.com that knows nothing about sailing. That said, we agree with your assessment of the St. Francis YC. They do a great job and they are welcoming. — rs

### ↑↓ **THEY DON'T HAVE RECIPROCITY WITH ANYONE**

You want exclusivity? Try getting into the Nantucket YC, which is only open in the summer. I'm told it's gorgeous, but they don't have reciprocity with anyone.

David Demarest  
Frayed Not, Vanguard 15  
San Anselmo



SANTANA

**Wendy Schmidt now owns 'Santana', once the love boat of Humphrey Bogart and Lauren Bacall.**

David — The beautiful Nantucket YC actually does have reciprocity with two yacht clubs, the Edgartown and Royal Bermuda YCs. But you can imagine how heartbroken we were to learn that "guest passes and day memberships are not available."

Nantucket is, of course, known as the summer playground of Democratic Party presidents and the incredibly wealthy — Wendy Schmidt, for example, who didn't get into sailing until later in life. But now she owns and has completely rebuilt the 55-ft Santana, which, at different times had been owned by Humphrey Bogart and Paul and Chrissy Kaplan of KKMI. And the beautiful Swan 80 Selene, which has regularly kicked ass with style at the Voiles de St. Barth. But, to the Wanderer's mind, her really special sailboat is the 172-ft Hoek-designed, Royal Huisman-built ketch Elfe. That's as beautiful a yacht as there is in the world. The



## SAY HELLO TO THE BAHLMANS!

Avid cruisers since 2009, Bob and Margie Bahlman have logged thousands of miles along the California Coast, Mexico and Hawaii, in their Catalina 42, Blessed Life.

During a recent return trip from Hawaii, Bob and Margie had the harrowing experience of losing their rudder, 150 miles off Monterey. Under a double-reefed main and a backwinded staysail, they were able to maintain a straight course to within 15 miles of Pillar Point, where the USCG provided able assistance into the harbor.

Deciding on a repair yard required some due-diligence. Trust and a reputation for quality won out over location or convenience. The Bahlmans chose Svendsen's (a rather long tow from Half Moon Bay!).

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## LETTERS

Daily Mail reports that Wendy also owns Oasis, a motoryacht that they say cost \$75 million.



NAUTICAL WORLD

*The Wanderer doesn't believe you can find a more beautiful yacht in the world than 'Elfe'.*

Where does all that money come from? She's 'married' to Eric Schmidt, honcho of Google. We could say more, but Latitude isn't that kind of magazine. Anyway, you get that kind of money, you get that kind of yacht club and exclusivity. Yawn.

This is not to say that Nantucket, year-round population of 10,000, summertime population of 50,000, isn't home to some terrific down-to-earth folks. Take Jim Green, who did three circumnavigations on a Meter boat meant for daysailing, and left Panama on his last one with just \$150. Or Scotty di Basio, skipper of the schooner Juno, with wife Lila and kids Ethan and Owen. They don't come from money, so they built their own small house, grow their own fruit and veggies, raise chickens — and go sailing almost every afternoon. World-class people. — rs

### ⇅ INEXPENSIVE RUM AND INTERESTING WOMEN

I think the McAvoy YC of Bay Point has a lot going for it. Consider this review from Yelp:

"Filthy pit from hell. This is the ugliest, dirtiest-looking yacht harbor in the San Francisco Bay region. If you drive through this little yacht harbor you're almost certain to get a flat tire. The marina is chock-full of derelict boats and other shards of rusty metal. There is a small café which might well be a decent little place, but the surroundings are so uninviting that I wouldn't dare stop."

Other than inexpensive rum and true women who aren't dull companions, what more could you ask for?

John Dukat  
Critical Mass, Mancebo 24  
Point Richmond

John — It's our understanding that McAvoy YC allows day privileges for members of the Nantucket YC. — rs

### ⇅ MOST INTERESTING AND FRIENDLY YACHT CLUB

How about a list of the most welcoming and friendly yacht clubs? In that case, I nominate my club, the Hawaii YC.

Rich Smith  
Honolulu, HI



HAWAII YC

*The Hawaii YC, one of two super-friendly clubs at the Ala Wai Yacht Harbor.*

Rich — We haven't been to the Hawaii YC in years, but we spent a lot of time in the club in the days of the Pan Am Clipper Cup and the Kenwood Cup. What a great and welcoming club! We also had nothing but great experiences at the club across the Ala Wai Canal from you, the Waikiki YC. Mahalo. — rs



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## LETTERS

### ↑↓ THE R2AK MOCK CLUB JOKE

I recently became a member of the new R2AK YC. It got me into the San Francisco YC no problem, when my Bay Area Multihull Association card would not! Every member of the R2AK YC is a Vice Commodore.

Mark Eastham  
Ma's Rover, F-31R  
Novato

Mark — The R2AK YC is out to stir things up. Membership in their club is just \$10 so, as they say, "even you can afford to be part of the joke."

This is how they explain membership: "Have you ever become an Internet-ordained minister of the Church of Universal Life? This is kinda like that, but with boats. Fill out the form, give us ten bucks, and you're not only in, you're a Vice Commodore. Print out your own damned card, buy any R2AKYC gear you like. You're entitled, you are a Vice Commodore after all."

We say good on them — although at some point mocking everything might start to wear thin.

As for getting stiffed for having just a BAMA card, the same thing has happened to a member of the San Francisco YC. Thanks to Dave Allen of the legendary Hollard 40 Imp, the Wanderer was an honorary member of the San Francisco YC in the early 1980s. The membership didn't count for anything at the San Diego YC, however, as the woman at the front desk said the San Francisco YC wasn't on her list of reciprocal clubs. It was all a mistake, of course, but if the yacht club wasn't on the list, the woman at the desk wasn't letting you in.

The San Diego YC, by the way, is easily one of the best and most welcoming clubs in the country. — rs

### ↑↓ THE MOST UNKNOWN YACHT CLUB ON THE BAY

Latitude should have a category for the Most Unknown YC in the Bay Area. I think the Marin YC would be at the top of the list. I have many friends who are lifelong mariners on the Bay who have never heard of the club. In fact, I had sailed or motored up the San Rafael Canal to avoid the fog 20+ times, and driven by the club on the way to China Camp or McNears Beach 50+ times, but never noticed it. I would wager the Wanderer has never been here.

Now the general manager of the club, I can tell you that we have a lot of things on our 27-acre facility: 110 slips, a clubhouse, a pool, three tennis courts, a bocce ball court, and a huge lawn where dogs are allowed to roam.

The club hosts cruise-ins from many different yacht clubs,



MARIN YACHT CLUB

**The Marin YC has lots of slips, three tennis courts, and a swimming pool.**

and they are always surprised at how quiet and peaceful it is on Beale Island, where we are located.

The Marin YC is looking for new members, and building a small-boat sailing program, so we would love to see more families take part as either Social Members (no boat) or Regular Members

(with boat). Slips are available to rent or buy, and we have dry storage for small boats, kayaks and SUPs. It would be nice if more people knew about the club, and I would welcome calls from anyone interested in getting into sailing.



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ALAMEDA MARINA

## LETTERS

Chris McKay  
 Marin YC, San Rafael

*Chris — As is the case with you before you became general manager, the Wanderer has driven or boated past the Marin YC many times, but never stopped in. Among other things, we know the club has some of the warmest weather of any yacht club on the Bay.*

*Just about every yacht club is eager for new members these days. They have a lot to offer, so don't be afraid to make an inquiry. — rs*

### ↑↓ I WANT TO BE IN THE RIGHT PLACE AND TIME TO CREW

I'm hoping that *Latitude* can direct me to a resource of world-cruising routes. I am looking for a simple chart or map with information, such as what months people sail certain routes, such as cruisers departing the West Coast of the Americas between February and June for the Marquesas and French Polynesia. I know I could look on crew websites, but I am hoping for a resource that I can use to be in the right place at the right time to spontaneously meet a boatowner on the docks to crew for him.

Ian Stevenson  
 Santa Barbara

*Ian — It's not a simple chart or map, but Jimmy Cornell has long published World Cruising Routes, a book that might come closest to what you're looking for. Nonetheless, we think we can distill the information for the best times and places to meet owners looking for crew:*

*1) West Coast of the Americas, particularly Puerto Vallarta and Panama, in February and March, for boats headed to the South Pacific or down to Central America and Panama.*

*2) Tahiti in June or July, as Pacific Puddle Jump crew — and sometimes wives — have often returned home.*

*3) Tonga and Fiji in October just before boats need to get to New Zealand. This is not a pleasure passage, however.*

*3) The Canary Islands in November just before the start of the ARC and other transatlantic rallies.*

*4) St. Lucia in mid-December, as ARC crews return home after a transatlantic crossing and owners need crew for parts or all of the Caribbean season.*

*5) St. Martin and Antigua in late April and early May for boats headed across the Atlantic or up to the Northeast. English Harbour, Antigua, is the best spot to be, particularly during the Classic Regatta in mid-April or Sailing Week in early May. There are lots of opportunities, and often on big boats.*



***If you can't get a berth out of Antigua in early May, you've got problems.***

*6) The Baja Ha-Ha in San Diego at the end of October. Get your name on the Crew List now.*

*There's also Cape Town for the South Atlantic crossing and Thailand just before the Indian Ocean crossing. But it's a long way to either of those places and there aren't as many boats concentrated in one spot.*

*Obviously there is a possibility that you can find a crew position in a lot of other places, but the ones above have the*



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## LETTERS

greatest number of boats in the smallest area.

The thing about crew positions is it's all about networking. At the end of any of the passages mentioned above, you'll know about a whole host of crewing opportunities. Once you get a foot in the crewing door, it swings wide open for sailing virtually anywhere in the world.

Good luck. And don't forget to write. — rs

### ↑↓ SUCCESS FOLLOWING DEE SMITH'S INSTRUCTIONS

My favorite *Latitude* article was from about 1980. It was a primer on how to do the Farallones Race written by Dee



WILL RICKETSON

Smith, who went on to race in the America's Cup. He laid out a plan based on the prevailing weather conditions.

I then purchased a Merit 25 with a trailer at the Cow Palace Boat Show, and had Pineapple build her sails. I entered the crewed Farallones Race, and, following Dee's primer, rounded the Rock with

40-footers. I won my division and took third overall out of 103 boats. Now that's putting the written word to practical use.

I loved sailing out to the Farallones. I did the Singlehanded, Doublehanded and crewed Farallones almost every year. I owned two different Merit 25s that I loved to take offshore. The 1980 version was named *Half Fast*, and later in the '80s I bought one that had been owned by Mike DeVries and renamed her *Double Agent*. Those were great little MORA (Midget Ocean Racing Association) boats.

I also did four or five San Francisco to San Diego races with the Merit. Those were fun races, too. All you had to do was keep the dirt on the left, the setting sun on the right, and you'd show up at the San Diego YC three, four or five days later.

Ron Landmann  
Minden, NV

Ron — It seems hard to believe, but back in the heyday of MORA people would race boats such as Cal 20s and Columbia 22s — not designed or built for offshore racing — down to San Diego and even Ensenada. We remember one year when it blew 40 knots off Central California. More than a few sailors were sure they were going to die.

By the way, Dee competed in sailing in the Paralympic Games last year, and is right now competing in the Para Worlds in Germany. He also continues to race on hot racing machines on the East Coast. — rs

### ↑↓ TRY GOOGLE'S PROJECT FI

In the discussion about T-Mobile's lousy customer policies, I'm surprised nobody mentioned Project Fi, Google's mobile service. It looks just about perfect for cruisers.

You sign up for Project Fi directly with Google, but behind the scenes it automatically switches between existing cellular networks and open Wi-Fi.

This allows Google to offer truly international coverage — currently in 135 countries — with no roaming fees. The prices are good, and billing is sensible: a flat \$20/month for each line, plus \$10/month per GB of data. And you only pay for what data you use!



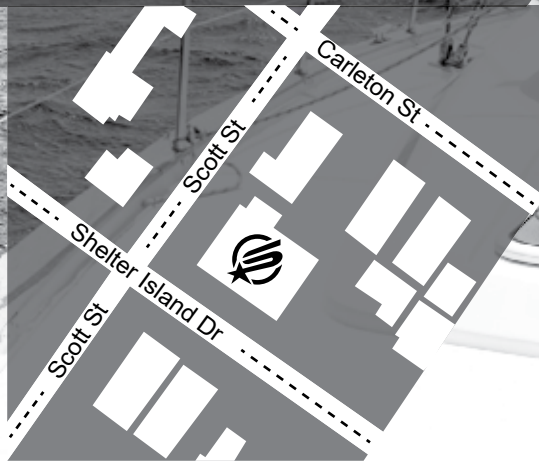
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## LETTERS

The one caveat is that Project Fi only works with a small selection of Android phones, so you can't just pop the SIM into any old phone. This is because the fancy network-switching code is part of the Android phone's operating system.

We've used Project Fi with great success in the United States and Europe. We haven't used it in Mexico or Central America yet, but we're taking two Project Fi phones with us when we head south this fall on our new Outbound 46!

Full disclosure: I, John, work for a division of Alphabet, Google's parent company, but I have nothing to do with Project Fi — other than being a happy customer.

John and Michelle Zeratsky  
Formerly Aegea, Sabre 38  
Now Outbound 46  
San Francisco

John — *To be fair, as Marek Nowicki pointed out in a long letter on the subject last month, T-Mobile is actually the least bad of the US telecom companies for cruisers.*

*While we were in St. Barth this winter, friends reported they used Project Fi and were very satisfied with it. They, of course, had the correct Android phone. We love the idea that you only get charged for the amount of data you use.*

*But keeping up with communication and data possibilities is a nightmare, as telecoms are forever changing their prices and policies, and entirely new possible solutions, such as Project Fi, become available.*

*How much of a nightmare is it? T-Mobile threatened to cut off Doña de Mallorca's telephone service because she was supposedly "living" rather than "roaming" outside the United States. Why T-Mobile didn't similarly threaten the Wanderer is a mystery, because he was at least as big an offender and for a longer period of time.*

*A solution was found temporarily by picking up a Travel Wifi modem at Charles de Gaulle Airport in France. At about \$6.50 a day, it's not cheap, but both de Mallorca and the Wanderer must have reliable high-speed Internet for work. Armed with Travel Wifi, we've not only gotten great Internet access 95% of the time in France, we've been able to make dirt-cheap phone calls all over the world using either Whatsapp or Skype on Travel Wifi's Internet connection.*

*But the nightmare gets darker. Since de Mallorca is going to visit Portugal and Morocco while the Wanderer and his daughter are going to cruise the Loire Valley — and keep the Travel Wifi*

*— de Mallorca needed another phone and data source. She got an 80-euro Android phone — the cheapest one with 4G, as 4G capability is necessary for the phone and data program she signed up for to work. One caveat: In order to get a French phone, she was supposed to have a French address and a French credit card. She*

*gave her address as the Arsenal Marina in Paris, and because she bought the phone from a little kiosk instead of a big store, they didn't dun her credit card because it was from the US. But the year before she tried the same thing and was turned down.*

*De Mallorca now needs and has four phones. Project Fi sounds great, so we suppose she'll be up to five phones before*



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## LETTERS

long. It almost — but not really — makes you long for the simple days when Ma Bell was your only choice.

If anybody comes across the latest and greatest data and phone plan for cruisers in Mexico, we'd like to hear about it. — rs

### ↑↓ SOMETHING THAT TAKES A WEEK TO FORM ISN'T 'SUDDEN'

Why does *Latitude* persist in calling hurricanes 'sudden'? There is nothing sudden about them, as they take over a week to form. So responsible sailors watch for them.

*Latitude's* persistence in calling these beautiful and often deadly formations 'sudden' occurrences shows your lack of prep and responsibility as a sailor. Please accept my scolding as being friendly.

Zee Hag  
Planet Earth

Zee — We don't "persistently" refer to tropical storms and hurricanes as 'sudden' because we know that most of the time they are not. As the Grand Poobah of the Baja Ha-Ha, it gives us a lot of comfort to know that most Eastern Pacific tropical storms start south of Acapulco, so, in the highly unlikely event of there being one late in the season, we would have plenty of warning. Usually five days or more. We particularly like Passage Weather, because their model tends to overemphasize even the possibility of tropical storms forming.

However, we can think of two occasions when hurricanes could have been described as "sudden." We were aboard our Ocean 71 Big O in Antigua one June in the 1990s, when we woke to see everybody in Falmouth Harbour weighing anchor and taking off. We turned on the VHF to find out why, and heard Jol 'The Voice of Antigua' Byerly warn everyone that



ST BARTH NEWS

there was a Category 1 hurricane just 64 miles away. There had been no indication of anything the day before. Of course, weather forecasting tools then were primitive by modern standards.

But also take the case of Gonzalo in October 2014 in the Lesser Antilles. He didn't start out as a tropical depression in the eastern Atlantic as most Caribbean hurricanes do, but popped up a day east of St. Barth on his way to rapidly becoming a Category 4 hurricane. The boat owners in St. Barth tend to be smart and responsible, as they've been dealing with hurricanes all their lives. Yet some 50 boats on the tiny island were lost to Gonzalo. "Surprise" is the word all our friends used to describe what happened.

So while we agree that most tropical storms aren't sudden, they can form more quickly than most people think, and sometimes farther along traditional hurricane paths than normal. — rs

↑↓ WHY IS THE ICOM M802 SSB NO LONGER COMPLIANT?  
In the June 7 *Electronic Latitude*, it was reported that SailMail founders Jim Corenman and Stan Honey are suggesting that sailors might want to write the FCC to object to the agency's intention to prevent Icom from selling any more of their popular Icom M802 SSBs.

I'd like to know in what way the Icom M802 marine SSB

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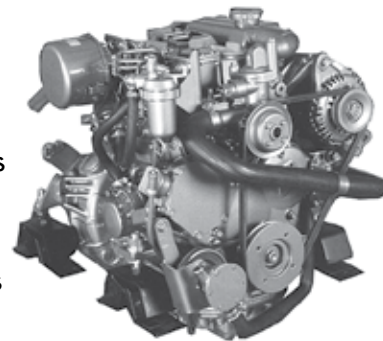
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## LETTERS

radio is no longer compliant with FCC regulations.

By the way, because I was curious, I requested a quote for a Furuno FS-1575. It lists for \$8,000 and requires 24 volts. The quote was \$7,162. And, did I mention, it requires 24 volts? Probably suitable for a 120-ft commercial fishing boat, but it seems unnecessarily military for a recreational sailboat where an Icom M802 will do very well thank you.

Chris Doutre, KC9AD  
True North, Beneteau 331  
Birch Bay, WA

Chris — Just so everybody knows what we're talking about, we're reprinting an abridged version of the 'Lectronic item below. Following that, we'll print Stan's response to your excellent question.

The 'Lectronic piece:

"Stan Honey, in addition to being probably the world's best navigator, is the guy who created the incredible graphics that for the first time in history made sense of the America's Cup and other races. The Bay Area resident also loves cruising Mexico with his Cal 40 Illusion. Jim Corenman, originally from the Bay Area, is a radio and weather expert who did a circumnavigation with the Schumacher 50 Heart of Gold a number of years ago.

"Jim and Stan, who have altruistically given so much to sailing over the years, are the ones who created SailMail, which revolutionized communication for cruisers, particularly when cruisers are far from land. So when they speak, it's worth listening. These two sailing greats have no commercial interest in Icom radios, but are asking you to help them try to keep the Icom M802 legally for sale in the United States until it can be upgraded to meet new requirements.

"The FCC regulations covering HF SSB DSC radios have evolved in such a way that Icom is no longer permitted to sell the M802 SSB," the two write, "which is the only remaining marine SSB sold in the United States that is affordable and reasonable to install on a sailboat.

"Icom has requested a waiver from the FCC to allow them to continue to sell the M802 until they are able to introduce a new radio that meets the new FCC regulations. The FCC is requesting input from mariners on whether they should grant Icom this waiver.

"Our thoughts are that the M802 is the only remaining marine SSB that is affordable and reasonable to install on a recreational vessel. The M802 implements DSC, which now that the USCG — and most other international SAR authorities — no longer monitor voice channels, is the only reasonable way to summon help in an emergency via an SSB. So we recommend that the FCC grant Icom a waiver so that they can continue to sell the M802."

The following is Stan's response as to why the M802 is no longer compliant with FCC regulations:

"The M802 is a 10-year-old design that met and still meets the FCC DSC requirements that were in place when it was designed and approved by the FCC for sale in the United States. Since then the FCC added Annex 4 to the DSC requirements, which adds requirements like displaying the time since your last DSC message, and giving you an option to re-send a DSC message.

"The M802 is still a very good radio, and works fine with DSC to do the things that sailors want — like sending a DSC distress call or calling one another via DSC. Icom has requested a waiver from the FCC to allow them to continue to sell the M802 until they get a new radio designed and in production. We think they should get it, and over 100 SailMail users have submitted comments to the FCC in support." — rs

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## LETTERS

### ↑↓ **COME MORNING, THE BIKE WAS GONE**

Seventeen years ago we bought the Fraser 36 cutter *Telitha*, which was then at Marina Real in San Carlos, Mexico. Ever since then, we've always kept her either at the Marina Real docks on lovely Algodones Bay or on the hard in the marina. Obviously we love the area.

One of the things we've always enjoyed doing is riding our bikes four miles into town for exercise. One of the bikes we've been riding this season was a 2016 Trek mountain bike, valued at about \$3,000.

Joe recently chained the bike to one of the stands while we left to run an errand. We came back too late to get it back into the locked yard. When we returned the next morning, the bike was gone.



KITTY FRANZETTI

**Joe, reunited with his stolen bike, thanks to help of locals.**

We reported the theft to Isabel and Maricela in the Marina Real office, and they jumped into action, getting everyone involved. The bike was back the next day!

We have the whole Marina Real staff to thank, particularly Isabel and Maricela, but also all of the staff working on the docks and in the yard who helped to find the bike and return it to us. Among them are Miguel, Enrique, Pedro, Alfredo, Arturo, Raul and any others whom we may have overlooked.

Thank you again, Marina Real, for proving that Mexico is a safe and compassionate place to stay. We are again impressed by the lovely people of Mexico, and wanted to share our story so that everyone knows that there is no better place in the world than the beautiful Sea of Cortez to keep and sail your boat.

Kitty and Joe Franzetti  
*Telitha*, Fraser 36  
Taos, NM

Readers — *Thefts of valuable items in poor communities are rarely a secret. No matter if somebody is unexpectedly in possession of a new-to-them outboard, inflatable, drone, camera, bicycle or the like, it sticks out like a sore thumb, and locals know something is funky. If the word gets out, pressure from locals often sees that those items are returned.*

*We're not saying it happened in this case, but in Third World countries authorities can also apply the kind of pressure that isn't allowed in the United States to get stolen items returned.*  
— rs

### ↑↓ **WHAT ABOUT A CLIPPER ROUTE FROM OAXACA?**

We did the Baja Ha-Ha in 2010 with our Irwin 37 *Lady Ann*, and ended up living on the south coast of Oaxaca in southern Mexico. Not many cruisers make it down this far, and those who do are headed down to or up from Central America. The main reason they stop is for a weather window to cross Golfo de Tehuantepec. If they are headed up the coast, they are delighted to have another major obstacle behind them and need to make good on the deals they made with God.

But I had a thought. For crews who are headed back to the States and have seen all the Mexico they want, and aren't looking forward to the Baja Bash, how about a different type of 'Clipper Route'?

I'm thinking of leaving Huatulco a few days before a Tehuantepec'er. The port captain will help by issuing a *zarpe* even if you aren't leaving for a couple of days, so you can pick

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## LETTERS

your timing. In the first day the crew can get used to the boat's motion, find a corner they can wedge themselves into, and wait for the wind.

Based on wind-prediction websites, the flow from a Tehuantepec'er is generally to the west. If someone wanted a little more of a dead-downwind romp, they could head a few degrees left. If they wanted less wind, they could head a few degrees to the right.

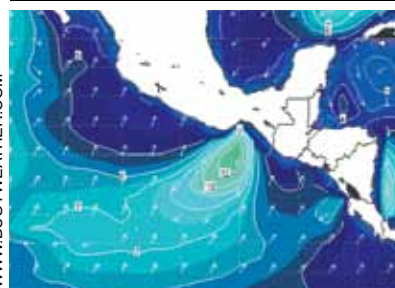
Most Tehuantepec'er events blow themselves out in three to five days. By then a boat would have a huge chunk of westing completed, be able trim to the close reach that is more typical of the Clipper Route, and actually be headed more north than west.

I suppose an analogous route would be on the north side of a Papagayo.

Do you know anyone who started a Clipper Route to the States from either place? Do you have any thoughts on the plan?

Joel and Vivian Hoyt  
Lady Ann, Irwin 37  
Huatulco, Mexico/Kent, WA

Joel and Vivian — We don't know of anybody who has started a Clipper Route by putting themselves in front



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**You don't get a lot of north or west riding a T-Pecker. And you might get a lot of grief.**

Based on the experiences of people who have been caught in Tehuantepec'ers, we couldn't countenance it. Multihull designer Richard Woods, for example, got caught in one and ended up abandoning his catamaran. We know of two other couples who sold their boats almost immediately after getting caught in a 'Pec'er. And from mid-May until the end of October, this is the birthplace of tropical storms and hurricanes.

Getting westing from Oaxaca is important, of course, as when going from Huatulco to Los Angeles a boat will be traveling as far west as she will be going north. But we'd get at least as far north as Acapulco before attempting a Clipper Route, and preferably as far northwest as Puerto Vallarta. The stretch between Huatulco and Puerto Vallarta isn't really that much of a bash, and you have the advantage of being able to anchor to rest just about anytime you want. — rs

### ↑↓ WORRIED BECAUSE OF LOW HOURS ON THE DIESEL

With regard to the 'Lectronic item about most marine diesels going bad at about 4,000 hours, well short of their expected life span of 10,000 to 14,000 hours, we bought our 2000 Hallberg-Rassy 36 in December 2011 with 800 hours on the Volvo diesel. I was concerned about the diesel's health because she had so few hours.

Nonetheless, it served us faithfully from Seattle around Vancouver Island, down to Mexico, out to Hawaii and back, and up to Haida Gwaii. Then, having put 1,800 more hours on it, we had a minor rear camshaft seal repair done at North Island Boat in Anacortes, which turned into a major camshaft timing project.

Just 1.1 hours after that project was completed, while on our way to Kingston, Washington, in small-craft-warning





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## LETTERS

conditions, and with our sails at the sailmaker's loft for the winter, the engine made a small 'pop' sound followed by total silence. It had been the sound of our camshaft shattering into four pieces, marking the end of what had been our faithful Volvo MD-22P.

We are now the happy owners of a brand-new Volvo D2-55.

The folks at Hallberg-Rassy told us that marine diesels don't usually wear out; they rust away. I wish ours had had the chance to do the latter.

Gregg Brickner

True North, Hallberg-Rassy 36  
Anacortes, WA

### ↑↓ ONE QUART EVERY 30 HOURS IS ACCEPTABLE

We have 4,500 hours on the 1998 Volvo Penta diesel and saildrive in our Swan 44 *Mykonos*, and it consumes about one quart of oil about every 30 hours. It has burned this amount of oil since day one when it was new. Concerned, we contacted Volvo. They told us that burning a quart of oil every 30 hours was within their tolerances as a percentage of diesel consumed. We change the oil every 100 hours. When we had an oil analysis done last year, everything checked out fine.

Myron Eisenzimmer  
*Mykonos*, Swan 44  
San Geronimo

### ↑↓ OUR BOAT AND DIESEL ARE 50 YEARS OLD

Our Cal 40 *Green Buffalo*, which turned 50 this year, still has her original Perkins 4-107. Despite a few oil drips now

and then from notoriously leaky British gaskets on the valve cover, oil pan and timing-chain cover, she uses near zero oil.

Most every even-numbered year, the diesel gets run for 60-100 hours nonstop as we motor across the Pacific High on the way back from Hawaii after the Pacific Cup.

My wife Mary would really like a quieter and smoother-running new Yanmar, as the Perkins sounds like — and pretty much is — a farm-tractor engine.

Indeed, it's impossible to hold a conversation in the cabin when the diesel is running due to the noise. But you gotta love the 'white noise' it produces when the boat is bang-

ing through the waves or the crew on deck is working out.

How many hours on our Perkins? It's hard to know as the engine meter was broken for a decade. My best guess is 10,000 or so. With my putting an average of maybe 200 hours a year on her, if she makes it to 14,000 hours, she just might outlive me!

Jim Quanci

*Green Buffalo*, Cal 40  
Point Richmond

*Jim — Ah, the Buffalo. We have fond memories of racing against her in Beer Can races off Sausalito in the early 1970s.*

— rs

### ↑↓ RUST NEVER SLEEPS

The original Perkins 4-236 on our Westsail 42 only had 787 hours when she needed everything outside the block, except



LATITUDE / TIMMY

*'Green Buffalo', with her 50-year-old diesel, on the cover of the June 'Latitude'.*



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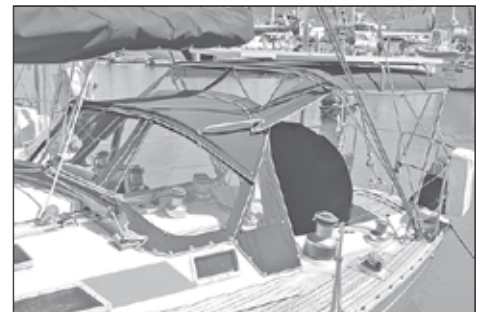
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## LETTERS

the rack, replaced. Why? Corrosion failures.

The oil cooler, heat exchanger, fuel pump(s), seawater pump, freshwater pump, exhaust riser and hoses were all bad. The engine had just sat too long with no help before we got to her. Now she runs sweet and cool, with no leaks.

However, she'll soon be replaced with an Electric Yacht QT-40 electric motor. We estimate 2,450 pounds will be replaced by a 150-pound motor and 800 pounds of batteries — unless we can afford the lighter ones.

We can't imagine staying with diesel when there are so many good choices for electric.

Barry and Samantha Spanier  
 Cornelia, Westsail 42 #24  
 Lahaina, HI

*Barry and Samantha — We think you're a little off on the weight differential between your old power plant and the new one. According to Perkins, the 4-236,*

*with a transmission, weighs about 1,150 pounds, which isn't that much more than the 950-pound system you'll be replacing it with.*

*It's probably just us, but it seems like a lot of time and money to replace a "sweet and cool" running diesel with another kind of power plant. What's the cost differential?*

*But corrosion truly is a diesel wounder and killer. This bothers us, because the easy-access placement of the Yanmars in the Wanderer's catamaran Profligate is such that they are exposed to lots of salt air. They have about 5,500 hours on them, but we're pretty sure they aren't going to run as long as they should because of corrosion. The same Yanmars on our Leopard 45 catamaran 'ti Profligate in the Caribbean both have more than 10,000 hours, but thanks to their placement under the berths in the aft cabins they have no corrosion and look brand-new. Of course, having a diesel under your bunk does have drawbacks, too.*

*Completely off the subject, Neil Young and Crazy Horse recorded almost all of the 1979 Rust Never Sleeps album at the Boarding House in San Francisco. Maybe you were there after having sailed the Bay earlier in the day. — rs*

### LOOKS AS IF SOMETHING IS MISSING

It would look as though I'm sitting pretty, what with the apparent low hours on the 1988 Universal M40 diesel on my boat. It has zero hours on it! Upon further investigation, I'm apparently one of the — surprisingly not-so-rare folks — who owns a boat that doesn't have an hour meter.

It's amazing to me that someone would go to the trouble of installing a diesel without an hour meter. My diesel is now nearly 30 years old and I just installed her first hour meter.

Bass Sears  
 Turnstone, Nimble 20  
 Hailey, ID

*Bass — We're reminded of the fact that early Volkswagen Beetles didn't even have fuel gauges. When you ran out of fuel, you kicked a little lever with your foot and got another 20 miles or so. — rs*

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# LETTERS

## ↑↓ **DIRT-SIMPLE AND ULTRA-RELIABLE**

One diesel story that should be told is that of the World War II Navy surplus 671 Gray Marine — General Motors 'Jimmy' — two-stroke diesels that are still running nearly three quarters of a century after they were made. Some have well over 30,000 hours on the clock without an overhaul.

The Navy 671s were called "one trip" engines because they were put in LCVP landing craft. In actuality, they ended up lasting far, far longer than the supposedly more long-lasting Buda diesels put in Navy motor launches and captain's gigs.

The commercial fishing fleet still has many World War II 671 Jimmys operating but no Budas that I am aware of.

The 671s are noisy and sloppy, and all seep oil. But they are dirt-simple and ultra-reliable. There is no injection pump, just cam-actuated plunger injectors. No electronics, and once started the engine needs no electricity.

Mark Meltzer  
San Francisco

*Readers — More letters on marine diesels next month. — rs*

## ↑↓ **I'D REPLACE IT, BUT IT JUST KEEPS RUNNING**

We have a Perkins 4-108 in our 1979 Cal 39 MkII, and it runs great. It puts out a little smoke if it has sat for a long time, but otherwise it starts right up every time. It has 2,000 hours on it, and I change the oil every 100 hours or six months. Usually six months comes first.

I am 'guilty' of basically using the engine to get out of the slip, and can't wait to turn it off. That being said, I don't just let it idle either.

Part of me would love a nice new efficient diesel, but until this one fails catastrophically, I don't see any reason to mess around with it.

Greg  
Cal 39 MkII

## ↑↓ **OVERNIGHTS ARE NO PROBLEM**

After 34 years and untold hours, we replaced the Yanmar on our 1981 Newport 30 with an electric engine.

We have eight 105-amp-hour batteries that give us a 12-mile range at 4 knots. We use our diesel for less than a mile when we go out for daysails on the Bay, so it works out great. Overnights at Angel Island are no problem as long as we are conservative with battery use.

As we sail, the prop turns and recharges the batteries. The electric engine works like a charm on our 9,000-lb boat.

Craig Russell  
Addiction, Newport 30  
Emeryville



**Tom Van Dyke's new home is on Brannan Island, but hopefully not at this marina.**

## ↑↓ **BRANNAN ISLAND VERSUS THE CANALS OF FRANCE**

The Wanderer and Doña de Mallorca spend part of their summer plying the boulevards of Paris and canals of France on their canal boat. After restoring my Brown 31 Searunner trimaran *En Pointe*, then sailing her


across the Pacific and to Thailand, I found a powerboat that I liked in California. I now live aboard her in a marina on Brannan Island in the Delta. Eventually I plan on moving to

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— Rick Egan, 136 *Kapai*, San Francisco Bay

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## LETTERS

Pier 39 in San Francisco.

Tom Van Dyke  
*ex-En Pointe*, Searunner 31  
 Brannan Island

Tom — While it's true that Paris has the Pantheon, the Grand Palais, the St. Germain, the great roundabouts, the Invalides, the Arc de Triomphe, the Eiffel Tower, Ile St. Louis, the Marais and other attractions, it really can't compare, can it, with the history, architecture and cosmopolitan residents of Delta hotspots such as Antioch, Locke and Isleton? So why are the Wanderer and de Mallorca in France? It comes down to money. The cost of living is lower in France.

Right now, we're on the stunning Briare Canal, and for the last week our average berthing cost has been about \$2 a night. We don't know what it is with the French, but there are a number



LATITUDE / RICHARD

**Restaurant meals in France are surprisingly affordable outside Paris.**

of stops with water and electricity for free. In addition, you can stop almost anywhere on the canal for a night or five, for free.

Restaurant food on the canals is reasonable. The accompanying photo is of last night's plat in Châtillon-Coligny. It was delicious, with tender and juicy turkey, and was only

\$10. Lots of nice people to talk to, also. Prices are higher in Paris, but not much higher.

Seriously, while we've had a lot of fun on the Delta waterways, we prefer the canals of the Marne and the Loire Valley. It's not just the 5 mph speed limit and the absence of jet skis, but the incredible never-ending forests, fields and flowers. It's like traveling through a gigantic manicured garden. Further, you never see any trash. And there is nothing wrong with stumbling upon a spectacular chateau every now and then.

We were born in Berkeley, grew up in various parts of Oakland, and moved to Marin when we were 21, where we later raised a family. We sailed the Bay, the Delta and the California coast for the better part of 40 years. Talk about a charmed life! If we could do it all over again, we wouldn't change anything.



LATITUDE / RICHARD

**The beauty of some marinas is as ridiculous as the pace on the canals is slow.**

Now that we're older and the kids are grown, there are two things we want to see as little of as we can: traffic and fog. So we split our winter between sailing in the Caribbean and sailing in Mexico, where there is no traffic or fog. We spend fall aboard Profligate west of the Pacific Coast Highway between San Diego and

Santa Barbara. We spend the summer on the canal boat either in Paris, which is arguably the greatest city in the world, or on the canals, which are close to the epitome of beauty and tranquility. Did we mention something about a charmed life?

