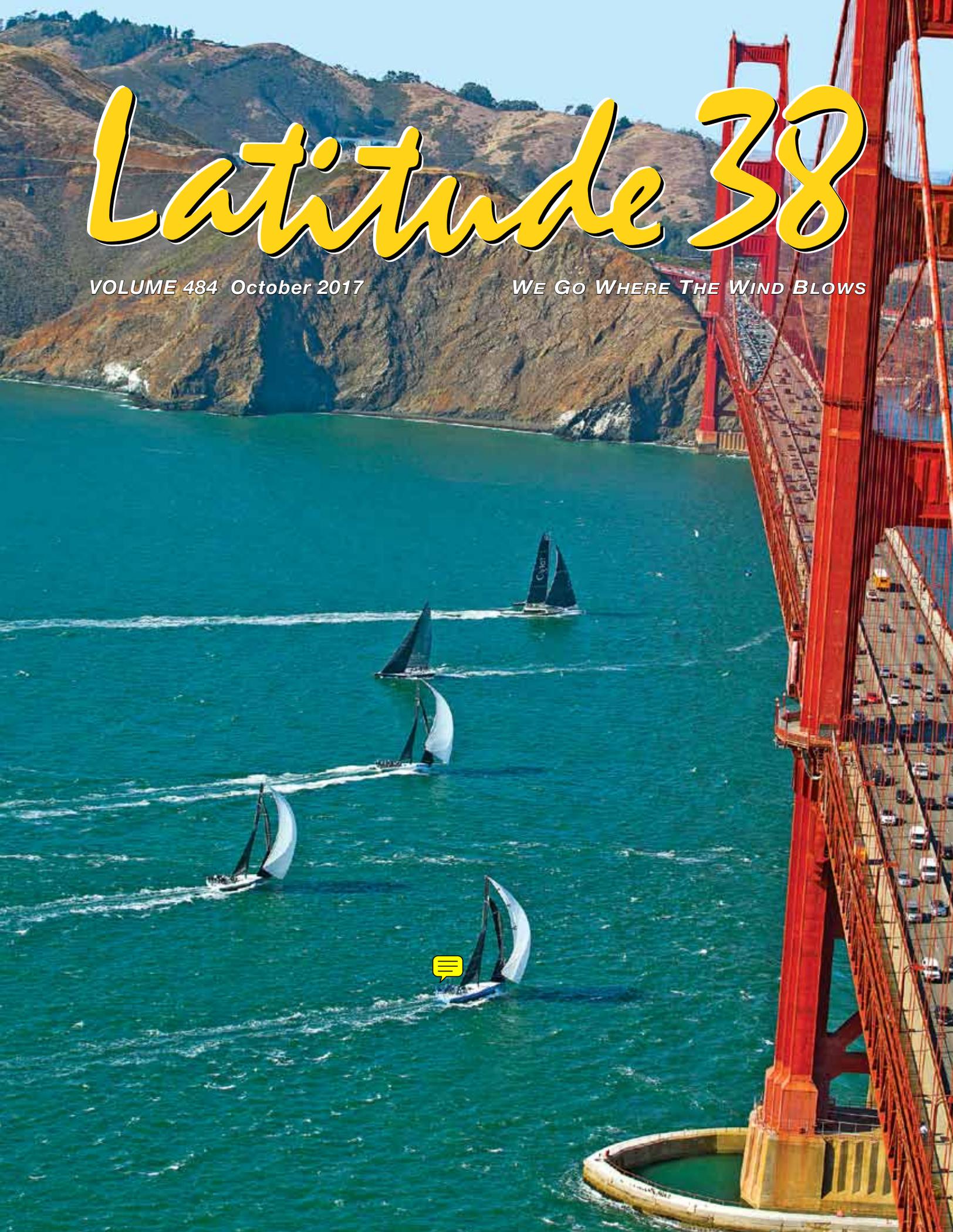


Latitude 38

VOLUME 484 October 2017

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Alegre: Happy, Joyful

PHOTO BY KRISTEN SOETEBIER



*Alegre**

Congratulations to Chris Klein and the crew of *Alegre*, winner of this year's Santana 22 nationals.

The Santana was designed by the late Bay Area naval architect, Gary Mull, over 40 years ago, and has passed the test of time as an ongoing one-design racing class, as well as a fine day-sailer for San Francisco Bay.

Pineapple Sails was also started more than 40 years ago and is proud to be the sailmaker for Chris Klein's *Alegre*. Working diligently within the strict class rules, we developed sails that match the boat's unique characteristics while maximizing performance.

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Cover: Sailing to and from a mark outside the Gate
in the 53rd Rolex Big Boat Series.

Photo: ©ROLEX/Sharon Green

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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. For more additional information see www.latitude38.com/writers.html.

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LAGOON 450, 2016	\$699,000
JEANNEAU 43 DS, 2002	\$160,000
BENETEAU 41, 2015	\$245,000
WYLIE CUSTOM 39, 1985	\$59,500
HUNTER 380, 2000	\$48,000
ERICSON 38-200, 1989	\$54,000
OCEANIS 37, 2012	\$134,500
BENETEAU 373, 2006	\$110,000
C&C 37 XL PLUS, 1990	\$45,000
HUNTER 36, 2005	\$99,500

FIRST 36.7, 2003	\$85,000
ISLANDER YACHTS 36, 1977	\$33,900
OCEANIS 35, 2016	\$165,900
FIRST 35, 2015	\$249,000
CATALINA 350, 2008	\$119,900
OCEANIS 352, 1999	\$62,900
BENETEAU 331, 2001	\$59,500
OCEANIS 31, 2014	\$117,000
OCEANIS 31, 2013	\$115,000
FIRST 20, 2017	\$55,600

POWER BROKERAGE

GRAN TURISMO 44, 2015	\$428,000
ISLAND GYPSY 44 MY, 1986	\$97,500
BAYLINER 4087 MY, 2001	\$99,900
SEA RAY 410 SUNDANCER, 2001	\$99,000
REGAL 3780, 2001	\$141,500
BAYLINER 325, 2005	\$64,900
HAINES SIGNATURE 31, '06	\$84,000
RANGER TUG R-29, 2010	\$164,900
BARRACUDA 7, 2015	\$86,241

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8HP SHORT SHAFT	\$1793
1 in stock	
9.9HP SHORT SHAFT	\$2027
1 in stock	
9.9HP MANUAL START, EXTRA LONG	\$2125
1 in stock	
9.9HP ELECTRIC START, LONG SHAFT, POWER TILT... ..	\$2465
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15HP TILLER, SHORT SHAFT	\$2290
1 in stock	
20HP TILLER, SHORT SHAFT	\$2664
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**1977-2017
40TH
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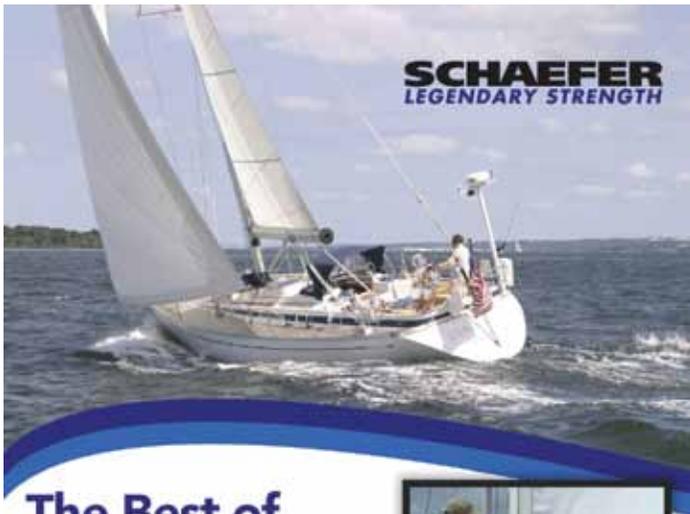
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Non-Race

Sept. 29-Oct. 1 — Northern California Westsail Rendezvous, Marina Bay, Richmond. For past, present and future Westsailors. Info, www.westsail.org/event-2506482.

Sept. 30 — Bay Day activities at the Bay Model, Sausalito, 10 a.m.-2 p.m. Info, (415) 332-3871.

Sept. 30, Oct. 14, 28, Nov. 4, 11 — Afternoon adventure sails aboard the historic scow schooner *Alma*, Hyde St. Pier, S.F. \$20-\$40. David, (415) 447-5000 or www.nps.gov/sqfr.

Oct. 1 — The Love Plane, Golden Gate Bridge. Boats, windsurfers, kites are invited to help celebrate the 50th anniversary of the Summer of Love. Fly flags of flowers, hearts and peace signs. Antenna Theater, www.antenna-theater.org.

Oct. 1, 1987 — From a Letter written by Michael (age 33) and JoAnn (25), dateline Papeete, published in the October, 1987, issue of *Latitude 34*: "We own a 26-year-old, modified H-28 ketch. Our electronics consist of an RDF, VHF, a Zenith receiver and a couple of calculators. Except for the calculators, I can fix it all. The back-up for the calculators is a slide rule, trig tables, and once I pass 12, my fingers and toes."

"The Seagull [engine] is 11 years old, has eight moving parts (including the prop), and is relatively bullet-proof . . . We've become better than fair sailors by necessity, but sometimes we could almost kill for a cube of ice."

"Someday we'll get a larger boat with more equipment, but right now we're too busy cruising."

Oct. 1-29 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 2-9 — San Francisco Fleet Week, with air shows, parade of ships, ship tours, Marina Green Festival Center, high school bands, K-9 heroes. Info, www.fleetweeksf.org.

Oct. 3, 1903 — It was agreed at the First International Radio Conference, in Berlin, Germany, that all signatory nations would assist each other in answering and forwarding distress calls.

Oct. 4-25 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Oct. 4-25 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Oct. 5 — Go for a Thursday sail under the full moon.

Oct. 5 — Corinthian Speaker Series: Chris Ray presents *Ice and Life at the Bottom of the World*, a Photographic Journey of Antarctica. CYC, Tiburon, 7 p.m. Free. Info, www.cyc.org.

Oct. 7 — Bay Day. Save the Bay, www.bayday.org.

Oct. 7 — Redwood City Port Fest, 10 a.m.-3 p.m. Sailboat rides for kids & teens, harbor tours, live bands, arts & crafts, food vendors. A Bay Day event. Free admission. Info, www.rwcportfest.com.

Oct. 7 — BaySplash, EcoCenter, Heron's Head Park, San Francisco, 11 a.m.-3 p.m. Arts, science, music, food. Free. Info, www.ecocenterhhp.org.

Oct. 7 — 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.

Oct. 7-28 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Oct. 12 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

Oct. 14 — Maritime Folklore of the Spanish Pacific, Hyde



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51' BAKWELL WHITE 51 2002
300,000 Contact: Alameda



47' BENETEAU 473 2002
159,000 Contact: Alameda



46' J/BOATS J/46 2000
295,000 Contact: San Diego



46' TARTAN 4600 2004
299,000 Contact: Alameda



41' TARTAN 4100 1996
174,000 Contact: Alameda



40' HANSE 400 2009
179,950 Contact: San Diego



38' ALERION Express 38 2006
224,950 Contact: San Diego



36' J/BOATS J/111 2012
224,000 Contact: San Diego



32' PACIFIC SEACRAFT 32 1997
110,000 Contact: Alameda



42' SABRE 42 Flybridge 2002
350,000 Contact: Alameda



42' SEARAY 410 SUNDANCER 2000
94,950 Contact: Alameda



40' AQUAPRO RAIDER CABIN Rib 2005
99,000 Contact: San Diego



39' TIARA 3900 Open 2009
378,000 Contact: San Diego

ADDITIONAL USED SAIL...