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## LETTERS



LATITUDE / RICHARD

**The asking price for this 37-footer is 25k. You can probably get her for 18k or less.**

*we have previously suggested getting a canal boat in Europe. Now in our third season on the canals of Europe, we see no reason to change that recommendation. On the whole, we think it's less expensive than spending the six months roaming the West in an RV, and exponentially more interesting.*

*If we had to choose, we'd always take the sailboat in the tropics over a canal boat in Europe, but for most sailors it's not impossible to have both.*

*Having a canal boat in Europe just got cheaper. Because the European Union countries are cracking down on the 90-day limit Americans can spend in European Union countries without leaving for 90 days, it makes sense to split the cost of a boat with a friend, with each of you getting half the season on the boat in Europe. So for as little as \$10,000 each for the boat and \$750 a year for off-season berthing and insurance, you're good to go.*

*One unusual downside to canal cruising in France: It considers itself to be a country at war. So in Paris you'll see countless young men and women with automatic weapons, and even soldiers pretending to be homeless to infiltrate possible attackers. And marinas have "What to do in case of a terrorist attack" posters. Really. — rs*

### ↑↓ IT USED TO BE ONE OF MY FAVORITE PLACES IN SOCIAL

*Butt ugly what they've done to Two Harbors with the Harbor Sands cabanas and lounge chairs for hire. Two Harbors used to be one of very few places in Southern California where I enjoyed going with my boat. Now all they need is a six-lane freeway to connect Avalon and Two Harbors. I'm canceling my plans to go there this fall. I prefer to remember it as it was.*

Lee Perry  
Patience, Westsail 32  
Brookings, OR



LATITUDE / RICHARD

**The Wanderer likes to think that Harbor Sands can be overlooked. He's going back.**

### ↑↓ I'VE LOST MY YEARNING FOR THE WEST END

*Just when I thought I was missing the beauty of the West End of Catalina, it disappears. No need for me to yearn for a visit to Two Harbors.*

Dave Albert  
Serenity, Catalina 43

La Cruz de Huanacaxtle, Mexico/Formerly Oceanside

### ↑↓ I'VE LOST MY DESIRE FOR TWO HARBORS

*I have wanted to go back to Two Harbors for a long time, as it's been about 12 years since I've taken my family to my favorite cove. But after seeing the photos of the new Harbor Sands, we'll be going to Emerald Bay.*

Chris Juhasz  
SoCal

# LETTERS

## ↑↓ I SAY "WHAT THE HELL"

If the creation of the Harbor Sands keeps the mooring fees down at Two Harbors, I say what the hell.

Don Shirley  
Dyslexia, Shamrock 29  
Alamitos Bay

Don — Finally, a mariner who isn't necessarily against Harbor Sands. — rs

## ↑↓ BOATS WAY AHEAD OF THEIR TIME

Last month's *Loose Lips* mentioned a trifoiler sailboat, the Caltri 27 that was built circa 2001. But prior to that, Dr. Robert H. Cannon, previously head of the Aeronautics and Astronautics Department at Stanford University, now the Charles Lee Powell Professor Emeritus of Aeronautics and Astronautics, lent his talents to the design of a hydrofoil sailboat in the early 1950s. At the time, he was with the Baker Manufacturing Company in Evansville, Wisconsin. As part of his doctoral thesis, he designed a 16-ft single-hull sailboat with vee foils, mainsail only, and one-man crew.

Then he designed the Monitor, a 26-ft sloop that reached speeds of 30 knots. The US Navy sponsored this program in hopes of obtaining foil data without propeller and strut complications. The Baker Company also designed and tested hydrofoil powerboats for the Navy.

The Monitor used ladder foils on beams on either side of the single hull, a ladder foil for the rudder, and a conventional main and jib. Some roll control was achieved through differential in-flight adjustment of foil angles and foil depth. Heel angle and rear-foil trim adjustment were through a mechanical linkage to the mast. Steering was achieved by rotation of the rear foil.

The cockpit looked like a biplane cockpit, with helmsman and crew sitting side by side, with controls similar to an aircraft's. It took about 13 knots of wind to get the boat to foil, but in 1956 it achieved a speed of 30.4 knots. This was a fully flying sailboat, as the hull was about 30 inches out of the water while in flight.

The two flying sailboats are described in an article titled *The Flying Sailboat* that appeared in the August 1957 Research Reviews, Office of Naval Research.

Dr. Cannon was also going to design a wingsail for the foilers, but concentrated on the foils first. He went on to other things before he got to wingsails.

I was fortunate enough, while my wife was his secretary, to view a film in Dr. Cannon's office showing the Monitor. She flew past a conventional keel sailboat with its scuppers underwater.

In the mid 1960s, Dr. Cannon persuaded the Baker Company to ship the Monitor to Lake Tahoe and San Francisco Bay for demonstration flights. Unless the Baker company has gotten rid of them, the boats are likely still in storage in the company's warehouse.

Dr. Cannon was appointed Assistant Secretary for Research with the Department of Transportation in 1972, then later designed a satellite to test Einstein's theory of relativity.

Ernie Mendez  
Quiet Times, Cal 46 III  
San Jose

## ↑↓ THE ASUNCION BAY OPTION

It seems that this has been an unusually rough season for Baja Bashes, as the weather all over the Pacific has been rough. My guy Jerry left Bahia Santa Maria on our Sabre

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Jeanneau Sun Odyssey 349

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## LETTERS

426 *Kingfisher*, thinking he might get to Turtle Bay next. But with the weather window shutting down, a delivery skipper suggested he stop at Asuncion Bay. What a great solution!

Many people know of 'Sirena' on the VHF, which is Canadian Shari Bondi and her husband Juan Arce Marron. What some don't know is they do not monitor the VHF this late in the season.

This couple is very helpful to cruisers. They will take you to the Pemex to get fuel. Pemex fuel is half the price vendors charge at Turtle Bay, although there are nominal fees associated with getting it. There are also restaurants within walking distance. Cruisers desiring to get off the boat for a night can stay at Juan and Shari's La Bufadora, The Blowhole, for a whopping \$30 per night. A great view of the ocean and breakfast are included.

Asuncion is a very safe anchorage in prevailing winds, with good holding and reasonable protection even when it's blowing hard from the NNW. The thermal-driven breeze does come up every afternoon, but usually dies down in the evening.

Shari and Juan's phone numbers are not correct in the cruising guides. The correct ones are +52 1 615-161-6682 and (619) 906-8438, and the correct email is [infoasuncion@gmail.com](mailto:infoasuncion@gmail.com).

Allison Lehman  
*Kingfisher*, Sabre 426  
Point Richmond

*Allison — Thanks for the update.*

*A few years back Doña de Mallorca and the Wanderer were doublehanding Profligate on the Baja Bash. We're hardcore on deliveries, not wanting to stop unless we're forced to. But we were about 60 miles south of Turtle Bay and 10 miles south of Asuncion when the afternoon breeze and chop really kicked up. As much as it was against our delivery principles, we pulled into Asuncion for the night. We didn't go ashore, but we did get a great rest. When we took off shortly after sunrise the next morning, there wasn't a zephyr and the sea was flat.*

*Another nice thing about Asuncion is that it's pretty much on the rhumbline between Bahia Santa Maria and Turtle Bay, so you're not adding a lot of extra distance by stopping there.*

*A lot of bashers avoid any stops along the 'Middle Reach' of Baja — between Bahia Santa Maria and Turtle Bay — because of the extra mileage. But it's not that many more miles. For example, if you stop at San Juanico, aka Scorpion Bay, it's 250 miles as opposed to the 230-mile straight shot. But San Juanico is a great stop, particularly if you like to surf. It has no fewer than six points, with waves ideal for everything from beginners to experts.*

*We know you've heard it before, but the best advice the Wanderer has for bashing is: 1) Give yourself plenty of time. 2) Wait until the wind is less than 15 knots, then go as long and as fast as you can. 3) Summer tends to offer longer and better weather windows than does spring. — rs*

*Seven lines are seven reasons to interrupt a Baja Bash at Scorpion Bay.*

UNKNOWN



### WHAT'S IN A NAME?

Being a former Summer of Love, switched-on, ex-hippie,

# LETTERS

the Wanderer probably already knows that *Windfola* is an auspicious name for a gutsy, solo, female sailor's boat. I'm referring to Elana Connor's Sabre 34, which was referred to in the June *Sightings*.

*Windfola* was the name given by JRR Tolkien to the horse ridden by Éowyn of Rohan from Dunharrow to the Battle of the Pelennor Fields, where she and Meriadoc Brandybuck confronted and defeated the Witch King of Angmar, Chief of the Nazgûl.

In response to the Witch King's challenge, "No living man may hinder me," she uttered the famous line; "But no living man am I! You look upon a woman." She then promptly dispatched him by driving her sword into the front of his helmet, after Merry's blade stabbed him in the leg, distracting him.

Is it only me, or is there something prophetic in the fact that her boat is a 'Sabre' 34? With all those omens going for her, I'd be wary of crossing her bows in a match race!

Mark Walker  
Kempsey, NSW, Australia

Mark — *The Wanderer did not realize that Windfola was an auspicious name for Ms. Connor's boat because he, in what might be a character defect, has no more interest in fantasy literature than he does in poetry. We like life straight up, but if Elana likes it, we've got no problem with the name. — rs*

## ⇕ WHAT ABOUT SHIPPING A BOAT HOME FROM CABO?

What is the best way to return a boat from Cabo to Long Beach or the Bay Area? Is it a ship like DYT or something? Would the Wanderer put a boat of his on a ship?

If there is not currently such a service, would enough expressed interest on the part of boat owners attract a shipping company?

Charles A. Wall  
Walnut Creek



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*service delivering boats from Cabo to Southern California on a barge. It sounded like a great idea, but as we recall they went bankrupt after the first trip.*

*Boats are transported on ships all the time. We had our Olson 30 La Gamelle shipped on one of those 'sinking' ships from Port Everglades to Le Marin, Martinique. The only downside was the expense.*

*It's not uncommon for cruisers to ship their boats from Golfito, Costa Rica, to Ensenada, or from La Paz to Vancouver, British Columbia. Based on the reports we've gotten, they've all been pretty happy.*

*We don't know if it's the government or the unions, but there seems to be some problem shipping anything but new boats from outside the United States into the United States.*

*We're not sure what company has been doing the La Paz-to-Vancouver deliveries, because neither DYT nor Seven Star Yacht Transport has it listed on their schedule. Perhaps someone who has recently had their boat delivered can tell us what company shipped their boat. If we're not mistaken, the route is only run*

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# LETTERS

once a year in the spring.

Even if you could get 50 boat owners to pay for shipping a year in advance — good luck with that — we're not sure you could get a shipping company to change their route. — rs

## FROM J BOATS TO A CRUISING CAT

My husband Bruce and I agree with the Wanderer that watching the magnificent big classic yachts, and especially the J Class yachts, will be far more interesting than the America's Cup battle of the billionaires with their little high-tech catamarans. We don't even follow the America's Cup anymore.

P.S. We now spend our winters aboard our 44-ft catamaran *Isola* based out of St. Martin, and even participated in Antigua Sailing Week this year.

Pam Orisek, 100-Ton Master  
*Isola*, 44-ft catamaran  
Santa Cruz and St. Martin

Readers — Pam and Bruce's outlook may be influenced by the fact that they "hooked up" aboard the J Class yacht *Velsheda* 37 years ago. But as soon as the America's Cup is over — possibly before you even get this issue — it will be interesting to see what readers thought about it, and if the Kiwis win it back, what they will choose for the boats to be used in the next Cup.

## I LIKE DOGS, BUT WON'T HAVE ONE ON MY BOAT

I know the Wanderer will take a ton of flack about his *Lectronic* piece about dogs. I want to give him a thumbs up for having the guts to tell the truth about so many of the dogs on boats out there and their owners. I like dogs, but won't have one on the boat. Every word in his article was true.

Sally  
Planet Earth

Sally — We've gotten a lot of response about dogs. The Wanderer wants to make it clear that he is not anti-dog. For example, just a few hours ago a nice dog of some sort approached us next to our docked boat. He stopped about 10 feet away, picked up a stick, and wagging his tail said, "Would you like to play fetch with me?"

We told him we couldn't because we were taking off on a bike ride, and he didn't get mad about it. And his owner observed the whole incident, ready to step in if the dog became a nuisance. We like owners and dogs like that.

Our problem is with the oblivious and/or don't-give-a-damn-how-my-dog-bothers-others owners. The ones who let their pit bulls run loose off leash. The ones who let their dogs yap in the marina all day and night. The ones who don't pick up their dog's crap in the middle of the dock fairway.

Plus, what can you say about dog owners who think that California's Channel Islands (except Catalina) and the islands in the Sea of Cortez that are strictly off-limits to dogs for environmental reasons, are off-limits to all dogs but theirs? — rs

## I LOVE AND HAVE DOGS, BUT . . .

Please forward the names of restaurants in Cabo San Lucas that a cruiser complained about because they wouldn't allow their dog. Because that's where I want to eat. I pretty much stopped going to all of the local brewpubs because they've become overrun with people who have dogs.

That said, it's still a mostly free country, so if pubs and restaurants that allow dogs are successful, then good for them. But I'll spend my time and money elsewhere.

By the way, I have dogs and love them. But I don't take

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# LETTERS

them to restaurants, pubs, hardware stores and the like.

Greg Gibson  
Grass Valley

## ↑↓ WHAT DOG OWNERS NEED TO UNDERSTAND

I read the Wanderer's recent comments in *'Lectronic* about dogs, and I'm right there with him. Seeing-eye dogs and Wounded Warrior dogs are my exception to the rule. Dogs have their place in life — but in my opinion, it's not in public establishments.

I've stopped spending my money at businesses where irresponsible owners allow dogs in. I literally left one restaurant in the middle of a meal when the staff allowed a 100-lb 'service dog' in. And yes, I paid for my meal.

Costco, Home Depot, Lowes — you name it, they are all allowing so-called 'service dogs' into their stores. I watched a large dog lift its leg on the potato chip aisle in my local Costco. The manager said he couldn't do a thing about it. I no longer buy potato chips at Costco or anything else that is down at dog level.

I was in a store when a dog in a shopping basket snapped at a customer walking by. The guy reflexively swatted the little critter right out of the shopping cart. The dog ran out the front door of the store. I told the lady who owned the dog

that she could charge admission for that kind of entertainment.

Dog owners need to understand that not everyone wants to 'experience' their dogs in public.

Curt Simpson  
Palm Desert



*"Don't worry, he won't bite, he's my sweet little service dog." We've all heard that.*

*Wanderer is embarrassed to say he has more than a few very good friends who admitted paying a couple of hundred dollars to get doctors to sign certificates saying they needed a 'service pet'. "I got a doctor to write one up for me," they laugh. Not so funnee! — rs*

Curt — *Don't get us going on the 'service animal' abuse crap. The*

## ↑↓ MOST DOG OWNERS ARE NOT LEADERS

The Wanderer said what needed to be said about dogs — and in a way typical of his writing. We laughed as we both read it out loud.

We love dogs and all kinds of animals, but have none as they are too restricting for our lifestyle. Dogs are pack animals and need a leader. Unfortunately most dog owners are not leaders and let their dogs lead them instead. It's sad to see.

Garry and Marci Willis  
Breez'n, Catalina 42  
Liberty Bay, WA

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

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

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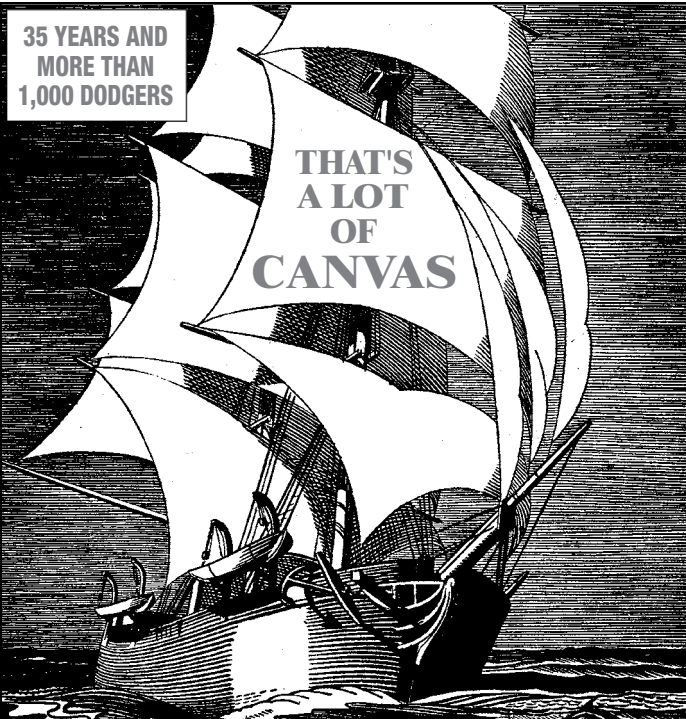
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## LOOSE LIPS

"In sailing, there's no bigger race than the fabled America's Cup. It's just like the Stanley Cup, but all the ice is melted and you're on a boat." — Stephen Colbert

Last month in *Lips*, we asked if anyone knew where



The Alameda-built 'foiling' Catri 27 showed up in the hands of Roger Miller of Sheboygan, Wisconsin.

the Catri 27 — a trimaran built in Alameda in the '90s and equipped with foils — was. "Yup," wrote Roger Miller. "While its latitude has slid only a few degrees north of where it was born, it's shifted about 35 degrees east, to Sheboygan, Wisconsin, a

fresh water port on the western shore of Lake Michigan, just 50 miles north of Milwaukee.

"The first decade I logged about 10,000 nm daysailing, often singlehanded, and occasional distance races doublehanded. It's a very easy boat, despite its speed potential. Its smooth and gentle sweet spot is the mid-teens in a fresh breeze. Because my boat *Aegean 1* is the E-glass "plug" from which Michael (Mikhail Domnich) and Alex (Gonchrov) molded the tooling for production that never got off the ground due to lack of capital, it's heavier than normal: 3,500 pounds, about twice the weight of its carbon sister *Aegean 2*, now in southern Sweden, which is too frisky a boat for an old duffer like me.

"Of all the boats I've ever sailed, the Catri is still my favorite in any wind speed. Although I've sailed a variety of beach cats and some other tris, I don't consider myself a multihull sailor. And although the Catri 27 is holding up well, I wouldn't mind trading down to a somewhat smaller version in a few years to make more trailer sailing easier in my soon-approaching codgerhood. So I've stayed in touch with Michael, and we've talked about a few refinements with Jim Antrim and the prospect of him doing an update to this basic configuration that's now a 20-year-old Latvian design."

"I really love that you brought *Loose Lips* back to the mag!" wrote Tom Varley, who recently bought the *Gulfstar 50 Spirit*.

"It was Bob (R.I. Partyman!) and Mike Gorman's boat a few years ago. This is us anchored at Santa Cruz Island. We cruise Santa Cruz, Santa Rosa and San Miguel often and extensively!"




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# SIGHTINGS

## eight bells for jack o'neill

Today, as in decades past, no name is more universally synonymous with the sport of surfing than O'Neill. Why? Because way back in the early 1950s, long before the Beach Boys recorded their first falsetto harmonies, a diehard Northern California surfer named Jack O'Neill invented the world's first wetsuit after years of experimentation. According to Jack, his goal had simply been to enable longer surf sessions in

the North Coast's muscle-numbing 50° water.

By 1960, Jack was producing full wetsuits, and his invention had helped fuel the international popularity of surfing and surf culture exponentially. Having adopted the slogan, "It's always summer on the inside," Jack's wetsuits, followed by other products such as surfboards and sportswear, soon galvanized the name O'Neill as the most coveted

brand in the burgeoning watersports industry.

The so-called godfather of surfing died of natural causes June 2 at his cliffside Santa Cruz home, surrounded by family. He was 94. Since then, legions of surfers who'd ridden waves alongside Jack at Pleasure Point, Steamer Lane and elsewhere have been swapping tales and accolades about Jack — their friend and mentor — who remained down-to-earth and approachable despite the colossal success of his business interests. We're told a massive 'paddle-out' will take place soon in his honor.

According to Jack, his introduction to the magic of wave riding came when he was kid in the 1930s. Jack successfully body-surfed a wave — probably in Southern California, one of the places where he grew up. "I can still remember that feeling," he recalled in a 2009 interview.

After WWII, during which he'd served as a Navy pilot, Jack came to the Bay Area and began surfing off Ocean Beach and elsewhere with a small cadre of board-riding devotees. He opened his first surf shop in San Francisco in 1952, then moved his operation to Santa Cruz in '59, contributing to that city's reputation as the West Coast's surf mecca. "Surfing for me was kind of a therapy," he explain in a recent video profile. "Just get one wave and everything's okay."

In addition to his love of surfing, Jack was also an avid sailor who loved blasting across Monterey Bay with friends and family aboard his classic gaff-rigged schooner *Marie Celine*. He also raced the lovely, bright-hulled woodie in the annual Master Mariners Regatta, and famously cruised her to Mexico with family members. A favorite destination was Scammon's Lagoon on the Baja Peninsula, a primary breeding ground for migrating whales.

Not surprisingly, Jack's love of watersports led him to become an early advocate of ocean conservation. In 1996 he established an innovative marine education program for school kids and community groups called the O'Neill Sea Odyssey, run out of Santa Cruz Yacht Harbor aboard the 65-ft *Team O'Neill* catamaran. During the past 20 years, roughly 100,000 participants have expanded their understanding of

continued on outside column of next sightings page

## summer

*Readers — With the lazy days of summer cruising upon us, we're picturing many of you relaxing in a hammock, sipping a cool beverage, and whiling away long afternoons on the hook. What better way to pass the time (after finishing this issue, of course) than with a good book? Herewith are a trio of reviews to give you some ideas.*

**The Golden Shore** (David Helvarg, \$16.95) — There have been many books written about "California's Love Affair with the Sea" (this book's subtitle), but

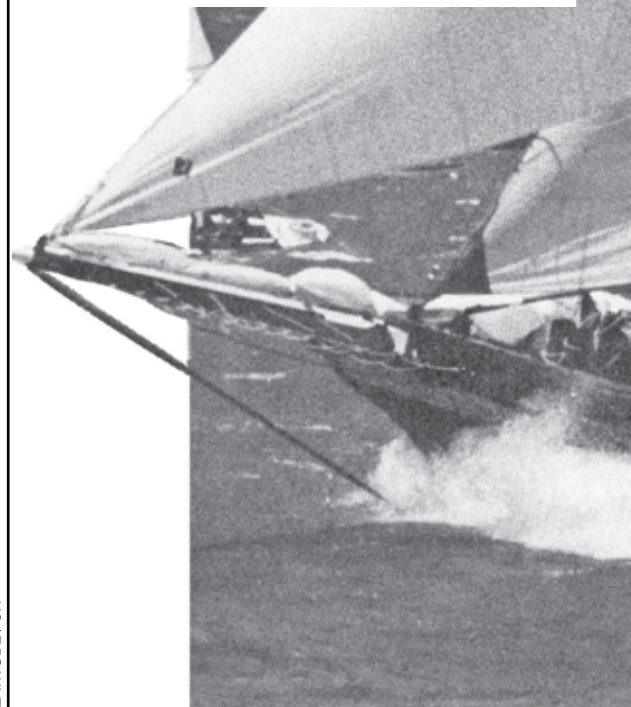


O'NEILL ARCHIVES

**Although little known by the general public, the late Jack O'Neill was almost as passionate about sailing as he was about surfing. He's seen here at the helm of 'Marie Celine' on Monterey Bay.**



INSETS LEFT AND CENTER O'NEILL ARCHIVES



LATITUDE / JR

## reading

few have treated the subject so uniquely, engagingly or reverently. Helvarg deftly resurrects Richard Henry Dana, Jack London and Duke Kahanamoku to join the conversation with modern concerns and people from marine ecologists to big-wave surfers — all of whom were/are touched by and have become protective of the unique gift of our coastline.

**And Soon I Heard a Roaring Wind** (Bill Streever, \$26) — The world's first continued in middle column of next sightings page

## jack o'neill — continued

the complex ecosystems of the Monterey National Marine Sanctuary and the oceans beyond through the *free* program — a feat that Jack has often called his "greatest accomplishment." As he explained in an O'Neill company video, the primary goal of his enormous investment in the Odyssey program is to teach the kids that "the ocean is alive, and we've got to take care of it." We're happy to report that the program will continue, despite Jack's passing.

Instantly recognizable by his gray beard and black eye patch, Jack O'Neill was one of a kind. He lived a vibrant and colorful life. Needless to say, he'll be sorely missed by all who had the pleasure of knowing him — and sharing waves with him.

— andy



LATITUDE / ANDY

**Spread:** 'Marie Celine' in the Master Mariners. **Inset left:** Some early wetsuits were less than successful. **Center:** The 'Team O'Neill' cat. **Right:** Jack chats with Odyssey kids back in '99.

# SIGHTINGS

## sailing voyage interrupted

*Sailing Voyage Interrupted Abruptly.* That was the ominous subject line of an email sent from our publisher's brother on the East Coast. John Arndt's nephews Nathan and Grayson (and their friend Theo Aris) had just embarked on a collegiate summer adventure, planning a two-month cruise from the Chesapeake to the Bahamas and back. Unfortunately, life had other plans.

They were sailing south and about five miles off Georgetown, South Carolina, aboard Theo's 1974 Cal 27 *Navigant*. It was about 10 p.m., there was a pleasant breeze, and the boat was on port tack with Theo and Nathan on watch while Grayson slept below. Suddenly out of the dark, they were struck amidships by a fishing boat motoring at high speed without running lights. The bow cut through the hull deck joint, and *Navigant* immediately began to sink. Nathan went below and pulled his brother on deck, the latter yelling, "What's this boat doing here?" Grayson was shoved onto the deck of the powerboat, while Theo

continued on outside column of next sightings page

## summer reading

weather forecast originated with Robert Fitzroy, whom history remembers best as the captain of HMS *Beagle* during the 1830s voyage that made Charles Darwin famous; 70-some years later, Wilbur and Orville chose Kitty Hawk, North Carolina, for the first powered flight, based on the dependable winds found there.

Those are just two factoids from one of the most fascinating page-turners we've read in a long time. Streever, a biologist based in Alaska, weaves science and history into a unique narrative, starting with where the wind comes from, to how it's shaped the biology of the planet, to how it's been predicted over the years — all



## — continued

interwoven with a totally amateur cruise from Galveston to Guatemala with his wife aboard a 50-year-old ketch.

**Red Flags in Blue Water** (R.A. Bard, \$9.99) — In case you haven't noticed, sailing is about people, and we love their stories (we figure you do, too). Bard's nifty little book, subtitled *Misadventures of a Freelance Sea Captain*, has some great stories drawn from his years as a delivery captain/crew. Reading it reminded us of sitting in the warm salon of an anchored schooner, sipping libations and listening to tales being spun while a chilly breeze whistles through the rigging outside.

—jr



**A group of college friends were having the time of their lives, until they weren't. The boys are safe, but Theo Aris' Cal 27 'Navigant' was split in half by a drunk skipper and sunk off the coast of South Carolina.**

ALL PHOTOS NATHAN ARNDT

## interrupted — continued

and Nathan grabbed the liferaft and ditch bag. They abruptly found themselves swimming in the dark, cold Atlantic. One of the crew of the fishing boat dove in to help the boys, and in moments they were all safely aboard in a soggy state of shock. It had only been a matter of minutes, but their sailing adventure had disappeared beneath their feet.

Leading up to the accident had been some good fortune, big dreams and careful planning. After graduating from Hamilton College in spring 2016, Theo had come across a 'bargain' boat at a Chesapeake Marina. After some work, he and Nathan completed a 500-mile sail from the Chesapeake, through Delaware Bay, around Montauk Point on Long Island, then down the Sound.

The trip whetted the appetite, and the boys decided to take Theo's slightly more restored Cal on a proper cruise down the East Coast via the inland waterway and off-

shore, eventually arriving in the Bahamas, before returning north to the Chesapeake by the end of July. During the spring, they repaired some dodgy chainplates, and found a liferaft, satphone, charts, an EPIRB and most of the modern essentials for a safe and pleasant cruise.

They left on May 21 from Chester, MD, with guests Xaeza Olt and Zee Ali temporarily joining the trio. The boat leaked, the food wasn't great, and space was tight for five millennials. But, as with many adventures on sailboats, the excitement of casting off for ports unknown overcame the less-than-yacht-like accommodations.

Nathan and Grayson had grown up learning to sail small boats on the coast of Maine. Nathan went on to join his college sailing team, spent summers teaching sailing at the Milford Yacht Club in Connecticut, crewed on overnight races and graduated from dinghies to the bluewater life. Theo sailed summers with Nathan at the Pequot Yacht Club, and also taught sailing at Housatonic Boat Club, both in Connecticut.

This could be a story about bad timing and circumstances, or it could be a tale of exceptionally good luck. Because of other commitments, Xaeza and Zee were only on board the first two weeks and departed a couple of days before the accident. With three people potentially down below on a rapidly sinking vessel, it would have been exponentially more difficult for two more people trying to safely exit the companionway.

Because the boys were on port tack, the leeward, starboard rack was the preferred sleeping bunk. But since the boat was old and leaky, Grayson found it too wet to sleep on the leeward side, and was mercifully snoozing on the high-and-dry side when the fishing boat carved its way through the hull and straight into the soggy starboard berth. And, thankfully, the power boat stopped, was undamaged and able to bring the stranded crew aboard. Theo's father had also been planning a surprise for the boys in Charleston, SC, with a hotel room. At the time of the accident, Theo's dad was an hour and a half away by car.

The boys got ashore with only the wet clothes on their backs, a cell phone, and their car keys. Because the boat sank in just 35 feet of water, the Coast Guard went looking for it the next day but found no trace. The skipper of the fishing boat was arrested for boating under the influence, and his case awaits trial. A week after the accident, a few pieces of the boat were found washed up on the beach in South Carolina. Grayson's wallet turned up on the shore and was mailed to him by a Good Samaritan. We wish the boys the best of luck in finding one of the multitude of boats from the '70s still available for adventure.

—john



# SIGHTINGS

## metal heads

Some people love their metal. And for sailors eyeing the increasingly accessible Northwest Passage and other high-latitude destinations, a metal boat offers unparalleled strength and peace of mind. California has long been a haven for fiberglass sailboats, but much of the

world's offshore fleet is made of metal, and it's revered by a society of enthusiasts.

"It is a very good building material that's appreciated by so many sailors," said Gerd Marggraff, the current president of the Metal Boat Society (MBS), a non-profit dedicated to fostering knowl-

**On the dock, from left: Randall Reeves, Gerd Marggraff and Tony Gooch stand in front of the aluminum 'Moli'.**

edge of metal boats and a community of metal boaters. Marggraff believes metal is making a comeback, particularly for those looking to build a custom boat. "There is an opening in the market that I think the metal industry will explore."

The approximately 220-member MBS is celebrating its 30th anniversary this August in Anacortes, WA.

"I have lived and loved metal for over 40 years," said Marggraff. An engineering student in Germany, he worked as a foreman building and repairing metal boats for several years. In the '90s, Marggraff built himself a 65-ft steel sailboat and started a charter business in Australia. A year later, he built a 52-ft aluminum catamaran, and sailed it around the world with his future wife. Marggraff is currently working on *Thor*, a 65-ft aluminum sloop built specifically for taking on the Northwest Passage. Marggraff said he wanted a boat that was powerful enough to take him into high latitudes, be handled by a couple, make 200-mile days under sail or power, and sneak into shallow harbors. "We particularly wanted the flexibility of being able to beach our boat and not have to depend on boatyards for every bottom cleaning or fouled prop," Marggraff said on the MBS website.

Graham Coombes was looking for something stronger than fiberglass when he went to his first MBS Festival. An engineer, Coombes said he always admired the first generation of 'plastic' boats like Santa Cruz 70s, and said that in his quest for the ideal material, he'd experimented with a variety of materials, including concrete.

"With fiberglass, it sails well, but if you run into a container, it's just going to rip the boat apart," Coombes said. "I thought about that a lot. And the only way you can get a lightweight glass boat is to do a sandwich. But if water gets into the core — and if it's balsa — you really have a major problem."

For performance and peace of mind, Coombes settled on metal. "Aluminum is a way to achieve a lightweight hull that has strength. Aluminum can actually be stronger than steel, especially if you have a relatively moderate length-to-displacement ratio." Ever the engineer, Coombes immediately listed aluminum's most common downside: electrolysis. "To prevent it, you just have to be very rigid with your electrical systems." Coombes also warned against loose change on aluminum boats. "If someone drops a copper penny in the bilge, it will eat its way through the boat. That's the nightmare."

Coombes said he's also interested in carbon fiber, but calls it "ferociously expensive." In the balance for the right material, Coombes said he's looking for value as well.

Candy and Randy Larreau started building a 39-ft steel sloop in

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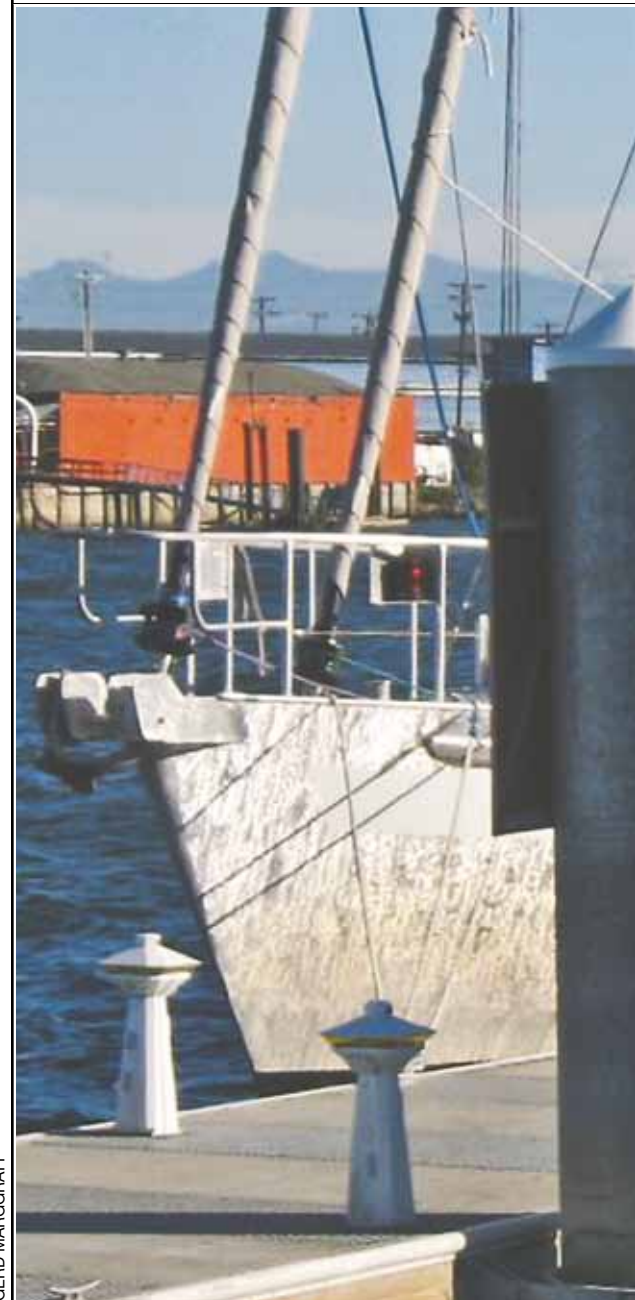
## crew list party

For this year's Fall Crew List Party, we're going to try something a little different. Oh, you can expect the same friendly *Latitude 38* crew, the same color-coded name tags, a similar buffet of munchies and a bevy of like-minded sailors with whom to mingle. What will be different is the venue. Kind of like 'same bat-time, different bat-channel'.

On Wednesday, September 6, from 6 to 9 p.m., you'll find the gathering not at a yacht club as is tradition, but at Spaulding Marine Center at 600 Gate 5 Road in Sausalito. "We're delighted to host the



METAL BOAT SOCIETY



GERD MARGGRAFF

## moves to marin

*Latitude 38* Crew List Party at the Spaulding Marine Center, the saltiest place in Sausalito," said Clark Beek, the center's general manager.

"The move brings the party close to the Richardson Bay anchorage, ideal for cruisers who are passing through from the Northwest and close to many marine services," said *Latitude 38* publisher John Arndt. "The location is also a quick drive over the Golden Gate Bridge from the City and close to much of the East Bay via the Richmond Bridge. *Latitude 38* held its

continued in middle column of next sightings page

## metal — continued

2005 when they heard about the MBS. "It was a good place to get to know people who were building metal boats and to get our questions answered," said Candy, who is a former MBS president.

"The Society is a good place to communicate with other people who have gone places and built things before you, and to see their finished products." Candy said metal boat designers from all over the world attend the MBS festival to teach about the intricacies of metal.

Regarding the Larreaus' own boat, Randy had been a general contractor for years and had experience welding. "It was something we knew how to work with," Candy said. "It was exciting to build the boat in our backyard. Steel was a good choice. You're not likely to sustain any damage if you hit something. And," Candy added, "the Metal Boat Society is just a fun organization to be a part of."

—timmy

*Metal Boat Society president Gerd Marggraff built his 65-ft aluminum sloop 'Thor' using the Strongall technique, a "self-supporting aluminum hull-building method based on thick plate scantlings with very little framing." Below: Candy and Randy Larreau's 39-ft steel sloop 'Abigail' in British Columbia.*



CANDY LARREAU

## hitchhiking across the puddle

All over the world, sailors of all ages crew on 'OPBs' (other people's boats), and they all have unique stories about why they choose to be hitchhiking mariners. Mine began in 2014 when my Captain John and I sold our catamaran *Moonshine* after operating crewed charters in the Caribbean for many years.

As a longtime crew aboard the 63-ft cat *Profligate* for many Baja Ha-Ha rallies, I've had the opportunity to meet many interesting sailors. That's how I recently found myself stepping aboard *Spill the Wine*, a



**Gorgeous mountains, lush green vistas, freshly baked baguettes and cold Hinano. Who says 'hitchhikers' can't enjoy the finer things?**

Jeanneau 42 that I had never sailed on, with an owner nicknamed Captain Underpants and a third crew, Rebecca, whom I had only met a couple of hours before our departure across a 3,000-mile stretch of open ocean from Mexico to the Marquesas — the Pacific Puddle Jump.

It was a leap of faith indeed, yet my old traveler's instincts from back in the '80s — when I hitchhiked through Africa and Europe and across the Atlantic on a 33-ft Gibsea — came rushing back, and this new challenge suddenly felt completely normal, as I'm a life-long adventurer and sea-lover.

Highlights of the voyage

included reporting our position every night on the PPJ SSB net. The camaraderie of this small group of voyagers was comforting, knowing we were there for each other in support, or just hearing friendly voices on this lonely patch of ocean.

Bonding with the sea and her creatures is always magical. On this trip, special encounters included a mother humpback and her calf on Banderas Bay and a pod of frisky dolphins, and chasing tiny squid at night while leaving trails of phosphorescence.

I can't say that I could ever bond with a flying fish, as I've been startled and whacked several times by these little pirates while on night watch. The captain (whose real name is Chris Barry) suffered the worst attack: One ambitious little flyer landed right in his eye — which was darkly ironic as his shoreside profession is optometry. I must say the little winged fish occasionally provide some entertainment.

Night watches are always a favorite time for solitary reflection and phenomenal stargazing; nightly greetings of the Southern Cross never got old. I especially loved pre-dawn hours. Venus became a source of amusement for me. She faked me out twice, by disguising herself as a boat light on the horizon, and another time snuck out from behind a cloud pretending to be an airplane. That caused a chuckle.

As expected during 25 days at sea, the sailing conditions varied quite a bit. We tried to make the most of all of them. From jumping in for a cooldown in the doldrums to being fascinated by the squalls and watching the turbulent seas, especially at night when flying along under a partially reefed jib, feeling as if we were sailing three times as fast as the instruments indicated. Sweet broad reaches in flat seas were spectacular, as were the light-air spinnaker runs. I was a helm hog one day while we were under spinnaker, asking myself how it could possibly get any better than this. But the sea provided the answer: It just kept getting better.

Our Iridium Go! device allowed us to communicate with Christian Holm, my fellow *Profligate* crew, who is an air-tanker pilot by profession and sailor by passion. He spent hours each day compiling weather info

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## crew list party

original crew parties in Sausalito for many years before moving to the East Bay. We thought it was a good time to return to connect more Bay Area sailors to cruisers heading south or anyone who wants to do more sailing on the Bay. Prior to the party, Dick Markie of Paradise Village Marina and Geronimo Cevallos of Marina El Cid will give their Mexico Cruising Seminar."

The center was originally built in 1951 by Myron Spaulding, who purchased the property and constructed Spaulding Boatworks to build his own designs. Myron died in fall 2000 at the age of 94. Following his death, his widow, Gladys, established a charitable trust to preserve the Spaulding Marine Center in perpetuity. It's now an educational center offering boatbuilding programs for kids and adults, and also continues to serve as a working boatyard.

*Latitude 38* crew parties are about a generation younger than the marine center, but they are almost as legendary.



ALL PHOTOS LYNN RINGSEIS



## — continued

And, with the price of admission still just \$7, they're affordable too. Profits from the bar will go toward Spaulding's educational programs.

It's not mandatory to sign up on the Crew List to attend the Crew List Party, but we recommend it. You can make contacts in advance and arrange to meet them at the party, a neutral venue. See [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

Some Crew Party tips:

Be honest; don't make stuff up about your experience. Bring ample copies of your sailing résumé. Skippers should bring pictures and specs of their boat. Bring boat cards or business cards. Wear a funny hat, a sign or a costume to help you stand out in the crowd. If you tend to be shy in crowds, bring a wingman or -woman. Vet your contacts well, as *Latitude 38* does not screen Crew Listers or partygoers and makes no promises about their character or lack thereof.

— chris

## puddle jump — continued

from worldwide sources and sent us a briefing specific to *Spill the Wine's* location. Not only was this invaluable info, but it also included quotes of the day. The one that now makes me laugh the most was: "Every storm runs out of rain." That reassurance came during the middle of what we dubbed "the never-ending squall."

The Intertropical Convergence Zone (ITCZ) is one of those mystical places that sailors often read about — it's not a fixed place, but a constantly moving band of weather in the equatorial latitudes where the trade winds of the Northern and Southern Hemispheres meet. Visions of raging squalls, thunderstorms or intense winds had filled our imaginations as we approached . . . but luck was with us as we passed through unscathed, with not a drop of rain and calm sailing.

An hour before sunrise we crossed the equator motorsailing with conditions as calm as could be. As tradition demands, we had an impromptu celebration with our captain playing the role of King Neptune. Wearing shredded sushi seaweed wrappers for hair, he officially declared us "shellbacks."

Weather in the Southern Hemisphere was remarkably different from what we'd experienced before crossing latitude 0°. We were served a sampling of several squalls with a side dish of lightning bolts that hit the water within view, followed by a waterspout for dessert. We loved it all! If you'd like to try hitchhiking on OPBs, check out the Crew List section of [www.latitude38.com](http://www.latitude38.com).

— lynn ringeis



Above: Captain Underpants, aka Chris Barry, plays the role of Neptune during 'Spill the Wine's' pre-dawn equator crossing.

# SIGHTINGS

## the science of sailing

On a windy afternoon in May at Richmond Yacht Club, a small group of middle school kids gear up and make their way down the dock to rig three dinghies. It looks like your typical after-school sailing program. But these kids aren't just having fun on boats (although there's plenty of that); they're also doing science.

"Sailing taught me a lot about how the environment works," said Reet Buttar from Davidson Middle School in San Rafael. To be hon-



The man with the plan. STEMsail creator Wayne Koide at the helm of his Sydney 36 'Encore.'

est, the 12-year-old seemed more impressed with the science than the boats.

This group is part of STEMsail, a nascent educational sailing program conceived by local Wayne Koide. STEMsail targets middle-school students and is run by volunteers out of Richmond Yacht Club. Along with teacher Kurt Holland, Koide hopes the program can be a model of what teaching science in public schools could look like, especially as California education policy has begun to focus on outdoor instruction. Holland in particular believes programs like STEMsail (where STEM stands for Science, Technology, Engineering and Math) are an opportunity to increase access to sailboats, increase the number of environmental stewards, and perhaps revitalize the ever-aging population of sailors.

As Koide was approaching retirement as a FedEx pilot, he wanted to somehow combine his love for sailing (he's the successful skipper of the Sydney 36 *Encore*) with his interest in education. Formerly an Air Force pilot, Koide used to tutor young recruits preparing for their officer qualifying exams. "One thing I noticed was a lack of basic science and math skills. And I was really taken aback by that."

On a windy afternoon in May, eight kids and four volunteer instructors gather in RYC's junior room — the first topic is a review of a few days before, when the group paddled dragon boats in Berkeley. The lesson: Power = function of speed to the third power, plus the influence of drag (see this issue's *Max Ebb*). The next topic was also apropos: Land and seabreezes. A quick diagram is jotted down on the board illustrating rising air pressure. Instructor Merrill Pierce — who is also a teacher at the Verde Elementary School in Richmond — tells the class to break into pairs. After some discussion, they seem to wrap their heads around thermal advection on San Francisco Bay: It gets hot inland, heat rises, cold air from the ocean rushes in to replace it. Then the kids gear up and prepare to see the practical application of the theory.

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## i love

Hanging on to an empty winch, I watched the middle hull split through a wave. The deluge came in slow motion, like a wide-nozzled fire hose, like 15 five-gallon buckets of water being thrown at once. Instantly, I was soaked through.

Giovanni was also drenched, squinting and impossibly calm sitting in his small chair at the tiller, threading the 70-ft long, 55-ft wide trimaran through a crowded Bay at up to 40 knots, carving a wake (more like a foamy ditch) into the water (I forgot to look, only saw it in pictures afterward) as we barreled toward the sterns of slow, bobbing sailboats.

Seeing the cruisers' faces, I wished I could trade places with them, just for a



## my job

second, to see this beast charging at me.

After being more than a little terrified when we smashed into that first wake, and after thinking the G forces might tear my body apart just standing there clinging to my winch, I got a little starstruck, and thought about quitting my job to become crew on one of these MOD70s. No, on this boat specifically, on *Maserati*, because everything the Italians do is simply cooler. I would get a gold earring, have a perpetual five o'clock shadow, and start smoking cigarettes.

But then I remember, I'm a writer, and while it's fun to think about chasing crazy dreams, my job is to tell the tale.

—timmy

## science — continued

As Koide was visualizing his program, he learned that US Sailing had created the Reach program in 2012, a "STEM initiative to inspire sailing programs and schools to use sailing as an educational platform." Koide said he has US Sailing to thank for getting his program started — and it's where he met Holland, who was Koide's Reach instructor. "Kurt was so impressive in how he demonstrated how to teach outdoors," Koide said. "It opened my eyes."

And by coincidence, Koide's vision corresponded with a major sea change in the California education system. The state wanted to "shift expectations in simply knowing about science to being able to engage in rich science experiences." Instead of just making kids memorize facts, educators wanted students to actually do science, while at the same time emphasizing outdoor education — something that experts say is an obvious and long-proven method. This new ethos took the form of the Next Generation Science Standards (NGSS), which has been adopted by a handful of other states.

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Volunteer instructor Mollie Robinson drives while Ariel Moore (middle) and Leila Leibert gain firsthand experience of a San Francisco summer seabreeze.

# SIGHTINGS

## science — continued

"This idea to use the waterfront is actually proven, but it's not being utilized here in California," said Holland. "Ultimately, the focus is to get the kids out of the classroom during the school day. Think about it, all of those boats are sitting there idle. All of those instructors: idle. All of those kids: bored. And we are the remedy for boredom." Holland noted that it's cheaper (and more fun) to take kids to a local yacht club than it is to go on museum field trips to San Francisco. "And if you go to a private school, I guarantee you'll see equestrians, backpacking, hiking and sailing. Some private schools spend fully half their day, every day of every week, doing something related to the outdoors."

Back to the kids, who push off from the dock in three 420s with one adult volunteer skippering each boat. It's blowing a solid 15 knots and is accordingly choppy. The dinghies aren't flying their jibs, and the kids aren't crewing as much as they're just along for the ride. First-time sailors always seem happy simply being on the water, stoked just to be sailing. A few kids drag their hands in the water and laugh whenever they're splashed by the icy spray.

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## *dorade's* winning

After *Dorada* conquered much of the Atlantic in the 'Return to Blue Water Tour', the Bay Area's Matt Brooks and Pam Rorke Levy are now expanding the yacht's horizons to take on some of the great races of the Asian Pacific region.

The meticulously maintained and well-traveled 1929 S&S classic is boarding a ship for delivery to Australia where she'll compete in several events, culminating in the Rolex Sydney Hobart on Boxing Day before making her way north to sail in the Rolex China Sea Race in March 2018.

In a sea filled with carbon technology, the all-wood 55-ft *Dorada* appears to be a sheep in wolf's clothing, and continues her winning ways, which started in 1931 when she won the Transatlantic Race



## world tour continues

and the Fastnet Race, earning her crew a ticker-tape parade when they returned home to New York City. Since Brooks and Levy's restoration and return to the racing circuit, the boat has been on the podium for 98% of her events, including winning the 2013 Transpac overall — which she first won in 1936! We know wood is another form of carbon that creates a deceptively elegant look. The high-tech machines in the Pacific will be wise to keep an eye on her.

"Our hope is that we will inspire the owners of other classic ocean racers to take to the sea again," Brooks said. There are many classics out there, but none that can boast such a long-running record of success.

—john



The America's Cup J Class Regatta was a spectacular sight in Bermuda. Inset: Onboard 'Svea' during a leeward leg.

GILLES MARTIN-RAGET / ACEA

## science — continued

Koide loosely based STEMsail around US Sailing's Reach program. "We basically hit the 'high' points of the Reach curriculum while also emphasizing ocean literacy, plus get some good sailing in." Koide said a typical STEMsail class starts outdoors and introduces a subject that, with luck, engages the students' senses. For example, when discussing where the wind is coming from, students are asked to feel the wind on their faces and observe flags or smoke.

"We ask the students to think about these concepts when they go out on the boats," Koide said. The program's goal is to introduce students to sailing and get them on the water as soon as possible. "This is an invaluable part of the learning process."

At the end of the day, the STEMsail class sits outside and debriefs. "If students ask questions, we first ask them to try and answer those questions before offering the answer. That's where the real learning takes place." Koide said that the program's 'hidden agenda' is to encourage critical thinking in the students. "Critical thinking is just another way to say that you need to be curious about the world around you, ask questions, and find answers for yourself. Sailing is a great metaphor, because you learn things in real time." To contact STEMsail, or for information on how to volunteer, please go to [www.stemsail.org](http://www.stemsail.org).

—timmy



LATITUDE / TIMMY

## life is great on svea

I was pleased when Tom Siebel asked me join his all-star crew aboard his new J Class yacht *Svea* for the first-ever seven-yacht America's Cup J Class Regatta, held concurrently during the 35th Cup Match in Bermuda. *Svea's* celebrity crew included owner and helmsman Siebel; Tom Whidden, strategist; Peter Isler, navigator; Charlie Ogletree, tactician; Vince Brun, mainsheet trimmer; Rosco Halcrow, headsail trimmer; Francesco de Angelis, coach; Andrew Taylor, crew boss; and Hogan Beatie, spinnaker trimmer.

Giant racing boats with giant sails generate giant loads, and at 144-ft LOA, *Svea* is the biggest J ever built. Modern equipment and materials don't stretch to absorb load spikes like the wooden hulls, cotton sails and hemp sheets of the 1930s did, when the Js were first built. Huge hydraulic winches, carbon-fiber sails and Spectra sheets easily isolate the weakest link in a modern yacht's rig or team.

Monday, June 19, saw 10 knots of breeze off Bermuda's coast. *Svea* was in second place and about three boat lengths behind *Velsheda* approaching the last weather mark. Suddenly the headstay's head-swivel at the top of her 174-ft mast exploded with a thunderous bang, and, like a dead bird, the headstay and jib crashed over the port side. On most boats (especially those with a 14-ton load on the mainsheet traveler), losing the headstay means losing the mast. We were lucky. The crew responded instinctively and quietly, instantly easing the main, rushing back-up jib halyards to the bow and pulling the mast forward while it was still quivering.

Miraculously, the rig stayed up. After getting back to the dock, all hands set to work preparing *Svea* for her official christening. Tom's wife Stacey Siebel did the honors with a bottle of Perrier-Jouet, as 100 VIPs celebrated. Tom summed up the occasion: "We are surrounded by family and friends, doing what we love in an amazing yacht on a beautiful day. Look around. Life isn't good. Life is great!"

—ron young

# AMERICA'S CUP 2017 —

The official score: Emirates Team New Zealand 7, Team Oracle USA 1.



The Kiwis dominated the Match, and really the entire event, and are now firmly in control of the destiny, or format, of the next America's Cup, which is to say they can conceivably decide to use any type of boat they want. Will we see foiling-catamarans in the next event, or are monohulls making a comeback?

At a press conference following their June 26 victory, Grant Dalton, CEO of Team New Zealand, announced that Luna Rossa would be the next Challenger of Record, and that his team would be announcing their plans for the 36th America's Cup in the next few weeks, "because the sport needs stability. Rest assured, we're going to do the right thing," Dalton said.

Let's not forget that New Zealand suffered a crushing, impossible defeat in 2013, and was at odds with other challengers leading up to 2017 when they declined to sign the 'framework agreement' mandating the format of the Cup for the next few years, which led to the type of legal maneuvering we've come to expect from the Cup. The Kiwis ran an isolated, austerely funded but remarkably dedicated program as only New Zealand, one of the world's great yachting nations, could.

We're not going to analyze the play-by-play of this year's Cup, but rather look at the regatta as a whole, and contemplate what the modern America's Cup means



It's no spinnaker set, but watching buff athletes in spandex run across a boat going 30 knots was still entertaining.

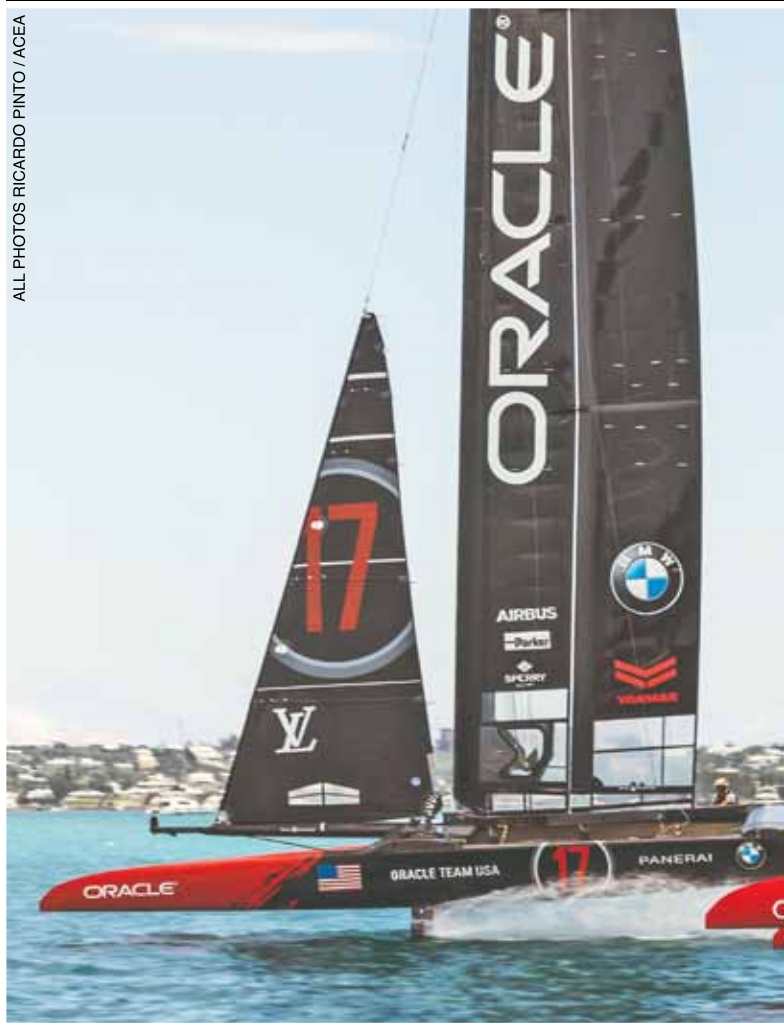
for the sport of sailing.

Like most of our readers, we happily admitted that we were a little bitter the Cup wasn't in San Francisco again, especially after 2013's miraculous comeback, where some of us were made fans when Oracle clawed their way up from the bottom. We wanted to be rewarded for our bandwagon loyalty. In 2017, we were jilted lovers feigning disinterest. In our 40 years at *Latitude*, we've always been critical of the Cup — we've called it slow, boring and so absurdly litigious that it deserves its own legal drama (*Law & Order: America's Cup Arbitration*). We realize that the Cup dominates headlines, seems to last forever (this version being a welcome exception), and ultimately becomes exhausting and all-consuming.

But despite our *Latitude* attitude, we've always watched, if for no other reason than to cheer for sailing itself. The Cup is, for better or worse, sailing's biggest show, yachting's oldest prize and usually one of the few times (also for better or worse) we in the US see sailboats somewhere close to the mainstream media, while we're reminded how much more other countries value our sport.

As the America's Cup settles in to its modern rendition, we've been discussing with our readers how they like — or despise — the new format. We've found that there are, to some degree, two camps of fans: The new-school and the old, catamaran fans versus monohull purists. But most people seem to be somewhere in the middle, and think the new boats are cool, but still enjoy lead-laden sloops. We realize that in admiring the good-'ol' days, one runs the risk of falling victim to old-fartism. We don't want to be left behind because we couldn't wrap our heads around the future, or thought what we were doing (and when we were doing it) was better. We believe

ALL PHOTOS RICARDO PINTO / ACEA



in progression, and we recognize that technology has been part of the Cup, even before *Australia II* dropped the skirt on its winged keel in 1983. But we still admire sailing in all its forms, even in (what now seem to be hilariously slow) monohulls.

This year's Cup was undeniably fun and exciting to watch. By contrast to the 2010 and 2013 events, we saw a decent number of competitors — though we'd like to see far more (one of our commenters said: "Monohulls, cats, it's all good to me as long as there are a lot of them!"). There were constant lead changes that at times were so fast and subtle, even the announcers were shocked. During the qualifiers, Artemis and Team New Zealand changed the lead nine times, and volleyed back and forth throughout the Louis Vuitton Finals (which the Kiwis won 5-2). There were lots of port/starboard crosses, minor but scary-looking collisions, aggressive luff-ups, and one of the most dramatic wipeouts in the history of the Cup. But mostly, it was just a flat-out sprint, a warp-speed drag race born through technological foiling magic.

# WHAT'S NEXT?



**The Kiwis were simply faster and smoother than Oracle Team USA. Inset: Jimmy Spithill got choked up after the final race when asked what he would do next. We hope to see him for years to come.**

And while the boats were an impressive feat of engineering, the drag race was a little boring to watch. The Cup has always been kind of cool, and kind of dull. One of our readers called it the 'Bermuda 500', and after the 2013 event, Jimmy Spithill said the modern Cup

*For the 2017 Cup, we were like jilted lovers feigning disinterest.*

was "like NASCAR on water." Yeah, but who's watching all 500 laps of a NASCAR race? Certainly, the diehards, just like it took a diehard to watch a pair of IACCs slog around a racecourse for two hours. All sports have their brief moments of nail-biting drama (Race 6 of the Match was totally edge-of-your-seat), and long moments of tedium.

Several of our readers told us that it was hard to tell if the boats were going upwind or downwind — without spinn-

akers or sail changes, there wasn't much crew work, nor the potential drama of something going wrong with a set or douse. The crew in action mostly involved grinding (more on that later), or sailors sprinting across the boats during tacks and jibes, which could be kind of exciting. A few guys ate it, including Jimmy Spithill during practice (earning him a bandage), while Artemis helmsman Nathan Outteridge fell off the boat completely in the Louis Vuitton Finals against the Kiwis.

The boats themselves were almost a one-design class, with notable exceptions, especially in the foils. Each team was allowed to build four daggerboards, or two pair, which manifested as a light- and heavy-air set. Choosing the right boards for the conditions was said to be critical. Many commentators seemed to agree that the Kiwis had better foils, and since winning races hinged on 'fly time', were generally faster.

"I didn't see any weaknesses in their campaign," Spithill said after the Match. The Kiwis weren't untouchable, but seemed a bit faster, smoother and more consistent than any other team. Just as with *Stars & Stripes* in 1987, *Black Magic* in 1995 and *Alinghi* in 2003 (and over a century of defense from the New York Yacht Club), most Cups have one boat that is simply faster than the rest.



The cats also differed in how the controls were set up, where most boats saw the helmsmen operating the foils at their wheels. But Team New Zealand reportedly separated their systems so that helmsman Peter Burling seemed to just be steering, while someone else 'flew' the boat (the Kiwis' exact setup remained a mystery to analysts, even with multiple cameras onboard). Burling was also assumed to be the primary tactician, and sat slouched and quiet at the wheel. The Kiwi boat became famously silent, while Artemis was especially talkative, with Outteridge and tactician Iain Percy constantly bouncing chatter off each other and their competition. Oracle had its own mojo, with Jimmy Spithill hiking out at the helm, and Tom Slingsby lying down on some upwind legs in an almost Zenlike trance, offering sparse but weighty tactics.

Much of the 'crew work' involved incessant grinding, or spinning handles or pedals in order to charge the boat's 'accumulators', which in turn powered the foils and wings through their banks of stored energy. This was also expressed as pumping the hydraulic fluid used to power the systems. 'The Oil' became part

**Despite being one of the world's great sailing nations, France has never put together a strong Cup campaign. Groupama was the first team eliminated in the Qualifiers.**



# AMERICA'S CUP 2017



GILLES MARTIN-RAGET / ACEA

of the nomenclature.

"Chris [Draper] and I were sitting there trying to keep the boat locked in," Team Japan helmsman Dean Barker said, "and the four other guys were just flogging themselves senseless trying to keep developing the oil allowing us to use the rake and the wind functions." Let's take a moment to consider the term 'developing the oil' as a new part of sailing.

Because so much brute — but static — athleticism was required to sail the boats, at least one of the grinders for Team New Zealand wasn't even a sailor. Simon van Velthooven, an Olympic bronze medal-winning track cyclist, sailed in his first-ever yacht race during the opening round robins. Andy Cloughton, the Chief Technology Officer for Land Rover BAR, told *Yachting World* that the Kiwis' approach had uncertain implications for the sport. "Back in the day, yes the grinders were big powerful guys, but they knew how to sail; they knew how to peel a spinnaker. But these guys, all they need to do is pedal. And I think that's a bit of a retrograde step." Cloughton was quick not to disparage the athletes: "The skill level is fantastic. The best sailors are still the best sailors." (Ironically, it might be Team New Zealand that reigns in their own radical aberration. "I think it's important that we don't take away from the yachting aspect of [the America's Cup]," Grant Dalton said. "I think pumping oil around a boat isn't necessarily yachting.")

Reading through the profiles of each syndicate showed an incredible display of talent. Ben Ainsley is the winningest Olympic sailor of all time. Burling is an Olympic gold medalist in the 49er (Emirates TNZ crew member Blair Tuke was his crew). Outteridge (along with Artemis crew member Iain Jenson) won gold in the 49er at the 2012 London Olympics. Iain Percy won gold in the Finn class. Dean Barker was sailing in his sixth Cup; he and Jimmy Spithill made their mark in the monohull era before leading the charge on the cats.

We should mention here that many of our readers were put off by the skewed nationalities sailing for each team. The

***Team New Zealand took one of the gnarliest wipeouts ever seen in the Cup, which seemed to have no effect on their overall performance.***

Swedish team wasn't very Swedish, the Americans not very American. There was a nationality rule requiring 25% of the 'crew' to be from the entry's country, but we're not sure if that meant 25% of the sailors on the boat at a given time (there are rumors that the Kiwis might change the rule to 80%). We're sure there are plenty of good arguments for and against having foreign sailors on a team — our question is, where are all the hot young

***"For the first time, non-sailors are watching sailing on TV. That's so cool."***

American men and women?

The Red Bull Youth America's Cup — which began in San Francisco in 2013 and was won by Peter Burling (and has a 100% nationality rule) — saw 12 teams in Bermuda this year. This sidebar event (which we could have done a better job of covering) is one of several ways to promote the next generation of sailors. "It's great to see the pathway working," Spithill said of the Youth Cup.

The America's Cup Event Authority (ACEA) was keenly interested in promoting youth sailing. "The demographic involved in the America's Cup was getting older, and that's not a good signal for growth," Russell Coutts, CEO of the ACEA said in one of his weekly 'vlogs'. The ACEA hosted three junior regattas during the course of the event, which Coutts said was good for the future of the Cup itself. "We're getting a lot of young people involved in the sport, and actively watching the America's Cup again."

In 2013, Jimmy Spithill told Stephen Colbert: "For the first time, non-sailors are watching sailing on TV; that's what's so cool and exciting." So given that a new audience was watching sailing's biggest, flashiest show, we'd like to see

every aspect of the sport placed on the de facto pedestal, and see the America's Cup promote more than just itself, but sailing as a whole.

With so many Olympic sailors competing in the event, we wanted to see highlights of 49ers and Lasers in one of those dramatic mini-montages that mainstream sports do so well. And we wanted to see more than just the game, we wanted to see the story behind the players. Sailors are our favorite part of sailing, and without a story or emotional connection to the athletes, there's little reason to root for anyone.

After running a bare-bones campaign and being one of the last teams to arrive in Bermuda, Team New Zealand seemed to have something to prove — or perhaps, to avenge.

The Kiwis were based out of a converted fuel depot in Auckland, surrounded by barbed wire and scraps of salvaged AstroTurf, according to the *New York Times*. In 2014, it was decided that the 35th Cup would be sailed in 62-ft catamarans. A year later, most teams agreed to reduce the size of the boats to 45 feet.

This led to the withdraw of Luna Rossa and the collapse of a World Series event in Auckland, which would have brought much needed revenue for the Kiwis. The New Zealand government, a major contributor to the team in 2013, became reluctant to invest, and reduced its funding by some 30 million dollars for 2017. "We knew we couldn't outspend them," Grant Dalton said. "So we had to out-think them."

What will the next America's Cup look like? "We want to do the right thing," Dalton reiterated after his team's win. Dalton said he hoped New Zealand's possession of the Cup would help codify the sailing world. "You've got all these great events: The Vendee Globe, the Volvo Ocean Race, the TP52 circuit — but they're all fragmented. But with the America's Cup as the pinnacle, here's an opportunity for us to play our part and try to combine the sport."

—timmy





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# THE MASTER MARINERS REGATTA



# CELEBRATES THE BIG ONE-FIVE-OH

Take the Summer of Love and add 100 years. Founded in 1867, the Master Mariners Benevolent Association is celebrating its 150th anniversary. The regatta itself went on hiatus when steam pushed out sail for working vessels on San Francisco Bay, but wooden-boat aficionados revived the event in 1965. More than mere eye candy, the Master Mariners Regatta is a well-rounded feast for the senses and the premier event of its kind in the Bay Area.

Tradition dictates that the race be held on the Saturday of Memorial Day Weekend. Reverse-handicap starts throughout the noon hour on May 27 contended with breeze that was lackadaisical and no match for the raging flood. As a result, many boats were late to the startline between the St. Francis and Golden Gate Yacht Clubs. During the first leg, from the reaching start to the Little Harding buoy east of Sausalito, the flood so overpowered the lazy wind that early starters were swept down to Alcatraz or Angel Island and had to claw their way back upstream.


The sun broke up the morning cloud cover, and the flood kept the water flat as the wind built throughout the afternoon, making for pleasant sailing conditions.

Crewing aboard the dowager of the fleet, *Freda*, veteran Bay sailor George Neill said, "I've been rac-

ing sailboats about three weekends a month for 47 years now, but, until this weekend, I've never raced on a boat over 100 years old, or a wooden boat, or a gaff-rigged sloop. Sailing on *Freda* with a bunch of kids (in their 20s and 30s) who have been involved with restoring *Freda*, built in 1885, was a really fun experience. *Freda* is 32 feet on deck and 52 feet overall with a large bowsprit, a dish-shaped hull, a fixed keel, 7-ton displacement and 5-ft draft, and is wheel-steered."

The largest one-design division in the race belonged to the 23-ft Bear class, designed and built by Nunes & Sons in Sausalito in the 1930s. Margie Siegal, last year's overall champion on *Huck Finn*, said they got a good start at high noon in the seven-boat division. "We got to Little Harding ahead with the other boats where they belonged — behind us. We made the wrong decision going to Blackaller, found a wind hole, and fell behind all sorts of unworthy persons. *Puff* got hosed in the big flood and was swept down going across to the Cityfront, then worked their way back up. We had no issues with current anywhere else — that was enough. We rounded, set, got to Blossom Rock, and passed some others, but despite our best efforts we came in fourth." Margie said that *Huck Finn* was built in 1938 and rebuilt about 30 times since then. "So there's not a lot left from 1938."

Also starting at noon was the 1891 scow schoo-



Skip Henderson's gaff-rigged schooner 'Aida' skips across Central San Francisco Bay in the 150th-anniversary Master Mariners Regatta. — All photos latitude/chris except as noted.

# THE MASTER MARINERS REGATTA



**Left:** Barry Rabbitt's 'Stroma of Mey' is a 41-ft Bermuda ketch; Mike and Sue Proudfoot's 'Farida' and Bob Rogers' 'Sunda' start in front of St. Francis YC. Sausalito YC provides the race committee.

ner *Alma*. (Actually, *Alma* graciously lets the Bears go first.) *Alma* began her long life as the maritime equivalent of a Mack truck, delivering goods all around the Bay and Delta in the days before bridges and freeways, but has since become a floating National Historic Landmark docked at Hyde Street Pier.

This was Captain Jason Rucker's last race at her helm; he is retiring from the

Park Service to go cruising with his family, wife Caitlin Schwarzman, son Arlo, 13, and daughter, *Alma*, 10, whose name is just one of those charming coincidences. The 88-ft *Alma* won the Big Schooner class for the third year in a row over the 82-ft *Seaward*. "The big flood was a real

challenge; *Alma* does not like light air and contrary current," said Rucker. "We used the motor to stay above Little Harding and get to Yellow Bluff." *Alma* sailed into the raft-up at Encinal YC with main and staysail; Captain Carter Cassel was driving. "The whole crew nailed it. It's the first time we've done that — kind of a hoot," said Rucker.

**Clockwise from top left:** The 1885 gaff sloop 'Freda' reaches toward Southampton Shoal; 'Bluenose' on the leg from Yellow Bluff to Blackaller; the Sea Scouts' whaleboat 'Viking' jibes at Blossom Rock in her first race since her capsiz in September; and 'Sequestor' flies the 'Latitude 38' sponsor flag.



RICHARD GELFAND

JOHN SKORIAK

# CELEBRATES THE BIG ONE-FIVE-OH



**Left: The Marconi yawl 'Encore' douses in anticipation of the jibe at Blossom Rock. Right: The Farallon Clipper 'Mistress II' does likewise while chasing the 1949 32-ft Winslow gaff sloop 'Black Witch'.**

The San Francisco Sea Scouts' 30-ft open whaleboat *Viking* was the subject of local news items over Labor Day Weekend when she capsized with a bunch of Scouts aboard and drifted out the Gate. Master Mariners was her debut race after her recovery and repair.

"Several of the young adults of *Viking* were aboard, one of whom was in charge of the boat during the capsizing on Labor

Day Weekend," said her skipper, Mike O'Callaghan. He explained that Cal Maritime Academy's Ancient Mariner Regatta conflicted on Memorial Day Weekend, so *Viking's* youth weren't available to race on her. "We crewed *Viking* with many of the old hands who grew up in Sea Scouting with me and a few other usual suspects of the yacht racing community." Among them were some of Mike's crew

from his Moore 24 *Wet Spot*.

Sue Proudfoot on the 20-ton, 38-ft *Farida* called this year's race the "nicest I can remember." Her husband of 52 years, Mike, said, "We got into the eddy at Horseshoe Cove and rode it to the North Tower." *Farida* was built in 1960 in Risør, Norway, and was shipped to California for an American owner who did the interior cabinet work. "*Farida* is like a snug pub," said Mike. The Proudfoots have owned her for 30 years.

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# MASTER MARINERS REGATTA

After finishing the race east of Treasure Island's Clipper Cove, the fleet made an unofficial parade past the Port of Oakland and down the Estuary, to be greeted by the strains of Dixieland music played from the deck of EYC in Alameda. This too has become part of the tradition of the modern Master Mariners Regatta.

— **latitude**/chris

## MMBA MASTER MARINERS REGATTA, 5/27

**BIG SCHOONER** — 1) **Alma**, 88-ft Steiner scow schooner, 1891, Jason Rucker; 2) **Seaward**, 82-ft staysail schooner, 1988, Alan Olson. (2 boats)

**GAFF 1** — 1) **Brigadoon**, 65-ft Herreshoff schooner, 1924, Terry Klaus; 2) **Bluenose**, 40-ft Chapelle schooner, 1960, John Peitso; 3) **Aïda**, 41-ft Colvin gaff schooner, 1964, Skip Henderson. (3 boats)

**GAFF 2** — 1) **Makani Kai**, 40-ft Angelman Sea Spirit ketch, 1970, Ken & Kristine Inouye; 2)



*The post-race raft-up at Encinal YC is a boat show in its own right.*

**Sequestor**, 36-ft Hanna ketch, 1940, Hans List; 3) **Freda**, 34-ft Cookson sloop, 1885, Spaulding Boat Center. (6 boats)

**GAFF 3** — 1) **Kathleen**, 24-ft Hess cutter, Paul Maheu; 2) **Briar Rose**, 32-ft Hanna ketch, Claire & Jesse Whims. (2 boats)

**MARCONI 1** — 1) **Water Witch**, 50-ft Stone cutter, 1928, John & Gena Egleston; 2) **Elizabeth Muir**, 51-ft McInnes schooner, 1991, Peter

Haywood/Ivan Poutiatine; 3) **Pegasus**, 45-ft Alden ketch, 1972, Peter Hayes. (5 boats)

**MARCONI 2** — 1) **Encore**, 39-ft Concordia yawl, 1966, Bert & Sue Damner; 2) **Sunda**, 35-ft Seaborn sloop, 1941, Bob Rogers; 3) **Neja**, Dasher 32, Jim Borger. (8 boats)

**MARCONI 3** — 1) **Mavi**, Columbia 5.5, Alfonso Veggetti; 2) **Youngster**, IOD, 1937, Ron Young; 3) **Viking**, 30-ft Navy whaleboat, 1939, Mike O'Callaghan. (9 boats)

**OCEAN 1** — 1) **Royono**, 71-ft Alden yawl, 1936, Jim Rumer; 2) **Bounty**, 52-ft S&S yawl, 1950, Dan & Sue Spradling. (2 boats)

**OCEAN 2** — 1) **Spirit**, 33-ft S&S sloop, 1960, George Kiskadden; 2) **VIP**, Farallon Clipper, 1949, Don Taylor; 3) **Credit**, Farallon Clipper, 1952, Bill Belmont. (6 boats)

**L-36** — 1) **Papoose**, Allen Edwards; 2) **Leda**, David James. (2 boats)

**BIRD** — 1) **Cuckoo**, Bill Claussen; 2) **Skylark**, James Josephs. (3 boats)

**BEAR** — 1) **Panda**, Dan Maloney; 2) **Kodiak**, Kevin Miller; 3) **Magic**, Tim Maloney. (7 boats)

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– Tom Giammona

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# TRANSPAC 2017 PREVIEW —

Creating the connection between one of the world's major international hubs, Los Angeles, and the tropical paradise of Hawaii, *Transpac* has long been one of the world's great yacht races. With a race course spanning some 2,225 miles of Pacific Ocean from Long Beach's Point Fermin to the volcanic cone of Diamond Head near Waikiki, the course is straight out of most racing sailors' dreams. With islands at the start, islands at the finish and a couple thousand miles of mostly off-the-breeze trade-wind sailing in between, what's not to love?