- 1995 56' Bob Perry Custom 398k
- 1980 51' FORMOSA 139.5k
- 1968 50' COLUMBIA 50 54k
- 2001 40' J/120 **SOLD**
- 1999 40' J/120 **SOLD**
- 1998 40' J/120 - Race ready 149.9k
- 2006 38' C&C 115 130K
- 1993 38' EXPRESS 38 Turbo 79.9k
- 1993 37' HUNTER 37.5 59.9k
- 1983 33' NAUTICAT 33 88K

ADDITIONAL USED POWER...

- 2001 55' COMPASS 55 **SOLD**
- 2015 41' BACK COVE 41 **SOLD**
- 2009 40' RAIDER CABIN RIB 99k
- 2014 37' BACK COVE 37 DE **SOLD**
- 1973 36' CHRIS CRAFT - FLY 69.5k
- 2014 31' TIARA 3100 Coronet **SOLD**
- 2005 32' HALVORSEN GC32 159k
- 2009 30' RAIDER RIB 300hp 69k
- 2007 26' PRO KAT 2660 99.9k
- 2006 29' CHAPARRAL 276 69.9k



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2006 Catalina 470 Tall Rig \$279,500



2012 Hunter 50 \$299,500



1987 Bristol 35.5 \$48,000



1991 Beneteau First 38s5 \$63,000



1988 Catalina 36 MkI \$42,500

BOATS ARE SELLING! LIST WITH US!

New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2018.....	302,349
42.5' Catalina 425 3-cabin, 2018	268,211
38' Catalina 385, 2018.....	222,808
35' Catalina 355, 2018.....	187,375
31' Catalina 315, 2018.....	131,142

Pre-Owned Catalina Yachts

47' Catalina 470 Tall Rig, 2006	REDUCED 279,500
44' Catalina 440, 2007	SOLD
36' Catalina 36 MkI, 1988.....	NEW LISTING 42,500
34' Catalina 34, 1990.....	SOLD
34' Catalina 34 MkII, 1998.....	NEW LISTING 68,000
32' Catalina 320, 1994.....	57,900

Pre-Owned Sailing Yachts

50' Hunter 50, 2012	299,500
40' Hunter 40.5, 1996	79,000
38' Beneteau First 38s5, 1991	REDUCED 63,000
35' Bristol 35.5, 1987.....	REDUCED 48,000
32' Rival 32, 1975	REDUCED 29,500
25' Harbor 25, 2008.....	REDUCED 49,900

Pre-Owned Power Yachts

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Street Pier, San Francisco, 1-1:45 p.m., and Wheat on the Imperial Fringe: Spanish California, 3-3:45 p.m., aboard the schooner *C.A. Thayer*. \$10 ship admission. Info, (415) 447-5000 or www.nps.gov/sqfr.

Oct. 14 — Call of the Sea Fall Gala, Bay Model Visitors Center, Sausalito, 5-9 p.m. Dockside tours of *Matthew Turner & Seaward*, live music, food, open bar, live & silent auction. \$125. Info, www.callofthesea.org or (415) 886-4973, ext. 1.

Oct. 14 — Aquapalooza/Octofest, Aquarium of the Bay, S.F., 7-9 p.m. \$15-\$30. Info, www.aquariumofthebay.org.

Oct. 14 — Ocean Sailing Seminar, LAYC, San Pedro, 8:45 a.m.-6 p.m. Hosted by ARC Pacific. \$100 includes lunch and dinner. Info, www.worldcruising.com/arc_pacific.

Oct. 21 — Cruising Season Kick-Off & Baja Ha-Ha Welcome BBQ/Potluck, Downwind Marine, San Diego, 8:30 a.m.-5 p.m. Vendor fair, authors, veteran cruisers. Hot dogs, burgers, drinks; bring a potluck dish to share; BBQ starts at noon. Info, www.downwindmarine.com.

Oct. 21 — Watermaker Workshop, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. With Kyle Stephan of Spectra Watermakers. Info, www.spauldingcenter.org.

Oct. 21 — Pacific Offshore Academy #2, Richmond YC, 1-5 p.m. Includes breakout sessions and a tour of PCER-equipped boats. Followed by a party. \$30. Info, www.pacificcup.org.

Oct. 21 — Sea Music Series with Diana Gamos & Maria Jose Montijo aboard *Eureka*, Hyde Street Pier, San Francisco, 8 p.m. \$12-\$14. Info, (415) 447-5000 or www.nps.gov/sqfr.

Oct. 21, 28 — Haunted Tales: Storytelling aboard *Star of India*, Maritime Museum of San Diego, 6-10 p.m. Lantern-led tours. Free for kids 12 & under. Info, www.sdmaritime.org.

Oct. 22 — Open House/Sailboat Rides, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Oct. 23 — SailMail Workshop, Point Loma Assembly Hall, San Diego, 8:30 a.m.-4 p.m. Presented by Jim and Sue Corenman and Shea Weston. \$50/person or \$75/couple, cash or check at the door, includes coffee, donuts, deli lunch, snacks, refreshments. Info/RSVP, www.saildocs.com/seminars.

Oct. 23 — Cruising Mexico Seminar with Paradise Village Marina harbormaster Dick Markie at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 24 — Update on Using Current Nautical Charts/Seabreeze Nautical Books, at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 24 — View into Vocalization, American Cetacean Society, Bay Model, Sausalito, 7-9 p.m. Maren Anderson presents research into Hawaiian humpbacks. \$5 goes toward student research grants. Info, (415) 332-3871.

Oct. 25 — Unlocking Offshore Sailing, a seminar with Chuck Skewes of Ullman Sails, at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 26 — How to Survive Boat Work while Cruising: Keeping Your Diesel Happy & Haulout Prep with Koeler Kraft's CF Koehler at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 27 — Baja Southbound Seminar with Capt. Pat Rains of Point Loma Publishing, at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 28 — Liberty Ships and the Lesser Known Facts, Bay Model, Sausalito, 1:30-2 p.m. Info, (415) 332-3871.

Oct. 28 — Buccaneer Monster Bash aboard the 1898 ferryboat *Berkeley*, Maritime Museum of San Diego, 8 p.m.-midnight. Trivia & costume contests, live music & dancing. \$35 includes photos & appetizers. Info, www.sdmaritime.org.

Oct. 29 — Baja Ha-Ha Kickoff and Halloween Costume



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ALAMEDA MARINA

CALENDAR

Party, West Marine, San Diego, 1 p.m. Free for registered 2017 skippers and first mates; \$10 for everyone else. Info, www.baja-haha.com.

Oct. 30 — Coconut Milk Run Seminar with Jerry Murphy, M.D., at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Oct. 30 — Baja Ha-Ha Parade, 10 a.m., and start, 11 a.m., Shelter Island, San Diego. Info, www.baja-haha.com.

Oct. 30-Nov. 11 — Baja Ha-Ha XXIV cruising rally, from San Diego to Cabo San Lucas with stops in Bahia Tortugas and Bahia Santa Maria. Info, www.baja-haha.com.

Oct. 31 — Go sailing in costume on Halloween.

Nov. 1 — Downwind Sailing Gear and Techniques plus Safety Prep for Coastal Cruising with Bruce Brown of US Sailing Safety at Sea. Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 2 — How to Perform Outboard Motor Maintenance while Cruising in Mexico. With outboard service mechanic Tom Teevin, at Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 2 — Corinthian Speaker Series: Michael Moradzadeh presents Transpac and Pac Cup — Two Ways to Cross an Ocean. CYC, Tiburon, 7 p.m. Free. Info, www.cyc.org.

Nov. 3 — SoCal's Sea Turtles: How Cruisers Can Find & Help Them, with Sabrina Mashburn. Downwind Marine, San Diego, 6-8 p.m. \$3. Info, www.downwindmarine.com.

Nov. 3-4 or Nov. 5-6 — US Sailing-Sanctioned International Offshore Safety at Sea taught by Paul Cunningham. SFYC, Belvedere, 8 a.m.-6 p.m. \$275. Info, www.sfyf.org.

Nov. 5 — Daylight Saving Time ends; fall back one hour.

Nov. 7-10 or Nov. 7-12 — International Certificate of Competence licensing course. SFYC, Belvedere. For mariners who are already competent. The ICC is required for skippers in Europe. \$150 + 45GBP licensing fee. Info, www.sfyf.org.

Nov. 11 — Take a vet sailing on Veteran's Day.

Nov. 11 — Sea Music Series with Penny Opry aboard *Eureka*, Hyde Street Pier, San Francisco, 8 p.m. \$12-\$14. Info, (415) 447-5000 or www.nps.gov/sqfr.

Nov. 21 — YRA Year-End Trophy Party at Berkeley YC. Info, www.yra.org or (415) 771-9500.

Racing

Sept. 29-Oct. 1 — Pac52 Cup. StFYC, www.stfyf.com.

Sept. 29-Oct. 1 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Sept. 29-Oct. 1 — Moth North Americans on South San Diego Bay. SDYC, www.sdyf.org/mothna.

Sept. 30 — CBRA Series. YRA, www.yra.org.

Sept. 30 — Shorthanded Races. TYC, www.tyc.org.

Sept. 30 — Champions Race on the Carquinez Strait. BenYC, www.beniciayachtclub.com.

Sept. 30 — PCISA High School Regatta. HMBYC, www.hmbyc.org.

Sept. 30 — Paisano Race, a fun dinghy race from Lover's Point to Del Monte Beach. Participants 21 and over have to check in at the Tanker and pick up wine, which must be finished before the race ends. MPYC, www.mpyc.org.

Sept. 30-Oct. 1 — YRA Season Closer hosted by CYC. Info, www.yra.org.

Sept. 30-Oct. 1 — Mercury PCCs at LAYC in San Pedro. Info, www.layc.org or www.mercury-sail.com.

Oct. 1 — Fall Series Races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Oct. 1 — Governor's Cup Series on Folsom Lake wraps up. FLYC, www.flyc.org.

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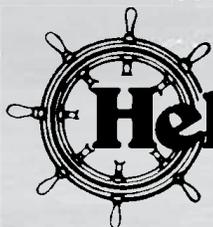
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CALENDAR

Oct. 1 — Port San Luis Small Boat Cup & Avila Cup Series, Avila Beach. San Luis YC, www.slyc.org.

Oct. 1, 8, 15, 22, 29, Nov. 5 — Berkeley Chowder Series. Info, www.berkeleyyc.org.

Oct. 1, 15, 29 — Fall Tomales Bay Race Series. SRSC, www.santarosasailingclub.org.

Oct. 5-8 — A-Cat North Americans on South San Diego Bay. SDYC, www.sdy.org/acadna.

Oct. 6-8 — Sportboat Invitational/Express 27 Nationals. RYC, www.richmondyc.org.

Oct. 7 — Summer Series. SeqYC, www.sequoiayc.org.

Oct. 7 — Islander 36 Nationals, hosted by GGYC. Info, www.islander36.org.

Oct. 7 — Jerry O'Grady Singlehanded Race, non-spinnaker. CPYC, www.cpyc.com.

Oct. 7 — San Francisco Pelican Races. HMBYC, www.hmbyc.org.

Oct. 7 — Auxiliary Cup. SFYC, www.sfy.org.

Oct. 7 — Champion of Champions. BVBC, www.bvbc.org.

Oct. 7, Nov. 4 — Fall Series. SSC, www.stocktonsc.org.

Oct. 7-8 — Vanguard 15 Fleet Championship at Inverness YC on Tomales Bay. Fleet 53, www.vanguard15.org.

Oct. 7-8 — Hobie Regatta. MPYC, www.mpyc.org.

Oct. 8 — Fall 4 & 5 PHRF. MPYC, www.mpyc.org.

Oct. 8 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 14 — YRA Championship Regatta, hosted by BYC. YRA, www.yra.org.

Oct. 14 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 14 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 14 — Twin Island Race #3, around Angel Island and Alcatraz. SYC, www.sausalitoyachtclub.org.

Oct. 14 — Joan Storer Memorial Women's Regatta. Crews must be at least 50% female. TYC, www.tyc.org.

Oct. 14 — Corkscrew Slough Regatta for El Toros, hosted by SeqYC in Redwood City. Larry, (650) 888-2324, or www.eltoroyra.org.

Oct. 14 — Clear Lake Buoy Series Races. KBSC, www.kbsail.org.

Oct. 14 — Shorteez Regatta (for PHRF 180+). CPYC, www.cpyc.com.

Oct. 14 — South Bay Champs. SeqYC, www.sequoiayc.org.

Oct. 14 — Champion of Champions. VYC, www.vyc.org.

Oct. 14 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 14, Nov. 11 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Oct. 14-15 — Fall Classic. SFYC, www.sfy.org.

Oct. 14-15 — Sea Otter Regatta for high school sailors in FJs. MPYC, www.mpyc.org.

Oct. 19-22 — Extreme Sailing Series, Harbor Island, San Diego. Info, www.sandiegoextremesailing.com.

Oct. 21 — Mercury Class Homecoming Regatta at SYC. Hal, (415) 309-9289 or www.sausalitoyachtclub.org.

Oct. 21 — Red Bra Regatta for all-female skippers and crew. SBYC, www.southbeachyachtclub.org.

Oct. 21 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 21 — Past Commodore Regatta. MPYC, www.mpyc.org.

Oct. 21-22 — Leukemia Cup Regatta, a fundraiser hosted by SFYC. Info, www.leukemiacup.org/gba or www.sfy.org.

Oct. 21-22 — Vallejo 1-2. Race to VYC singlehanded on Saturday; pick up one crew and race back to RYC doublehanded on Sunday. SSS, www.sfbaysss.org.

Oct. 21-22 — Fall Dinghy & Olympic Classes. StFYC, www.stfy.org.

Oct. 22 — Ross Wood. CYC, www.cyc.org.

Oct. 22 — Fall SCORE #3. SCYC, www.scyc.org.



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CALENDAR

- Oct. 22** — Fall One Design 4, 5, 6. MPYC, www.mpyc.org.
Oct. 22, Nov. 12 — Spring Lake Winter Series. SRSC, www.santarosasailingclub.org.
Oct. 27-29 — Gardiner Cup. StFYC, www.stfyc.com.
Oct. 27-29 — 103rd San Diego Sir Thomas Lipton Challenge Cup, sailing in J/105s. SDYC, www.sdy.com.
Oct. 28 — Jessica Cup. StFYC, www.stfyc.com.
Oct. 28 — Red Rock Regatta. TYC, www.tyc.org.
Oct. 28 — Round the Island Race. SFYC, www.sfy.com.
Oct. 28 — Pumpkin Roundup. HMBYC, www.hmbyc.org.
Oct. 28, Nov. 11 — Chowder Cup #1 & #2. ElkYC, www.elkhornyc.org.
Oct. 28-29 — Great Pumpkin Regatta, with buoy racing on Saturday, a pursuit race on Sunday, and a Summer of Love Halloween party in between. RYC, www.richmondyc.org.
Oct. 29, Nov. 5, 12 — J/22 Fall Series races. StFYC, www.stfyc.com.
Oct. 31 — Catalina Regatta. SCYC, www.scyc.org.
Nov. 4 — Seaweed Soup Midwinter. GGYC, www.ggyc.org.
Nov. 4 — Amazing Grace Cheney Regatta. RYC, www.richmondyc.org.
Nov. 4 — Winter #1. SeqYC, www.sequoiayc.org.
Nov. 4 — Commodore's Cup. CPYC, www.cpyc.com.
Nov. 4 — Last Gasp Regatta. HMBYC, www.hmbyc.org.
Nov. 4 — SF Bay Pelican Races in Benicia. Info, www.sfpelicanfleet1.com.
Nov. 4 — Turkey Shoot. LWSC, www.lwsailing.org.
Nov. 4 — Point Fermin Inverted Start in San Pedro. Cabrillo Beach YC, www.cbyc.org.
Nov. 4-5 — Cal 20 Round Robin. CYC, www.cyc.org.
Nov. 4-5 — Monterey Invitational/Perry Cup/Kelp Cup. MPYC, www.mpyc.org.
Nov. 4-5 — Opti Winter #1 (youth). SFYC, www.sfy.com.
Nov. 4-5 — BAYS HS regatta. EYC, www.encinal.org.
Nov. 4-5 — Butler Cup. LBYC, www.lbyc.org.
Nov. 5 — Laser/Byte Short Course Regatta. RYC, www.richmondyc.org.
Nov. 5 — Jack & Jill + 1. IYC, www.iyc.org.
Nov. 5 — Midwinter #1. SYC, www.sausalitoyachtclub.org.
Nov. 11 — RegattaPRO Winter One Design. SYC, www.sausalitoyachtclub.org.
Nov. 11 — Fall One Design in San Pedro. Cabrillo Beach YC, www.cbyc.org.
Nov. 11-12 — Berkeley Midwinters, with separate series on Saturday and Sunday. Info, www.berkeleyyc.org.
Nov. 12 — Island Days Midwinter #1. IYC, www.iyc.org.
Nov. 12 — Crew's Revenge. MPYC, www.mpyc.org.
Nov. 14 — The Big Sail, Cal vs. Stanford. StFYC, www.stfyc.com or (415) 563-6363.

Remaining Beer Can Series

- BERKELEY YC** — Every Friday night through 9/29. Info, www.berkeleyyc.org.
CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only. Info, www.cal-sailing.org.
COYOTE POINT YC — Every Wednesday night through 10/4. Info, (650) 347-6730 or www.cpyc.com.
HP SAILING CLUB — Wednesday night races through October at Stevens Creek Reservoir, Cupertino. Paul, paul@iee.org.
HALF MOON BAY YC — Friday night races: 9/29, 10/13, 10/27. Info, www.hmbyc.org.
KONOCI BAY SC — OSIRs (Old Salts in Retirement) every Wednesday at noon, year-round. Info, www.kbsail.com.
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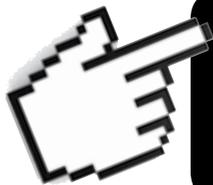
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SF MODEL YC — Victoria R/C races Wednesday afternoons, Spreckels Lake, Golden Gate Park. Info, www.sfmjyc.org.

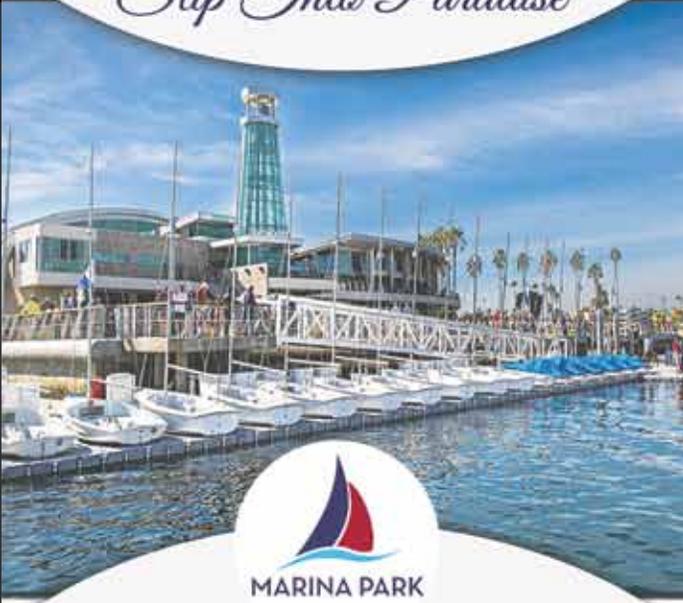
SANTA CRUZ YC — Wet Wednesdays through 11/1. Info, www.scyc.org.

SEQUOIA YC — Every Wednesday night through 10/4. Jenny, (650) 400-7033 or www.sequoiayc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 team racing every Tuesday night through 10/31. Info, www.vanguard15.org.

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

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October Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/30Sat	0212/0.8	0926/4.7	1441/2.7	2018/5.1
10/01Sun	0257/0.6	0959/4.9	1523/2.3	2112/5.3
10/07Sat	0115/5.4	0641/1.3	1309/6.2	1919/-0.1
10/08Sun	0209/5.3	0723/1.7	1347/6.2	2008/-0.2
10/09Mon	0308/5.0	0810/2.1	1431/6.2	2103/-0.2
10/14Sat	0136/0.1	0848/5.3	1412/2.2	2003/5.4
10/15Sun	0233/0.2	0934/5.5	1509/1.7	2109/5.4
10/21Sat	0125/5.0	0637/1.9	1255/5.8	1918/0.1
10/22Sun	0212/4.8	0714/2.3	1325/5.7	1955/0.1
10/28Sat	0014/0.8	0750/4.6	1321/2.9	1831/4.5
10/29Sun	0112/0.8	0830/4.9	1413/2.5	1940/4.6

October Weekend Currents

date/day	slack	max	slack	max
9/30Sat	0336	0712/2.2F	1048	1300/1.1E
10/01Sun	1548	1848/1.4F	2142	0754/2.4F
10/07Sat	1118	1342/1.3E	1642	1942/1.8F
10/08Sun	2242	0518/1.7E	0818	1148/3.6F
10/09Mon	1424	1712/2.9E	2106	0600/1.6E
10/14Sat	0900	1230/3.5F	1500	1748/3.1E
10/15Sun	2154	0112/3.5F	0424	0648/1.4E
10/21Sat	0942	1312/3.2F	1542	1830/3.0E
10/22Sun	2236	0606/3.0F	0948	1230/1.4E
10/28Sat	0248	1818/2.2F	2112	0706/3.2F
10/29Sun	1542	0018/1.7E	0354	1930/2.5F
10/07Sat	1036	1324/1.8E	1654	1136/3.3F
10/08Sun	2230	0542/1.4E	0824	0624/1.2E
10/09Mon	0312	1736/2.5E	2148	1800/2.3E
10/14Sat	1424	0036/3.2F	0406	1142/0.9F
10/15Sun	0900	1218/2.9F	1500	2300/1.1E
10/21Sat	2224	0112	0936	1230/1.1E
10/22Sun	0112	1406	1936	2100
10/28Sat	0212	0618/2.3F	1012	
10/29Sun	1518	1812/1.3F	2100	



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- **Giles Combrisson** • rigger & composites expert on spars, halyards & commons problems
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Photo by Leslie Richter / www.rockskipper.com

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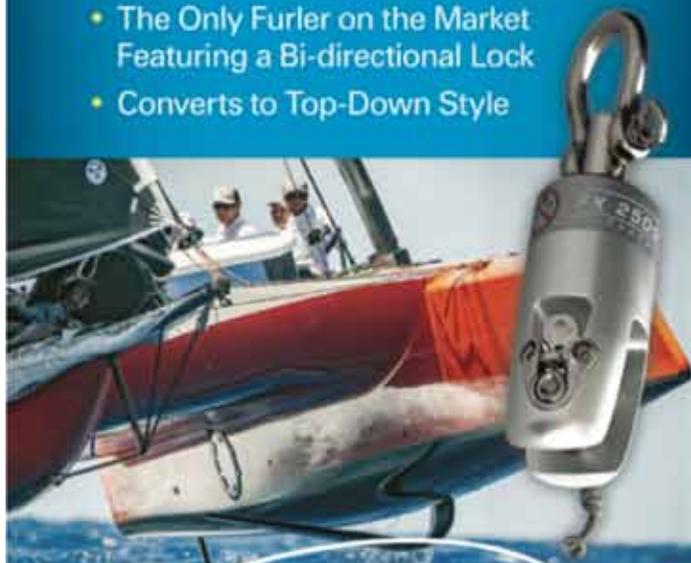


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LETTERS

↑↓ GOING BACKWARD TO THE FUTURE?