Now entering its 49th edition after more than a century, *Transpac* is still thriving and evolving as a race. With 55 boats entered, the fleet may be slightly smaller than in years past, but certainly no less interesting. For the lowdown on each class, read on.

## Assault on the Course Records

No *Transpac* would be complete without a solid crack at the course records, and this year, for the third race in a row, there's an attempt on both of them. The fastest monohull on earth, Jim and Kristy Clark's VPLP 100 *Comanche*, has entered, and they clearly aren't concerned with correcting out over your 40-ft racer/cruiser. Having racked up 618 miles (averaging 25.75 knots) over 24 hours in a Transatlantic race two years ago, *Comanche* threatens the course record every time she lines

**Seen here gobbling up San Francisco Bay in June, Giovanni Soldini's MOD70 'Maserati' will vie with 'Phaedo'<sup>3</sup> in an attempt to break the 20-year-old multihull record.**

up for a race. The current record of 5 days, 14 hours, 36 minutes was set in 2009 by Neville Crichton's R/P 100 *Alfa Romeo II*. Given the right conditions, *Comanche* should certainly be able to set a new course record. Should she falter, however, Manouch Moshayedi's Bakewell-White 100 *Rio100* certainly

*We all collectively wait with bated breath — again — to see if the course record will fall.*

has what it takes to finish a *Transpac* in just five days. In last year's *Pacific Cup* race from San Francisco to Kaneohe — a slightly shorter course — she stormed into Kaneohe in just 5 days, 3 hours, 41 minutes to claim a course record in that race.

On the multihull side of things, we all collectively wait with bated breath — again — to see if the course record will fall. In 1997 Frenchman Bruno Peyron and crew on the 86-ft catamaran *Explorer* set a record of 5 days, 9 hours, 18 minutes. The record has proven to be an elusive one that has weathered many attempts.

This year a trio of fast, formerly French trimarans all have Peyron's record in their crosshairs. Two MOD70s, one equipped with hydrofoils, have registered for this year's race, as has H.L.

Enloe's ORMA 60 *Mighty Merloe*. One of the MOD70s is Giovanni Soldini's hydrofoil-equipped *Maserati*, while the other, Lloyd Thornburg's *Phaedo*<sup>3</sup>, has been breaking course records around the world. Just recently, Thornburg and crew took *Phaedo*<sup>3</sup> on an L.A.-to-Honolulu romp that resulted in a stunning new record of 3 days, 16 hours, 52 minutes, some 40 hours quicker than the race record. *Phaedo*<sup>3</sup> has shown that she has plenty of pace to break the course record. It will be stunning to see how the other two fare against both *Phaedo*<sup>3</sup> and Peyron's ancient race record.

## The Big Guns in Division 1

Two new Pac52s make their *Transpac* debut this year: Tom Holthus' *Bad Pak* and Frank Sloodman's *Invisible Hand*. Both crewed by a mix of Category 3 professionals and top local amateur talent, the Pac52s should prove to be weapons, both on handicap and boat for boat. *Invisible Hand* recently made her offshore debut in the SoCal 300 and scored a clean sweep of line honors, divisional honors and the overall victory. Joining them is David Sutcliffe's TP52 *Kinetic V* from Canada, which claimed the overall win in last summer's Victoria-Maui Race. Don't be surprised to see one or all of this trio of 52-footers correcting out near the top of this premier monohull division.

On the larger end of the fleet, *Comanche* should claim line honors and possibly a new course record, but don't expect her to correct out near the front. Manouch Moshayedi's more conventional *Rio100* is equally stacked with top-tier, world-class talent, including multiple Volvo Ocean Race rock stars, and is now optimized for the downhill run to Hawaii. Line honors, Barn Door, division honors — none of them is unrealistic if *Rio100* gets her conditions and her competition falters in any way.

Steve Meheen's R/P 63 *Aszhou* is back for the first time since winning her division in the 2013 *Transpac* as *Invisible Hand*. A good boat that has seen success in many races over the years,



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# WHAT'S NOT TO LOVE?



draws 68 *Pyewacket* and John Sangmeister's SC70 OEX are always extremely competitive and underscore the level of competition in this division where almost any boat could realistically win both her division and the race overall.

## Division 3

The six boats in Division 3 range from 40 to 46 feet, and generally sail under the High Performance Rule, which prescribes lightweight, ultra-high-performance yachts. In what is always one of the most exciting divisions to watch, a couple of new rivalries look to be created while old competitors become reunited.

One of the Bay Area's best-known and most successful *Transpac* racers, the R/P 45 *Criminal Mischief* returns, now under new ownership and known as *Lady Kanon VI*. With her Japanese owner Naomichi Ando bringing back some *Criminals* from years past

alongside talent from Japan, *Lady Kanon VI* is most certainly a force to be reckoned with.

Some of the stalwarts of the class — Tim Fuller's J/125 *Resolute* and Chris Hemans' Rogers 46 *Varuna* — are back for 2017 to continue their battle from years past. *Varuna* has been further optimized for the run to the islands with a lighter keel bulb and longer bowsprit. A second J/125, *Raisin' Cane*, as well as a Farr 400 and an Andrews 40, round out this division.

**The J/125 'Resolute' surfs into Waikiki Bay at the finish of the 2015 Transpac.**

**The *Transpac* starts off Point Fermin west of Long Beach in San Pedro, a district of Los Angeles.**

*Aszhou* represents a threat to win on handicap.

## Division 2

One of *Transpac's* most interesting divisions is that of the 'sleds'. The West Coast's fleet of ultra-lightweight 70-footers has been a staple of the race since Bill Lee and crew onboard *Merlin* shattered the *Transpac* race record in 1977 with a time of 8 days, 11 hours, 1 minute and 45 seconds. In the 40 years since then, Santa Cruz 70s and a handful of Alan Andrews-designed sleds have come to dominate the race. Their combination of long waterline, relatively narrow hull forms and off-the-breeze surfing abilities has become the stuff of legend; a sled often competes for or claims the overall victory in this race.

The man who started the movement — the counterculture magician who wore a cape and wizard's hat instead of a blue blazer and built his record-setting boat in a chicken coop — is back. Since reacquiring his old 68-ft speedster *Merlin* from the Great Lakes in 2015, Bill Lee has put his legendary boat through an

extensive re-fit to get her back into top shape for this year's race. Switching back from a canting keel to a fixed keel from a TP52, and sporting a new higher-aspect rudder, *Merlin* has been thoroughly modernized to go up against her competition. While she has shown plenty of pace thus far, she has her work cut out for her against a fleet of sleds that has been optimized for years to win this race.

The most successful syndicate ever to take on the *Transpac* is back to try to defend her divisional and overall victory from two years ago, while also attempting to become the first boat to win the race overall four times.

James McDowell's SC70 *Grand Illusion* headlines the fleet of eight sleds, which will be hotly contested by more top-tier talent.

J/70 world champion Joel Ronning has entered the fray with his SC70 *Catapult* after winning the California Offshore Race Week. Roy Disney's An-



# TRANSPAC 2017 PREVIEW

## Division 4

Like the sleds, another strong fleet that has become a mainstay of *Transpac* is that of the Santa Cruz 50s and 52s, which have put an impressive 10 boats on the starting line. Oftentimes the closest division of the race, the 50s and 52s are evenly matched and literally built for this race, a result of the same "fast is fun" mantra that created so many great Santa Cruz yachts over the years.

With six 50s and four 52s on the line, crewed mostly by Corinthian teams with a few Category 3 professionals thrown into the mix, the SC50/52 fleet should be as close and competitive as ever. In 2015, this class came down to a three-minute victory with third place less than an hour off the pace. Don't be surprised if this year is more of the same level of competition, all the way to the finish in Waikiki.

## Division 5

While only five boats fill out Division 5, they represent four different nations on three different continents. Needless to say, the number of wild-card entries slipping below our radar could be high, so you won't see any bold predictions here. With a Beneteau 47.7, a Summit 40 and a hot-looking trio of racer/cruisers from Norway, Japan and England, this could be a fun class to watch.

## Division 6

The smallest division in the race, aside from the one-boat cruising cat division, Division 6 sees just four yachts grouped together. Though the class size may be small, the types of boats represented likely hold interest for a very large

*The 'Between the Sheets' crew at the finish of the 2015 Transpac.*



*Rodney Pimentel's Encinal YC-flagged Cal 40 'Azure' certainly was lookin' good racing to Vallejo on May 6.*

part of our readership. A J/105, a Hobie 33, a San Francisco-based Archambault 35 and a Beneteau 40.7 will square off against one another. Historically, Hobie 33s have proven to be a weapon in Hawaii races, especially in these smaller-boat *Transpac* divisions.

## Division 7

Seven 40- to 50-ft racer/cruisers make up this most cruisy of divisions. Ross Pearlman's Jeanneau 52 *Between the Sheets* is back, per usual, and this year has a pair of Beneteaus, a pair of Cal 40s, a Newport 41 and a 38-ft Sabre to spar with. Rodney Pimentel's beautiful Alameda-based Cal 40 *Azure* recently finished fifth overall in California Offshore

Race Week as training and pre-race delivery for *Transpac*, and we imagine the experience will pay off handsomely in this race to Hawaii. Cal 40s have a very long history of success in this race, and with two on the line, we wouldn't be surprised to see one collect the goods in Division 7.

## Multihulls in Division 0

In arguably the most exciting division we've seen in years —

and with a bit of luck a prediction of the future — we see five very fast multihulls entered in this year's race. As mentioned earlier in this article, MOD70s *Phaedo*<sup>3</sup> and *Maserati* face off for a battle royale to see who will reign supreme.

While the MOD70s will grab the most headlines, H.L. Enloe's ORMA 60 *Mighty Merloe* has been consistently nipping at their heels in coastal races. With world-class talent including Loïck Peyron as a helmsman and Jacques Vincent as co-skipper, and arguably the fastest ORMA 60 ever built (ex-*Groupama 2*), no one can count out the *Mighty Merloe* to deliver an incredible upset, be it on line honors or corrected time. For that matter, no one can count out Enloe's old boat, *Loe Real*. Now owned by Australian Des Murphy, and with legendary West Coast navigator Jon 'the Hippie' Shampain onboard, these funny talkers from Down Under will surely have a trick or two up their sleeves while sailing this quick 60-ft Jeanneau catamaran that was originally built as a prop-boat for the movie *Waterworld*.

John Gallagher's Gunboat 62 *Chim Chim* rounds out Division 0, while the 42-ft cruising catamaran *Kastor Pollux* sails in its own division. diverse as it is large.

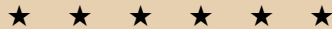
We'll post updates on *Lectronic Latitude*. And be sure to pick up the August issue for a full recap of this year's race. For more info and to follow the tracker, go to [www.transpacyc.com](http://www.transpacyc.com). Aloha.

— ronnie simpson



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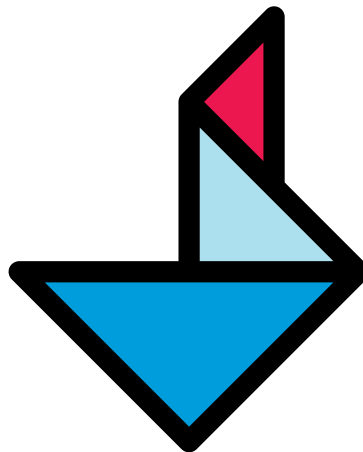


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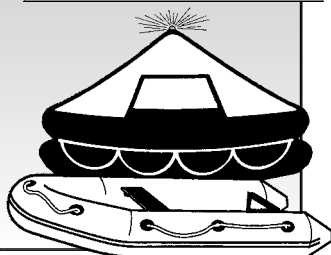
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# HOMESCHOOLING AFLOAT —

Only a few months from now, adventure-hungry sailors from homeports all along the West Coast will throw off their docklines and set sail for the sunny latitudes of Mexico and Central America. As they watch their boats' waterlines descend during the inevitable frenzy of pre-departure preparation, many will face tough decisions about what to bring and what must be left behind. But families with school-age kids will have to

*"She was placed in advanced classes due to her high achievement-test results."*

grapple with an additional decision that's crucially important: how to homeschool their kids as they travel.

We don't claim to be experts on this subject, so we reached out to *Latitude* readers for input based on their own personal experiences. We hope you'll find their responses, which follow, to be as fascinating as we did.

Having interviewed dozens of cruising families over the years, we're convinced that 1) there's no single homeschooling technique that works for every family, and that 2) not all parents have the sort of natural rapport with their kids that allows for low-stress onboard learning. That said, though, if parent-teachers and their kids cultivate attitudes of mutual respect, the results are often impressive: Generally speaking, we've found that when instructional topics are presented within the context of the cruising experience — i.e. hands-on study of ocean science topics and becoming more worldly

*When we met these kids in 2014, they were all about to sail to the South Pacific islands, and would be homeschooled along the way.*

by examining the unique aspects of the foreign cultures they visit — cruising kids typically gain a thirst for learning that they might not have had back home. And when they do return to conventional shoreside education, many test higher than typical kids their age. Not only that, but cruiser kids tend to be equally comfortable conversing with adults — often on complex topics — as they are with other kids.

With that intro, let's hear what some former and current cruisers have to say:

Bill and Patty Meanley of the San Diego-based Pacific Seacraft 37 *Dolphin* write: "Our daughter Kelly was seven years old in 1987 when we began our two-and-a-half-year cruise of the South and North Pacific.

"During that time we homeschooled her at the third- and fourth-grade level using the Calvert School system (out of Baltimore, MD). The courses were very well laid-out, right down to the daily curriculum, which made the experience easy and rewarding for all three of us. When we were in port we mailed her completed lessons and tests to Calvert and we received the graded results at our next mail stop.

"During passages, school was generally suspended, but at anchor the days went something like this: After my morning coffee I would teach Kelly her daily math lesson while Patty prepared breakfast. Then Patty would teach most of the other courses while I did boat maintenance. Around lunchtime, school and boatwork would be finished and we would spend the afternoon snorkeling, hiking, beachcombing, etc. with other cruisers in the anchorage. Work in the morning, play in the afternoon — a pretty nice life.

"Of course, aside from academics, cruising kids are immersed in learning opportunities every day. The age barriers that exist between kids and adults at home seem nonexistent in the cruising world, where interaction among all ages is completely natural and uniquely educational. And for special occasions such as birthdays, presents and cards are made with plants,

shells, artwork and whatever else can be imagined in an environment that encourages creativity.

"When we returned to San Diego in the fall of '89 and Kelly returned to public school for the fifth grade, she was placed in advanced classes due to her high achievement-test results. So academics was not an issue. Assimilating with old friends and classmates was slightly more challenging, as Kelly had just spent such formative years in a very different environment than her classmates. Also, while homeschooling on the boat, Kelly could focus on her studies with minimum distraction; not so much in a classroom filled with 25 to 30 active kids. But Kelly adapted, earned her masters degree in advertising, and now works in Silicon Valley."

*Editor's note: We were thrilled to meet Kelly, then in her mid-30s, in 2009, when she crewed for Bill and Patty during their first Baja Ha-Ha rally. The couple did the San Diego-to-Cabo cruise twice more, in 2010 and 2012.*

Josie Hyde writes, "We cruised for three years with three children: a 13-year-old and a 14-year-old foster child who had both just finished eighth grade, and a 14-year-old who had just finished ninth grade.

"We wintered over in Gloucester, MA, where the children went to school. When



COURTESY DOLFIN



LATITUDE / ANDY

# CRUISERS SHARE TIPS & INSIGHTS



LATITUDE / ANDY

**Inset: Seven-year-old Kelly does her homework in the cockpit of 'Dolphin' while en route to the Marquesas in 1987. Spread: The family on the Baja Ha-Ha starting line 22 years later.**

we were ready to leave on our journey, the school administration gave us the books the children would need for the time we would be gone, as well as encouragement that the children would benefit from a journey like this.

"We had a very loose study schedule, but the kids were very good about studying. However, a large part of their 'education' was the interaction with the people who lived in the areas we visited.

"When we came back, the children moved right into their appropriate grades and did very well. For example, after having one year of French in ninth grade, our daughter went right into third-year French (against the wishes of the teacher), and at the end of the semester had the highest grade in the class.

"One of the children 'did' high school in 2.5 years and received a Naval Academy scholarship. One went into job training. One went to college and "factored" out of chemistry, then graduated summa cum laude.

"So, if anyone is hesitating to cruise with children, don't. The experiences the children had, from interacting with

other cultures to taking on the responsibilities of standing watches and helping to sail the boat in all weather conditions, have helped them in their adult lives."

Jenny Lang of the Privilege 482 *Full Monty* writes, "We departed North Carolina in 2012, but we'd started homeschooling two years previously, and have since cruised the US East Coast to New Zealand, then returned to French Polynesia on our way to Hawaii,

Alaska and British Columbia, then down the US West Coast. We are currently in California, setting up for Mexico and a return through the Panama Canal to the Atlantic side.

"Our kids were eight and 10 when we started homeschooling, and 10 and 12 when we started cruising. Homeschooling is a huge adjustment, and so is cruising. We are so happy that we adapted to homeschooling by itself before setting out, then we could focus on cruising as a family. It wasn't until our third year of homeschooling that we felt we had a good handle on it.

"When we began, we were using Calvert's core curriculum with Saxon Math. Calvert was around when I was a cruising kid, so I was familiar with it. We felt that both Calvert and Saxon had good reputations. It was cheaper to use Saxon Math than Calvert's math. But both Calvert and Saxon kept our kids up to par with their respective grade levels. They both became advanced in math and were able to achieve high-school algebra credit at the completion of eighth grade.

"For high school, both kids are now enrolled with Keystone National High School. Justine, who is cur-

rently in the 11th grade, sat for the 10th grade PSAT in Hawaii and scored beautifully. Now, as an 11th grader, she will be attempting her first SAT when we stop in San Diego. And, we're doing college tours as we land in ports with colleges or universities that are of interest. Calvert and Saxon were both curricula that we could totally do on our own schedule, and no Internet was required. Once we left the US, we stopped reporting to NC for our annual requirements, and it has never been a problem.

"Keystone is flexible to a point. We like that we can take a year to complete courses, whether they are done through correspondence or online. If we are away

*"If we are away from the Internet, the kids complete as much work as possible offline."*

from the Internet, the kids complete as much work as possible offline and then submit once we get reconnected.

"As we have reached higher grade levels with AP courses, Internet is being required more and more. Our priorities have had to change with respect to cruising, but at least we are still out here. Also, Keystone sends all necessary lab equipment and specimens. While it's not the best quality equipment, it works and gets the job done. We have had no trouble receiving books internationally. It just costs more.

"Due to the numerous 'field trips' that occur during cruising, as well as the

**The Lang family has done some very ambitious cruising, homeschooling their kids all along their route.**



LATITUDE / ANDY

# HOMESCHOOLING AFLOAT —

inability to achieve much schoolwork during passages, we run a six-day-on/two-day-off schedule. We prefer that the kids start work by 9 a.m., but we're flexible with respect to what's going on around us. They know how much work they need to do in a day or a week, so it's up to them how they get it done. If they don't get much done on a school day, then it takes away from their 'weekend, or vacation.

*"Among the highs of this learning experience was that family time was awesome."*

One challenge is that it's difficult to have siblings working in the salon together. One is very quiet in terms of learning/study methods, while the other needs to talk about the school work in order to understand it better. One method disrupts the other method, and arguments can break out.

"Our daughter is by-the-book when it comes to her work. So when we were in the Galapagos, she was upset because we were always going ashore when she felt she needed to be doing her schoolwork instead. I tried to explain to her that what she was learning in the Galapagos was incredible stuff. About a year later, she was reading a science assignment about the Galapagos, and she was amazed at how she knew so much more than the book ever mentioned!

***We didn't get the full story on Hunter's science experiment, but we assume it was a success. He cruised for years on 'Heavy Metal'.***

Anne Vawter of the Napa-based Mason 43 *Banyan* writes, "Our girls were seven and eight while we cruised in California and Mexico for a year.

"We chose a mix of traditional curricula: Singapore Math, KUMON, First Language Lessons, Story of the World and Spelling Workout, along with lots of other references and books on board to enhance and tie things together. I chose this because I hoped to be able to choose the right approach for my girls in each subject. I wanted them to learn together as much as possible. They both did history, science, art, music and math games together.

"Classroom hours were not super-strict, but generally, would run from 9 a.m. to 1 p.m. depending on the day; sometimes less and not on specific days of the week. It was pretty loose, but we would sometimes buckle down and for a week or so, we would get lots done, then it would be more relaxed for a bit while family was visiting, or we took more excursions.

"Among the highs of this learning experience was that family time was awesome. Not having that morning rush, rush, rush to get out of the house was precious. It was so much fun to incorporate things like aquariums, museums, hikes around incredible islands, volunteering at the animal clinic and countless other experiences into the kids' education — and mine!

"The lows? Math with one of my girls was really tough. I wish I knew then what I know now. It was definitely a huge struggle, mainly because I didn't understand how far behind she was to begin with.

"My kids started public school in late spring in Canada last year (we are from California) and they loved it. My younger one was put up a grade and my older daughter immediately assimilated with totally new friends and activities, and she claims that she loves math now.

"We will return to homeschooling in February when we move back to our boat (which is currently in Mexico) and continue on with our circumnavigation.

Deborah Fuzetto of the San Fran-



cisco-based Bluewater 60 *Heavy Metal* writes, "We have been living aboard the boat full-time since 2010. After two years of living in a marina in the Bay Area, we headed south with the Baja Ha-Ha. The kids began homeschooling at ages nine and seven (fourth and second grades).

"Like many cruising families, we started off with Calvert Education. This system is a fully accredited homeschooling program. But we found the program to be too in-depth and required way too much time to complete the daily tasks. The reason we wanted to homeschool and cruise on a sailboat was to show the kids what the world has to offer and to be able to learn from *experiences* — not spend six hours a day working on homeschooling. The Calvert program itself is good and very thorough, but was not the right fit for us.

"In our second cruising season we started off with Calvert, but ended up sending the kids to Brazil to attend school in a Portuguese-immersion curriculum. When they returned we tried Saxon Math and other independent curricula.

"By the fourth cruising season, we switched to Bridgeway Academy, which is also a fully accredited homeschooling program, and is done 100% online. There are supporting workbooks, but all of the



COURTESY HEAVY METAL

# CRUISERS SHARE TIPS & INSIGHTS



COURTESY SUGATA

**The lessons 'in the school of life' that cruising kids learn can't be replicated in a classroom. Here, Sequoia cools off in placid waters.**

instruction and testing is done online, which can be very challenging.

"Our first season using this program, we had trouble keeping up because we moved around a lot and Internet access was not fast enough to run the online programs. Both kids ended up finishing what was required, but we almost ran out of time.

"This year we are continuing with Bridgeway. Both the kids and I are happy with the instruction style and the amount of time you have to spend. Currently the kids spend about three to four hours a day, four days a week with their studies. This is enough time for them to complete at least one lesson in each of the four subjects. Fridays and weekends are reserved for practical experiences. In addition to learning to sail and being world travelers, they are also learning music (guitar and piano) and studying Portuguese. They are also masters in playing Minecraft and Scrap Mechanic — and they've also been making movies.

"The biggest low with homeschooling is the lack of interaction with other kids. Even though there are a number of kids cruising, they don't ever seem to

be in the same place we are. Our kids also miss the opportunity to play on team sports or join clubs.

"By contrast, my biggest satisfaction with homeschooling is watching them learn and grow, and being a part of my kids' lives, every day. Homeschooling teaches the kids what they need to know academically, but allows enough time for them to explore what they really want to learn."

*For an additional point of view, we turned back the clock to 2010, when we received this insightful letter from Susan Detwiler, then based at Emery Cove Marina in the Bay Area.*

**S**usan wrote: "We've homeschooled our daughter Sequoia for the last five years, including two seasons cruising in Mexico, and it was certainly easier than dealing with the San Francisco school system!

"Unfortunately, parents may think that homeschooling involves recreating the school environment at home (or on the boat), with the drudgery of textbooks and worksheets that have little relevance to the real world. It surprises me that many cruisers, who generally tend to think outside the box when it comes to their lifestyle, don't question whether our 'one-size-fits-all' education system is right for every kid. We always felt sorry for cruising parents who spent hours each day butting heads with their kids over schoolwork.

"Instead, we adopted the 'un-schooling' approach: rather than following a traditional school curriculum, we looked for learning experiences in our day-to-day lives. Cruising in Mexico offered so many opportunities! When shopping, Sequoia calculated prices in pesos vs. dollars. When we bought diesel, she converted liters to gallons. Baking was a great way to work with fractions, while halving or doubling recipes.

"In terms of science, we had identification books for fish, birds, and marine mammals, so Sequoia was our resident naturalist. After snorkeling, she'd identify all the fish she saw. When sailing, she'd scoop up jellyfish in a net. When

dolphins rode our bow wave, she'd be on the bowsprit, cheering them on. And though she never wrote a report or took a test on cetaceans, I have no doubt that seeing these creatures in the wild has made a lasting impression on her life.

"Although the cruising life can be full of activity, there is also a lot of down time. Reading was a big part of everyday living for the whole crew. We also had lots of time for games. Multiplication War is a variation of an old card game that taught Sequoia her times tables. Bananagrams, a speedier version of Scrabble, became a family favorite. Scrambled States is a great way to learn US geography. And trivia games such as Brain Quest were

*"They are also learning music (guitar and piano) and studying Portuguese.*

perfect diversions when we were underway.

"Sequoia also spent time knitting and making jewelry. She bought a recorder at a swap meet in La Paz, found two books about how to play it by asking on the morning net, and taught herself to read music. In addition she learned to tie lots of knots, mastered driving the dinghy, and absorbed all the cool sailing stuff

***It's been years since this shot was taken of Sequoia (center left) and her cruising pals, but we'll bet she still remembers the fun they had.***



COURTESY SUGATA

# HOMESCHOOLING AFLOAT

COURTESY FAMILY CIRCUS



**How's this for an impressive example? The Tzotzis family's boatload of kids were successfully homeschooled aboard the San Francisco-based Lagoon 470 'Family Circus' as they cruised Mexico and the South Pacific. If they can do it, so can you.**

she would have never learned in school! The only task we gave her was to keep a travel journal; because there were so many exciting things to write about, she was generally happy to comply.

"One of the great things about cruising is that everyone is trying something

new. Whether it's how to surf-land your dinghy or fix a finicky outboard, the learning process is a part of daily life. When your kids see you take on new challenges, struggle, fail and (hopefully) ultimately succeed, they'll be better prepared to do the same.

"I can't say that homeschooling is the right choice for every family, but I agree with *Latitude's* opinion (stated in *Letters*) that 'most active young boys would get a better and more useful education cruising on a boat than they would caged up in almost any classroom in America, at

least until high school age.' It seems to us that most kids are happy cruising until they are about 12, at which point living on a boat with your parents loses some of its appeal.

"I've always tried to approach giving parenting advice the same way that one should go about giving anchoring advice: keep it to yourself! What works for some families may not work for others. But I can say that for our family, cruising and unschooling went together perfectly. We encourage other families to cast off the docklines and figure out what works for them!"

**W**ith so many families interested in unplugging from the mainstream and going cruising these days, the subject of homeschooling is a hot topic, so we'll undoubtedly revisit it. With that in mind, we invite you to share your own tips and insights ([andy@latitude38.com](mailto:andy@latitude38.com)). After all, as these contributors have demonstrated, there's more than one way to achieve successful homeschooling afloat.

— **latitude/andy**

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## CREW PARTY: FIND OR JOIN A CREW

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**Date: Wednesday, September 6**

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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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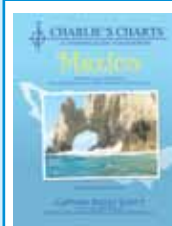


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# ELECTRIC MOTORS —

Whether you're heading out of the harbor to go racing or simply taking a cruise around the Bay, using your in-board engine is one of the least pleasant aspects of your sailing experience. If it isn't the lingering odor of diesel and oil inside the cabin assaulting your nasal passages, it might be the drumbeat of the engine clanking away under your feet that invades your eardrums. And, if neither of those sensations gets under your skin, the raw smell of diesel exhaust is certain to make you wish the breeze would pick up sooner rather than later. Fortunately, boat owners have more choices than ever when it comes to powering their boats, and many are now choosing electric motors instead of replacing an aging diesel — and the experience couldn't be more rewarding.

The historical deterrents to repowering with electric have often been technology and cost. But today, technology makes it easier than ever to manage your batteries, while the costs for hardware and batteries have dropped significantly. Now, repowering (with electric) can equal the cost of replacing the old diesel or gas-powered engine. Some systems are more elaborate than others, and in some cases, you can replace the systems yourself if you are inclined — further reducing cost. But, specific individual needs do vary and each boat has its own design criteria, making for further variation in price.

It is relatively easy to have an electric motor installed where your current diesel sits. Typically, the motors are significantly more compact and often attach with a belt drive or custom coupling to your driveshaft with a few pieces of hardware. A group of batteries is then connected from a nearby location — say

**The Electric Yacht 48 cost Bay Area sailor Michael Ruiz about the same as replacing the diesel engine on his Pearson Triton 28.**



ROSS TIBBITS

where your gas tank used to be. Depending on the size of your boat and your specific motoring needs, the size of the motor and the number of batteries will vary. For the do-it-yourselfers out there, the most difficult part of the process may be taking out the old diesel. Beyond that it's mostly a matter of where you want to put your batteries, making sure you have proper mounting hardware, aligning the engine with the driveshaft, and routing the new wiring.

Michael Ruiz has owned his nicely maintained Pearson Triton 28, *Alma*, for about eight years and keeps her at the Berkeley Marina. Although he had planned on re-powering with electric, a leaking gas tank pushed him to make the change after only about four years of ownership, despite the Volvo MD7A's being in good working order.

"I believe that 90% of the sailboats at the docks in the San Francisco Bay Area that have diesel- and gasoline-powered auxiliary power do not need the range that these motors provide," he said. "Most sailboats just need to be able to maneuver their boats in and out of their slips and around their marinas . . . or to get home from across the Bay in a calm. Electric auxiliary power easily provides this capability. It is much cleaner, quieter, easier to maintain and more responsive than internal combustion auxiliary power."

Ruiz installed the Electric Yacht 48 Volt QuietTorque 5.0 (5kW) Plug-N-Play system himself, cutting down on overall cost, which was about the same as replacing his diesel. He was chided by the harbor master for going too fast the first time he used his new electric motor. "I was surprised by the power provided by the system. At full power, the boat moved faster than she had with the diesel. Of



BRESCHI / FORESIGHT NATURAL ENERGY

**To show its resilience and utility, Conrad Colman sailed an Oceanvolt Saildrive model SD15 around the world in the Vendée Globe.**

course, at full power, the range of the electric motor is decreased dramatically."

He sails *Alma* 20 to 30 times a year, using the motor for only five to 10 minutes each time, which makes his setup more than ideal.

"On very calm days, I often turn the prop with the motor at very low amps just to add a knot or two of speed. The motor can barely be heard and it can be helpful to make way against a current in low winds." As to other benefits of going electric, he listed: "Easier maintenance, cleaner, quieter, more reliable, better for

# GOING GREEN AND CLEAN



the environment, and more fun!"

**M**att Kepner operates Tradewinds Sailing School out of Richmond, CA, and became aware of electric power almost by chance. "In 2010 we had an older [1980s] Catalina 30 that needed an engine replacement," he said. "At the same time, I was introduced to someone who was making a prototype [electric motor]. In exchange for some testing, we got a price break on the motor and help with the install. After that, we ended up repowering two more Catalinas because I liked them so much."

As a business owner, Kepner must always consider costs. "The maintenance plan was a big plus — basically none. We have since sold two of our electric boats, not for any reason related to the motors, but only age and natural replacement in the fleet with newer boats. The motors were all basically identical. We are still running one. It is a 3-phase, 18 pole motor with a control-

ler that converts 48VDC to 3 Phase AC. We have four Group 8D batteries providing ~245 amp hours of available power at 48 VDC. These motors are completely sealed and enclosed. No external moving parts, reduction gears or belts. The one we have currently, we've been running for seven years without a single maintenance item — we've replaced one set of batteries, just a few months ago." Although the new batteries cost \$2,000, Matt's maintenance plan on the diesels comes to \$4,200 just for oil changes over the same period, not including broken parts, which he believes are inevitable.

Kepner has an interesting perspective on how people like using the motors,

because so many of his students and instructors have had hands-on experience with them. "Half hate them, half love them. The half that hate them manage to run the batteries down in a short time; the half that love them bring them back with 80% charge still on them. I think it does a good job of separating the sailors

*"Boat owners have more choices than ever when it comes to powering their vessels."*

who plan around tides/currents/winds and really sail from the folks who are out to have a good time on the water but don't want to pay as much attention to the intricacies of maximizing sail time."

More advanced systems act much like today's hybrid cars, and regenerate electricity while underway, using the boat's speed to turn the propeller and thus send electricity back into the batteries at the touch of a button. Reverse the process and batteries power the propellers.

One of the newest and most complex hybrid systems in the Bay Area is found on the recently launched *Matthew Turner*, a hand-built 100-ft tall wooden ship. She'll utilize twin hybrid systems when she finishes her sea trials later this year. "We're a twin-propeller system," said Allan Olson, the ship's visionary.

"And each of the systems can completely supply the boat with all of its needs. So we have an electric motor, 200 kW, which translates to 265 hp at each propeller. Then there are the lithium-based batteries for other applications that we're doing. We also have in-house generators, which are 300 hp. Cummins. There are boxes of inverters, battery management systems, and systems that convert different types of electricity going into and out of the batteries, and there's a number of pieces of sophisticated equipment that monitor these things and they all have to be synced together as well." The entire hardware and software package comes from BAE Hybrid Systems.

Since not everyone needs to power a 100-ft tall ship, small, pioneering companies have made it easier than ever to convert your sailboat to hybrid power. Innovator and all-around sailing enthusiast Philippe Khan re-powered his custom J/100 variant with Helsinki-

based Oceanvolt's SD6 system. This novel system attaches directly on top of the J/100's saildrive mechanism. "We are shorthanded ocean sailors," said Khan. "It's really nice to have a clean system that is quiet and generates electricity downwind." He cited many advantages to going electric. "It's green, clean, regenerates electricity, quiet, and it's easy to maintain and fix. Range may be challenging for some if they don't use regeneration — in our case 50 miles stand-alone."

If you worry that hybrid systems haven't been tested sufficiently to warrant outstanding reliability when cruising longer distances, you should read about Conrad Colman. The youthful American recently completed the around-the-world-alone Vendée Globe race using an Oceanvolt system. Passionate about the environment, Colman sought to use yacht racing as a platform to improve the perception of land-based hybrid systems, while significantly decreasing his ocean-based carbon footprint.

"The fact that humans can create a difference in the environment was manifest, I could see that," said Colman. "So, this was my little opportunity to participate in that dialogue and stand up to the common misperceptions of the coming changes to our transportation system and distribution networks by using much more diverse sources of energy in the future. What I wanted to do is to take this stuff that is considered to be leading-edge technology, shake it up all over the world, show people that it can go through the Southern Ocean and survive 60 knots of wind. If it can be turned upside down, then there's nothing that should stop people from buying

**Philippe Khan re-powered his J/100 with an Oceanvolt SD6m, which attached directly on top of the boat's saildrive mechanism.**



ROSS TIBBITS

# ELECTRIC MOTORS



ROSS TIBBITS

**Combining the old with the new, the 'Matthew Turner' has twin 200 kilowatt electric motors, translating to 265 horsepower at each of its screws.**

an electric car."

Oceanvolt was instrumental in assisting Colman to install an electrical system that resulted in Foresight Natural Energy — his 60-ft IMOCA Vendée yacht — having the smallest carbon footprint in the race. "We have a Saildrive model SD15 that delivers 15kW of maximum power," said Oceanvolt's founder, Janne Kjell-

man." Conrad had a special 'IMOCA version' since we need almost 20kW of power to pass the IMOCA-class bollard pull test, which is 285kg of pull for 15 minutes. The SD15 is connected directly to a large 48V battery, which in turn charges a separate 12 volt/160 Ah house battery via two DC/DC converters. There is a

small (4kW) diesel generator on board because IMOCA rules say that you need to be able to motor the boat five hours @ five knots. Conrad decided not to use the diesel engine on his trip around the world so all his electricity was generated by the regeneration feature of our propulsion engine."

"From our system you can get 4kW,

4,000 watts when the boat is really moving. We have automatic software on the display, so Conrad could press a button and the propeller spins open to start charging the batteries. When the batter-

*"More advanced systems act like hybrid cars, using the boat's speed to regenerate electricity while underway."*

ies are full or he presses it again it stops the shaft and the propeller folds."

So if you find yourself needing a new engine, it's nice to know there are green options available. For many, the simplest electrical motor system will suffice. Others may choose more complex systems that provide regenerative power, ideal for offshore sailors and long-distance cruisers alike. Whichever you decide, it will most likely improve your overall sailing experience and peace of mind and significantly reduce your carbon footprint.