Do you still have your RDF — radio direction finder — in the garage?

I did the 2014 Baja Ha-Ha and am still 'commuter cruising' in Mexico.

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This RDF is similar to the one Columbus used. Almost worthless except as ballast.

Indeed, the US Navy is once again requiring Middies at Annapolis to learn celestial navigation for the same reason.

While we still don't have an RDF, we do remember using one for navigating up and down the coast of California. You tuned into a radio station tower, then turned the antenna until you got a null, in theory identifying the direction you were sailing. We didn't have much faith in the thing. Actually, we didn't have any faith in it at all.

We do remember the time a family of three from Sausalito was sailing back from Hawaii on the *Endurance* 37-ft steel boat the dad had built, and had to navigate the last 50 miles or so in a thick fog using RDF. Unsure of where they were, and with the swells getting steeper, they dropped the hook. When they woke up in the morning and the skies cleared, they were stunned to find they had anchored only 150 feet from the shore at Rockaway Beach, about 10 miles south of San Francisco. That they weren't killed was a miracle.

It's best to brush up on dead reckoning, as RDF would be about the easiest form of electronic navigation to disrupt. — rs

↑↓ OUR FRIEND JEANNE TAKES THE WANDERER TO TASK

I must take issue over the recent letter by Virginia Gleser of the "Mexico and Alameda-based Freeport 41 *Harmony*" and the Wanderer's editorial response.

According to Gleser, "We had been getting SailMails from Philip DiNuovo and Leslie Linkkila of the Kingston, Washington-based Mason 33 *Carina*, who are making a 6,000-mile trek from Pohnpei, Micronesia, back to Sitka, Alaska. We last heard from them on June 11, which is 16 days ago, when they were in some rough weather 1,600 miles from Sitka. We are becoming concerned, and wonder if anyone has been receiving their updates and/or has heard from them more recently. We don't want to be alarmed, since the SailMail might be sketchy out there in the middle of the North Pacific, but thought someone on the nets might have had contact."

Philip and Leslie have absolutely no need to spend any money on the Garmin InReach that the Wanderer mentions in his editorial response. And Virginia and other friends had absolutely no need to worry about them — because Philip and Leslie were leaving a highly visible 'bread-crumbs trail' on the Internet at www.pacseanet.com. As was rightly pointed out, they were checking in to the Pacific Seafarers' Net daily, so their current position was almost immediately being posted at www.pacseanet.com.

This website gives links so that even someone not familiar

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LETTERS

with the system can immediately find a boat's daily position and track over the last 30 days, 60 days, one year, or 'all positions'. The tracks are nicely presented on www.shiptrak.org as a sequential moving red dot on a world map under the relevant call sign. Boat names and updated positions are shown with call signs for newcomers' convenience in the YOTREPS most recent roll-call link on the PacSeaNet website.

Anyone could have listened in to *Carina's* daily check-in on 14300 kHz soon after 0310 UTC via a standard SSB marine radio to confirm they were all right. And if a Ham operator, they could have then chatted with them — at no cost!

PacSeaNet is run entirely by volunteer Ham operators who generously dedicate a good amount of their time every day of the year to make contact with and keep watch on boats checking in. They respond quickly to any urgent 'boatwatch' inquiries.

PacSeaNet will always take calls from any boat in an emergency situation to try to get help to them. So the time and frequency are worth jotting down by all cruisers with an SSB radio — a piece of equipment that most well-equipped cruisers will have on board. By the way, the North American Maritime Mobile Service Net operates on the same frequency during the day, and will also take emergency calls from any boat in trouble.

I feel strongly that Virginia's letter and *Latitude's* response need to be followed up by a highly visible correction. And I'm amazed that Virginia was unaware of the fact that she could so easily have kept track of her friends and their daily positions with a simple Internet link on at least two websites!

"As it was," she wrote, "Philip and Leslie had been checking in with the Pacific Seafarers Net every evening, reporting that they were cold but doing fine."

So it wasn't that, "Word just wasn't getting to Virginia." It was simply that she wasn't looking for their highly visible position and track on the Internet. As a friend of theirs, I'm really surprised that Virginia didn't know the folks on *Carina* were checking in daily by radio.

"The Pacific Seafarer's Net is a terrific thing." Absolutely right! And with *no* shortcomings in getting "we're at such-and-such a position, and doing just fine" messages to large groups of friends — if those friends go to the appropriate website to check the info that's there!

I've made use of the PacSeaNet on all my offshore passages, and will continue to make daily contact with what is a very friendly net. My tracks, under my US call sign KC2IOV — are shown on www.shiptrak.org long after I've finished my voyages. They make for great mementos, whereas often the satellite trackers only show a few days' worth of positions, which disappear completely once you've stopped.

All best wishes to Virginia and the Wanderer from a chaotic *Nereida*. She's a total mess due to so much work being carried out on board at present, as I get ready to make another attempt at a singlehanded trip around the world, hopefully starting around the end of September. I can just about make enough space to lie down at night!

Jeanne Socrates
Nereida, Najad 380
Royal Victoria YC, Victoria, BC
www.svnereida.com

Jeanne — We suspect that Virginia was the 'victim' of there now being so many ways of communicating with and keeping track of boats offshore that the PacSeaNet website slipped her mind. We know stuff like that happens to us.

But if Virginia had become accustomed to hearing the *Carina*

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Dick Markie, Harbor Master, Paradise Village Marina
Cruising Mexico – Everything You Need to Know and More

TUESDAY, OCTOBER 24:

Capt. Ann Kinner, USCG Master & Owner, SeaBreeze Ltd.
Update on Current Nautical Charts & New Look at Mexico Charts

WEDNESDAY, OCTOBER 25:

Chuck Skewes, Sail Maker & Mgr, Ullman Sails
Unlocking Offshore Sailing: Storm Sails, Sail Wear & Repair & More

THURSDAY, OCTOBER 26:

CF Koehler, Boat Builder & Owner, Koehler Kraft
Keeping your Diesel Motor Happy & Cruiser's Haul-Out Prep Advice

FRIDAY, OCTOBER 27:

Capt. Pat Rains, USCG Master, Author & Owner, PL Publishing
Baja Southbound: What to Avoid, What to Savor

MONDAY, OCTOBER 30:

Capt. Jerry Murphy, MD, Retired Navy, USCG Master
Coconut Milk Run: South Pacific Routing, Stories & Lessons Learned

TUESDAY, OCTOBER 31:

Happy Halloween!

No seminar currently scheduled

WEDNESDAY, NOVEMBER 1:

Bruce Brown, US Sailing Safety at Sea & USCG Trainer
Downwind Sailing Techniques & Safety Prep for Coastal Cruising

THURSDAY, NOVEMBER 2:

Tom Teevin, Outboard Service Mechanic & Educator
Maintaining Your Outboard Motor while Cruising in Mexico

FRIDAY, NOVEMBER 3

Sabrina Mashburn, MSEd/MAS, Environmental Consultant
So. California's Sea Turtles: How Cruisers Can Find & Help Them



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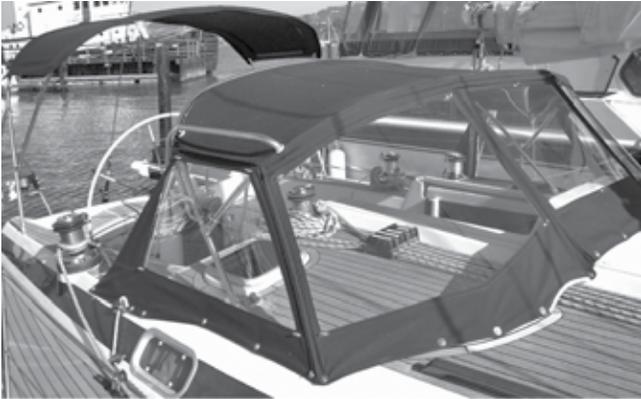
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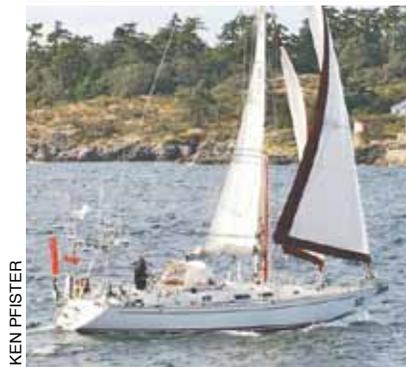
folks via SailMail and only via SailMail, it's understandable to us that she began to be concerned when she no longer heard from them by that method.

By the way, Virginia has long been active on the Ham nets for decades, and has been publicly mourning the lower number of offshore cruisers who have the necessary equipment on their boats or use the Ham nets.

The threat to the continuing popularity of Ham nets, of course, is devices such as the InReach and Iridium Go! While it's true that you have to buy such devices and have a usage plan for them, they are much less expensive to purchase, require no installation, and are simple enough for a 12-year-old to set up and use. Furthermore, they are extremely versatile in that you can two-way communicate with everybody, not just people on Ham nets, and privately. And yes, if you want, they will track all your movements for as long as you want, and automatically send out calls for help from anywhere in the world.

The downside to electronic messaging and rescue devices, of course — and it's an enormous one — is they don't communicate the human voice, which can become such an important part of communicating by Ham radio. It's the human voice that's particularly important if you spend long periods of time at sea, as you do.

If someone was outfitting a boat for long-distance cruising, we would absolutely recommend installing a SSB/Ham radio, and learn how to use it, and encourage participation in the nets. From running the Baja Ha-Ha, we know it makes for a much richer cruising experience to be able to follow and participate in the roll calls. But for those who don't have as much money, and who are already overwhelmed with learning new things, we think the InReach is a heck of an alternative, albeit a more robotic and less human one. — rs



KEN PFISTER

Jeanne Socrates' Najad 380 'Nereida' is cutter-rigged.

We'll take this opportunity to make two small corrections to our Sightings piece about Jeanne in the September issue ("The Socratic Method"). We called Jessica Watson the "youngest person to sail solo and unassisted around the world." Socrates said that Watson "didn't sail a long enough distance to claim a record," and the Guardian said in 2010 that Watson's

feat would not be considered an official world record because the World Speed Sailing Record Council discontinued its 'youngest' category, which was held by another Australian, Jesse Martin, after he completed the journey in 1999 at the age of 18.

Socrates also corrected us when we called her Najad 380 Nereida a 'sloop'. "Nereida has an inner forestay and a staysail, so she's rigged as a cutter — the only N380 of her kind!" — th

⇓ 40 YEARS! HEY, THAT'S HOW OLD WE ARE!