— ross tibbits

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"Even a journey of a thousand miles," says the ancient Chinese proverb, "must begin with a two-hour schlep to the airport."

My own schlep to the airport was on the door-to-door shuttle van. Traffic was heavy and we were running late. So I was not amused when the driver made a detour through the side streets



LATITUDE / TIMMY

**A study in drag, friction, weight and certainly speed contrasts, 'Maserati' rapidly approaches a San Francisco Bay ferry.**

around the university campus to pick up one passenger from a hotel and then one more from the student housing co-op. I was even less amused when the last pickup was not waiting at the curb. The driver had to make a wake-up cell call, and five minutes later a very sleepy Lee Helm climbed into the van with a huge sea bag.

"Max," she exclaimed groggily. "Like, what a coincidence!"

"You're going to make me late for my flight," I grumbled.

"Not to worry," she said. "The van can use the anchovy lane."

It took me a few seconds to translate "anchovy lane" back to "HOV lane." But we had to cross a bridge to get to the airport, and the HOV lane only helped with a small part of the route.

"There's nothing worse than a morning departing flight from an airport on the other side of the Bay," I grumbled some more.

"Sorry I overslept," Lee apologized. "Had a project to finish late last night. Like, you do have TSA pre-check, right?" I looked at my watch, checked my cell phone again for the traffic and the estimated arrival time, and concluded that even with pre-check, it was going to be a close one.

"What we really need is a ferry between the two airports," I said. "Look at the map of SFO — they still call that little cove to the north of the runways the Seaplane Lagoon. And OAK has perfectly

navigable water right behind Terminal Two.

"Great idea," Lee agreed with a yawn. "I could have slept another half hour."

"Cross the Bay at its widest point?" said another passenger in the shuttle van. "That's an extremely inefficient place for a ferry route."

"But it would be between two very high-value transportation nodes," Lee countered. "And, like, it wouldn't even have to go very fast to be way faster than what we're doing now."

"The ferry could even be inside airport security," I proposed. "That way airlines could schedule connections from one air-

port to the other. It would be like a third runway at SFO. People get off one plane, go to the new gate, find they are herded onto a big people-mover bus instead of an airplane, then the bus drives onto the ferry and 10 minutes later the bus is driving to the plane waiting on the other side of the Bay."

"No, a 10-minute crossing is too fast," said Lee. "Like, the distance is almost 10 miles, so you'd have to go 60 knots to do it in 10 minutes. A 20-knot boat that took 30 minutes would be more practical."

"I'll want at least 30 knots and a 20-minute crossing," I insisted as I glanced at my watch again.

*"The shearing force of any one bit of water is proportional to speed."*

"One deck inside security zone, and one deck outside," suggested the driver. "And a car deck, too. If it's fast and frequent, I'll use it on every run instead of the bridge."

"The problem with fast ferries is that water is like, too sticky," Lee explained. "Drag is proportional to speed squared, and power proportional to speed cubed."

"I thought friction was just the ratio of drag to weight," I recalled from an early physics class.

"You're thinking of Newtonian fric-

tion," Lee corrected. "If you're pushing a chair across the kitchen floor, friction is weight of the chair times friction coefficient, and the drag force is about the same at all speeds. Power is just force times speed, so the power to push the chair across the floor is proportional to speed. Water is different. It's viscous, it's sticky, and the innermost layer of water attaches to the surface, so the shearing force of any one bit of water is proportional to speed."

"Then drag should be proportional to speed, right? How do you get to this speed-squared relationship?"

"Each bit of water against the hull exerts a retarding force in proportion to speed, but when you go faster, then that many more bits of water move across the same surface. So you get speed squared for drag."

"Then where does this speed-cubed stuff come from?"

"That's power. Work per time. Work is a force moved through a distance, power is force times speed. If you double speed, the force goes up by a factor of four because viscous resistance is proportional to V-squared. But the speed is doubled so force times speed goes up by a factor of eight, proportional to V-cubed."

"But then why are the new fast catamaran ferries so efficient?"

"BZZZT! Wrong," said Lee. She was finally starting to wake up. "Ships are efficient when they are big and slow. Big is efficient, because if you make a boat twice as big, it can carry eight times as much stuff. That's because volume, and hence displacement and load-carrying ability, go up by the scale factor cubed. But when you double size you only need about four times as much power, because surface area, which accounts for most of the resistance, goes up by the area, or by the scale factor squared. So, like, a boat twice the size, built to the same proportions and designed to go the same speed, only needs half as much power per passenger."

"OK," I said. "Economy of scale."

"Slow is efficient," Lee added, "because power is proportional to speed cubed. If you double speed you need eight times as much power."

"Ah, but if you double speed," I pointed out with some satisfaction, "you get there in half the time, so the fuel used per passenger mile only goes up by speed squared, not speed cubed."

"For sure," said Lee. "Fuel and carbon footprint per passenger mile will be speed squared. Engines and related propulsion



# A JOURNEY OF A THOUSAND MILES

system costs will still be speed-cubed." Meanwhile, the van company must have been saving a lot of money on fuel, because we slowed to a crawl in the dense traffic approaching the bridge.

"This speed-cubed relationship is also why it's so easy to guess the speed of a sailboat," Lee continued. "You know how you can look over the side of a boat and usually guess to the nearest half knot how fast you're going?"

"I can usually do better than a half knot," I boasted, since I considered myself to be pretty good at that skill. "But it's mainly because I have so many years of experience with the same boat. I know exactly what the wake looks like and sounds like at every speed."

"If your speed is only five knots," Lee explained, "a half knot is only 10 percent of speed. People are not that good at quantitative measurements of observed phenomena to within ten percent. But the power dissipated is proportional to speed cubed. A half-knot change in speed represents more than a 30 percent change in power, and a corresponding 30 percent change in the energy going into the wake, and a thirty percent change in the look and sound of the bubbles and spray and wake characteristics. It's actually a pretty big change in how the

boat feels and sounds, going from 4.5 to 5.0 to 5.5 knots."

"I thought I was just good at it," I protested. But her point made sense.

"You can also hear the doppler shift in the sound of foam alongside the boat," added the other passenger. "People are actually very good at estimating small changes in acoustic pitch, although you have probably internalized this skill and

**"A half-knot change in speed represents almost a 30% change in power."**

aren't really aware of how you are making such good estimates of speed."

"Back to fast ferries," I said quickly, fearing that Lee was about to calculate the pitch change of the sounds of bubbles in my boat's wake at various speeds.

We were on the bridge now, and I looked longingly at the direct water route that could have taken us across the Bay in a fraction of the time we were spending stuck in traffic. "Aren't those new catamaran ferries very efficient at high speed?"

"Look at some numbers," Lee pulled an electronic tablet out of her backback

and brought up a list of ferries sorted by fuel energy burned per passenger mile:

## Typical Ferries in service

*Peralta* — 3200 hp, 26 knots, 331 passengers; 280 BTU/pax mile, full passenger load; 4,560 BTU/pax mile, 50% passenger load.

*Encinal* — 3600 hp, 24 knots, 388 passengers; 2,370 BTU/pax mile, full passenger load; 4,740 BTU/pax mile, 50% passenger load.

*Bay Breeze* — 1285 hp, 26 knots, 250 passengers; 1,210 BTU/pax mile, full passenger load; 2,420 BTU/pax mile, 50% passenger load.

*Solano* — 6220 hp, 34 knots, 320 passengers; 3,500 BTU/pax mile, full passenger load; 7,000 BTU/pax mile, 50% passenger load.

*Vallejo* — 4670 hp, 34 knots, 267 passengers; 3,150 BTU/pax mile, full passenger load; 6,300 BTU/pax mile, 50% passenger load.

## Historical Ferry

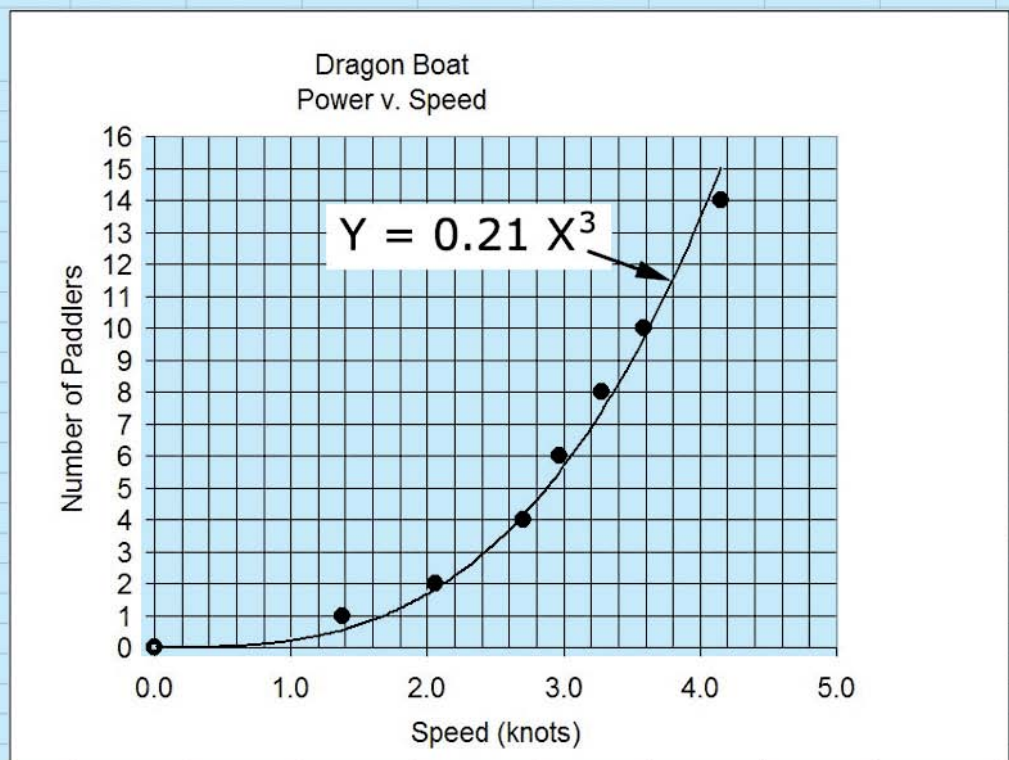
*Ferry Berkeley* (1889) - 1250 hp, 12 knots, 1700 passengers; 536 BTU/pax mile, full passenger load; 1,072 BTU/pax mile, 50% passenger load (assuming fuel rate of 0.5 lb/hp-hr).

## Land-based alternatives

Single-occupancy car: 4,667 BTU/pax

speed (knots)	number of paddlers
0	0
1.38	1
2.06	2
2.70	4
2.97	6
3.28	8
3.59	10
4.15	14

*The STEMsail project, using sailing to teach science and technology, used a dragon boat to test the theory that power is proportional to speed cubed. The dragon boat accommodates a large number of paddlers and the long, slender hull shape is all friction with little wave-making drag in the range of speeds studied. The graph shows boat speed versus the number of sixth-graders who are paddling the boat.*



# MAX EBB

mile; (30 MPG and 140,000 BTU/gal)

Triple-occupancy carpool car: 1,555 BTU/pax mile; (30 MPG and 140,000 BTU/gal)

AC Transit Bus: 660 BTU/pax mile one-way with 56 passengers; 1,320 BTU/pax mile at average 50% load (from: [www.watertransit.org/pubs/eir/Section3.13\\_Energy.pdf](http://www.watertransit.org/pubs/eir/Section3.13_Energy.pdf)).

Light Rail: 91 BTU/pax mile, full passenger load; 182 BTU/pax mile, 50% load (from [www.watertransit.org/pubs/eir/Section3.13\\_Energy.pdf](http://www.watertransit.org/pubs/eir/Section3.13_Energy.pdf))

BART: 68 BTU/pax mile, full passenger load; 136 BTU/pax mile, 50% load; (from: [www.watertransit.org/pubs/eir/Section3.13\\_Energy.pdf](http://www.watertransit.org/pubs/eir/Section3.13_Energy.pdf))

"The fast ferries use more fuel than if everyone drove their own car," I said after examining the list. "And rail sure looks good, compared to any other mode."

"Note the historical example," Lee said as she pointed to the numbers for the 1889 ferry.

"Big and slow. 1700 passengers at 12 knots. Even with 19th-century tech it's

more efficient than the modern designs."

"That's the boat that's on display at the Maritime Museum in San Diego," said the driver. "I've been aboard it."

"I think I have also, years ago," I recalled vaguely. "But you couldn't sell a 12-knot ferry ride in today's market."

*"Planing hulls are so inefficient that they never evolved in nature."*

What about planing hulls? They work on a lift-drag ratio, like wings, right? So it's more like Newtonian friction, same drag at any speed."

"That would mean that power is proportional to speed, not speed cubed," added the other passenger, "but remembering that time en route is the inverse of speed, therefore energy per mile is constant, and there's no real upper bound to speed for efficient operation."

"Except that in the real world," Lee replied, "Planing hulls are the worst. Viscous drag is still a big part of planing-

hull resistance. You can think of a planing hull as a wing, but the aspect ratio is all wrong and there's lots of induced drag. And, like, here's the clincher: Observe that there are no animals that use planing hulls. It's so inefficient that it never evolved in nature.

"The biological solution to moving fast at the water surface is either a displacement hull: whales, dolphin, seals and fish, or a wing in ground effect: albatross, flying fish and pelicans. There are no planing hulls in nature, except maybe when a water bird lands fast and needs to slow down."

We had a good view of the Bay from the bridge, and I could pick out a small formation of pelicans down on the water. Their wings were barely moving as they cruised along, wingtips practically touching the water surface.

"Like, we're working on it, Max," Lee whispered, reading my mind as I imagined a wing-in-ground-effect fast ferry.

Miraculously, the traffic cleared shortly after we were off the bridge. I made my flight, but it would have been a lot less stressful to travel by water.

—max ebb



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# THE RACING

In keeping with recent *Racing Sheet* trends, this month's edition reflects the wide variety of events available to California sailors, including the **California Offshore Race Week**, a *Windjammer's* preview, the **Delta Ditch Run**, the **One Design Offshore Championship**, the **UN Challenge**, the **OYRA Faralones**, **La Solitaire Urgo du Figaro** in Europe, the **Cat Harbor Race**, *BYC's* **Tri-Island Series**, **Box Scores**, and a half dozen short but sweet **Race Notes**.

## California Offshore Race Week

Racers who competed in every leg of the second annual California Offshore Race Week got exactly what the brochure advertised; 600 miles of racing down the California coast encountering everything from light air to champagne conditions to heavy-air downwind sailing. Combining the efforts of five yacht clubs in four ports, the coordinated effort that is California Offshore Race Week appears to be the shot in the arm that the nearly dead Coastal Cup needed to survive. While the number of yachts participating wasn't huge by any means, the quality of the field in both the week-long tour and in each individual leg was outstanding.

After three legs of competition, it was a clean sweep of the podium for Santa Cruz Yachts, with a 50, a 52 and a 70 dominating the overall standings. Current J/70 world champion Joel Ronning and his team on the Santa Cruz 70 *Catapult* landed just one point clear of Dave MacEwen's Santa Cruz 52 *Lucky Duck* and John Shulze's Santa Cruz 50 *Horizon* to take overall honors. *Lucky Duck* won the second-place tiebreaker over *Horizon*.

CORW encompasses three very different offshore legs, each one progressively longer than the last. On Saturday, May 27, a healthy fleet of 38 yachts took on the 88-mile Spinnaker Cup from San Francisco Bay to Monterey. Sailing in typical conditions, the fleet beat out of the Gate before reaching down the coast and eventually setting spinnakers for the long downwind slide to Monterey. First to finish was Bill Lee's modified and re-fit *Merlin*, which showed plenty of pace with her bigger rig and heavier TP52 keel, in 9 hours, 34 minutes, 59 seconds. Edward Marez's SC70 *Buona Sera* and Ronning's SC70 *Catapult* finished just minutes behind *Merlin* but corrected out far ahead to claim first and second in division. Other division winners included Howard Turner's J/111 *Symmetry*, Shulze's *Horizon* and Rodney Pimentel's gorgeous blue Cal 40 *Azure*.

After a day to recuperate in Monterey, 16 teams took on the Coastal Cup, a 204-mile race to Santa Barbara. Known for its gear-busting, big-breeze downwind conditions, the race this year delivered

more typical conditions in a big way. Once out of Monterey Bay and reaching the northwesterly pressure offshore, the pack shot off like a rocket down the Big Sur coast with much of the fleet putting up huge numbers in niking northwesterly breeze and huge seas.

The breeze shut down in the early morning hours of Tuesday, giving a big advantage to the fastest boats, notably eventual Race Week champion *Catapult*, which claimed line honors and a new monohull record, completing the course in just 14 hours, 44 minutes, 21 seconds.

One of the biggest stories of the Coastal Cup leg was that of Karl Robrock's Moore 24 *Snafu* dismasting and the eventual Coast Guard rescue of him and co-skipper Gilles Combrisson. Both escaped without injury. "It was such a great ride — we were rockin'!" Karl told us afterward. "We hit 20 knots a couple of times. (I'm) sorry it ended the way it did. (The dismasting) was like it was in slow motion, I yelled 'noooooo' as it came down!

"Gilles had a voicemail on his phone when we landed in San Luis Obispo from Erik Simonson (H2O Shots, Pressure Drop). He knew we'd need a salvage. He referred us to a salvage operator in Morro Bay who regularly works with the Coast Guard. We had no leads, so we took Erik up on the offer and called the guy immediately. Michael happened to be on his way from Santa Barbara with a new-to-him 21-ft ex-military RIB, and could launch within a few hours.

"Yellowbrick took *Snafu* off the race tracker and sent us a private link for purposes of salvaging the boat. We had tied the helm off to leeward, with the boat essentially hove-to, working her way almost directly toward Morro Bay. Around 9 a.m. we checked YB and *Snafu* had appeared to change heading, bearing farther north, toward the coast north of Estero Bay. It

looked grim, as though she might hit the rocks, potentially as early as 1 p.m.

"We took an Uber from the fire station at San Luis Obispo airport where the Coast Guard had dropped us off. Michael would normally have launched in Avila Beach and motored around the point, but the conditions were still nasty, so he launched in Morro Bay proper.

"By that time, *Snafu's* heading had changed back toward Estero Bay. She was about 10 miles out from Morro Bay, and only a few miles outside of Point Estero. We had a GPS pin and iNavX — we had no problem finding the boat. Other fishing boats were on the horizon — the salvage guy was prepared to fight for our boat if somebody had snagged it already. Seas had calmed to probably 4-6 feet with 10-15 knots of breeze. It was sunny out. This was a T-shirt-and-shorts operation by that point, and I felt overdressed for the occasion in my Musto HPX.

"We made a bridle to the winches with a jib sheet, and used a 50-ft tow line. The optimal speed for the tow was 12-15 knots, in order to not have the Moore surf past the tow boat. That got us back to the harbor in an hour. We landed at the public dock, stopped into the Harbor Hut for a mandatory beer, along with my mother who had driven down from Richmond Yacht Club with the trailer, and then went to deal with taking the rig apart. We hoisted out at the 1-ton public hoist (we can sneak right **"That's Karl having fun surfing down waves again," said Gilles Combrisson. 'Snafu' was towed into Morro Bay.**

GILLES COMBRISSON





ERIK SIMONSON / WWW.PRESSURE-DROP.US

**Bill Lee's legendary 'Merlin' sails out the Gate in May's Spinnaker Cup. She'll race to Honolulu in the Transpac in July, and return to San Francisco Bay for the start of the Windjammers Race to Santa Cruz in September. 'Merlin' still holds the Windjammers course record.**

under that 2,000-lb limit without the rig), dropped the boat on the trailer and drove home. I would classify that as the smoothest recovery imaginable.

"The whole ordeal was a staggering reminder of how quickly things can go from glorious to ugly and vice versa. In 10- to 14-foot breaking seas and 27 knots of breeze with a snapped rig in the water, things look pretty grim. The pressure gradient offshore is dramatic — 35 knots to 10 knots in a matter of miles. We were lucky to be able to get the boat to point toward shore and not out to sea.

"We're obviously thrilled to have the boat back. Swimming away from her that morning, I wasn't sure I'd ever see her again, in one piece anyway. She'll be on the water — and the ocean — again soon."

Robrock plans to purchase a new mast for the boat, but currently has more pressing matters as he should become a first-time father about the time that you read this.

The SoCal 300, now in its third running, drew a healthy fleet of 27 boats for more typical conditions of light air off Santa Barbara before a nuking run down the Channel Islands and a lighter finish off San Diego. Frank Sloodman's new Pac52 *Invisible Hand* showed truly

impressive pace in a wide range of conditions to claim the trifecta of monohull line honors, the Division A win and the overall win. The other big winner of the SoCal 300 was H.L. Enloe's ORMA 60 trimaran *Mighty Merloe*, which led the fleet around the course to take an hour off her own record from last year, finishing the 240 miles in 22 hours, 9 minutes, 18 seconds. Matt Brooks' classic S&S yawl *Dorado* also added a division victory to her long list of triumphs that now span nearly a century on the water.

— ronnie simpson

#### SPINNAKER CUP, SFYC/MPYC, 5/27-28

DIVISION D — 1) **Buona Sera**, SC70, Edward Marez; 2) **Catapult**, SC70, Joel Ronning; 3) **Cazan**, DK46, Wayne Zittel. (7 boats)

DIVISION E — 1) **Symmetry**, J/111, Howard Turner; 2) **BustinLoose**, Sydney 38, Jeff Pulford; 3) **Blue**, Swan 53-2, Ray Paul. (11 boats)

DIVISION F — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Snafu**, Moore 24, Karl Robrock; 3) **Tequila Mockingbird**, Express 27, Dan McGraw. (11 boats)

DIVISION G — 1) **Azure**, Cal 40, Rodney Pimentel; 2) **Escapade**, Sabre 402, Nick Sands; 3) **Ada Helen**, Catalina 42, Joseph Pratt. (3 boats)

DIVISION K — 1) **Chim Chim**, Gunboat 62, John Gallagher. (1 boat)

DIVISION M — 1) **Horizon**, SC50, John

Schulze; 2) **Oaxaca**, SC50, Michael Moradzadeh; 3) **Lucky Duck**, SC52, Dave MacEwen. (5 boats)

#### COASTAL CUP, MPYC/SANTA BARBARA YC, 5/29-30

DIVISION A — 1) **Catapult**; 2) **Buona Sera**; 3) **Symmetry**. (7 boats)

DIVISION C — 1) **Horizon**; 2) **Lucky Duck**; 3) **Oaxaca**. (4 boats)

DIVISION D — 1) **Azure**; 2) **Junkyard Dog**, J/109, James Goldberg; 3) **Blue**. (4 boats)

DIVISION F — 1) **Chim Chim**. (1 boat)

#### SO CAL 300, SANTA BARBARA YC/SDYC, 6/1-3

DIVISION A — 1) **Invisible Hand**, Pac52, Frank Sloodman; 2) **Catapult**; 3) **Aszhou**, R/P 63, Steve Meheen. (6 boats)

DIVISION B — 1) **Lucky Duck**; 2) **Horizon**; 3) **Elyxir**, SC52, Skip Ely. (5 boats)

DIVISION C — 1) **Locomotive**, Summit 40, Larry Andrews; 2) **Timeshaver**, J/125, Viggo Tor-

For more racing news, subscribe to *Latitude 38* online at [www.latitude38.com](http://www.latitude38.com)

June's racing stories included:

- The America's Cup • J Class Regatta
- OSTAR • Race to Alaska
- Great San Francisco Schooner Race
- South Beach YC Friday Night Race
- Previews of the Delta Ditch Run, July races, and more.

# THE RACING

LATITUDE / CHRIS



LATITUDE / CHRIS



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**Delta Ditch Run, clockwise from top left: 'Moorigami' in a spectacular round-up at dodgy Mark 19; Tom Kassberg, Patrick Whitmarsh and Cameron McLoskey flew to a win on the Melges 20 'Flygfisk'; the Henderson 30 'Family Hour' – TNG's race ended in a jibe-induced round-up. No major damage or injuries were reported, and Vessel Assist towed the boat off, but their troubles weren't over, as a traffic accident on the way home resulted in a smushed trailer.**

bensen; 3T) **Astra**, Farr 40, Simon Phillips; 3T) **Derivative**, J/125, Mark Surber. (8 boats)  
 DIVISION D — 1) **Dorado**, S&S 52 yawl, Matt Brooks; 2) **Azure**; 3) **Junkyard Dog**. (7 boats)  
 MULTIHULL — 1) **Mighty Merloe**, ORMA 60, H.L. Enloe. (1 boat)

## CALIFORNIA OFFSHORE RACE WEEK

OVERALL — 1) **Catapult**, 6 points; 2) **Lucky Duck**, 7; 3) **Horizon**, 7. (10 boats)  
 Full results at [www.offshoreraceweek.com](http://www.offshoreraceweek.com)

## 75th Windjammer's Race

This year marks a historic anniversary for the oldest continuously run yacht race on the West Coast. [A couple of World Wars interrupted the Transpac.] When the first warning signal sounds just before noon on September 1, it will mark the 75th running of the annual Windjammer's Race.

2017 will also mark the historic return of *Merlin*, Bill Lee's 68-ft yacht that set a Windjammer's speed record in 1983 of just under six hours, a record that still stands today for monohulls. A Santa Cruz 70, *Buona Sera*, is also

signed up and will attempt to defend its first-to-finish and overall corrected title from last year's race. The 75-mile dash down the coast offers a great chance for the West Coast sleds to open up and surf to Santa Cruz on all cylinders.

The wind gods have smiled on recent races, with great winds lifting every boat to finish the race down the coast to Santa Cruz, allowing all captains and crews to enjoy post-race imbibing, storytelling and good cheer at the awards party.

This year there's also good news for racers who've hesitated to enter because of the coastal racing safety requirement. The Coastal Safety at Sea course is now offered online at [www.boaterexam.com/sailing/coastal](http://www.boaterexam.com/sailing/coastal). It costs just \$50 and takes, at most, five hours from the comfort of your couch. It covers five topics: assisting other vessels; personal safety gear; crew overboard; search and rescue; and emergency communications.

The Notice of Race is posted at [www.club.scyc.org/racing](http://www.club.scyc.org/racing), and registration is open.

— tom manheim

## Fast and Frisky Delta Ditch Run

"Sailing Instructions for our boat consisted of two clauses: 1) Round Delta Mark #19 to port. 2) Crack open a new beer every time we sail beneath a bridge," commented Brian Mullen of the J/70 *Orange You Glad*. "It was a fun day and awesome event put on again by RYC and SSC." That pretty much summed up this year's quick 67.5-mile Delta Ditch Run on June 10 — for those crews who managed to keep their masts pointing at the sky and their keels pointing at — but not digging into — the riverbed.

The 28-boat Moore 24 fleet finished out of the top three PHRF monohulls overall, but packed the leaderboard thereafter.

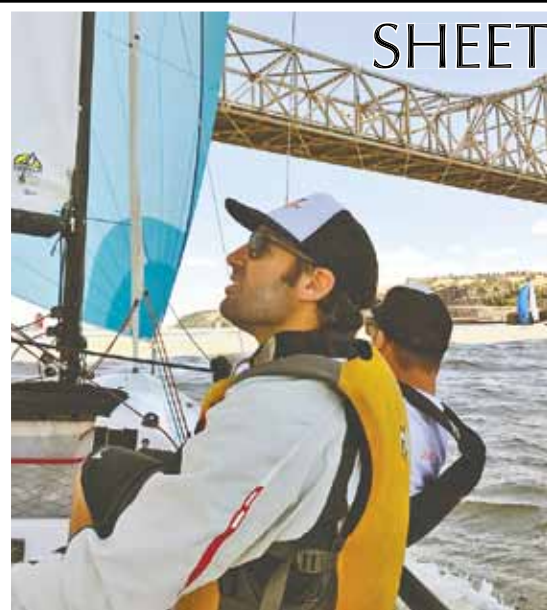
"The Moores had a good year because it was windy enough to plane but not get out of control doublehanded," said the lead Moore skipper, Michael O'Callaghan, whose *Wet Spot* finished fourth overall. "The building wind and flood helped the Moores as we were the last start."

Mike thinks *Wet Spot* won because they "sailed doublehanded, made few mistakes, all minor, and because my crew was John Verdoia.

"We have done this race with three, four and five, and doublehanded was



PAUL SUTCHEK



BRIAN MULLEN



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LATITUDE / CHRIS

good this year. I don't think I have ever raced it without John Verdoia aboard. This was the first time we tried double-handed. I waited so long because I love racing with my friends and didn't want to leave them behind."

*Wet Spot* did not run aground and did not tangle with other boats in narrow places.

"John and I worked hard at it, pushing the boat all day. We are pretty fit for old guys, and light (155 and 170 lbs).

"Needing to beat John's son, Alex, was also a contributing factor in keeping us motivated. He was on Moore #38, *Lowly Worm*. Can't have your kid beating you."

The first monohull to finish, Tom Kassberg's Melges 20 *Flygfisk*, also corrected out to first place overall — for the second time, as they also won overall in 2015.

"It was my fifth race in five years in the same boat with mostly the same crew," says Tom. "Crew the last three years has been me, Patrick Whitmarsh and Cameron McCloskey. The race this year from a weather perspective set up well for the smaller planing boats."

*Flygfisk* had enough breeze throughout the course to average 12 knots or so over the bottom for most of the race. "We got a good start, and tactician Pat kept

**More Delta Ditch Run, clockwise from top left: Delta newbie Greg Huffman from the Doublehanded Division-winning Cal 20 'Sláinte' ponders the course; 'Orange You Glad' you're about to observe clause #2 and crack a beer in Vallejo?; the winning Moore 24, 'Wet Spot' glides through Suisun Bay; it helped to keep the spinnaker — and the crew — out of the water.**

us in the breeze in the right places on the course. We were fortunate to get to the front quickly and had fewer boats to deal with on the latter part of the course. Since we've sailed together on the Melges 20 for many regattas over the last three to four years, we were able to get up to speed quickly despite not sailing the boat for over a year. Cameron is an excellent trimmer, and we focused on sailing the boat to its potential all the way down the course."

Tom called it a great year for the race, with cooler temperatures and steady breeze. "We spent more time tight-reaching with the spinnaker this year than most."

Not everyone was so fortunate; among the numerous round-ups were some that drove boats onto the mud or into the reeds. We heard of one crew overboard, one dismasting, one wobbly rudder and various torn sails and damaged gear.

— latitude/chris

#### RYC/SSC DELTA DITCH RUN, 6/10

HEAVY 1 — 1) **Ex Indigo**, Diva 39, Laurence Riley; 2) **Loca Motion**, Express 37, Mark Chaffey;

3) **Stewball**, Express 37, Bob Harford. (6 boats)  
HEAVY 2 — 1) **Serenade**, Sabre Spirit, Hank Easom; 2) **Sea Star**, Cal 39, Bob Walden; 3) **Nozomi**, Cal 40, Robb Walker. (8 boats)

HEAVY 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Bravo**, Wauquiez Pretorien, Aaron Wangenheim; 3) **Happy Daze**, Santana 30-30GP, Ray Lopez. (9 boats)

LIGHT 1 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Dos**, Sierra 26, Brad Butler; 3) **CentoMiglia**, Flying Tiger, Mark Kennedy. (5 boats)

LIGHT 2 — 1) **Flygfisk**, Melges 20, Tom Kassberg; 2) **Boomer**, Melges 20, Jennifer Canestra; 3) **Problem Child**, Melges 20, Elliott James. (7 boats)

LIGHT 3 — 1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg; 2) **The Bar-ba-loot**, Wylie Wabbit, Aaron Sturm; 3) **Rio**, SC27, Thomas Faraola. (7 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Motorcycle Irene**, Will Paxton; 3) **Salty Hotel**, John Kearney. (15 boats)

MOORE 24 — 1) **Wet Spot**, Mike O'Callaghan; 2) **Great White Trash**, Andy Hamilton; 3) **Grun-tled**, Bart Hackworth; 4) **Mooregasm**, Stephen Bourdow; 5) **Mooretician**, Peter Schoen; 6) **Mas!**, Mark English; 7) **Pegasus Racing**, Mark Christensen. (28 boats)

# THE RACING

JERRY LEWIS



MARTHA BLANCHFIELD / RENEGADE SAILING

**David Wyllie, Stephen Aguilar and Roger Herbst tie for third place in a Go for the Gold race on June 3. For regatta results, check out the Box Scores below.**

MELGES 24 — 1) **Looper**, Duane Yoslov; 2) **Blue Dream**, Ryan Conner; 3) **Posse**, Sallie Lang. (7 boats)

PHRF MONOHULL OVERALL — 1) **Fly-fisk**; 2) **Mr. McGregor**; 3) **The Bar-ba-loot**; 4) **Wet Spot**; 5) **Great White Trash**; 6) **Boomer**; 7) **Problem Child**; 8) **Gruntled**; 9) **Mooregasm**; 10) **Mooretician**. (90 boats)

VIPER 640 — 1) **Venom**, Jeffrey Grange. (1 boat)

DOUBLEHANDED — 1) **Sláinte**, Cal 20, Paul Sutcheck; 2) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 3) **Catch 22**, Zenrich 20, Roger Anderson. (6 boats)

MULTIHULL TEXEL — 1) **Inter the Dragon**, Nacra 20, Travis Vetter; 2) **Pegasus-MotionX**, F-18, Philippe Kahn; 3) **Ejection Seat**, Hobie Tiger, Brett Peterson. (6 boats)

BAMA MULTIHULL — 1) **Cumbia**, F-27, Juan Tellez; 2) **Wingit**, F-27, Amy Wells; 3) **Ma's Rover**, F-31, Mark Eastham. (8 boats)

CRUISING — 1) **Mahia**, Newport 30-3, Rick Bledsoe; 2) **Elli**, Newport 28, Doug McDougall; 3) **Liberty**, Cal 27, James Bertilacchi; 4) **Venga**, Alberg 30, Charles Cunningham. (18 boats)

Full results at [www.stocktonsc.org](http://www.stocktonsc.org)

## One Design Offshore Championship

Misty mornings gave way to sun and steady winds in the teens at the inaugural Newport Harbor YC One Design Offshore Championship on June 9-11. On the weekend regatta ticket were all four members of the new Pac52 fleet, plus six members of J/120 Fleet 4. Chuck Nichols, helming the winning J/120 *CC Rider*, asserts his fleet peers are very competitive — courteous and cordial at the docks, but all business on the water.

On Day 1, the crew of *CC Rider* sailed to perfection, reaching all marks first and landing line honors. "Things got tougher on Sunday; we were targeted," smiles Nichols. "*Caper* turned up the heat Sunday and earned a first, followed by a second. We came in fourth then improved to a second."

From their own division starts, the Pac52s met again to compete in their second match-up of 2017. "The fleet is closely matched," says Frank Sloomman, owner of *Invisible Hand*. "All teams can win and have won races. Teams are reacting to what they are experiencing on the course via adjustments to sails, crew formations and tactics. The level of sailing will continue to progress from

**A J/120 mark rounding in the Newport Harbor One Design Offshore Championship. Shown here are 'Caper' in the foreground, 'Hasl Free' and 'Pole Dancer'.**

high-end club racing to, eventually, grand prix modes."

The *Hand* grabbed the Newport Harbor One Design trophy with a tally of 1-1-2-1-2-2-1-2. "Our secret sauce was the G-Factor, aka Gavin Brady, taking the program reins. Gavin has depth of experience and a track record that is not in easy supply in the world of sailing. His impact has been immediate and profound."

The fleet's race series includes matchups in San Diego, this one at Newport Harbor, Long Beach Race Week, plus Rolex Big Boat Series and the fleet championship in San Francisco this September.

— martha blanchfield

## NHYC ONE DESIGN OFFSHORE (5r, 1t)

PAC52 — 1) **Invisible Hand**, Frank Sloomman, 12 points; 2) **BadPak**, Tom Holthus, 16; 3) **Fox**, Victor Wild, 21. (4 boats)

J/120 — 1) **CC Rider**, Chuck Nichols, 5 points; 2) **Caper**, John Laun, 6; 3) **Hasl Free**, Rudolph Hasl, 13. (6 boats)

Full results at [www.nhyc.org](http://www.nhyc.org)

## LYSA SPRING REGATTA, 5/20-21 (5r, 0t)

DAY SAILER — 1) Craig Lee, 7 points; 2) Dave Keran, 12; 3) Mike Gillum, 15. (8 boats)

BANSHEE — 1) Charles Witcher, 8 points; 2) Wayne Cassingham, 10; 3) Steve Galeria, 12. (5 boats)

LASER — 1) Toshi Takayanagi, 11 points; 2) Marcel Sloane, 11; 3) Dan Ouellet, 17. (11 boats)

AERO 9 — 1) Tom Burden, 6 points; 2) Steve Leonard, 10; 3) Brad Cameron, 20. (4 boats)

SPINNAKER KEEL — 1) **Villain**, Merit 25, Tim Harden, 5 points; 2) **Quick Fixx**, Merit 25, Dave Aleman, 10. (2 boats)

NON-SPINNAKER KEEL — 1) Catalina 22, Francis Samson, 5 points; 2) MacGregor 25, Frank Avery, 12. (2 boats)

SPORTBOAT — 1) Steve Cameron, 5 points. (1 boat)

OPEN CENTERBOARD — 1) Vanguard 15,

## THE BOX SCORES

Chris Ganne, 5 points; 2) Windmill, Darrell Sorenson, 11. (2 boats)

Full results at [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org)

## GCYC GOLD COUNTRY REGATTA, 6/3-4 (8r, 1t)

OPEN KEEL — 1) **NoCatHare**, Catalina 22, Don Hare, 6 points; 2) **U Decide**, Ultimate 20, Torston Kanegsberg, 13; 3) **Kukana Luka**, Catalina 22, Dennis Barry, 18. (7 boats)

OPEN CENTERBOARD — 1) **Hot Flash**, Day Sailer, Craig Lee, 6 points; 2) **Jammie Dodger**, Vanguard 15, Joe Denton, 12; 3) **Woody**, Thistle, Steven Hale, 20. (7 boats)

RS AERO — 1) Tom Burden, 11 points; 2) J.B. Duler, 21; 3) Doug DuBois, 21.5. (8 boats)

BANSHEE — 1) **Ghost**, Charles Witcher, 8 points; 2) **Cruzin'**, Wayne Cassingham, 13; 3)

Gary Preston, 23. (5 boats)

LASER — 1) **Voyager I**, Toshi Takayanagi, 9 points; 2) **Roger's DaySailer**, Roger Herbst, 19; 3) **Greased Lightning**, Richard Leland, 20. (6 boats)

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

## SFYC GREAT S.F. SCHOONER RACE, 6/17

CLASSIC — 1) **Water Witch**, Stone 50, John & Gena Egelston; 2) **Iolani**, Hughes 48, Barry & Sylvia Stompe; 3) **Legacy**, Hinckley Bermuda 40, John Carapiet. (4 boats)

GAFF — 1) **Jakatan**, Jespersen 40, Jeff Hawkins; 2) **Brigadoon**, Herreshoff 50, Terry & Lindsey Klaus. (2 boats)

MARCONI — 1) **Elizabeth Muir**, McGinnis 48, Peter Haywood/Ivan Poutiatine; 2) **Seaward**, 82-ft staysail schooner, Alan Olson. (2 boats)

Full results at [www.sfy.org](http://www.sfy.org)





### New UltraNectar Challenge Record

June 3-4 marked the 38th edition of the SF Classic, the longest continuously run long-distance board race in the world. Over the years, much has changed about this San Francisco Bay race — the regatta format, the boards underfoot, the sails overhead — but one thing remains the same: The competitors keep getting faster.

Multi-time kiting world champion Johnny Heineken set a new record for the UltraNectar Challenge, sailing to windward 6.18 miles from Berkeley to St. Francis YC in 21:18 on a foiling kiteboard. Sailing an average of 17.4 knots, he shaved seven minutes off the previous record of 28:13, set in 2014.

Amazingly, the first half mile of the race was in light winds that forced 18 of 20 kites and 2 of 8 windsurfers to drop out. Heineken's finish is both a testament to his tactical skills and an indication that better conditions could make for even faster sprints in the near future.

"The SF Classic is the ultimate Bay tour," said StFYC rear commodore/regatta chair Paul Heineken (Johnny's dad). "Everybody has a story about this

**Board — not bored — action at StFYC's SF Classic/UN Challenge on June 3. "Foiling kites and windsurfers came out to play on a picture-perfect day of mostly flood, wind and sunny skies," said photographer Chris Ray.**

race, whether it's dodging whales and tankers or being a part of the amazing tech evolution from windsurfers to formula windsurfers to kites to foils."

On Saturday, kiteboarders and windsurfers competed in five twice-around buoy races on the breeziest part of the Bay, just off Crissy Field. Conditions were perfect for fast racing with consistent breeze in the mid-20s. "It's amazing to see how quickly the technology has changed," said Paul Heineken. "In 2016 we had one or two foiling windsurfers. This year, every top-five windsurfer was foiling."

Part two, the Classic, started on Sunday at 1:35 p.m. just off Crissy Field. Two triangle courses under the Golden Gate Bridge were completed before the competitors took off for Berkeley, crossing the Bay 10 times along the way.

The entire fleet met the first dozen waypoints without incident and sailed to the X mark in the Berkeley Circle. There, the 25- to 30-knot breeze they had enjoyed under the Golden Gate Bridge diminished to 5-8 knots, and most kites

were forced to drop, unable to relaunch. Only two kites crossed the Berkeley finish line — Heineken and William Morris — along with six windsurfers.

The first windsurfer to finish the Classic was 63-year-old Mike Percy, who finished in 1:37:14, sailing on a foiling board that he is pioneering. Percy last won the Classic in 2003.

The third component of the Classic was the UltraNectar Challenge, a speed run that started with a competitor's finishing time in Berkeley and ending when that competitor crossed the finish line in front of StFYC. The UN Challenge kicked off with a slack current and a light southerly. Only eight competitors were able to get enough momentum to sail back into the perfect conditions that ushered them swiftly home.

The StFYC board-racing season continues with the Kite Race Series through June, July, August and September. The San Francisco stop of the Hydrofoil Tour on August 2-6 will include one full day of distance racing.

— meredith laitos

### MERCURY NORCAL SERIES, EYC, (18r, 4t)

1) **Stars**, Jim & Kathy Bradley, 25 points; 2) **Pacer**, Pax Davis, 34; 3) **Tsunami**, Bill Worden, 53; 4) **Fast Break**, Randy Smith, 75. (19 boats)

Full results at [www.mercury-sail.com](http://www.mercury-sail.com)

### OYC SWEET SIXTEEN FIRST HALF (8r, 2t)

PHRF <101 — 1) **Dark and Stormy**, 1D35, Jonathan Hunt, 8 points; 2) **Golden Moon**, Express 37, Kame Richards, 9; 3) **Spirit of Freedom**, J/124, Bill Mohr, 20. (5 boats)

PHRF >100 — 1) **Toypedo**, Ranger 26-2, David Hayward, 8 points; 2) **Obsession**, Harbor 20, Dave Vickland, 9; 3) **Slice**, Wilderness 21, Mark Rommell, 17. (4 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 10 points; 2) **Wuvulu**, Islander Bahama 30, John New, 10; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 12. (4 boats)

## THE BOX SCORES

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman, 6 points; 2) **Some Day**, Roy Samuelson, 12; 3) **Renaissance of Tahoe**, Stephen Douglass, 18. (4 boats)

168-RATERS — 1) **Dire Straits**, J/24, Steven Bayles, 7 points; 2) **Double Agent**, Merit 25, Scott Ollivier, 10; 3) **Bandido**, Merit 25, George Gurrola, 15. (3 boats)

COLUMBIA 5.5 — 1) **Sonic Death Monkey**, Dominic Marchal, 6 points; 2) **Carina**, Scott McCoy, 14; 3) **Jaguar**, Roy Haslup, 20. (7 boats)

NON-SPINNAKER <189 — 1) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 8 points; 2) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 11; 3) **Jackal**, Ranger 33, Roger Wise, 12. (3 boats)

NON-SPINNAKER >191 — 1) **Fun**, Santana 22, Chris Nicholas, 6 points; 2) **Dominatrix**, Santana 22, Heidi Schmidt, 10. (2 boats)

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

### SYC SPRING SUNSET SERIES (5r, 1t)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 4 points; 2) **Courageous**, J/88, Gary Panariello, 11; 3) **Nimbus**, J/105, Neil Gibbs, 12. (11 boats)

NON-SPINNAKER C — 1) **Mamaluc**, J/105, Scott Lamson, 4 points; 2) **Jarlen**, J/35, Bob Bloom, 7; 3) **Abba Zabba**, Tartan Ten, Greg Arkus, 12. (5 boats)

NON-SPINNAKER D — 1) **La Mer**, Newport 30-3, Randy Grenier, 7 points; 2) **Serendipity**, Cal 29, Philip Hyndman, 7; 3) **Homeslice**, Ericson 27, Josh Dvorson, 15. (7 boats)

Full results at [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org)

# THE RACING

## StFYC SF CLASSIC BUOY RACES, 6/3 (5r, 1t)

FORMULA WINDSURFER — 1) Xavier Ferlet, 5; 2) Chris Radkowski, 9; 3) Mike Percey, 13. (8 boards)

HYDROFOIL KITE — 1) Johnny Heineken, 4 points; 2) Seth Besse, 9; 3) Amil Kabil, 11; 4) William Morris, 15; 5) Chip Wasson, 17. (20 boards)

## StFYC UN CHALLENGE, 6/4

FORMULA WINDSURF — 1) Tom Purcell; 2) Jean Rathle; 3) Xavier Ferlet. (8 boards)

HYDROFOIL KITE — 1) Johnny Heineken; 2) William Morris. (20 boards)

Full results at [www.stfyc.org](http://www.stfyc.org)



LOUIS BENAINOUS

## **Just before the start of the OYRA Farallones race on Wyatt Jones' Davidson 44 'Imagine' (ex-'Infrared'), with 15 crew aboard. In the foreground are David Janinis and Suzy Garren.**

## **Wild OYRA Farallones Race**

This year's OYRA Farallones Race on June 17 was filled with whales, wind, and wild seas, much to the satisfaction of everyone who sailed in it. Nancy DeMauro and her SFYC race committee got things rolling on time, the only glitch being a boat that found itself tethered to the inflatable at the pin end of the line. The boat crew worked to free their rudder and the combined boat/pin slowly drifted with the ebbing current. The SFYC crew quickly set up a range marker on the StFYC race deck for later divisions with no postponement, and no one was OCS.

With the strong ebb and surprise southwest breeze, boats quickly tacked out into the middle, most passing under the Golden Gate Bridge without tacking again. But first came the whales, about half a dozen humpbacks in a feeding frenzy just short of the bridge. Spray from blows dotted the course, humped backs breached, and the smell of mangled anchovies or herring filled the wind.

The crew on Ray Paul's Swan 53 hoped no amorous humpback bull would mistake their dark blue hull for an equally amorous humpback cow. But then humpback cows don't have 12-foot daggerboards dragging through the water.

Most boats stayed in the center after the bridge, enjoying the roaring ebb which added 3+ knots to their speeds. Weather forecasts promised northwesterly wind, and many boats sailed in that direction after Point Bonita in hopes it would arrive; about 2 miles out it did. Flopping over to a starboard tack, boats began a straight-line close reach toward Southeast Farallon Island.

Windspeeds on the way out were reported between 25 and 30 knots, with gusts into the low 30s. Sea conditions were confused with a predicted 6-foot swell and 7-foot wind waves. Jim Quanci

commented, "Boy were the waves all over the place, especially the north side of the Rock." Lori Tewksbury, sailing her Express 27 *Hang 20*, "had a few surprise waves — big and from a different angle than expected."

Sailing the largest boat in the race at 54,000 pounds, Ray Paul said, "Some pretty large waves were coming through, soaking the front two-thirds of the crew on the rail. It must have been really rough going on the smaller boats."

With the strong northwest wind and rough sea conditions, most boats passed the island well outside the 1,000-foot legal limit, delaying their Farallon Island jibe. Michael Jarzabkowski singlehanded his Hylas 49 *Hylite*, "rounded the island a long way out — way more than the wildlife restriction zone."

The island's lee provided a few minutes of relative calm to prepare for the wind and seas on the way back to the Golden Gate.

From his position near the head of the pack, Ray Paul commented, "After rounding, things went pretty much as forecast. The wind stayed strong and too far north for most of the fleet to set spinnakers until close to the approach to Lands End. The asymmetrical chutes blossomed first, and, when the wind angle allowed, so did the symmetricals."

Lori Tewksbury doublehanded with Eric Ochs and reported that Eric hit 15 knots driving the Express 27. Pat Broderick and his doublehanded crew Chris Zachrisson on the Wyliecat 30 Nancy hit 14.5 knots. Chris Kramer on the Columbia C32 *Six Brothers* claimed 15-20 knots of boatspeed, and Buzz Blackett's Antrim Class 40 *California Condor* hit 20

a few times and maintained 15+ for long stretches.

And so it went as boats passed the Lightbucket, which joyfully hooted in the choppy seas. Everyone reported breaking swells, filled cockpits, wet foulies, and generally messy conditions.

And then came the parking lot. Just west of Lands End the wind shut down as if someone had switched off the fan. Breaking swells were replaced by uneven chop, rocking hardly moving boats. Jim Quanci ordered three crew out on the boom at Bonita, all tethered in as they fought to avoid being launched off the boat. No doubt other skippers did as well but were too smart to report such crew abuse.

Singlehander Michael Jarzabkowski had no crew to sacrifice, so he went from looking pretty good on the way back to not so good around Mile Rock. His Hylas's 44,000 pounds and long, wide keel with a full skeg rudder take some wind to get moving.

The Demon at the South Tower was on vacation, so, once under the bridge, boats headed directly toward the now-repositioned start/finish mark. But not before sailing through the still-feeding humpbacks, accompanied by several thousand gulls, cormorants and pelicans. Everyone, including the whale decoy *Blue*, navigated the whales on the way to the finish line.

Buzz Blackett summarized his race by saying, "Our crew work was outstanding, with aggressive spinnaker trimming and exhausted grinders. We had no round-ups and a perfect jibe with the A-5 at the island." Jim Quanci, whose crew survived, commented, "Funny, it was four hours out to the Rock and four hours to get home. Symmetry." Michael Jarzabkowski finally got his Farallones fix after not finishing the SSS Singlehanded Farallones in May.

"It was a really fast race and a fabulous day to be watching you all," said PRO Nancy DeMauro. The SFYC race committee, enjoying StFYC's hospitality, missed the enjoyment of wet undies, bruised muscles, and a few cases of *mal de mer*.

— pat broderick

## OYRA FARALLONES RACE, 6/17

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Blue**, Swan 53, Ray Paul; 3) **Six Brothers**, Columbia C32, Chris Kramer. (14 boats)



ARNAUD PILPRE / STUDIO MARLEA

**Nathalie Criou is greeted by well-wishers in Dieppe, France, after her late-night finish in La Solitaire Urgo du Figaro.**

PHRO 2 – 1) **Bloom County**, Mancebo 31, Elliott James; 2) **Akula**, J/105, Doug Bailey; 3) **Escapade**, Express 37, Nick Schmidt. (9 boats)

PHRO 3 – 1) **Yeti**, Express 27, Adam Mazurkiewicz; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Ahi**, Santana 35, Andy Newell. (9 boats)

SHS – 1) **Ragtime!**, J/92, David Morris/Neil Barth; 2) **Slight Disorder**, Moore 24, Carmen Maio/Mark Pickett; 3) **Nancy**, Wyliecat 30, Pat Broderick/Chris Zachrisson. (8 boats)

MULTIHULL – 1) **Ma's Rover**, F-31, Mark Eastham; 2) **Trident**, Corsair 31R, Damien Campbell; 4) **Raven**, F-27, Truls Myklebust. (4 boats)

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

### Nathalie Criou Finishes Solitaire

An adventurous French-American sailor who lives in San Francisco and is sponsored by the Richmond Yacht Club Foundation, Nathalie Criou just completed the multi-leg international offshore Solitaire Urgo du Figaro race as we were wrapping up this issue. A rookie (*bizuth* in French) in the race, she placed 43rd out of the 43-boat fleet. Nat was the only American among the mostly French skippers. The event started on June 4 with a race from Pouillac (downstream from Bordeaux) to Gijón, Spain. Nat withdrew from that leg in order to skip a mark and arrive in Gijón in a timely manner. She completed all the other legs.

Nathalie said after finishing the fourth and final leg in Dieppe (loosely translated from the French): "It was really a solitary course — I didn't have many boats around! It's hard, much harder than I thought it would be. One doesn't sleep at all. There were rocks, current and cargo ships during the two crossings of the English Channel, so it was impossible

to close my eyes. I am really happy to have done this Solitaire."

We'll have more in *Lectronic Latitude* and the August issue of *Latitude 38* after Nat has a chance to catch up on her sleep! Also see [www.envoleeadventures.blogspot.com](http://www.envoleeadventures.blogspot.com). — *latitude/chris*

### Cat Harbor and Return

Del Rey YC wrapped up its 2017 Berger/Stein Series with the annual Cat Harbor and Return Race on June 10 and 11. [Catalina Harbor is on the west side of Catalina Island, across from Isthmus Cove.]

In 40-odd years Saturday nights at Cat have evolved from boat-to-boat visits with owners and crews sharing '100-year-old bourbon' (Old Fedcal; remember Fedco stores?) to a premier party event with gas BBQ grills, a fire pit for roasting marshmallows and s'mores, and contests for best appetizers. Some of the cocktails looked radioactive, but all were excellent. Many boats feature gourmet chefs, so the food was amazing, with lots of samples to go around the 200+ attendees. Free margaritas, beer and sodas flowed as well.

The Saturday noon start at Marina del Rey saw light air and cloudy skies, and there were eight DNFs out of 34 boats.

*Stray Dog*, Payman Sarhadi and David Inglis' new 36-ft Farr 11s took line honors and a bullet in PHRF A, finishing in just under six hours in the fluky conditions.

On Sunday, after a lumpy start on the backside at Eagle Rock, the wind and sun appeared. Ideal sailing conditions prevailed with moderate seas and 12-16 knots of breeze, and all boats got back from the 30-mile trip before 5:30.

— *andy kopetzky*

### DRYC BERGER/STEIN SERIES (5r, 1t)

PHRF AA – 1) **Margaritaville**, Andrews 52, Jay Steinbeck, 18 points; 2) **Foggy**, Frers 75, Scott Dickson, 25. (6 boats)

PHRF A – 1) **TBD**, Synergy 1000, John Staff, 6 points; 2) **Ghost II**, Farr 395, Al Berg, 9; 3) **Tiburón**, SC37, Doug Steele, 21. (15 boats)

PHRF B – 1) **Double Down**, J/92, Brian Kerr, 7 points; 2) **Wolfhound**, 11:Metre, Jamie Myer, 9; 3) **Mistral**, Tartan 101, Dan McGanty, 21. (13 boats)

PHRF C – 1) **Rubicon III**, Contessa 33, Rodney Percival, 6 points; 2) **Eggmoggin**, J/30, Kris Helm, 8; 3) **Redline**, Santana 30-30GP, Derek

Heeb, 8. (14 boats)

SINGLE/DOUBLEHANDED — 1) **Wednesday**, Ranger 26, Nathan Demers, 8 points; 2) **Fleeboflam**, J/22, Mathew McGrath, 8; 3) **Biohazard**, Mini Transat 6.50, Jerome Sammarcelli, 16. (11 boats)

CRUISING A — 1) **Sheridan Mae**, Catalina 36, Steve Davis, 6 points; 2) **Pacific**, Jeanneau 43, Whitney Green, 11; 3) **Squall**, Catalina 34T, Gary Brockman, 15. (15 boats)

CRUISING B — 1) **Chutzpah**, Catalina 36 MkII, Andy Natker, 6 points; 2) **Makani II**, Catalina 34 MkII, Edward Chadoff, 6; 3) **Mia Noi**, Catalina 22 swing keel, Justin O'Brien, 20. (12 boats)

ORCA — 1) **Neck Sprain**, F-27, Wade Stevens, 15 points; 2) **Caribbean Soul**, F-31, Al Broussard, 16; 3) **Hiolani II**, CSK 42, Liz Hjorth, 26. (8 boats)

Full results at [www.dryc.org](http://www.dryc.org)

### BYC Tri-Island Series Begins

San Francisco Bay welcomed the first race of Berkeley YC's fourth annual Tri-Island Pursuit Race Series on Saturday June 4. Conditions were spectacular, with bright, sunny skies, mild temperatures and a steady breeze.

This first installment went from BYC Start around Alcatraz and back home to the BYC race deck. The 12 starters included five J/24s. The racing was close and hard fought particularly among the top three finishers.

Finishing first was Val Lulevich's J/24 *Shut Up and Drive*, followed 17 seconds later by the Ranger 33 *Coquelicot* skippered by Bob Gray. Coming in third, only



PATRICK HIND-SMITH

**Val Lulevich and crew on the J/24 'Shut Up and Drive' were victorious in BYC's first Tri-Island Race of the season on June 4.**

22 seconds later, was the J/105 *JGPC* skippered by James Gulseth.

The libations flowed at the bar afterward, with a full house witnessing the awards handout. If you haven't tried a pursuit race this is the one to wet your feet in (literally). The next race is sched-

# THE RACING SHEET

uled for July 9. See [www.berkeleyyc.org](http://www.berkeleyyc.org).  
— patrick hind-smith

## Race Notes

US Sailing Team member Charlie Buckingham of Newport Beach took home bronze in the Men's Laser class at the **World Cup Series Final** on June 4-11 in Santander, Spain. Buckingham had previously taken home silver from the Delta Lloyd Regatta in Medemblik, The Netherlands, in late May.

"Things seemed to come together well at both events," said Buckingham. "In such a small fleet, every point was valuable. The top three were really close the whole time. This made the racing intense. The podium spots were up for grabs until the final downwind of the medal race."

Howard Hamlin and Andrew Zinn are the new **505 North American** champions, sailing *Frozen Banana*, a Rondar model. The Community Boating Center of New Bedford (MA) hosted the regatta on June 14-18.

Mark and Kim Zimmer are the new **Hobie 20 NA** champions. The couple can



WILL PAXTON

**Julia Paxton helps pack up her cousin Will's Express 27 after a frostbite regatta in Maine — not! Actually it's the day after the Ditch Run when a freak June hailstorm hit Stockton.**

often be spotting sailing San Francisco Bay on their bright orange F-25c *Khimaira*. The Hobie 16/20 NAs were held in Yankton, SD, on June 19-23.

SFYC youth team members Caleb

Yoslov and Nicholas Sessions were accepted into the **Youth Championships** Laser Radial fleet; Caitlin and Luke Froeb were accepted into the Nacra 15 fleet. The event was sailed on June 24-28 in Corpus Christi, TX.

Teenage Palo Alto sisters Teddy and Helen Horangic won the **Brooke Emmons Gonzalez Trophy** at the BEG Advanced Clinic on June 15-18 in Newport, RI. The honor is awarded to the sailor who demonstrates the same spirit, quest for improvement and dedication as the young sailor in whose memory the clinic is named. One hundred thirty sailors from 16 states and four countries trained at Sail Newport in various small-boat classes.

Entry for the 2018 **Vic-Maui Race** is now open. Early entries get 10% off their entry fee and may be offered early registration opportunities at pre-race events. The early-entry deadline is September 15, 2017, and the final entry deadline is February 5, 2018.

— latitude/chris

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# WORLD

*This month we make the case for **Hands-On Adventure Chartering** with some thoughts of our own, plus a **Firsthand Report About Off-the-Beaten-Track Co-op Chartering.***

## Enhancing Your Skills Through Hands-On 'Adventure Chartering'

Mention yacht chartering to some sailors and they picture themselves lounging on deck downing fruity umbrella drinks and fancy hors d'oeuvres served by white-uniformed crew. Although that doesn't sound so bad, such pampered service is certainly not the only style of yacht vacationing available to you.

At the opposite extreme is the concept of 'adventure chartering,' a term that implies you'll be encouraged to fully participate in all activities aboard, including trimming sails, standing watch, keeping the boat shipshape and helping in the galley — in other words, a perfect simulation of the cruising lifestyle that so many sailors covet.

Given the fact that most *Latitude* readers are active sailors, adventure chartering is a concept we revisit often, and the range of possibilities is vast. From mentoring under well-known West Coast world voyagers John Neal and Amanda Swan aboard *Mahina Tiare*, ([www.mahina.com](http://www.mahina.com)) to tall-ship voyaging aboard the 184-ft, three-masted barque *Europa* (<https://www.barkeuropa.com>), these full-participation experiences will not only serve to fine-tune your sailing skills, but will likely also build your self-confidence — perhaps to the point where you'll throw off the docklines of your own boat and start living the cruising lifestyle

*In an apparent attempt to bond with the natural surroundings, these Green Coconut Run sailors try out some biodegradable casual wear.*



on your own terms.

The following report by Bay Area sailor Lauren de Remer details one approach to adventure chartering. If you've had a worthwhile adventure chartering experience, we'd love to hear about it. (Email [andy@latitude38.com](mailto:andy@latitude38.com))

— andy

## Finding Community in the Cruising World

It's late afternoon and overcast at Isla Cocos. We're anchored at Chatham Bay and I'm sipping wine in a rain jacket, while looking up at the lush vegetation ashore, as red-footed boobies dart above. Suddenly, a tiger shark brushes the port side of our inflatable dinghy. Time slows down, reality sets in. Sabrina interrupts herself mid-sentence, mumbling: "Where's the camera? Where's the camera!" We lock eyes on the wild animal, motionless. Its tail turns and splashes the surface, the shark diving back toward the bubbles from our friends' scuba regulators just below. In utter shock, we burst out in laughter and for a moment I forget how we got here.

In April 2013 I bought a 1970 Cal 2-30 and, as with any old sailboat, doing repairs and general maintenance to her became a rather large undertaking. Nonetheless, that process made me feel more alive and truer to myself than ever. I was terrified and that was tantalizing.

I knew it would challenge me in ways I couldn't foresee, the majority of which — I realize in retrospect — would have little to do with sailing.

I walked into West Marine's old Sausalito location, perplexed and embarrassed by my lack of salty aptitude. "I don't know exactly what I need," I admitted to a store clerk, "but I know I need a lot." I started with dehumidifying beads, and on my birthday the following week, invited my childhood girlfriends to 'sleep over at my new place.' One of them was Sabrina Littée. Her eyes lit up when I drove us to the Berke-

ley Marina and she realized what I had purchased. "No way! When can we go sailing, de Remer?" she implored with wide, enthusiastic eyes.

In that moment I was the cool friend who'd bought a boat on a whim with limited former seaman-ship skills. I didn't admit it openly that night, but I had plans, big plans — cruising plans — that included the whole tamale: tropical waters, vibrant cultures, and someone to share endless sunsets with. Unfortunately, responsibilities, financial limitations and little time to tackle boat projects alone delayed my progress, as it does for many nautical daydreamers. But the most critical component was companionship. I wanted to take Sabrina out for that sail, but ironically, she later beat me to it.

The following week Sabrina met her future fiancé Kristian Beadle through mutual friends at UC Santa Barbara. Kristian owned a 42-ft trimaran named *Aldebaran* and ran boat charters to the Channel Islands, which quickly evolved into his developing a sailing co-op called the Green Coconut Run. After falling head over heels for each other, Sabrina and Kristian invited me to join season two of their itinerary. Without much hes-



# OF CHARTERING



ALL PHOTOS COURTESY LAUREN DE REMER

**Spread:** Instead of putting off the joys of cruising until your own boat is fully equipped, consider signing on to an adventure sailing program. **Inset:** What's on the dinner menu? A feast of fresh-caught seafood.

itation, I quit my job in 2016 and hopped aboard for the Panama-to-Galapagos leg of their itinerary.

Within the first few days, I couldn't help but notice how Sabrina and Kristian's bond not only survived in this environment but seemed to thrive in it. The co-op model they pioneered allowed them to distribute responsibilities evenly; everything from being on watch, to cooking in the galley, to new patrons hand-delivering boat parts from the US, to sharing time with a constantly evolving crew comprising one another's friends. Their co-op concept made cruising accessible and affordable to those with little or no sailing experience, and in turn it alleviated some of the costs associated with cruising, while getting to know their extended network in a

nontraditional manner. Contrary to my approach, they didn't wait until every project was complete before pushing off. But they did push off, and that's what counts.

During my cruise with them, days started to blur together, but included equal parts fun and boat work. We labored hard and played even harder. Solar panels broke, a new GPS unit needed installation, the galley sink had to be resealed five times over; all the while waves were begging to be ridden, reefs explored and sails trimmed. Nothing tests a person quite like the delegation of daily tasks and project sharing, much less in a confined space. I began to realize that not only were we navigating the Pacific, but we were navigating our own comfort zones.

After nearly a month aboard, I was sure I'd return with answers. I figured I'd become more confident at anchoring, reefing at night, and

plotting a course without the use of electronics. Perhaps I'd realize what I really wanted out of this whole sailing thing; if I wanted to keep my boat, sell it for something larger and more seaworthy, or perhaps live on land for a while. Instead, I've come back with a better understanding of my own ego, strengths and weaknesses, wants and needs, even insecurities I didn't know existed. I loved my boat again, and no longer resented it for what it wasn't.

I could go into detail about the things we saw on that trip, people we met, or experiences we shared, but any true sailor knows that's not the point. I sail to become better from it, and was reminded how important human relationships truly are. Everything from helping out in the galley when it's not your turn to cook, to heating up shower water for your friends before they surface from a dive, to offering morning hugs no matter the mood you're in. Cruising is a lifestyle that demands camaraderie, respect, equality and patience, and it's not a venture easily achievable by yourself. My time aboard *Aldebaran* taught me that "someone to share endless sunsets with" is a complex desire, and that it doesn't have to mean a significant other. Sometimes it's your best friend, sometimes it's a dog, sometimes it's a family member, or sometimes — a cooperative of like-minded sailors.

— lauren de remer

**Lauren documents the thrills of adventure sailing in foreign waters. Needless to say, researching this article was tough duty.**



# WORLD OF CHARTERING

## Charter Notes

Not all charter operations are solid and reliable. But down in Santa Cruz, two highly respected outfits have drawn consistent praise as 'class acts' for as long as we can remember — and they've just announced the merger of their operations. "After 36 years of orchestrating **Pacificsail.com**," say owner **Marc Kraft**, "I have decided to pass the torch to our neighbors, the **Chardonnay Group**. I'd like to reach out and express my appreciation and gratitude to all of our of boat owners, USCG-licensed captains, maintenance staff and amazing customers, who have contributed to the success of Pacificsail for all of these years.

"To all of our graduates who have sailed your own boat or chartered in destinations around the world, I am privileged and honored to be a segment of your sailing destiny."

A familiar sight on Monterey Bay, the custom-built **SC70 Chardonnay** has long been one of the most popular day-charter boats in the Greater Bay Area, and is widely considered to be a class act in the industry — as is Pacificsail.



CHARDONNAY SAILING CHARTERS

*On Monterey Bay, the sleek and sexy Santa Cruz 70 'Chardonnay' has long been a favorite for daysailing and corporate team-building.*

Although Kraft will step away from the helm of his long-established business, he will remain involved as a consultant and occasional skipper. Darci Bogdan, one of Pacificsail's top instructors, will step into the lead role, assisted by many "seasoned" instructors. From what we know, this is one merger that has every chance of success.

Wow! How did it get to be midsummer already? If you'd hoped to make a summer getaway to some enticing sailing venue this summer, time is obviously running short for you to pull the trigger on a charter plan. But it's not entirely too late, especially since the late-summer '**shoulder season**' — September and early October — in some destinations offers some distinct advantages. These include **lower prices**, **fewer travelers** both ashore and on the water, and even **more wind** than in the hotter days of midsummer. What areas are we talking about? The Pacific Northwest's **Salish Sea**, for starters, as well as **Greece, Turkey, Croatia, the Sea of Cortez** and our own Channel Islands. So get on it!

— andy

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# CHANGES

With reports this month from **El Gato** on the cruising 'marriage saver'; from young **Maia Selkirk** on doing a circumnavigation as a young girl/lady; from **Privateer** on having a pregnancy while cruising; from **Esprit** on completing a 13-year circumnavigation; from **Road Less Traveled** on adventures in the Caribbean; and **Cruise Notes**.

## **El Gato — Catana 47 Eric Witte and Annie Gardner Best Gear For Couple Cruising (Pt. Loma, San Diego)**

Looking for a 'marriage-saver' device for your cruising boat?

Eric and Annie, who bought their cat in France several years ago, and who have since cruised the Med, the

Caribbean, the Northeast, and the Caribbean again, say there is one product that fits the bill. It's the Eartec UL2S two-person headset communication system.

"If you don't have two-way communication headsets, there is nothing you

**Annie and Eric have discovered the to secret anchoring without yelling.**

can do but yell — or use confusing hand signals — when docking or anchoring," says Annie. "And it doesn't matter if you're calm or not when you yell, it's still yelling. And nobody likes to be yelled at, even if you're not yelling at them for doing something wrong."

"Thanks to the Eartec headsets," she continues, "we can have a conversation rather than yell at each other while docking or anchoring."

Plus the headsets make them look like the skipper and crew on America's Cup catamarans.

"El Gato only has engine controls on Annie and Eric wearing their Eartec UL2S 'marriage savers'. The two-person communication headsets are not the usual 'marital aid'.

the starboard helm station," says Eric, "so the helmsperson always has to be on that side when anchoring. But we often have to flake the chain to keep it from piling up, and that person, usually Annie, has to be on the port side. So I couldn't see her even if she tried to make hand signals. The headsets are the solution."

"The other cool thing is the headsets have a range of something like 300 yards," says Annie, "so I can raise Eric to the top of the mast to do some work, tie him off, and go do something else. When he's done, he can let me know through the headphones and not have to hope I'm within yelling range."

"It's a lot better than when we were in France and didn't have the headphones yet," Eric agrees. "For after raising me to the top of the mast one time, Annie went off to the store and forgot that I was still up there."

"Ssssssh!" says Annie, laughing hysterically. "I'd gotten on my bicycle, went to visit some friends, and you know, kinda forgot Eric was up the mast."

The Eartec headsets get excellent reviews on Amazon, where they retail for about \$335. We're getting them for *Profligate*. Systems with four headsets, which could be valuable on bigger boats or when racing, retail for \$660.

A second non-essential piece of cruising gear Eric and Annie really like is their ice maker.

"It's so great to have lots of ice," says Annie. "For drinks, to put on boo-boo's, to ice down fish, and to share with friends. We've made great friends for life because we've had ice to share. Most of all, we're Americans, so we just really like ice."

The French, like most Europeans, don't care that much for ice. If you ask for much for ice. If you ask for extra ice in your vodka and soda, they give you two little cubes instead of just one little cube. If you beg them for more, they bring out a big silver bowl of it, with tongs, and give you that, 'Happy now?'

*El Gato* has an Isotherm ice maker, which is usually able to work off the boat's solar panels.

"Our first solar panels didn't work," says Annie, "then we got these Solbian



brand ones from Italy that have worked really well. We got them in Florida, but they're imported into the United States by Bruce Schwab."

Bruce Schwab?! He was a longtime rigger in the San Francisco Bay Area who won the Singlehanded TransPac with the 60-year-old 30 Square Meter boat *Rumbleseat*, and then did two Vendée Globe around-the-world races with the Open 60 *Ocean Planet*, which featured an unstayed mast.

"Bruce is a very smart and focused guy," says Eric, "and he's doing really well with Bruce Schwab Energy Systems out of Bath, Maine."

The last item we can remember talking to Eric about was daggerboards. We mentioned that both the daggerboards had broken on Greg Dorland and Debbie Macrorie's much-traveled Catana 52 *Escapade*. And that when they later read the Catana manual, it said they weren't supposed to be used when the boat was going more than eight knots.

"I come from an F18 catamaran

LATITUDE / RICHARD



LATITUDE / RICHARD



# IN LATITUDES

PHOTOS BY DIANE SELKIRK

of the first few months I came around to the idea. It happened in small increments after things like morning swims around the boat in warm water, watching lemony sunsets, discovering spicy grilled fish tacos, and making friends with other boat kids. I gradually decided that maybe this wasn't going to be the worst thing in the world.

After a year spent in Mexico, where I learned to speak bad Spanish, dive to the bottom for clams, and eat spicy foods, we set off across the South Pacific.

We departed from La Cruz, which is near Puerto Vallarta. After all these years I can still remember watching my friends run along the breakwater, waving frantically as I sailed away.

Our crossing to the Marquesas took 19 days. We had to cross the equator, of course, and in so doing our whole family left our Pollywog status behind and became Shellbacks.

Each day in the South Pacific brought new things to love. A new reef to snorkel, a local recipe for breadfruit, a playful school of giant manta rays — things like that. Our days were timed to the tides, and the most difficult decision we faced each morning was what fruit we would eat for breakfast.

The South Pacific can feel like an enchanted place. There is crystal-clear water to swim in, velvety frangipani blossoms to weave into your hair, juicy star fruits that stain your fingers orange, and many more delights. But we couldn't stay forever, and soon we were in Australia.

We spent three years in the city of Brisbane on the east coast of Australia, so I got to go to normal school and live a normal life for a while. It was something that I needed. As much as I was enjoying cruising, I often felt untethered and in need of the focus and direction that school provides.

I made friends, went to dances, and worked on school projects. In the *Maia and other cruising kids having a blast jumping off 'Ceilydh's forward beam at the Maldives in the Indian Ocean.*

DIANE SELKIRK



*Adventures on a circumnavigation; clockwise from above: Maia with a lemur in Madagascar. Playing with other cruising kids at the Tahiti Rendez-vous. Catch of the day at the Chagos. With a snake in Madagascar. The 699-step Jacob's Ladder at St. Helena. On a tea plantation in Sri Lanka.*

background," says Eric, "where there is no limit to the depth of the daggerboards you can have. Some were made really deep, but experience showed that there is actually only a narrow range in which they are efficient. And if you take off downwind at 20 knots with the daggerboards down all the way, they can easily break. In the early days of Hobie Wildcats, the race course was littered with broken daggerboards.

"Annie and I will sail with our daggerboards down up until about nine knots," Eric continues, then we'll raise them a bit. Raising them just a little makes them far less likely to break. I think the big problem is when people are sailing upwind at nine knots with the boards all the way down, then suddenly reach off at 14 knots, at which point the boards can't take the load and break."

— *latitude/rs* 06/15/2017

**Ceilydh — Woods 40 Cat  
Maia Selkirk, 15  
Growing Up Circumnavigating  
(Vancouver, British Columbia)**

Our family is one of many who have given up a more conventional lifestyle by buying a boat and sailing her around the world. Our circumnavigation took us to 31 countries in eight years.