What a difference 40 years (half my lifetime) make! I've recently returned from spending several months sailing with my son Donald and his wife, Erika, on Wasco, their Outremer 50S catamaran, through many of the same waters that Anduril (our Cross 40 trimaran) plied in 1977 (sometimes to the day) on her first circumnavigation. The biggest difference, I

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LETTERS

think, is the sheer number of boats out there. The cover of *There and Back Again*, the story of that trip, shows *Anduril* at anchor in Neiafu, all by her lonesome. There were no more than half a dozen boats anchored in the harbor, which is now home to more than three dozen moorings. Even Palmerston has moorings! There were few if any charter boats then, and almost every sailboat was a monohull.

Another big difference is that cruisers now have mod cons.



LATITUDE / CHRIS

The Cross 40 trimaran 'Anduril', as seen this April in the North Bay.

Almost every boat is equipped with refrigeration (often including a freezer), a shower, autopilot, solar panels and/or wind generator, and all kinds of electronics. Many have a washing machine and a watermaker. The five of us (my late husband, Don; our sons, Donald and Erik; our seven-toed tomcat, Bigfoot;

and I) on *Anduril* had none of that. It is much easier to be godly these days because you can be cleanly. I did appreciate the mod cons.

Communication is also a lot easier. Although I saw the frustration when "there's no signal!" no one waits two months to hear from home. No matter the absence of signal in some places, it's a lot easier than it was making Ham radio connections. And you don't have to pass any tests or get any license.

Sadly, we saw a lot of dead coral in places where there had been vibrant underwater life. Numbers and variety of fish and other inhabitants of coral reefs also seem to have declined. Humpback whales, on the other hand, have returned in large numbers and become a big industry, especially in Niue and Tonga.

Joanne Sandstrom
Middle Earth

⇕ UBER FOR CATALINA

I imagine a lot of readers saw the *New York Times* article about Uber's offering dinghy and boat service in Croatia. I'm not sure about the details, but I do know that the service is only available in certain locations.

Having been to some of these places in Croatia, I can see it as a service that's really needed in certain busy locations, as lots of boats have to anchor out.

The one place I can see where a similar service would be



LATITUDE / RICHARD

Would Two Harbors benefit from a version of 'Boat Uber'?

appreciated in our part of the world is Two Harbors, Catalina. The way it is right now, it costs \$3/person for a shore-boat ride, no matter if your boat is only 50 feet from the pier. So if you want to go to shore with your wife and two kids, that's \$12 for a one-minute ride. And it's a total of \$24 if you ever want to get back to

your boat.

If your boat is in the anchorage at Fourth of July or Cherry Cove, it would cost you \$48 for the round-trip service.

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LETTERS

On most weekends I see a lot of teenagers at Two Harbors on boats that are equipped with dinghies. I think the 'shared economy' might work here, as the kids could offer half-price or less shoreboat rides, benefiting both them and their customers. It would be a modern version of mowing the lawn to earn pot money.

Now that I've done the heavy lifting with this concept, I'll let others take care of minor details such as scheduling, liability issues and all the rest.

By the way, I understand why the shoreboat fees are as high as they are. It might seem like they bring in a ton of money. On Memorial Day and Labor Day Weekends it might seem as if the shoreboats bring in a lot of money, but most days of the year and all winter they have very little business. And they have to be maintained year-round. And there are additional labor, insurance and maintenance expenses. So as expensive as the shoreboats are, I don't think anybody makes a lot of money running them.

The other places such a service might be a big hit would be Richardson Bay. On the other hand, making it easier and less expensive for people to get between anchored-out 'boats', such as they are, and shore might just be helping a bad situation get worse. I'll let others decide.

Phil Richardson
Windrose, Ericson 29
Pasadena

⇕ **LIKE THE WANDERER, WE BOUGHT A CANAL BOAT**

In a February issue letter, I asked the Wanderer a lot of questions about buying a canal boat and cruising one in Europe. My wife and I had done the Canal du Midi in France a couple of years ago, loved every lazy day of it, and were thinking of buying a canal boat.

As a result of our interest and the Wanderer's answers, we're now the proud owners of *La Récréation*, a steel Dutch-built Doerak 960 canal boat. We bought her for 21,000 euros in Heerenveen. That's in the Friesland area of the Netherlands, just a couple of miles from Ter Herne, where the Wanderer bought his Dutch-built steel boat.

[Editor's note: The euro has strengthened from about 1.10 to the dollar to about 1.17 to the dollar over the last year.]

In addition to the expense of the boat, we paid 700 euros for a thorough survey, which made asking the owner to make repairs a lot easier. We spent another 500 euros for a bottom cleaning, paint, overhauling the engine, spare filters and belts.

The previous owner of our boat obviously had a lot of money, because *La Récréation* has nine solar panels feeding six batteries. She also has a reverse camera(!), a chart plotter, a dishwasher(!), bow and stern thrusters, and a 106-hp engine. In addition, she has a water heater, shower, fridge/freezer — you name it, she's got it.

Our becoming licensed boat owners in Europe was easy, although in some ways different from how it went for the Wanderer. For example, it turned out my 50-ton pleasure boat license saved me from having to take the International Certificate of Competency (ICC) exam. As for the CEVNI, which is the exam for the inland waterways of Europe, it was easy.

The Wanderer wrote that he and Doña had to become 'residents' of Ireland to get their CENVI certifications. Our experience was different. The Royal Yacht Association (RYA) of the United Kingdom accepted that our being residents of the United States allowed me to take the CENVI course and exam online.

We registered our boat in Amsterdam. In addition to the bill of sale, which probably would do the trick most places in



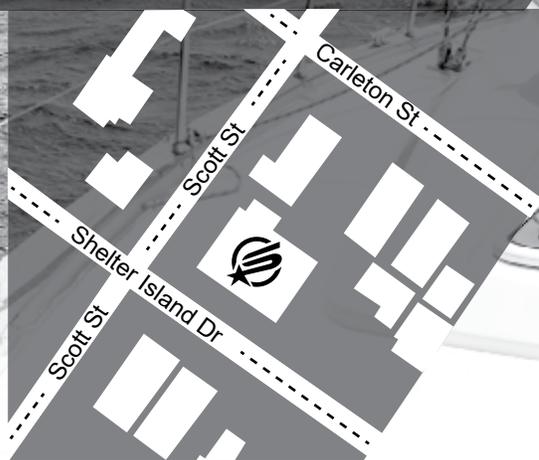
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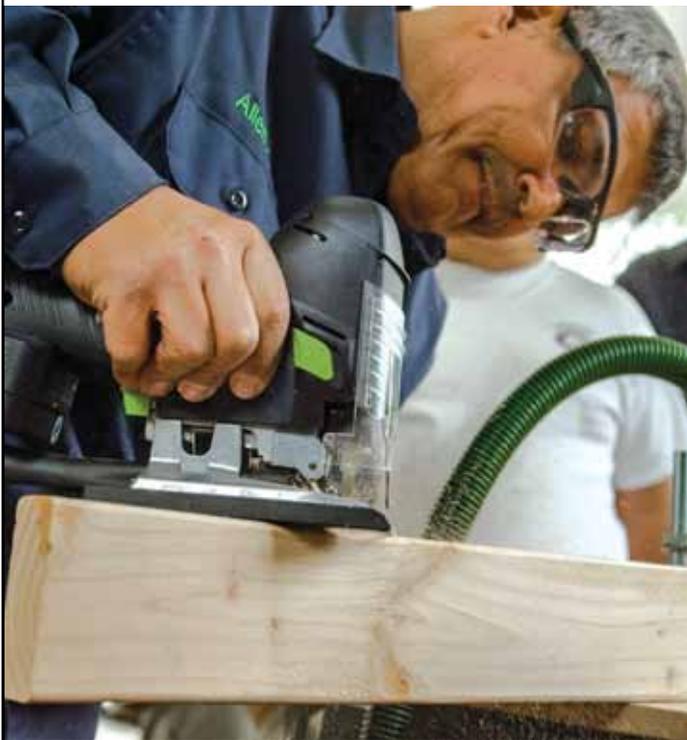
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Europe, we paid about \$80 for an 'International Certificate' of ownership. It looks a bit more impressive and official than the bill of sale, and our experience is more paperwork is better than less. (That said, I sailed a boat from Southeast Asia to Norway with only one proof of ownership – a letter from the consulate in Kuala Lumpur. I'm sure the large red stamps all over the document saved the situation more than once.)



BJORN ENDRESEN

Bjorn's canal boat came with everything – and more – for under \$25,000.

The Wanderer recommended former Californian Tom Sommers' *European Canal Guides*, which we bought. In addition to Sommers' excellent guides, Tom has been an incredible source of information. He has answered every email about reasonable schedules, places to find diesel, possible

winter storage — and even attached handmade maps.

After buying our boat, we motored from Heerenveen in the northern Netherlands to Agde, France, near the Med. We did it in 40 days, which meant we had to push it a bit. On the other hand, since the locks are usually closed at night, we stopped every afternoon and thus had plenty of time to enjoy the villages, having dinner ashore or on the boat. And we always got a good night's sleep.

La Récréation is on the hard in Agde until we pick her up early next year for a sabbatical. Canal du Midi to Bordeaux first, then back up the Rhône in August, and on toward Burgundy and Paris.

What is it with the 'Mediterranean Diet'? For six weeks we gorged on pâtés and cheeses and hams, and of course the incredible French bread and wine. Yet we never gained a pound.

P.S.: Thanks for a great Baja Ha-Ha 2016, which we had the pleasure of doing on Argan Johnson Jr.'s beautiful *Mai Tai II*. We had a fantastic skipper and a great trip. I would crew again every year if someone would take me.

Bjorn Endresen
La Récréation, Doerak 960
Agde, France

Bjorn — The Wanderer is tickled that you took our boat-buying advice — buy something simple and inexpensive in the Netherlands — and that it has worked out pretty much as we suggested it would.

Rules for the licenses have apparently changed since we got ours. It's now possible to stand for an ICC test in the United States. That wasn't true when we wanted to get our ICCs, which is why we had to become 'residents' of Ireland for one hilarious day. But we wouldn't have traded that wild adventure for anything. Perhaps we didn't have to get our CEVNI in Ireland, but since we were already there, we crammed for a couple of hours and got it done.

We think it's smart that you had the boat registered in the Netherlands. If we could have gotten an 'International Certificate of Ownership' for just \$80, we would have done it too. But we were told any proof of ownership beyond the bill of sale would cost "thousands."

That said, we don't subscribe to the "more paperwork the better" theory, at least in Europe. Several times the last two summers, while we were going through locks in France, officials



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asked us for our "boat number."

"We're Dutch," we'd reply, "so we just have a bill of sale."

They'd give a Gallic shrug of their shoulders and that was the end of it.

Mike and Robin Stout of the Redondo Beach-based Aleutian 51 Mermaid, currently dodging hurricanes on the hard at Jolly Harbour, Antigua, also bought a canal boat for under \$30,000 in the Netherlands this summer based on the Wanderer's tales. "It's official," wrote Robin, "Mike and I are crazy because we bought a 30-ft canal boat in the Netherlands. We intend to spend winters on Mermaid in the Caribbean, and summers on our canal boat."

Also taking the Wanderer's advice was Joel Thornton of Seattle. "We shopped for our boat in April. Our broker picked us up at Amsterdam's Schiphol Airport, and later, after a week of rain, sleet, snow, and hail, we became the owners of a Lauwersmeer 12.50 AC."



MIKE STOUT

The "crazy Stouts" will now cruise Europe in the summer and the Carib in winter.