I was seven when we departed from our hometown of Vancouver, B.C. I had my doubts about the plan, as I would be leaving my home, my school, my friends and the rest of my extended family to live on a wee catamaran that didn't even have a door. It seemed like a crazy idea.

Over the course



# CHANGES

process, it was interesting to see how I differed from my peers who had lived a more traditional life. I was perhaps a little more self-directed, but they were smart and savvy, and they knew more about social interactions than I could have hoped to.

My time in Australia was a real learning experience. Among the things I learned is that I'm an adaptable person and I can fit in just about anywhere. I also learned that growing up cruising does not necessarily give a kid an advantage. 'Land kids' and 'boat kids' have very different perspectives from leading very different lives. One is not better than the other. Both have benefits. Both have drawbacks.

Almost before I knew it, we were off again, this time for Southeast Asia. By now I was 13, and I was beginning to be ready to wrap up cruising for good. But then we met a group of kid boats heading across the Indian Ocean, so we decided to cross with them, a year ahead of schedule.

Our group sailed through Sri Lanka, the Maldives and Madagascar together, organizing movie nights on the deck of our boat, planning Halloween and other parties, going on hikes and snorkeling trips, and exploring each new place that we came to.

We were also cruising in places with complex political and social issues, so I got to learn about them firsthand. One of the things that I love most about cruis-

***Fair-skinned Maia was fascinating to the dark-skinned children of the Comoros Islands, which are to the southeast of Mozambique.***

ing is the chance it gives you to explore and learn about countries, and to see how they compare to other places where you've been.

We ended the Indian Ocean leg of our journey in South Africa, at which point our little fleet broke up, with boats heading in all directions. We headed a little bit up the west coast of Africa, and then across the Atlantic.

One week out of Namibia, we arrived at the small but magical island of St. Helena in the South Atlantic. Our first view was of jagged black peaks standing out from hazy cloud banks. St. Helena is a lush, pastoral country island with pastel-colored farmhouses and fluffy sheep. Although St. Helena is only 47 square miles, we would spend six weeks there.

We finished crossing the South Atlantic with an 18-day passage to Surinam. We then hurried across the Caribbean Sea, stopping at Cartagena, Colombia. The humid days and familiar spicy street foods reminded me of Mexico.

We transited the Panama Canal during two rainy days, and raced past Central America until we arrived in Mexico. We're now in La Cruz, which is where we'd left from six years ago to cross the Pacific.

We're selling the cat, so we've been spending long days sanding and painting.

While here I've met a lot of kids who will be part of this year's Pacific Puddle Jump fleet. There is a part of me that wants to drop all our plans and set off cruising again. And a part of me that is very excited about returning to land life again.

Cruising has given me a different way to see the world, and I hope I'm able to retain it once I'm home. In seeing how large the world is, it's become much smaller to

me. And everything has become personal. Seeing news of a cyclone in Fiji makes me worry about a village we visited there. Hearing about political upheaval in the Maldives brings to mind sleepy towns and campaign posters plastered across hut walls.

Sailing and traveling have changed me, and

DIANE SELKIRK



**Maia on a unicycle in the Tuamotus.**

DIANE SELKIRK



given me a much different life than I may have had. I can't say if it's better. I can't say if it's given me an advantage over my peers. I can say that I loved it, for both the good and the bad, and I hope that everyone sailing right now is having as good an experience as I did.

— maia 05/15/2017

## **Privateer — Hans Christian 33 Lila Shaked and Chris Jahn Our Trimesters at Sea, Part II (Redlands and Tucson, Arizona)**

[In Part I, Lila found out that she was pregnant, 'saw' the fetus on ultrasound in Tonga, then flew home to work in the States for a month while Chris stayed behind to complete a haulout.]

One day after I returned to Tonga to see, while snorkeling, Chris' marriage proposal written in anti-fouling paint on the bottom of *Privateer*, we attended a bonfire party on the beach. While dancing the night away, I ran into Dr. Julia, who told me the doctor who was to do

# IN LATITUDES



ALL PHOTOS COURTESY PRIVATEER



**Photos clockwise from above: Young Chance is happy with the way everything turned out. Chris and Lila late in her pregnancy. Chance got excellent care in New Zealand. While Lila briefly flew home for work, Chris worked on 'Privateer'. Chris' surprise marriage proposal on 'Privateer'.**

the anatomy scan the following week no longer did them. Not the best news to get at a rave. Luckily, I had options.

Some new mothers in Vava'u told me they'd flown to Tongatapu to get scans there. I called the doctor, who referred me to a second doctor who did scans at the radiology department at Vaiola Hospital in Tongatapu.

When I got off the plane, a taxi driver asked which guesthouse I was going to. When I told him why I was headed to the hospital, he got excited and led me to his car. He told me that his four kids had all been born in the hospital. When I told him I'd call him when I was done, knowing it might, as in the States, take all day, he laughed and said he'd wait.

After 20 minutes I was back in the cab! I had been taken straight to the doctor, who knew who I was from my luggage. She immediately got started

with the ultrasound machine, and went over each item one by one, and gave me the diagnosis; the baby was healthy.

The next big event in our pregnancy was our passage from Tonga to New Zealand. It's one of those passages where cruisers often spend more time talking about the best time to take off than they do on the actual passage. In all fairness, the trip from Vava'u, Tonga, to Opuia, New Zealand is about 1,000 miles, so it can take a full-keel double ender such as our *Privateer* at least nine days. And in November, a gale typically blows from west to east between Tonga and New Zealand every 7-10 days. So we had to expect we'd get hit.

We typically don't do deadlines when planning a passage, but as I was 6.5 months pregnant, we felt I needed to get to

New Zealand sooner rather than later. Though chances were low, women have gone into labor at seven months. We had the book *Where There is No Doctor* on board. The four-page section on how to deliver a baby was less than comprehensive. And Chris didn't feel comfortable if he had to follow the "five easy steps".

We had an amazing rhumbline sail until the wind died 250 miles from New Zealand, at which point we decided to motor. After about 30 minutes the engine made a strange sound and died. We did all the troubleshooting we could before deciding it was a problem we couldn't solve at sea. So we waited for wind. And waited and waited. After five days we got a puff, the start of the wind that would take us all the way to the Quarantine Dock in Opuia.

After getting settled into Opuia, we were quickly able to find a pair of midwives in New Zealand who had dealt with foreigners in the past. I explained that sometimes I could be on the boat in Opuia, or Paihia, or Russell, depending on the weather, and wouldn't know until the day before the appointment. The midwives were completely understanding, even when I had to cancel appointments because it was too rough to make the 30-minute row to shore.

Instead of meeting in the comfort of a house for my checkups, we met in the computer room of the Bay of Islands Cruising Club, outdoor cafes, or the grassy lawn near the library. I always brought my yoga mat along so I could lie out while the midwife took my vitals, measured my tummy, and felt the baby.

New Zealand is very into natural births. While I was hunting for a house to have a home birth in, both my midwives insisted that we could give birth on the *Privateer*! In fact, I think they were ex-

**On weeks 34-38, Lila did a lot of rowing between the boat and shore. After watching her, a female paramedic got 'Privateer' a slip in a 'full' marina.**



PRIVATEER

# CHANGES

cited to add a boat to their list of places they have delivered.

As my pregnancy progressed, we learned that mine was a high-risk, and we would have to deliver at the hospital in Whangarei, about an hour away from Opuia. We would still try for a natural birth, but would be in a hospital in case any complications arose.

We spent weeks 34-38 on a mooring in Opuia near the boatyard. While Chris worked to keep up our cruising kitty, I stayed busy doing yoga, walking, and just passing time in the amazing Bay of Islands.

As I was tying up my dinghy on the wharf one day, a woman came up to me and asked which boat was mine. I thought I was in trouble for using the wrong dock for my dinghy. "No," she laughed, "I've been watching you dock here for over a week now and I just wonder how far you have to row!"

She went on to explain that she was a paramedic, and couldn't help but keep an eye on a pregnant woman rowing a dinghy. Along with being a paramedic, she was also the manager of the boatyard. She insisted we get a slip for the final weeks of my pregnancy. She was able to help us get all set up, even when Bay of Islands Marina claimed they had no slips available.

In all our time cruising we had never paid for a slip. But we figured this was a month that it would be worth it. While I had never been in labor, if it were to happen while Chris was at work, I would probably have found myself rowing to shore between contractions. So we figured we could afford the slip for one month.

I went into labor on the boat at 1 a.m. on February 21. After a quick car ride and 22 hours, our little boy Chance entered the world. Incredible!

**Chris has no trouble hoisting new crewmember Chance. The couple don't have any plans to stop cruising now that they have a son.**

Thanks to the extreme generosity of a Northern California couple who have circumnavigated, we were given the use of their New Zealand home for the first two month's of Chance's life. Then family came to visit and help us get started.

We — three of us now — are now moving back onto the boat and prepping for our next crossing — from New Zealand up to Tonga.

Having a baby in New Zealand was a wonderful experience. Several Maoris have walked right up to us and asked if they can hold our child. We love to let them, and pass our child off to as many strangers as possible. We know this will only be more and more common as we return to the islands around Fiji and Tonga.

One of the most interesting things that I found as a pregnant American in New Zealand was how easy it was to get the predicted cost of my medical care in advance. New Zealand has free health care to all of its citizens, so while hospitals, birthing centers, and midwives all charge fees, they have a set price list nationwide, and they bill the government. The price list is just one page long, and the items include: first trimester prenatal care, home labor and birth, hospital birth, C-section birth, and so forth. Each item has an exact cost that does not vary. As an American, I was shocked!

While we were deciding if we would have the baby in the United States or New Zealand, I spent days trying to speak with my insurance company in Hawaii to get any sort of idea of what a birth would actually cost me. But to no avail. If we'd wanted to travel to California to be closer to family for the birth, I would have been 'out of network' and thus not necessarily covered by my insurance company.

We did the math, including the price for hauling the boat out in New Zealand or Tonga, paying for six months in a yard and flights for us round-trip from New Zealand or Tonga to Hawaii or California. And a big X factor was not being able to get an actual estimate of how much a birth in the US would cost. Then we looked at our little one-page piece of paper from the New Zealand government, with the exact prices of a birth, and decided this was the way to go.

My final bill for the birth was one page long, and the total came to \$5,000. Not



bad for being a country with the second-best-ranked maternity care in the world.

While there were many things we enjoyed about our trimesters at sea — cheap costs, easy availability of doctors, etc. — there were definitely cons as well. When I did turn up in New Zealand, I handed my midwives my paperwork from Tonga showing my scan results and blood tests in Tonga. While it was clear I had no hepatitis, HIV, and such, the tests didn't actually say what my blood type was, and my rubella results were sent in a separate email where the doctor just wrote, "Negative!"

My midwives made it clear that these results would not fly in New Zealand, and I needed to be re-tested.

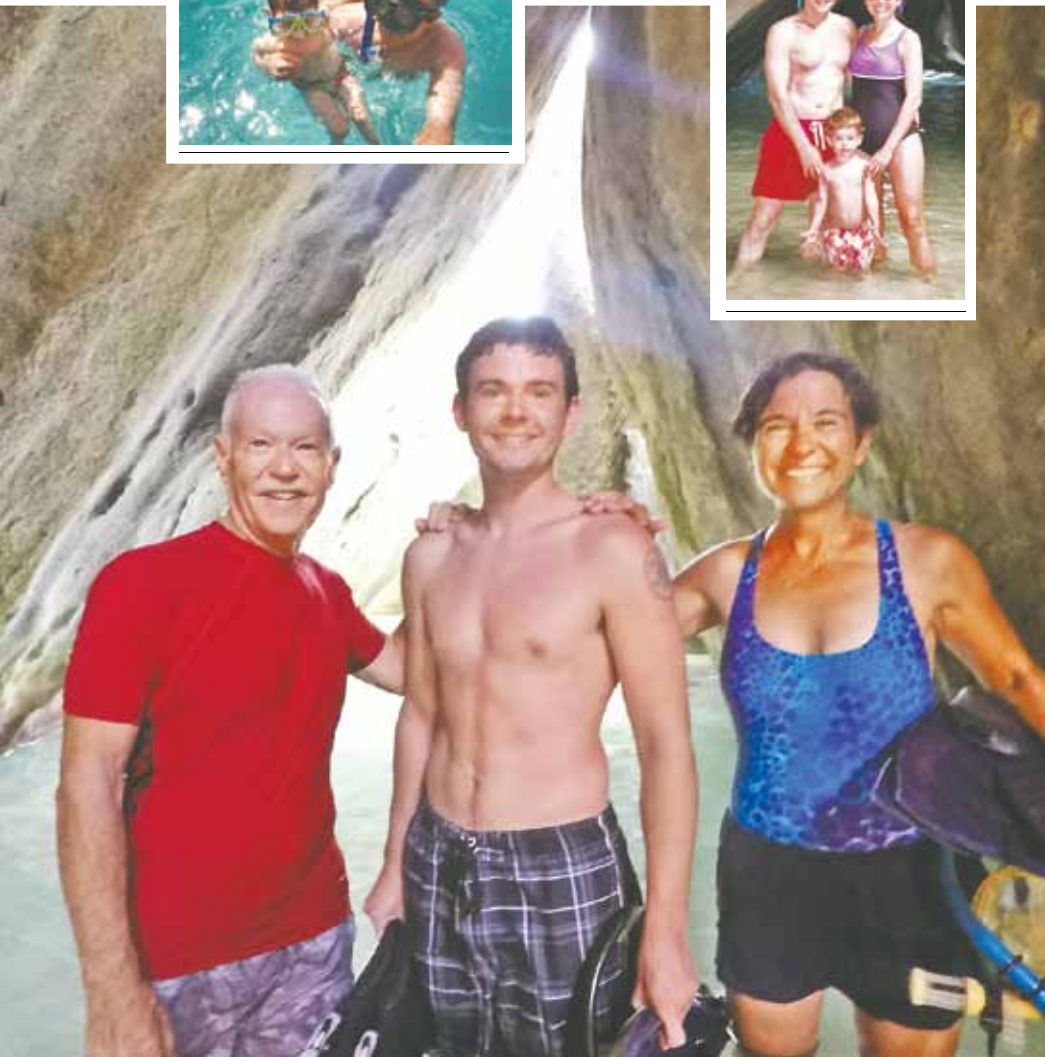
The most important thing that we took away from this experience was seeing the cruising community come together, as they always do, and offer to help us in any way needed during our pregnancy and afterward. Boat neighbors assured us their VHF would always be on in case



# IN LATITUDES



ALL PHOTOS COURTESY ESPRIT



**Foto Feature: The McWilliams family — Chay, Katie and Jamie — of the Peterson 46 'Esprit' have just completed their circumnavigation. It started with the Baja Ha-Ha in 2003. Over that time Jamie has grown from a little boy to a strapping young man. The 'before' and 'after' photos are striking.**

we needed to contact then while we were still on the mooring. Complete strangers who resided in Opua offered us cars in the event that we needed to go to the hospital before we had our rental car sorted out. And an amazing pair of cruisers we had never met offered us their home in New Zealand for the first few months of Chance's life!

We look forward to this same community helping us raise our little boy and being a part of his life at sea.

— lila 05/15/2017

## Road Less Traveled — Valiant 40 Thomas Shafer and Robbyn Decisions, Decisions (Oakland)

I'm not sure where I'm going, but I know where I've been for the last few months — in the Caribbean. We — my boat-owning, delivery-skipper, mother-

of-five-grown-daughters lady friend from Buffalo who teamed up with me last year while coming down the ICW, and I — started the season by leaving Falmouth Harbour, Antigua on February 11.

We thought we had the boat ready for sea, but had forgotten a few things. The Atlantic trade winds and swells reminded us we needed to prepare the boat for sea a little better, as we almost lost the dinghy fuel tank and the hatch boards over the side. In addition, a dozen eggs and some plates were sent flying through the galley like ninja throwing stars. I won't even go into the fact that the contents of the med cabinet fell out because a box tripped open the latch. In other words, it was a typical first sail after a long layoff.

We headed south to St. Lucia, making the almost 200-

mile run in just 31 hours. It could have taken us longer, as we were almost run down by an 80-foot steel fishing boat. It appeared to be blasting along under autopilot at 2 a.m. with nobody on the bridge.

From St. Lucia, we continued on to St. Vincent and the Grenadines. It's a very beautiful country with great beaches and super diving. I do remember the Wanderer, in the pages of *Latitude*, advising sailors that you always want to sail south, not north, from St. Lucia. We found out that he's right.

We have all heard that cruising is 'working on your boat in exotic places', and that there are blue boat jobs for men, pink boat jobs for women, and green jobs. The latter are jobs you pay someone else to do.

There should be another category, one that categorizes 'workers' by size. For example, we needed somebody to go into the anchor locker to fix some bad connections on the port running light. I had the physical limitation of not being able to fit in the anchor locker. Robbyn, on the other hand, didn't think twice about squeezing her upper body into the anchor-locker opening and getting the job done. She does many pink jobs, too, including baking delicious breads.

After reaching Martinique, our goal was Easter in the Virgin Islands. Our first stop on the way was the south end of the primitive jungle island of Dominica, where we overnighted. We would have liked to go ashore, but there was a lot of unrest following a big storm that had caused a lot of mudslides and damage to the infrastructure.

We had three days at our next stop, The Saints, which are just off of Guadeloupe and administratively part of that much larger island. Unfortunately, it was blowing 30 knots and raining like crazy, so we didn't get to enjoy them either.

**Are there really 'pink' and 'blue' jobs on sailboats? Robbyn is seen here with some baked goodies, a pink job if there ever was one.**



ROAD LESS TRAVELED

# CHANGES

We had better stops at Monserrat, Nevis and St. Kitts, and spent three days at the latter.

Like a lot of cruisers, we stopped at St. Martin because you can provision and buy boat supplies for about the

same price as in the States. The first night we enjoyed ourselves at the St. Martin YC, which is really a restaurant, but has a great view of the boats coming into and out of Simpson Bay Lagoon. We were surprised when we heard our boat's name repeatedly being called over the VHF. It

didn't immediately sink in that they were calling us because we didn't know anybody there. But I was informed that my Valiant 40 had been boarded and more chain let out because she was drifting toward the rocks.

When we got to the boat, we found that she had indeed dragged a long way. I was puzzled because I'd backed down hard after anchoring, and all seemed well. But the wind did come up, and when we raised the anchor we found it was wrapped in weeds. If I'd only asked the Wanderer, he could have told me that even though the water is shallow, the holding is very poor.

After a 70-mile downwind run across the Anegada Channel, we arrived in the British Virgins. A short time later, we had three generations of Shafers on *Road Less Traveled*, as I was joined by my daughter Danielle and granddaughter Mariella. We stopped at Foxy's at Jost

**Ouch, my liver! It's against the law to be on a boat in the British Virgins and not stop at the 'Willy T'. At least that's the way it seems.**

van Dyke, the *Willy T* on Norman Island, and many of the other famous spots. We had a great time.

Robbyn and I have been cruising the beautiful Virgin Islands ever since, but I'm now working on my next move. As soon as I figure it out, it will either be across the Atlantic to the Med or through the Panama Canal to the Pacific. I'll let you know when I decide.

— thomas 05/25/2017

## Cruise Notes:

A tragic accident or 'the perfect crime'? According to Lewis Bennett, at 1 a.m. on May 15, he was down below sleeping in a bunk on the 37-ft catamaran **Surf Into Summer** off Cay Sal in the Bahamas. He was suddenly awoken by the sound of the boat hitting something. When he came on deck, Isabella Hellman, his wife of just a few months, who was also the 41-year-old mother of the couple's eight-year-old daughter, was nowhere to be found. Bennett says he'd last seen Hellman at the helm at about 8 p.m., at which time she'd been wearing a PFD. He theorized that his wife had been knocked overboard by the impact.

Bennett set off the boat's EPIRB. When it became obvious the cat was taking on a lot of water, he got into the liferaft. He was picked up and taken to Marathon, Florida. The cat was later found awash, with one hull deep underwater. Nobody is saying it was murder, but the Coast Guard has asked the FBI to look into it.

One tangential thing catamaran enthusiasts can learn from the incident is that many **modern catamarans can sink**. In the early days of wooden cats and tri's, they often were unsinkable. That's no longer the case with many modern production catamarans, which are loaded down with lots of gear. We're not sure what kind of cat *Surf Into Summer* is/was, but we've known of Wildcats, Lagoons, Leopards, Voyages and other popular brands that have sunk. The Gunboat 55 **Rainmaker** didn't sink, but after many months at sea she was awash. Two Atlantic 55s that flipped didn't sink, but were found awash. The crews, fortunately, were able to survive on these cats until help arrived.

Many years ago in Zihua, we met a couple of guys from Portland who had each built their own 60-ft cats. Their cats weren't going to sink because the bilges were solid foam. We're pretty sure **Profligate** wouldn't sink either, because when the opportunity arose, the Wan-

ROAD LESS TRAVELED



**But wait, it's clear from this chain-locker photo that Robbyn doesn't have a problem with 'blue' jobs either.**



derer created about a dozen individual airtight compartments in the bilges of each hull. Fire is now the Wanderer's greatest fear.

**Cruiser plans** change all the time. Here are just a few examples:

It was in early March in St. Barth that we crossed paths with Ro and Alana Robertson of the Hobart, Tasmania-based Fountaine Pajot Fidji 39 catamaran **Jo-Jo**. They are cruising on their 26-year-old cat with their adorable young offspring Noah, 7, and Tilly, 5.

The family had purchased the boat in Grado, Italy, and during the summer of 2016 had cruised Croatia, Italy, the Balearic Islands, Gibraltar and down to Tenerife in the Canary Islands. Alana and the kids were replaced for the Atlantic crossing by some of Ro's mates from back home. The guys did the crossing in 19 days as part of Jimmy Cornell's Odyssey Rally — and took first-place honors.

Once in the Caribbean, the mates were replaced by the family members, and the Robertsons cruised from Bar-

BVI TOURISM







nie "could keep swimming with the turtles". But then they got a call from Steve Tull and DeAnne Trigg of the Perth, Australia- and Huntington Beach-based Lagoon 421 **La Mischief**, whom they had met racing together on other people's boats in the Caribbean. Steve and DeAnne invited the two to join them in Bermuda for the Louis Vuitton Trials. A life-long hard-core racer who has lived through a victorious America's Cup campaign — victory parade in New York, and visit to the White House because her then-husband Bruce Nelson had been an integral part of the team — Annie couldn't

***The Robertson family cruising on the other side of the world from their home in Tasmania. Spread; the beautiful water of the Providenciales Islands of the Bahamas. Insets, left to right. Tilly and Noah with the catch of the day. Noah and his model boat. Tilly the ham. Tilly, Alana, Noah and 'Ro'.***

bados down to Grenada and back up through the Windwards and Leewards. We met the family at Patisserie Choisy in St. Barth, at which time they told us they were going to do the Puddle Jump in 2018.

On March 6, things had changed a bit. "We went over to the Heineken Regatta in St. Martin," they wrote, "and Ro got a gig on the Volvo 70 **Monster Project**. It was a bit of fun for the weekend."

By March 17, the family of four announced they were thinking about advancing their cruising schedule by a year. This meant they would transit the Panama Canal in late May or early June, and cross to the South Pacific, which would enable them to spend two seasons there rather than just one. They asked if the Wanderer thought Puddle Jump was a good idea. We told them that the Puddle Jump, which is free, was a no-brainer. But we cautioned that there was

a month wait getting through the Canal, and they might be getting to the South Pacific rather late in the season.

No matter, because two months later the Robertson family had literally headed in another direction:

"We ended up getting a teaching job in the Bahamas that starts in August, so we've already started heading north rather than west. We're currently in the Providenciales Islands of Turks and Caicos. The water is beautiful here, and we're continuing to love our family cruising adventure."

Also having made several big changes in their plans are Eric Witt and Annie Gardner of the San Diego-based Catana 47 **El Gato**, who are featured in the first of this month's *Changes*. They initially intended to spend the summer in the southern Caribbean so the warm-water-loving, Florida-born-and-raised An-

resist. So they put **El Gato** away and flew to Bermuda.

During the winter, Eric and Annie told us that they'd really loved their summer 2016 cruise of the East Coast as far north as Maine, *but* it was just too far away and the water too cold to do it again. Apparently they've forgotten how far it was, how cold the water was, and how many lobster traps there were, because they're already telling friends they'll be doing the East Coast again in ***If you're a resort guest at tiny Petit St. Vincent, you raise the flag in front of your cottage. Alas, there is no food service to anchored boats.***



COURTESY PETIT ST. VINCENT RESORT

# CHANGES

the summer of 2018.

Then there is Bill Lilly of the Newport Beach-based Lagoon 47 **Moontide**, who all winter said he and his cat were going to be in Bermuda for the America's Cup. Nope. Instead of going north, he went south to the Windward Islands and was last seen swinging on a beach hammock at ritzy little Petit St. Vincent.

While visiting friends Jean-François and Diane aboard the Palm Beach-based Northshore 48 **Seatern** at the Arsenal Marina in Paris, the Wanderer and de Mallorca were introduced to a nice youngish couple from Huntington Beach. We're embarrassed to say we didn't record their names, but they told our group that they were in Europe making plans for a six-month camping trip with their five — ! — young children, to be followed by the purchase of a Lagoon 450 catamaran and the start of a family cruising life.

Since so many people are switching to cats for cruising, we thought we'd share a tip from Jack and Sheri Hayden of the Alaska-based Catana 44 **Taiga**, a tip that we weren't able to include in either Part I or Part II of their recent *Changes*



LATITUDE / RICHARD

**A first reef in the main of a catamaran rarely means a big drop in boat speed. And a reefed cat is often a much more comfortable cat.**

in *Latitudes*.

**38:** Any lessons to pass on to new owners of cruising cats?

**Jack:** Two. Replacing our blown-out sails with new ones wasn't cheap, but it made our cat fly! No similar size cat has passed us since.

The other big cat lesson we learned was to never get caught with too much sail up. We were going to leave Bequia one day and it was blowing about 30 knots. I said 'no way'. But our Portuguese friends on their Catana **Oceanus** said, "You've got three reefs in your main, use them!" So we did.

**Sheri:** I can't believe what a difference it made. We hardly lost any speed, and we were much more comfortable and relaxed. Now we leave reefs in the main for long periods of time, and I don't shriek as much.

**Jack:** If the forecast is for 20 knots, we know it's going to be blowing 28 knots in the channels between the islands. So we put two reefs in the main, and roll part of the 130 jib up. Then even if a big black squall suddenly comes our way, we're all set.

In the last year or two the Wanderer has become a big believer in reefing **Prof-ligate**, after almost never reefing her for 19 years. The boat is almost as fast — or faster — much more comfortable, and it's easier on the boat.

Another Californian kicking around

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the Windward Islands is Caren Edwards of Tiburon/Silicon Valley, who recently purchased a Leopard 46 in St. Martin and christened her **Serenity**. In something of an unusual twist, after cruising the South Pacific for about six years a decade or so ago with her husband Sam and then-young children Dana and Rachael, Caren was the only one who didn't want to come home. She eventually brought their Marquesas 56 **Rhapsody** back to California — getting dismayed a couple of hundred miles west of San Francisco in the process — but never lost her desire to keep cruising.

At last word, Edwards and her new-to-her cat were anchored off Saint-Pierre, the lovely French village on Martinique where all but two of the 28,000 residents were killed when Mt. Pelée blew its top in 1902.

Also on the cusp of buying a new-to-them cat are **Glenn and Karin Kotara** of Bend, Oregon. Before the two got married, Glenn had owned a catamaran in a charter program in the Bahamas, a cat that was destroyed by a hurricane. The floating apple of the couple's eye was a

2013 Knysna 50 in Spain. When they got there to inspect her, the boat wasn't quite as she had seemed in the photos, so the couple is considering lowering their offer or looking at other boats.

A couple of years ago Glenn and Karin had chartered a cabin in **'ti Profligate** in St. Barth. Another cabin was taken by Basil and Caroline Horangic of Menlo Park. Much to our surprise, this couple did a two-year charter of an Outremer 49 on both sides of the Atlantic, then chartered another cat for a year or so in the Far East, always with their children Theodora, Helen, and Basil Jr. It must have been a fun charter on *'ti Profligate*.

"We went as far north in the Sea of Cortez as a boat can sail," report Scott Doran and Laurie Ritchie of the Sid-



**'Muskoka', all by her lonesome at Esta Tom, Isla Tiburon, in the Sea of Cortez. She would still go another 150 miles north to Rocky Point.**

ney, B.C.-based Lagoon 400 **Muskoka**. "The current and the short wave period make for some rough sailing when going against the current, so watching the tides is essential. Our buddyboat turned around twice, once going north from Puerto Refugio to Willard Bay, and again heading south from Puerto Penasco to Isla San Jorge.

"It was strange, as sometimes we were five miles from shore and in just 17 feet of water," continues Scott, "and

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# CHANGES

there is lots of shoaling along the shore. The *Mexican Boating Guide*, by Capt. Pat Rains, describes this area well, as the regular charts for the area were inaccurate. There were several islands that didn't even appear on the charts.

"The Fonatur Marina at San Felipe was poorly positioned for the winds and waves, and it was nearly a three-mile walk on the beach to the lovely town with a short but pleasant *malecon*. From there it was a two-hour bus ride to Mexicali, where we rented a car to drive to San Diego to restock on marine supplies and essentials not available in Mexico.

"Then we had a 68-mile boat trip across to another Fonatur Marina at Puerto Penasco, which *gringos* called Rocky Point. It boasts a long sandy beach, and was the site of a Cinco de Mayo Hobie Cat regatta while we were there. Alas, there is a lot of garbage and unfinished developments. We probably wouldn't haul there because of the lack of supplies. Traveling south, we stayed at sandy Tepoca Bay and Bahia Sargento, which has lots of shallow water and a lagoon with coyotes.

"We had a pleasant cruise along the



PIED-A-MER

**'Pied-a-Mer' was briefly hauled in Tonga and her rudders temporarily fixed for light use. The new ones are on their way from Vietnam.**

west side of Isla Tiburon, staying north-east of Punta Willard before circling to the east side at the well-known Bahia Los Perros, a bee haven. We've left our boat in San Carlos for the summer, and will be exploring mainland Mexico starting in the fall. In March, we'll take off on the Puddle Jump."

Two of the most adventurous senior cruisers we know are Eric and Pam Sellix of the Clatskanie, Oregon-based Seawind 1160 cat **Pied-a-Mer**. Pam didn't learn to sail until her late 60s, but the couple did the 2012 and 2014 Ha-Ha's, and have just kept going. They made it as far west as the east coast of Australia and are now in Tonga. Their boat is hauled waiting for new rudders to arrive from Vietnam. Apparently contact between the rudders and coral bent both shafts.

We're not sure if it's arrogance or what, but a lot of people seem to think that the United States is the only place in the world to get good health care. It's not. And some countries seem to specialize in certain things. Like Bulgaria, of all places, for dental care. And, of course, at a fraction of what such care would cost in the States.

Recently, Sheri Seybold of the Honolulu- and formerly Stockton-based Esprit 37 **Reflections** decided she needed to have cataract surgery on both eyes. Fortunately, they were in Penang, Malaysia, known for world-class medical care.

"I had one eye done one week, and

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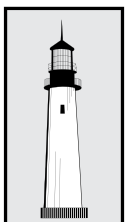
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The Cruiser's Home in Mexico

the other done the next week," exulted Sheri. "Everything went well, and I'm soooooo happy! I can't recommend it highly enough."

Sheri and her husband Gene also had great things to say about the Strait Quay Marina in Penang.

As is proven over and over in the pages of **Changes**, adventure isn't just for the young. You'll remember that Charlie and Cathy Simon of the Spokane- /Nuevo Vallarta-based Taswell 56 **Celebrate** completed a 15-month doublehanded circumnavigation a few years ago. They are now on their way to attempt to do the Northwest Passage. This time, however, they'll have crew — Ralf Jäger and Edward Jaschek. One of the special items they installed was a masthead camera. Then, at the urging of the Wanderer, they've purchased a DJI Phantom drone. They are loving the unparalleled views the two devices have been giving them.

Most recently the four of them left Lunenburg, Nova Scotia, a charming town and home of the famous sailing vessel **Blue Nose II**. Their next stop will be Halifax, Nova Scotia.

Interested to hear all about their Northwest Passage adventure? Then you should do what they've done, and sign up for this fall's Baja Ha-Ha. We're certain that Charlie and Cathy would be delighted to tell you all about it.

Most of the folks we've mentioned so far in *Cruise Notes* are in for a lot of sun in the next few months. One couple who won't be are Bruce Balan and Alene Rice of the long-ago California-based Cross 46 trimaran **Migration**. The couple have been cruising the Pacific for many years, from Easter Island to the South Island of New Zealand, as far west as Thailand, and as far north as Japan. As much as they love the Land of the Rising Sun, they've decided that it's time for them to make the long and almost always over-cast — and cold — trip across the North Pacific to the Aleutian Islands of Alaska.

While in Hakodate, Japan, Bruce and



*In Hakodate, Alene and Bruce got some North Pacific crossing tips from these veteran passagemakers.*

Alene became good friends with **Motoe and Yumiko Komatsu**, who had doublehanded their Mirabelle 375 **My Way** from Japan to San Francisco in 2007.

"They told us they were so proud to have been featured in *Latitude 38*," says Bruce. "And they showed us photos of them with then-*Latitude* editor LaDonna Bubak."

"Friday morning at anchor at Bahia Ballandra, Carmen Island, in the Sea of

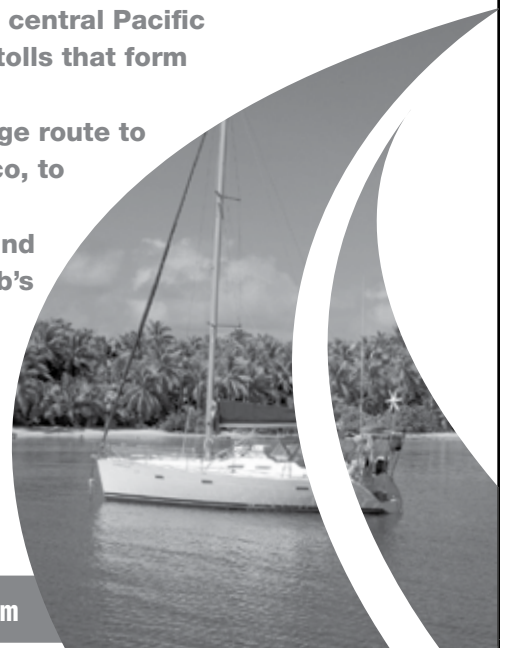
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# CHANGES

Cortez, the doves are calling from the darkness, woodpeckers are pecking on cactus while a pair of oystercatchers and one lonely seagull are on the beach," report Les Sutton and Diane Grant of the once-Alameda-based Albin Nimbus 42 **Gemini**. "And the occasional stingray is jumping out of the water. There is beauty and wildness here that we haven't found anywhere else, and we are only eight miles from Loreto in Baja California Sur. Photos can only give you a hint of the beauty. The coordinates are 26 01.250N; 111 09.859W. If you put these numbers in Google Earth, you will see our location within a couple yards.

"Yesterday we saw two bighorn sheep walking on the beach," the couple continue. "The locals informed us that the sheep, an endangered species, are doing well here. There were 28 in the first two herds brought here, and now, we're not sure how much later, there are 400 of them. They are an amazingly sure-footed animal on the rocks here on this rugged island."

Following a nine-year circumnavigation with their Berkeley-based Outbound



*Les Sutton took this photo of 'Gemini' at Bahia Ballandra on Carmen Island. Because it's so close, West Coast sailors sometimes take the Sea of Cortez for granted. It's actually one of the great and unique cruising grounds of the world.*

46 **Chesapeake**, Jim Fair and Linda Powers are having their Yanmar diesel rebuilt in San Diego. As the engine only had 3,700 hours on it, well short of the expected life span, we asked Fair what the problem was.

"It's been burning about a quart of oil every 24 hours," advises Jim. "I'm not really sure of the cause, as it could be the seals on the turbocharger or the valve stems pitting on one of the cylinder walls. I think the decline took place over about

a four-year period. The sequence of events was: 1) A small loss of coolant in the header tank, which I think was really air going into the header tank and forcing coolant to overflow into the overflow tank. 2) An incorrect diagnosis of the radiator cap being bad. 3) A leak in the heat exchanger. 4) A leak in the hot water tank. 5) Some oil consumption. 6) A catastrophic leak in the head gasket, at which time it was finally correctly diagnosed as a blown head gasket."

Expensive bumper! In more cases than not, sailboat diesels, which should be good for 10,000 to 15,000 hours, go bad from too little use rather than too much use. So get out there cruising!

A couple of months ago we reported that John Larsen of the Seattle-based Westsail 42 **Danika** was doing the Puddle Jump with a bit of an unusual crew: Kevin and Laura Davis of Santa Barbara, who used to be married, and who own the Bounty II **Grace** on which *Latitude* 38 was founded on over 40 years ago.

Laura reports the three had "a great 21-day crossing from Puerto Vallarta to Hiva Oa in the Marquesas."

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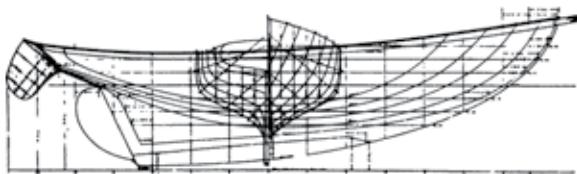
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**WHAT'S IN A DEADLINE?** Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure 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.



**23-FT COM-PAC, 1998.** Templeton. \$18,000. This is a solid, well equipped boat that has been kept covered and very well maintained. It has been sailed primarily in SF Bay, Morro Bay, San Juan Islands and more. The Nissan 9.8 electric start motor runs strong and is dependable. Trailer is included. This is not a project boat. It is ready for travel and sailing. Complete list of gear and photos are available upon request. Contact (805) 440-1663 or (805) 459-9110 or jcouch101@hotmail.com.



**17-FT MONTGOMERY, 1974.** Alameda Marina. \$10,000/obo. Boat on trailer, 6hp Suzuki long shaft. Furler for jib. Excellent for sailing in Bay. Good condition ready to sail. Nice cabin with new cushions. Contact Terry. (510) 206-6337.

**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>. (510) 912-1819 or mzimmerman@sonomaconnections.com.



**24-FT NIMBLE, 1990.** Lake Tahoe. \$21,500. Excellent shoal-draft yawl/rig sailboat. On trailer. New standing rigging/running rigging 2015. 8hp 4-stroke OB, many extras. Description and photos at [www.sailboatlistings.com/view/63244](http://www.sailboatlistings.com/view/63244) or Reno Craigslist. Contact (386) 366-1537 or soulsticenimble@outlook.com.

**22-FT SANTANA, 1967.** Alameda. \$4,500. Great condition, 3 roller furling headsails, spinnaker, electric motor, knotmeter, Danforth anchor, stereo, 3 lifejackets, new hiking stick, Magma rail mount gas BBQ, solar battery charger. Includes roadworthy trailer. Contact (925) 349-8576 or sailorsteve41@yahoo.com.

**21-FT FREEDOM, 1982.** Clearlake, CA. \$2,500. Simple, seaworthy, sheets to cockpit including spinnaker. Garhauer rigid vang, new paint, comfy interior, trolling motor, Porta-Potti and sailing gear included. No trailer, will help to relocate with purchase. (707) 994-6647 or pshrive@yahoo.com.

**15-FT WEST WIGHT POTTER, 2004.** Tahoe. \$9,000. P15 Bluewater layup, fresh water only, garage stored, 2hp Honda, trailer, bimini, cockpit cushions, depthfinder, sail-ready, all operational and safety equipment, red trim and sails. (925) 997-9938 or barber210@gmail.com.

## 25 TO 28 FEET

**25-FT ERICSON 25+, 1980.** Sausalito. Roller furling 120 jib, 8hp Yamaha, needs a little TLC. Any offer under \$2,000 considered. In Sausalito Yacht Harbor, slip comes with it, Berth 915. Contact Allen. (415) 602-4546.

**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.



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## 24 FEET & UNDER

**24-FT MELGES, 1994.** Fresno. \$15,750. Hull #39 includes trailer, OB, all sails. Good condition. (559) 960-2444 or (408) 857-8550 or steve@fruitfillings.com.

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**27-FT CAL, 1977.** Bethel Island. \$5,000. Rigging good condition, furling jib, gas Atomic 4. Plus, 28-ft Newport 1982, wheel helm, Universal diesel; \$2,500. Call Doug after 5. Contact kevin@baybuilders.net or (925) 813-4125.



**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.

**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 <http://bluewaterboats.org> or call (831) 566-0442.



**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.



**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. See [www.knarr.us/for-sale](http://www.knarr.us/for-sale) or (415) 425-4300.



**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.



**25-FT CATALINA 250 WB, 1995.** La Honda. \$10,000. *Miracle Max*. Catalina 250 water trailer. Perfect for lake boat. Has a cockpit, bimini, cockpit table, head with holding tank, power, spinnaker, and a 2-axle trailer with surge brakes.

**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 or (650) 465-1735.



**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. (562) 714-2455 or tikkibill@gmail.com.



**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.



**26-FT KENNER PRIVATEER, 1969.** Sacramento. \$12,000. Sailing art that gathers smiles and 'Aarrghs'. Tons of goodies, list available on request, example: re-powered Yanmar/2GM-20, C70-GPS. Priced low to find new loving owner. Contact thesensational saxons@gmail.com or (916) 428-2311.



**27-FT ERICSON, 1975.** Obexer's Marina, Homewood, Lake Tahoe. \$6,000. Full keel, Yamaha outboard (10 years old) dry, clean, newish main, self-furling jib, 1 extra, spinnaker pole. Wonderful sailer. Could use simple interior upgrades. Half life on SF Bay, last 20 years on Lake Tahoe. (415) 757-0791 or (530) 546-2056, billeylys@sbcglobal.net.

**25-FT INTERNATIONAL FOLKBOAT.** 1975. Morro Bay. \$4,000. Price reduced. Formerly well-known on SF Bay. 2 mains, working and storm jib, genoa, spinnaker and awning. New headstay and backstay. New halyards, electric and manual bilge pumps, battery charger and spreader lights. New self-contained head. New anchor and line. Nissan 5hp outboard recently overhauled, needs cosmetic attention. Health forces sale. (805) 772-3701.



**27-FT CATALINA AND TRAILER, 1976.** Redding. \$6,000 boat, \$3,000 trailer. Sails good, 10hp Honda gas motor, new antifouling paint, depthfinder, head, galley, sleeps 3. Great for lakes or coastal cruising. Extras. Contact (530) 949-9107 or Curranreck@gmail.com.

**27-FT CAL 2-27, 1979.** Ventura West Marina. \$7,950. Recently reduced price! Tiller with Universal diesel (low hours). Very clean sailboat inside and out. Priced to sell. Call Rob. (805) 628-0455.



**NEWPORT 28 MK II, 1984.** Santa Cruz Harbor. \$9,500. Wheel, good sails, and diesel. Spacious cabin 6'2" headroom. Can sublet slip, near Crow's Nest, from Harbor for 1 year. Fun! (408) 230-7678.

## 29 TO 31 FEET



**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. Contact vkarawanny@gmail.com or (406) 291-1509.

**COLUMBIA 29 MKI, 1964.** North Bay. \$8,700. Lovely looking/sailing S&S full keel sloop. Smooth 2-cylinder Yanmar runs great. North main with 2 reef points used one season. 3 jibs and 1 genoa OK shape. Lyle C. Hess 6'8" skiff. Fresh bottom paint and much more. Last sailed 5/27/17. East Coast move forces sale. Price firm. Contact (207) 737-9803 or dkeenan05@yahoo.com.



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**30-FT YANKEE, 1971.** Brisbane Marina. \$15,000. Price reduced; now \$15,000. Full Awlgrip repaint, new rig, Yanmar diesel. Looks great, sails great, race winner. See website for details and contact info: <http://doubleplay.website>.

**29-FT ERICSON, 1972.** Bair Island Marina, Redwood City. \$14,500. Continually maintained and upgraded for cruising by knowledgeable USCG Captain. Divorce forces sale. See website for photos and details: <http://sites.google.com/view/ericson29/home>. Contact (831) 345-9384 or [lewiskeizer@gmail.com](mailto:lewiskeizer@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 info 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, rebuilt 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, 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 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. Contact (510) 632-2370, (510) 508-2509 (eve) or [saky@intensivenutrition.com](mailto:saky@intensivenutrition.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.

**29-FT CAL, 1973.** San Rafael. \$11,000/obo. Well-maintained, actively sailed classic for cruising, daysailing or racing. Yanmar diesel, 7 heavy-/light-air sails, electronics, wheel, shower, shorepower, much more. Clean, ready to sail. Photos, maintenance history available. Email [seh55@sbcglobal.net](mailto:seh55@sbcglobal.net).



**29-FT J/29, 1984.** Marina Plaza Harbor, Sausalito. \$14,800. Pure sailing fun - J/29, winner of many races! With great upgrades, comes with berth in Sausalito, high-quality sails, electric redone, engine overhauled. See [www.facebook.com/lunajsausalito](http://www.facebook.com/lunajsausalito). Contact (510) 717-2866 or [goetzyl@me.com](mailto:goetzyl@me.com).



**30-FT CLASSIC WOODEN BIRD BOAT.** 1932. Oakland. \$12,500. Hull #22. Structurally sound and well maintained by owner. Hauled and inspected as of October 15, 2015. She is currently registered through 2017. Asking a fair price - serious inquiries only! Email [stev035@hotmail.com](mailto:stev035@hotmail.com).



**29-FT CASCADE AUXILIARY SLOOP.** 1971. Clipper Yacht Harbor. \$15,500. Price reduced! Beautifully maintained and restored fiberglass sloop. 2002 Yanmar 30hp diesel engine with 310 hours of use, ocean keel, wood stove, Origo alcohol stove, Force 10 BBQ, LectraSan head, hull-mounted triducer, swivel-arm mounted Garmin 546s chartplotter/fishfinder. Fusion marine AM/FM stereo, Sea Ranger Mod SR-2001 VHF radio. Reconditioned hull and paint, recent brightwork, topside paint, nonskid, and full boat cover. Motivated seller. Contact (707) 753-0206 or [tlind187@comcast.net](mailto:tlind187@comcast.net).

## 32 TO 35 FEET

**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](mailto:ngolifeart@gmail.com).

**32-FT COLUMBIA 5.5, 1964.** Stockton Sailing Club. \$5,500. Columbia 5.5 Meter custom. Reduced to \$5,500. Trailer sold. Mast, boom, sails all OK. Delivery available at Stockton Sailing Club. (209) 772-9695 or [bonnielopezunr@gmail.com](mailto:bonnielopezunr@gmail.com).



**34-FT DUFOUR, 1974.** Berkeley. \$19,500. Built in France, perfect for sailing in SF Bay, exceptionally dry, very nice interior, great liveaboard potential. Full-batten mainsail and 125% jib replaced 2015, new bottom/diesel service early 2017. Contact [nathanhouchin@hotmail.com](mailto:nathanhouchin@hotmail.com) or (510) 289-7226.

**34-FT CATALINA, 1989.** Richmond. \$48,000. Well maintained, good condition, Universal M25, dodger. Raymarine radar, instruments, autopilot, VHF with AIS, stereo, bottom paint 2016, roller furler, 3 headsails, 2 mainsails, asymmetrical spinnaker, refrigeration. See pictures online: [www.bradleybrooks.com](http://www.bradleybrooks.com) or call (916) 502-3886.



**35-FT PEARSON ALBERG, 1962.** Richmond CA, Marina Bay. \$22,500/obo. A mid-century classic bluewater cruiser updated by a master boatbuilder. Tiller steering, dodger, hard dinghy. Yanmar diesel runs great, propane Force 10 stove, water heater, electric windlass, GPS, radar, EPIRB, life raft, lots of sails. 4-year-old running and standing rigging. Extras. This boat has been lovingly maintained throughout her long life. She's a head-turning boat that looks and sails like a Hinckley but priced less than a Catalina. Growing family necessitated upgrading to a larger boat, so I'm a motivated seller and have priced her low. Don't wait on this one if you're interested. At this price, she'll probably go quick. <http://sfbay.craigslist.org/eby/boa/6168710297.html>. (530) 559-4161 or [erikireland@gmail.com](mailto:erikireland@gmail.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" chartplotter, 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](mailto:seacooper@gmail.com).



**33-FT RANGER, 1977.** Berkeley. \$20,100/obo. Beautiful example of a Ranger 33. Call for details on this well maintained, great-sailing SF Bay boat. (415) 494-4701.

**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](mailto:cordero@wcc.net).



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**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, Jabsco marine head, Ritchie 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 Kiwi Grip topsides paint. Contact paulferrera9@gmail.com or (707) 484-3443.



**SABRE 34 MK II, 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 of 2013 and completed \$20k plus major refit in July of 2014. See <http://sfbay.craigslist.org/scz/boa/6146928902.html>. Contact jwware@gmail.com or (651) 402-4356.



**33-FT S&S SAN FRANCISCO BAY.** One Design, 1960. Richmond Yacht Club, F Dock. \$23,000. *Spirit's* for Sail: 75,000+ ocean miles. A challenger and winner. This legend needs a new captain to continue the story. Email me for a link to *Spirit's* History Dropbox. (510) 517-8531 or [gkiskaddon@gmail.com](mailto:gkiskaddon@gmail.com).



**32-FT GULF PILOTHOUSE, 1985.** Fortman Marina, Alameda. \$29,000. *Misa* is world cruise-ready with USCG documentation. Universal M40 engine complete refit, new transmission, new dripless packing gland, new water heater, head and hoses. Radar, autopilot, depth-sounder. (510) 851-0155.



**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](mailto:dickwr8@gmail.com).



**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 [samsowell@aol.com](mailto:samsowell@aol.com).

**34-FT STEEL SAILBOAT.** Santa Cruz. \$29,500/obo. Well running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, water-tight bulkhead with navy door, stainless steel roller windlass, Monitor steering vane, Sonar range finder, VHF radio. Email [sol999911@gmail.com](mailto:sol999911@gmail.com).

## 36 TO 39 FEET



**36-FT ISLANDER FREEPORT 36-B.** 1981. Balboa Yacht Club, Panama. \$45,000/obo. *Windsong* served us well traveling the Western Americas. Pathfinder 50hp diesel, 6 solar panels, Spectra watermaker, C-80 chart/radar/GPS, EPIRB, Icom M-802, AB RIB, more. Email [svwindsong@yahoo.com](mailto:svwindsong@yahoo.com).



**33-FT INTERNATIONAL ONE DESIGN.** 1970. San Francisco Marina, West Harbor. \$35,000. The International One Design was inspired by a Six Metre created by the famous Norwegian architect and builder Bjarne Aas in 1935. This fiberglass boat is the current season champion built by Aas in 1970, fully equipped and race-ready. She's in very good condition with two full sets of sails. Email [pzupan@gmail.com](mailto:pzupan@gmail.com).

**34-FT HUNTER 340, 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 [rraed2@gmail.com](mailto:rraed2@gmail.com).



**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 [savellghc@aol.com](mailto:savellghc@aol.com).

**35-FT SANTANA, 1980.** Benicia Marina. \$25,000. Successful racer, *At Ease* back on the market, now clean with repaired engine. New North 3DL main. See website for more info: <http://ateaseforsale.blogspot.com>. Contact (925) 408-0420 or [renewcanham@earthlink.net](mailto:renewcanham@earthlink.net).



**36-FT CATALINA, 1998.** SF Marina. \$70,000. Perfect condition M-35 with 270 hrs on original engine/trans. New off-white interior cushions/foam, hauled 5/17 bottom paint, completely dry bilge, smart plug, standard electronics, new batteries 4D, new running rigging, chainplates, fin keel, new Lewmar open ports, new head, upgraded Garhauer traveler, no dodger. Email for photos. (415) 852-1926 or [gkmunoz@gmail.com](mailto:gkmunoz@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 singlehanded. 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. <http://sv-isa.blogspot.com/> or [calmport2@gmail.com](mailto:calmport2@gmail.com).

**35-FT HALLBERG-RASSY RASMUS.** 1975. Savusavu, Fiji. \$22,000/obo. Looking for something unique? Fijian and NZ import duty paid. Extensive gear included. New family forces sale. Some above-deck storm damage, but mostly intact. Photos, stories, contact info at [www.svguavajelly.com](http://www.svguavajelly.com). Email [svguavajelly@gmail.com](mailto:svguavajelly@gmail.com).



**34-FT SABRE TARGA, 1989.** Monterey Bay, Municipal Marina. \$64,900. High quality racer cruiser, built with Maine craftsmanship. 5 sails, 7 berths, CNG stove, oven, all gear. Lightly used and dearly loved. Monterey municipal harbor slip available. Owned with care and attention. Excellent condition. (831) 444-5947 or [glmckee@hotmail.com](mailto:glmckee@hotmail.com).

**36-FT FARR/MUMM, 1994.** Vallejo. \$47,750. New Saildrive, new lower rubber 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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**39-FT BENETEAU 393, 2002.** Sausalito Downtown Marina. \$109,000. Well maintained 393. Original owner. 2 cabin/2 head with cherry interior. Classic main, furling jib, asym spinnaker, full electronics, diesel 1000 hrs. Fast, comfortable cruiser. More at [www.marigotgroup.com/strider](http://www.marigotgroup.com/strider). (415) 331-4900 or 393@marigotgroup.com.



**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. (310) 547-3929 or DaveCort@Hotmail.com.



**36-FT CAL, 1966.** Alameda \$10,900. A solid and classic fiberglass Bill Lapworth design, based on the highly successful Cal 40. No blisters. "I" beam in great condition. Helm steering. Universal diesel. Needs new sails. Would make a great cruiser with some TLC. Excellent upside potential. A lot of boat for the money. (Photo is sistership). Check website for specifications: <http://SailBoatData.com>. Contact [jjmccart@comcast.net](mailto:jjmccart@comcast.net) or (505) 412-1220.



**36-FT ISLANDER, 1979.** Chula Vista CA. \$34,900. Beautiful Islander boat for sale at the Chula Vista Marina. Liveboards welcome. Boat sails well, has been regularly maintained, and the last survey was done in December 2015. (415) 604-6076 or [oana\\_constantin@intuit.com](mailto:oana_constantin@intuit.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 life lines, racing and cruising anchors. See [www.sailboatlistings.com/view/65532](http://www.sailboatlistings.com/view/65532). Contact (408) 483-1968 or [cc110xpress@gmail.com](mailto:cc110xpress@gmail.com).



**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](mailto:jak.mang@gmail.com).



**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](mailto:HamiltonSFO@gmail.com).



**39-FT FAST PASSAGE, 1982.** San Blas, Mexico. \$125,000. Designed by William Garden and built by Tollycraft in Washington. Well maintained with many system upgrades, essential spares, and safety gear added. Re-powered with a Beta 43 last year (less than 100 hrs). This is not a project boat. She's ready and outfitted for bluewater. If you're looking for a Fast Passage 39 you will not find one in better condition or better equipped. See [www.svjeanmarie.com/forsale](http://www.svjeanmarie.com/forsale). Contact (805) 286-1041 or [svjeanmarie@gmail.com](mailto:svjeanmarie@gmail.com).



**38-FT BENFORD, 2010.** San Diego. \$195,000. *Kahana*. The best-built boat you will see on these pages. US-built by a shipwright for his family. Full-keel blue-water sailing in all weather. This vessel will last several lifetimes! The builder was meticulous in his attention to detail; only the best parts and systems. Amazing wood throughout. All manuals, many spares. The boat is 38' on deck, but 48' overall/bowsprit. Turnkey. Ready now. (619) 573-5528 or [isailsandiego@gmail.com](mailto:isailsandiego@gmail.com).



**36-FT CAPE DORY CUTTER, 1979.** San Mateo, CA. \$49,000. SV *LaBaleine*, hull #10. From the board of Carl Alberg, NA. A solid classic, with the big 50hp Perkins, quality sails and many upgrades: complete standing and running rig, stay furler, storm sail, hard dodger, chart, AIS, Icom M802 SSB, Icom 506DSCVHF, EPIRB, Hydrovane, wheel pilots, radar, gel banks, alternator charger monitor, 130W solar, 12V breaker, NEMA 2000 bus and lots more. Climb aboard! See more at [www.wgreggjohnson.com](http://www.wgreggjohnson.com). (415) 994-2886 or [wgreggjohnson@gmail.com](mailto:wgreggjohnson@gmail.com).



**38-FT CATALINA, 1989.** Marina del Rey. \$36,500. Fast and stable, Catalina 38 set up for single-, double-, or crew handling and in excellent condition. All Lewmar 2-speed winches: 48s at helm, 52s primary, 40s (one electric-reversing) at companionway, and 30s at mast. 140% genoa, Hood roller-furler, fully battened main, fast (slippery) track, Dutchman flaking, fore and aft Fortress tackle, 6-man liferaft. Constantly upgraded by current (2nd) owner. Contact (310) 384-4549 or [dlw@lawalsh.com](mailto:dlw@lawalsh.com).



**41-FT ISLANDER FREEPORT, 1975.** Sausalito. \$90,000. Factory hard dodger. Spacious comfortable liveaboard in Sausalito for the last 10 years. Bluewater boat with all the high-cost upgrades completed. No blisters, hull/deck joint redone, fiberglass fuel and water tanks, topsides paint, masts and rigging, engine and transmission rebuilt. Davits with Achilles 8-ft dinghy with 15hp Evinrude motor. See photos at website. See <http://philtrittercpa.com>. Contact (707) 481-0984 or [philtr@sonic.net](mailto:philtr@sonic.net).

**44-FT NORSEMAN 447, 1984.** Monterey. \$215,000/obo. Exquisite condition center cockpit. Very well equipped for offshore voyaging. Consistently updated and professionally maintained. (831) 594-0485.



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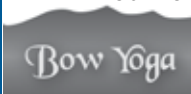
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**46-FT KELLY PETERSON, 1990.** Shelter Bay Marina, Panama. \$124,900. A California Classic! *Esprit* is the last genuine Kelly Peterson 46 (KP46) built. (Not a cheaterson!) KP46s were built in Queen Long yard (Hylas) and finished in California. *Esprit* has just completed a circumnavigation and is ready to go again. Recent survey available. Go to website for complete details, and a comparison between the Peterson 44 and Kelly Peterson 46. [www.sellingesprit.com](http://www.sellingesprit.com). Contact [chaynkt@sailingesprit.com](mailto:chaynkt@sailingesprit.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). (925) 948-5613 or [ed.witts@gmail.com](mailto:ed.witts@gmail.com).



**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. (808) 367-8185 or (808) 799-9818 or [wazzario1@icloud.com](mailto:wazzario1@icloud.com).

**47-FT PHILPS CUTTER, 1988.** Emeryville Marina. \$89,500. Strong bluewater cruising boat completely updated for Hawaii in 2012/13. *Sihaya* 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. Contact (415) 488-0218, (415) 999-2270 or [sjr90@comcast.net](mailto:sjr90@comcast.net).

**47-FT CATALINA.** La Paz, Mexico. \$198,500. Customized bluewater-ready. 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 (916) 607-9026.



**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, Ritchie 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 [alvinlcox@hotmail.com](mailto:alvinlcox@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).



**46-FT CAL 2-46 KETCH, 1973.** Berkeley, CA. \$49,500. Comfortable liveaboard. Captain's cabin aft. Private bow V-berth. 2 heads. Over 6' headroom. Large windows in galley/salon. VHF, SSB, GPS, weather fax, Monitor windvane, Mack Pack mainsail cover, working sails, spinaker. Bottom and zincs maintained. (707) 499-4968 or [patlmcandrews@yahoo.com](mailto:patlmcandrews@yahoo.com).

**46-FT CAL 2-46, 1973.** Bellingham, WA. \$119,000. Fully restored in perfect condition. New everything, even chainplates. Hard dodger, unique transom swim ladder are just a couple of many features that make this a delight to cruise long or short. Lying Bellingham, will deliver if desired. Keep her north for a year to avoid sales tax and visit the exquisite PNW cruising grounds. Contact [billbysfbay@gmail.com](mailto:billbysfbay@gmail.com) or (415) 720-5477.



**43-FT PASSPORT 42, 1981.** Sidney, BC, Canada. \$139,000 USD. Recently returned from Australia. *Passages* is a comfortable, fast offshore passage-maker. She still has all her cruising and offshore equipment installed; including Monitor windvane, watermaker, solar panels, generator and much more. Fill the food lockers and head south! Email for equipment list and photos. Located 10 minutes from the Anacortes and BC ferry terminals. (250) 732-0778 or (778) 404-5420 or [sv.passages@gmail.com](mailto:sv.passages@gmail.com).



**45-FT MORGAN, 1983.** Alameda. \$64,500/obo. Nelson-Marek design combines sleek hull with luxury interior. Single owner lovingly maintained performance cruiser with gracious teak and holly interior. 2 strms and 2 heads with showers. Great fin-keel sailing, easy livability, and wonderful headroom. 8 berths, cedar hanging closets, full galley, and added storage. Extras include Furuno radar, custom dodger, multicolored genaker, and additional Lewmar winches. See <http://ccflash6.wix.com/morgan45-4>. Contact (831) 624-0517, (831) 917-1475 or [ccflash@mindspring.com](mailto:ccflash@mindspring.com).



**48-FT CELESTIAL, 1985.** Long Beach, CA. \$129,000. Well equipped bluewater cruiser featured in *SAIL* magazine and *Lets&Atts* TV. Excellent maintenance, many upgrades. 200 gal fuel, 200 gal water, separate engine room, generator, 2500W inverter, 900+Ah AGM batts, Raymarine 48-mi radar, GPS, autopilot, dual Racors, Lighthouse windlass, twin anchors w/380' chain, MaxProp, microwave, flatscreen TV/BluRay, Wavestopper dodger, full enclosure, many spares. Huge storage. Exceptional condition, very special center cockpit. See [www.sailboatlistings.com/view/65022](http://www.sailboatlistings.com/view/65022). (949) 689-0544 or [totemgroup@msn.com](mailto:totemgroup@msn.com).

**48-FT LAURIE DAVIDSON.** Bluewater Cruiser, 1979. Phuket, Thailand. Best offer. Contact owner directly and save. Great liveaboard cruiser in great relaxed marina. You can not legally own land in Thailand so a boat is a good option. A very relaxed part of Phuket. US-documented, built in New Zealand, this boat can go anywhere and has solar, good reefers, drogue and parasail sea anchor, newer Furuno radar/plotter, good equipment. Email [saveke@gmail.com](mailto:saveke@gmail.com).



**47-FT SEA STRUTTER, 1975.** California Yacht Marina. \$29,900/obo. Well-built ferrocement ketch, designer Cecil Norris, plastered in one day, month of steam curing, penetrating epoxy inside and out. Very dry boat. No deck, cabin, hatch seams. Aluminum spars, SS rigging, self-tending staysail on cutter rig, self-furling foresail, main, mizzen, windlass, four anchors, autopilot. Isuzu 60hp diesel. Storage easily accessible, head functional, bottom maintained but haulout due. Cabin aft large double berth. Navigation station, desks and navigator's bunk. Large galley, head with shower. Main salon has lots of seating, cabin heater. Forward is enclosed double berth, chain locker below. Ocean seaworthy. Large bowsprit LOA is 58 feet, beam 13.5' and draft 7' loaded. (208) 683-2563 or (415) 320-2177 or [CrysAnders@gmail.com](mailto:CrysAnders@gmail.com).

## 51 FEET & OVER



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**37' GOZZARD, 2000** The heavily built and beautifully crafted Gozzard 37 was designed for offshore cruising, but is equally pleasing for coastal or Bay sailing. **\$223,500**

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**37' GULFSTAR, 1979** Heavily built and well constructed cruiser with BEAUTIFUL lines! Very Well priced and lying downtown Sausalito potentially transferable slip. **\$34,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



NEW LISTING

**36' ISLANDER, 1979** The Islander 36 has proven to be one of the most popular 36' sailboats ever built, and remains one of the most active one-design fleets on the Bay. **\$32,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



REDUCED

**35' MAXI 105, 1983** High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$34,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**35' HINCKLEY PILOT 35, 1975** Hull #125; the LAST Pilot 35 to be built & has been TOTALLY restored (incl. new Yanmar dsl) & shows Bristol. Possibly transferable Sausalito YH slip. **\$79,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**33' NEWPORT, 1982** Gary Mull-designed classic that's been TOTALLY updated inside & out, from stem to stern, over the past 5 years, this is THE nicest boat from this era that we're seen in some time. **\$34,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



REDUCED

**33' TARTAN 10, 1980**  
Sparkman & Stephens-designed winning race boat with new engine (2012), hardware & standing/running rigging. Very good sail inventory. **\$16,500**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**32' WESTSAIL CUTTER** The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised; very low time on machinery. **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' NONSUCH, 1981** Professionally maintained example shows Bristol inside and out. WAY newer than actual age. Potentially transferable Sausalito YH slip. **\$38,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' CAPE DORY, 1980**  
Beautiful little pocket cruiser (or day sailer!) constructed to highest standards, shows very nicely inside and out. **\$26,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



REDUCED

**29' C&C, 1985** Another very clean classic plastic with much updated gear, boat's well priced and will make an ideal first boat! **\$22,000**

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**NEW ENGINE!**

**36' ISLANDER FREEPORT** Extra nice! Well-loved design in excellent condition. furling main & jib, windlass. Many recent upgrades incl. elect. panels & wiring, AP, full galley, great cruiser/liveaboard with sought-after 'B' layout. This vessel really shines. Asking **\$74,950**

**42' lod./52' sparrer,  
Edson B. Schack  
CLASSIC SCHOONER**

by Costa Mesa's Dittmar Yard. A beautifully restored/rebuilt thoroughbred of the West Coast yachting tradition. Low hours modern diesel, recent sails, teak decks. Beautiful, traditional, seakindly bluewater windjammer. Some exterior maintenance due. All good & awaiting your pleasure. Asking **\$59,900**



**Sch. SCORPIO  
REDUCED!**



**GREAT BUY!**

**52' KHA SHING Spindrift Motoryacht** Flybridge & PH helms, big salon plus 2 staterooms, 2 full heads, full galley, aft canopy, swimstep, radar, twin diesels, genset, refit & upgrade incomplete; but, close: finish & save money, fully operational +++ GREAT DEAL - MUST SEE! Asking only **\$65,000**



**PRICE DROP!**

**43' BRUCE ROBERTS Ketch** Bluewater cruiser. 12kw genset, dodger+full enclosure. 80hp dsl, center cockpit, wheel, all sails self-furling. Sleeps 6 in bunks, aft dbl stateroom w/head & shower, 2 heads, full galley incl. freezer, nav station, MORE! Asking **\$59,950**



**REDUCED!**

**42' MOODY 425**

High quality, center cockpit, blue-water cruiser by Wm. Dixon & A.H. Moody & Sons, Ltd. of England. Highly respected as one of the absolutely best world cruising yachts in her size class. *Nightwatch* presents a rare opportunity to own a fully equipped and beautiful vessel of exquisite pedigree, in fine condition, and nicely set up to go world cruising. Asking **\$95,950**



**REDUCED!**

**32' WEATHERLY Double-Ender** Great Tom Gilmer design, appears in Bristol condition! 30 hp Yanmar dsl, dodger, roller furling, GPS, radar, H2O-Maker, solar and depth. Many upgrades incl. 2015 rigging & bottom paint. She's a lovely vessel & well equipped for cruising. Asking **\$54,500**



**REDUCED!**

**34' NORWEGIAN TREASURE** built by Norway's Osvald Forlund. Beautiful/traditional double-ender. Great compact & comfortable cruising liveaboard w/lots of old-world charm. Dsl, lug rig, seaworthy & stoutly built. Light & roomy. Fridge, encl. head, tastefully renovated. Asking **\$22,950**



**26' MORRIS FRANCIS Classic** Chuck Paine fractional sloop built at Morris Yard. Fiberglass, flush deck, double ender and a joy to sail. Chart plotter, depth, GPS, VHF, ready for cruise/race. Furling jib, Volvo dsl, recent electrical upgrades and ready to go sailing. Asking **\$14,950**



**52' DYNA YACHT CPMY** High-quality Coastal Cruiser, 2 double strms w/full heads, elegant & comfortable open layout. Encl. Flybridge w/lots of seating, A/C & heat, genset, twin VERY LOW HOURS dsls, new upholstery & paint, radar, full galley, much more. Asking **\$99,950**



**BARGAIN!**

**50' COLUMBIA Sloop** Classic wood performance cruising sloop built 1963 & ready to sail. Well loved & ready for Master Mariners recognition! Excellent 4-107 dsl. Recent upgrades: Hull/paint, rigging, engine, decks. Unique alum. cockpit & cabin trunk. Historic classic. Asking **\$19,900**



**65' WHEELER M/Y, 1931, Detroit V6-53 diesels**, near full restoration incl. all new plumbing & wiring. Teak decks, mahogany cabins, 3 dbl strms + 10' c'sle, full galley, 2 full heads, tub, P/H & salon, original fixtures. Completion of hull reframing still to do. Bargain at **\$49,950** asking.

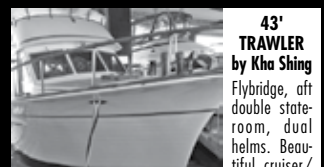


**42' SEA RAY  
SUNDANCER 420**

Low hours Twin CAT 3208 375hp dsls, genset, AC, heat. Comfortable & seaworthy coastal cruiser, good condition, just serviced & detailed & READY TO GO! Mexico or Alaska anyone? Trim tabs, stereo, RV, radar, GPS/plot, SatNav, AP, new canvas, upholstery & MORE! Asking **\$59,950**



**34' PEARSON sloop** Dsl, dodger, wheel steering, 6'3" headroom, 2-reef cruising main & 2 furling headsails, full galley, enclosed marine head w/shower, VHF, depth & autopilot. In nice clean condition with very little work needed. Pearson builds really great boats. Asking **\$27,950**



**43'  
TRAWLER  
by Kha Shing**

Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveaboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep-mounted dinghy and outboard, MORE. **REDUCED TO \$69,950**



**REDUCED!**

**41' Cutter-rig MOTORSAILER by Alexander.** Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, port gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking **\$30,000**



**33' C&C Sloop** Famous for performance & quality, C&C built great yachts. Plotter, GPS, AP, SSB, VHF, inboard gas, good rigging & sails, Ballenger mast, chainplates, mast partners, rod rigging by Easom, all windows replaced, MORE! Really nice boat. Asking **\$14,959**



**37' TAYANA** Capable bluewater cruiser with great interior, dodger, furling, solar, SSB and ham, plotter, Yanmar power in 2000 with low hours, diesel cabin heat, new refer 2016, electric flush head, Force 10 4-burner range with oven & MORE! Asking **\$68,500**



**MAKE OFFERS**

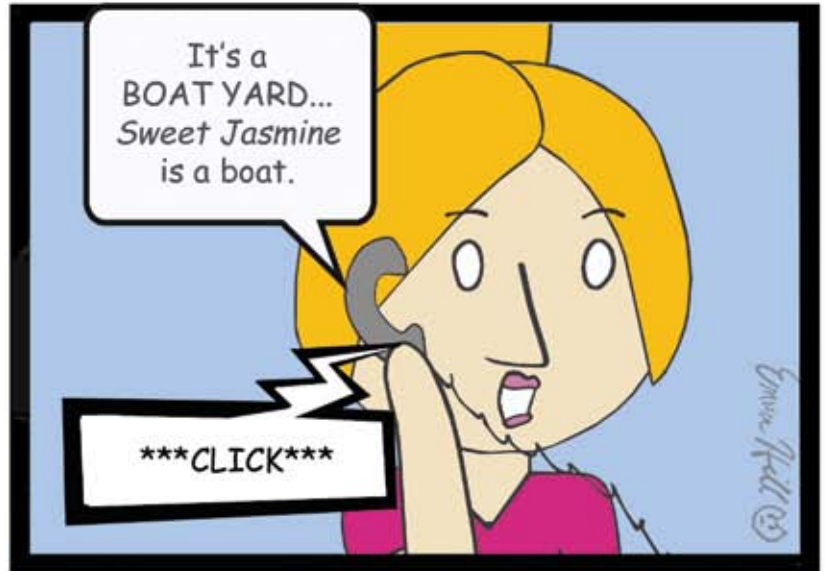
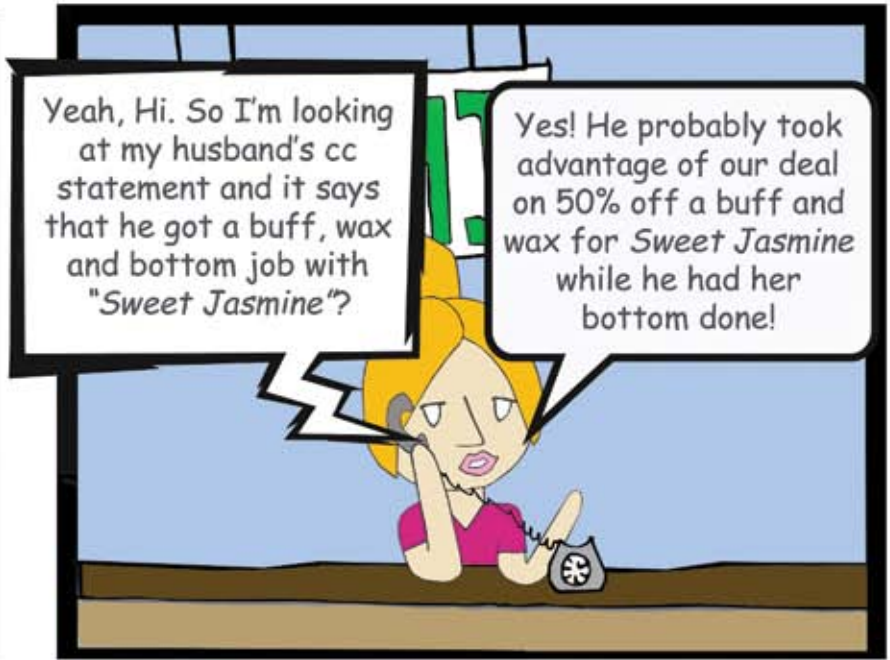
**43' GIBSEA/DUF0UR 126** Spacious 4-cabin sloop by Gilbert-Joubert/Nivelt. Dsl, wheel, AP, GPS, radar, SSB, VHF's, refig, propane stove w/oven in great galley, pressure H&C water, life raft. Excellent cruising design, rigged for shorthanded sailing, MORE! Asking **\$62,500**



**36' ISLANDER Sloop.** Cruise equipped. Ready to go. Dsl, dodger & bimini, self-tailing winches, radar, chart plotter, AP, solar, Lazy Jacks, vang, furling jib. Beautiful inter., full galley, convertible settee/ship's table, +. Asking **\$31,500**

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