Then there is Bernd Graf, who did *Baja Ha-Ha III* with his wife aboard their 42-ft sailboat Abacus followed by 10 years of traveling between the Pacific Northwest and Alaska on a 42-ft Nordic Tug. They bought an extremely nice canal boat and spent the summer in Europe.

Once again, the Wanderer's advice is absolutely do not, unless you're very old and have become frail, sell your ocean-going sailboat. You'll want that for thrills and the sense of accomplishment you get from completing passages. Just buy an inexpensive Dutch canal boat — you don't need to spend more than \$25,000 — for the other four months in an 'eight and four' program, or even the other six in a 'six and six' program. Buying a canal boat and keeping her in Europe should be even less expensive than coming home to the States and riding around the West in an RV. And way more culturally enriching. But it's very slow, and there is no nautical excitement whatsoever. — rs

↑↓ WHERE CAN I BUY THE BACKSTAFF?

I really enjoyed the latest issue of *Latitude 38*, especially the article on the backstaff. I want to start teaching my grandchildren about navigation, and think that Lee Helm's backstaff — as illustrated on pages 102-103 — would be a perfect tool for them to start on.

Is Lee's backstaff available for sale, and if so, where might I go to purchase one? If not available for sale, are Lee's backstaff plans available to build one?

Jon Derr
Delray Beach, FL

Jon — *Latitude 38* passed your request along to Max Ebb, who passed it to Lee Helm, who passed the following along to us:

"I don't think any backstuffs have been bought or sold since about the year 1750, but they are easy to build if you use rotating parts instead of sliding parts.

"I suggest using 3/16-in art board, cut to the pattern shown. You can print out the non-linear angle scale on paper and tape or glue it onto the art-board parts. Use glossy photo paper if

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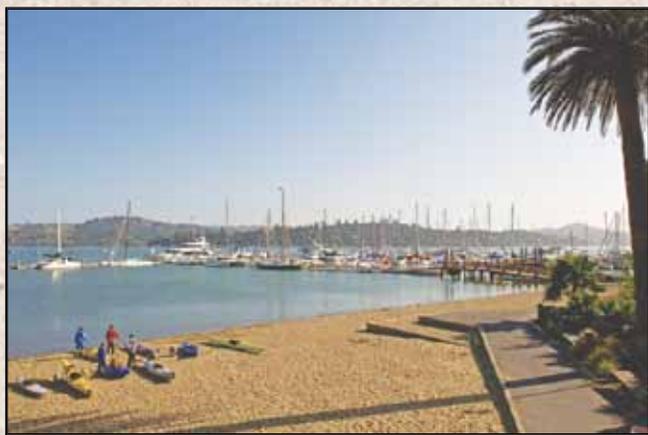
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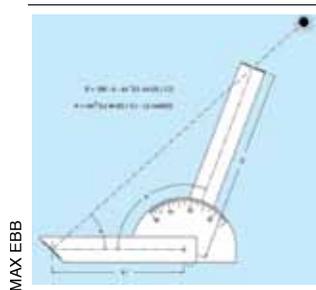
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plastic washers. Be careful to make the holes exactly on center. Drill a small pilot hole first.

"I used five-minute epoxy to glue on the baffles and the target panel. Use a right-angle triangle or a carefully cut piece of 90° angle art board to make sure they are square to the frame when the epoxy sets. Note how the baffles are offset so the sunlight has a narrow slit to shine through over a wide range of lighting angles.

"Have fun with this, and, like, send a photo."

By the way, Max's 97-year-old Aunt Trudy lives in Delray Beach, too. The next time Max visits her, you can buy Max a beer and show off your backstaff and your grandchildren's best lines of position. — rs

↑↓ TRAVEL WARNINGS FOR MEXICO

Given the recent warnings on travel in Mexico, especially Baja California Sur, have any sailors down there told you it's more risky than before?

Jed Keller
Grants Pass, OR

Jed — The short answer is 'no'.

Now, the longer answer. On August 22, the US State Department issued Travel Warnings for various parts of Mexico, updating the previous one from December 8, 2016.

A day later, the Mexican State Department issued travel warnings for all major US cities, and particularly Detroit, St. Louis, Oakland, Memphis, Birmingham, Atlanta, Baltimore, Stockton, Cleveland and Chicago. At least we think they should have, because we feel a lot safer in most of the tagged places in Mexico than we would in those US cities.

Appearing on the travel warning list is Baja California Sur, including Los Cabos and La Paz, because of "increased criminal activity." We think it's primarily because of one highly publicized gang-on-gang incident on a beach at San Jose del Cabo, about 20 miles from Cabo San Lucas. Along with the US State Department, we agree that visitors should "exercise caution." We exercise caution wherever we go in the world. But we have not heard from any mariners in La Paz or Cabo expressing more concern than before about their personal safety.

Where the State Department really got misleading is when they named the state of Jalisco, which they identify by saying it includes Guadalajara, Puerto Vallarta and Lake Chapala in the travel advisory. The advisory says that "US citizens should defer non-essential travel to areas that border the states of Michoacán and Zacatecas." It would take at least six hours to drive from Puerto Vallarta to get to the border of either Michoacán or Zacatecas. So it's akin to issuing a travel advisory for Squaw Valley because it's less than a six-hour drive from Oakland.

Yes, there have been cases where tourist vehicles were

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LETTERS

stopped on lonely roads, and the passengers became victims of robberies or violence. It's well known that you should avoid lonely roads at night, as well as certain areas known for problems. But the cartel people aren't looking for tourists, they're just suspicious of anyone they don't know.

We live in Mexico three months a year, mostly along what's known as the Vallarta Coast. We never really think about our safety. But we stay in busy areas, don't flash money, and don't drive lonely roads at night. We use the same kind of common sense that we use everywhere else.

Everybody has to make their own decision about whether it's safe to go to any given place. But to add another perspective, it was only on September 17 that the US State Department finally lifted their Travel Warning for all of Europe. We'd been there all summer and hadn't gotten shot once.

If the situation changes in Mexico, we'll let you know as soon as possible. — rs

↑↓ DOES THE NAVY USE AIS?

Your 'Lectronic article on US Navy warships' identification and avoidance raised questions I have often thought about, usually while on night watches. It makes sense that they don't use AIS, but how would we see them? I assume they mostly use stealth technology, so radar won't be very useful. Are they lit up? I'd be curious about others' encounters with warships at sea.

Cliff Smith
Carola, Young Sun 35
Point San Pablo

Cliff— While we don't have as thorough an answer as we'd hoped, the quick answer — at least from several cruisers who wrote in — is no, the Navy does not use AIS, and we'll speculate that this is likely for any number of operational reasons. But after the recent accidents involving the Seventh Fleet, we're curious to see what the Navy suggests moving forward for collision avoidance. — th

↑↓ THE RULES OF THE RULES OF THE ROAD

I'm sure you and many of your readers have learned of the two collisions the US Navy has had in the past couple of months. You have a lot of influence with the sailing community on the West Coast, so I was wondering if this letter and your comments could help us as sailors avoid collisions at sea. I realize there is no way you can force sailors to study the rules of navigation and collision avoidance, but perhaps your spotlight on the subject may make some pick up a copy of *Chapman Piloting & Seamanship* and study it.

As for the collisions of the Navy Warships, the *John McCain* was hit on the port side, which tells me it was the stand-on vessel at the time of impact. That doesn't excuse not trying to avoid at the last minute, but it is a mitigating circumstance. The *USS Fitzgerald* was hit on the starboard side, which means he would have been the give-way vessel and for that reason has to be at fault.

Why is this important to us as recreational sailors? Because the rules are the same for all vessels at sea and it is up to every person at sea to know these rules and follow them. My experience (10 years and 36,000 miles), mostly in Mexican waters, has shown that there are just way too many sailors who don't know the rules or don't follow them.

For instance, what is the dangerous quarter for any boat? Which direction do you turn to avoid a head-on collision? Does a red light at night on the other boat mean danger? Can you tell the size of a vessel by its lights at night? How far must I

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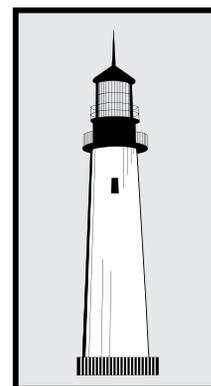
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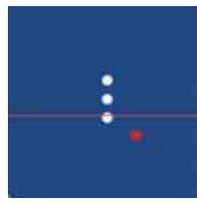
turn to signal to the other vessel my intentions? If you can't answer these questions I think you should get out the books and learn them.

Mike Nagy
Sunshine Lady, Camper Nicholson 33
Sonora, Mexico

Mike — While we believe that everyone should 'just sail' and do everything they can to get themselves out on the water as much as possible, we fully and unabashedly advocate good seamanship for all sailors at all times in all conditions — enthusiasm for sailing does not, and emphatically can not, come at the price of safety.

In trying to champion well-trained mariners, in this very issue we discuss the many benefits of the Automatic Identification System (AIS), which we believe every offshore sailor should include in their repertoire of navigation and safety equipment. But we've seen first-hand how technology can erode seamanship and caution. Staring at screens dulls our senses and detaches us from paying attention to details available to our eyes and ears. With the advent of technology, these are unique problems that modern sailors must be vigilant to avoid.

We advocate everyone's learning as much as they can about the rules of the road, especially as gizmos like radar, GPS and AIS put the emphasis on navigating with technology, rather than navigating with your brain and intuition. We always feel there's more for us to learn, and that no amount of experience will make us immune to the endless list of things that can go wrong at sea.



For example, if your AIS is working, you might know more about this vessel at night. But if your power is not working and you know your night lights, you'd know this is a power-driven vessel towing astern, less than 50 meters, and length of the tow exceeds 200 meters, port side. — th/ja

⇕ WHO YOU CALLIN' A 'CLASSIC'?

Am I mistaken or is not the "classic" Mercury featured in [the September 1] *'Lectronic Latitude* one of the much later fiberglass versions? I have a soft spot for the design. I learned to sail on the Bay in a Mercury that was built in 1946, the year before I was born.

Jimmie Zinn
Dry Martini, Morgan 38
Richmond YC

With the Mercury designed in the Bay Area in 1938 we considered even fiberglass boats to fall into the "classic" category,



LATITUDE / JOHN

Leslie Richter and Scott Easom pose in front of the 'classic' Mercury 'Rob Moore'.

much as YRA's Classic Boat Racing Association (CBRA) now includes Cal 20s, Santana 22s, Alerion 28s and more. We also consider 6-, 8- and 12-meter sailboats classics, but others may quibble and believe that the only classics are those built of original materials. 'Classic', it seems, is in the eye of the beholder, and appears to be a matter of degree. J Class sloops, Folkboats and Knarrs may look like the originals, but by a strict definition may not be considered classic because they



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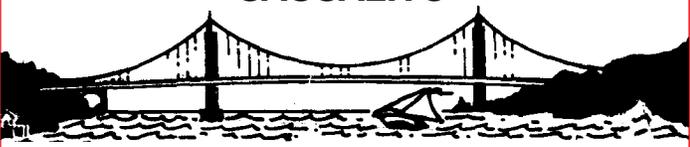


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don't have wooden hulls, cotton sails or hemp lines. — ja

↑↓ DINGHY BOOSTED FROM PILLAR POINT HARBOR

This might have been a one-off occurrence, but our dinghy — a Zodiac Cadet Fast Roller 285 with Nissan 9.8-hp two-stroke engine — was stolen at some point between Friday evening, August 25, and Tuesday morning, August 29, while tied up at the Pillar Point Yacht Harbor dinghy dock — our boat was at anchor and we were away. She was cable-locked to the dock, but the cable was cut.

There were plenty of other dinghies tied up at the dock. I actually took a picture before leaving her on the off chance someone messed with the boat. Our dinghy was certainly not the nicest, and I had our weathered outboard cover on. But



Have you seen me? Our equivalent of a photo on a milk carton.

clearly it sparked someone's eye.

I filed a police report, and the harbor patrol did some looking around, but I imagine we won't see it again. It is a hummer to be out a dinghy since we love anchoring out for the Half Moon Bay Yacht Club party, which we haven't done for a while.

Paul Vanderspek
Planet Earth

↑↓ THE FRENCH CONNECTION

The joys of life aboard are more fun to share than problems, but often the solutions to problems bring the pleasure.

We purchased a Fountaine Pajot Eleuthera 60 cat in Spain. The negotiation included replacing the tired rigging, and it was suggested we have it done in Canet en Roussillon, France. Canet has become a catamaran center — indeed, the area is called "Pole Nautique."

Our rigger was Philippe Berardo of Atelier Greement. He was fantastic and became a friend because of this work. In one week, his crew pulled our mast, changed the rig, pointed out other issues that needed work, took care of that and replaced the whole thing.

Richard of E-Pure sailmakers took care of a small multitude of issues, and we had mechanical assistance from François and Alex when we began to discover things that the survey had not revealed. The prices were reasonable and we found most of our parts through Big Ship or Accastillage Diffusion, some at great prices too.

The attitude made our stay worth writing about. These folks became friends and went the extra mile to make our time here as pleasant as we could ask for anywhere.

Our plans give us time to train with the boat for our mission documenting plastic in the sea and on shorelines in preparation for a talk at the Our Oceans conference in Malta in October about converting plastic waste into diesel fuel on board our Sailing Research Vessel *Pono*.

If the wind is kind we will return to Canet to demonstrate Portable Plastic to Fuel (PPTF) conversion before heading across the Atlantic in November, trawling for trash and converting it.

We are open for sponsorship for the short or long term. Visit us at Clean Oceans International. We will send more impressions of the Med as they develop. Aloha.

Homer and Claudia Holm
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LETTERS

↑↓ DON'T FORGET ABOUT TROPICAL STORM 14 IN LA PAZ

Just letting you know that the crew of the Oakland-flagged *Dogfish*, Marga Pretorius and Greg O'Toole, are here in Marina Palmira in La Paz.

Winds are starting to show up, but it's still sunny and beautiful. The docks that have been very quiet over the last month came to life yesterday with a flurry of activity — taking down canvas, stowing dinghies, etc. The marina staff have put away all the deck chairs, etc., and many of the slips that have been empty since we got here are now filled with new boats sheltering from the coming storm.

The only unnerving sign was this morning as I walked to the boat, someone was playing the CCR song "Have You Ever Seen the Rain?"

The forecasts seem to indicate that we are definitely going to get a lot of rain, and we may or may not get hit by strong winds. Fingers crossed!

Greg O'Toole and Marga Pretorius
Dogfish, Peterson 44
Oakland

↑↓ YES TO A DRONE, BUT WHICH ONE FOR CRUISING?

Based on our experience, drones are great for cruising. But which one?

I was very happy with a sophisticated but reasonably priced — about \$1,000 — Mavic Pro by industry leader DJI. Then, while getting the most epic shots ever of *Carthago* while leaving a pass in Fiji, a factory glitch caused it to go into auto-landing mode. So instead of getting epic shots, I watched my drone crash into the water, then sink 100 feet to the bottom!

Fortunately, DJI recognized that the crash had been caused by a glitch and offered a free replacement under warranty. Although it took them three seemingly very long weeks to get the drone to me, at least they accepted their responsibility.

I love my Mavic drone and have become quite familiar with it. Launching it from the boat, from the dinghy, and from tiny spaces has been no problem. It's stable, consistent, and reliable. The 4K camera quality is phenomenal, and there's a wealth of accessories such as UV filters available for it.

A strong feature Mavic has over most other drones is its excellent portability.



DJI

Because it folds up, I can fit it in a small dry bag and easily take it anywhere I want. My only complaint is that the Mavic is not waterproof. And crashing a drone is a risk you have to accept if you're going to fly one.

This is where the SwellPro Splash 3 drone comes in. Not

only are the motors waterproof, but so is the 4K camera and the gimbal. This is a dream come true for any mariner who wants to fly drones around the water.

The Splash 3 comes in a nifty soft foam travel case. While portable is not the first word I would use to describe it, it's more portable than I thought it would be. But for it to have to fit into a case, I would need to attach and detach the propellers every time I used it. It takes no more than two minutes to put the propellers on, but I was spoiled by the Mavic, where you just unfold the arms, put your phone into the controller, and go.



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-Ellen Massey Leonard, Circumnavigator, Blogger at GoneFloatAbout.com

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A big difference between the Mavic and the Splash is the way that you use features such as 'follow me', which allow the drone to fly itself even as it takes photos of your boat. In 'follow me' mode, the Splash 3 will follow a little Bluetooth device which you theoretically would have in your pocket. However, if you buy a waterproof drone, you're probably going to be doing water activities. I guess you could put the Bluetooth in a dry bag or a Ziploc, but I'd like it to be waterproof. The Mavic, on the other hand, can do 'follow me' through software, so it doesn't require additional hardware.



SPLASH 3

The Splash 3 is waterproof! Jose thought it was important. The Wanderer doesn't.

Another major difference is the Splash 3 comes with a nice big controller that features a decent-sized screen so you don't need to use your smartphone at all. I especially like this because the Mavic requires that you use your phone/tablet, and my iPhone, because of the Lifeproof base, doesn't fit in very well.

You can also add accessories such as the \$159 'Payload Releaser' to the Splash. I don't know what I'd use it for, but people have used it for fishing. And I can't get over how cool it would be to deliver beer to a neighbor's boat or to Gina when she's on a beach.

As a sailor, I also like that the SwellPro Splash V3 drone can fly in windy conditions. You can take bigger risks because in a worst-case scenario, where you crash it over the water, you won't lose your entire investment. This should result in some cool active sailing shots.

There's one downside of the Splash. I've crashed my Mavic a total of five times: four times into trees, and once into the water. But I've never had to replace the propellers or anything else. But if you crash a Splash into anything, the carbon-fiber propellers will immediately get smashed to pieces. I know this for a fact, because I broke the original set and the replacement set *the first day* that I got the Splash.

Some drone pilots — such as the Wanderer — are big believers in hand-launching and hand-catching their drones. The Splash comes with removable legs that permit this. The Mavic, on the other hand, has propellers so close to the body of the drone that it's pretty hard to catch it without risking losing a finger or two. I certainly wouldn't do hand retrievals with the Mavic — and I'm a risk-taker.

This means that if you want to launch or catch a Mavic from a dinghy, you need to do it from the bench or from the floor. Any wrong movement and it'll slice up your dinghy. Good luck getting home! On the other hand, you could fly the Splash 3 alongside the boat and hand-catch it from a safe distance.

By far the biggest difference between the two drones is that the Splash is waterproof and the Mavic isn't. So if you crash the former in the water, it's not ruined, while the latter would be.

I crashed my Splash twice on the first day. The first crash was my fault. I didn't install one of the propellers correctly, so it flew off, and that threw the whole drone off balance. I accept full responsibility for my error, but I would prefer it if the propellers locked into place so I didn't have to put them on and take them off every time I flew it.

The second crash of the day is a mystery. I had followed the manual instructions to a T to calibrate the drone, but it



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LETTERS

kept swerving around and wouldn't hold steady, even when there was no wind. I might have been doing something wrong, but I think I followed what the manual said. In any event, when the Splash came in for a landing, it seemed as though it had drunk more rum than Captain Ron, and drifted into the standing rigging.

Two crashes in the first day destroyed my two sets of propellers, so the Splash 3 is currently out of action. But it wasn't catastrophic, as all I need are new propellers. Had it been a Mavic, I would have needed a new drone.

In hindsight, I could have just landed the drone in the water and retrieved it with the dinghy. That's the point of a waterproof drone, isn't it? However, the GPS mode should have been able to keep it steady. At least that's what the promotional videos advertise.

Even though I calibrated it correctly, during the flight the



KURT ROLL

Without some kind of drone, you won't be able to get breathtaking shots like this.

gimbal went off balance and slowly tilted to the side until it was completely flopped over and it wasn't able to maintain a stable position. I messaged support and they immediately hopped on a Whatsapp call with me and offered to send me new propellers. In addition, they offered to send a new sticker that covers

the GPS, because apparently it has barometric pressure sensors that help the controller keep it steady. What a world of a difference compared to DJI support! Hopefully it was a fluke and once I get the new parts the Splash will work well.

In summary, while the Mavic is not waterproof, it is very portable and much easier to fly 'out of the box'. Getting insurance is a possibility, but I'm not sure how that would work when you're in the middle of nowhere. Another option is to buy/make foam floaters, but that's pretty risky unless the water is perfectly flat.

Since our primary drone use will be around water, we think the waterproof Splash 3 has built-in insurance. I did not expect it to be so unstable in flight that I could not land it safely on the boat's foredeck, but hopefully it's a quality-control issue that will be fixed. Given the support I have received from the SwellPro team, I have decided to give it another chance instead of requesting a refund.

Jose Castello and Gina Harris
Carthago, Beneteau 423
San Francisco

Readers — As most Latitude readers know, the Wanderer is a big fan of drones for boats. In our opinion, a drone's being waterproof is a non-issue. Because if you crash the thing in the water a mile or two away when it's blowing 18 knots and there is a decent chop, it's unlikely you're ever going to find it.

We have a Phantom 3 Pro by DJI, which is a somewhat dated model that does almost everything anybody could want from a drone. Our only objection is that it's bulky. We tried the hard case and the soft case, but it was still cumbersome. That's why we left it on the canal boat in France.

The small and ready-to-go DJI Mavic seemed like an answer to all our dreams. Alas, the legs on the Mavic are too close to the rotors to safely catch by hand. That was a deal-breaker, as we always fly the drone from a moving boat on an often-sloppy



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ocean. Because Profligate is a very large cat, she's more stable than most boats. Nonetheless, the idea of landing a Mavic, let alone any other drone, on deck in any kind of weather seems preposterous.

As far as we are concerned, the best solution for most cruisers was/is a Phantom 3, of which there are four models starting from as low as \$450. To understand the differences among them, we recommend going to: <https://myfirstdrone.com/tutorials/buying-guides/differences-between-all-four-phantom-3-models>. But we suggest you buy either the Advanced or Pro. They are hard to find new anymore, but DJI-reconditioned models are available for a very reasonable price.

Our solution was to buy a dated but unused Phantom 3 Pro, just like we have in France, from a Southern California sailor who also has a big catamaran in the Caribbean. It turned out to be a fiasco, because these older drones need constant updating of firmware, and if it hadn't been regularly updated, the firmware could have fallen so far behind it couldn't catch up without a three-week trip to DJI. It took three agonizing days talking with DJI tech people to discover this. But it shouldn't be a problem if you buy a reconditioned one.

We said the hell with our fingers and bought a very portable Mavic. We've only flown it a few times, but it seems fantastic. And for those times when it's bumpy on the boat and fingers will be at risk, we're buying a falconer's glove and a giant fishing net to catch the drone in. Seriously.



LATITUDE/RICHARD

It's been several months since Jose wrote the above letter. He's found that he uses the Mavic so much more than the Splash that he's going to get rid of the latter.

Drones can sometimes help with navigation.

Lastly, one reader wrote in and asked if drones would be any good for scoping out passes or anchorages before entering or anchoring. Castello says no, because it would be too much to operate a boat in a complicated situation and fly the drone at the same time. We agree. But if you can stop, you could send the drone a couple of miles ahead and get a lay of the land from above. So we think it has the potential to check out anchorages and passes, given the right circumstances. — rs

↑↓ IT WAS UP, DOWN, UP, AND BACK DOWN

Berkeley was the first place I saw a windsurfer, in the mid-'70s. I was a Coast Guard helicopter pilot. We launched out on a call from "Grandma Smith" in the Berkeley Hills who reported a capsized sailboat off the Berkeley long wharf. En route from SFO, we received a call that the sailboat was back up . . . and then it was back down . . . and then back up. We flew over to investigate and found a man in a wetsuit on a surfboard with a mast and sail, who waved us off. It was the first windsurfer we had seen, and probably the first SAR case for a windsurfer — but certainly not the last.

Gordon Hanson
Far Country, Valiant 40
Sausalito

↑↓ IT HAPPENED AT SCOTT'S FLAT LAKE

This past weekend I was getting ready to duck the heat and do the Tomales Bay Regatta with the Santa Rosa Sailing Club. After rigging the Venture I shortened the jib sheet to accommodate a whisker pole then went down to the ramp to

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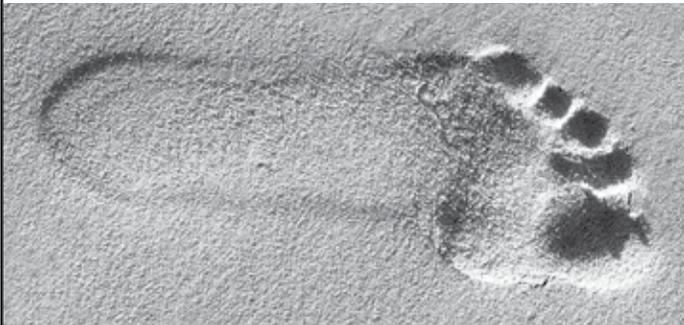


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launch for our biweekly club races. After circling the ramp to set up I pulled forward a foot or so to straighten out the boat for backing when all of a sudden there were lines and sail all over where they shouldn't have been. A gust of wind had caught the jib and flown it forward, dragging the jib sheet out of the boat and onto the ground. That last straightening effort had rolled the trailer wheel over the sheet and created a winch pulling on the jib clew. The tension had gone straight to the masthead since I have Doyle graphite sails. The mast snapped right above the spreaders.

Apparently the same thing happened to another of our members last year, only he had a Lido 14 which almost tipped off its trailer. Too light a boat to break anything.

So much for sailing in cool Tomales Bay this weekend. I think I'll turn the Venture into a sauna.

P.S.: One of the other club members had to rub salt in it by congratulating me on winning the Toilet Seat, our club's boner award.

Dave Cowell
Magic Twanger, Venture 21
Grass Valley

Readers — The weekend to which Dave is referring was the last one in August. The Tomales Bay Regatta that Dave missed was held on Labor Day Weekend, a record-breaking scorcher in Northern California.

Dave explains the Venture's name: "I have (had) to pluck the backstay to get the North 3DL main not to hang up on the top batten. It goes 'twang,' a takeoff from a 1950s TV show with Andy Devine, the Buster Brown Show. Froggy would pluck his 'magic twanger' and appear or disappear in a puff of smoke. Cool in those days." — cw

↑↓ NEED READING MATERIAL

Thank you for a great magazine; I have been a grateful reader for years.

I'm looking to make the Baja Ha-Ha and Pacific Puddle Jump in a couple of years and wondering if you have a reading list you recommend for enjoyment/preparation anticipating departure and planning. Thanks.

Houston Taylor
Pherousa, Alberg 35
Friday Harbor, WA

It's been a long-standing policy here at Latitude not to recommend specific books — or boats, winches, sails, etc. The obvious reason is that authors and publishers buy ads for books, and to favor one over the others would be — or at least appear to be — unfair. Another reason is that we haven't read every sailing-related book that comes out. There are doubtless many excellent ones we've never seen.

Finally, books appeal to different people in different ways. It's kind of like people — some you like and relate to instantly; others, no matter how hard you try, you just don't 'get' them. So we might review a book we think is wonderful — and you might think it's a yawner. Or vice versa.

Long story short, head down to your local West Marine or nautical bookstore, peruse what's there and give those nice folks (and authors) your business. (OK, fine — do it on Amazon if you have to.) Because while we won't recommend specific books, we will tell you that, for books on Mexico, the South Seas or ocean crossings, we've never seen a bad one.

We're planning more book reviews for the Sightings section in upcoming issues of Latitude 38, hopefully in time for the holiday shopping season — jr

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LETTERS

⇕ **FIRST RULE OF SAILING**

I've been instructing for a little over 10 years and I've always taught an unusual rule of sailing. It's a rule my dad taught me as soon as I was competent enough to understand it. But he always made sure it never went to my head, because that would break the rule itself. He and I, and everyone I've taught, consider it the most important rule of sailing. This makes it the first rule of sailing, so forget everything you've heard in the past — unless, of course — you already agree with me.

My first students, when I was 20 years old, were impressionable teenagers from many cultures. I was teaching sailing in the BVI aboard 50-ft sloops. My crew were all novice and the boats were big. I would spend the first 12 hours with my 12 teenage students talking about safety aboard a boat. Safety this, safety that, "The decks can be slippery. No running, please," or "Don't fall through a hatch by never opening it more than 45°," and "Always hold onto something. One hand for yourself; one for the ship," just to name a few. We'd finally get off the dock late in the morning on the second day of the program. At this time, I'd teach them the importance of line handling and communication aboard the boat, highlighting how this was a safety protocol, and safety first.

Safety, safety, safety! Then we'd bring up the fenders.

About this time my students were tuned in, realizing the adventure they were getting into. I'd gather their attention and break them away from their Caribbean island gaze. I'd ask with a smile, "Does anyone know the first rule of sailing?" Someone would, inevitably, shout, "Safety!" I'd give them praise and say, "Nope, that's the second rule!" This would create some confusion. Another eager teen would chime in "Always have fun!" To this I would answer, "Almost. We'll consider that part of the first rule." Then I would get answers like: "Keep the boat from sinking," or "Don't fall off the boat," and they'd bring in specific examples like hatch angles and my favorite, still, "One hand for yourself, and don't run on deck!" I'd remind them that all these fell under the second rule.

Give up?

The first rule of sailing is to always look cool. Why would safety come second? Simple, if you're not looking cool, you're not being safe! If you are looking cool, you're already doing all the things mentioned above. But don't let it go to your head. If we're ever on a boat together and I look to another boat and say, "They aren't looking cool," there is a lesson to be learned. But you won't hear me shout it across the water, because that wouldn't be cool.

P.S.: I only have two rules of sailing.

Mitchell Andrus
Windrose, Fuji 32 ketch
Berkeley

⇕ **WAYWARD PRAM**

On Sunday, September 3, Sea Scout Ships *Viking* and *Corsair* were moored in Ayala Cove at Angel Island. We woke up to find that our tender, an orange pram about 10 feet long, was missing in action. A scan of Raccoon Strait located the wayward boat approaching Bluff Point on a flood. We got *Viking* underway to recover the boat, but as we approached it an unidentified motorboat appeared from behind the point and took it in tow, disappearing behind Bluff Point. We were unable to pursue. If you have information regarding the current location of our pram, please contact me at corsair.dennis@gmail.com or (415) 585-8825. Much appreciated.

Dennis Lindemann
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LETTERS

⇅ AMERICA'S CUP MONOHULL PRAYERS ANSWERED

"Thank God we're back to monohulls!"

Harvey Black

"Monohulls! Sailors actually sailing! Emirates Team New Zealand is on the right path — but a foiling monohull?"

Steve Taylor

"Great. Fully crewed 70- to 90-ft high-tech monohulls with 50% national crew. Foiling would be OK for speed and TV interests. But it should be strict one design."

Charles Cunningham

"I am in favor of all of it: monohulls, in-country construction and only crews of the country's nationality (which should give the New Zealanders a huge advantage). Really, why couldn't we find eight Americans to sail with Oracle Team USA?"

David Hume

"The race should be in sailboats with sailors on board, not bicyclists. And they should race in all sea and weather conditions. No cancellations for weather or sea conditions!"

Robert Hoekman

Everyone — We have to admit that we were more than a little excited at the early news that the Kiwis have decided to go back to monohulls for the 36th America's Cup. We didn't have anything against multihulls, it's just that, despite their ultra-speedy foiling magic, once the 'wow factor' was over, they were kinda boring to watch, like NASCAR. There was no real 'crew work' beyond pumping hydraulic oil . . . and dudes sprinting across the trampoline on tacks and jibes (it would have been a bit more exciting if they'd fallen off the boats more often).

We miss the skilled choreography of sailors hoisting spinnakers, and all the potential drama that goes with sets and douses. And we miss seeing big boats bashing into big seas. The cats were always sailed on relatively flat water. Even the choppy, challenging conditions of San Francisco Bay were somewhat smoothed out by foiling above the water.

Foiling monohulls were originally rumored, but as of this writing, there's been no confirmation. Assuming next Cup boats do foil . . . sure, why not? Despite all our nostalgia and back-in-my-day blubbing, we don't think all innovation and progression should be abandoned. If boats can fly, then let them fly.

But we don't think that racing should revolve around just foiling. One of the coveted statistics in the 2017 Cup was 'fly time', or how long boats could stay up on their foils (as well as the heart rates of the cyclists and grinders). Who cares! We would be happy to see boats only foiling on certain legs. We think sailboat racing is about shifting gears, changing sails and getting into different modes.

So we'll be careful — the "news" is still early. Plus, we're waiting for a few dozen lawsuits to see what's what. But for now we say: Bravo, Team New Zealand. — th

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

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

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

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LOOSE LIPS

Thanks for all your entries for this month's Caption Contest, which was a bit of a head scratcher. We heard several comments about size (and how it clearly matters), getting the chute up after a mark rounding, and aspirations for what smaller, younger boats want to be when they mature. Aaaaaaaand the winner is:



PHOTO / LATITUDE

What's the matter son? Why are you so blue? — Mark Thompson

"When I grow up I wanna be just like you." — Hugh Alberson
"Mine's paid for!" — Donald Dutton
"It's friends on the rail that count." — Rob Sesar
"Two words, babe: maintenance bills." — Isaac Fain
"Alice, I told you not to take the blue pill." — David Hume
"Honey, it does not matter where we park in McCovey Cove, the guy with the biggest mitt always catches the ball!" — David Michael Cox

"Two sailboats, 30 miles apart are traveling toward each other, one with a constant speed of 7 knots and the other 5 knots. How long does it take for both to meet/crash?" — Shana Bagley

"Are you my mother?" — Anita Scharf
"Seems to be that the number of your friends is in inverse proportion to the size of your boat." — Carlos Seraphim
"He is exactly like you in every way, except 1/8th your size."
"I shall call him . . . Mini Me." — Vikas Kapur

While back, Leah Garchik's column in the San Francisco Chronicle caught our eye: "Biking near the East Bay waterfront one recent weekend, the Chronicle's managing editor looked up and saw a reminder of work: 'William Randolph Hoist' was painted on top of a lifting device for boats," Garchik wrote.

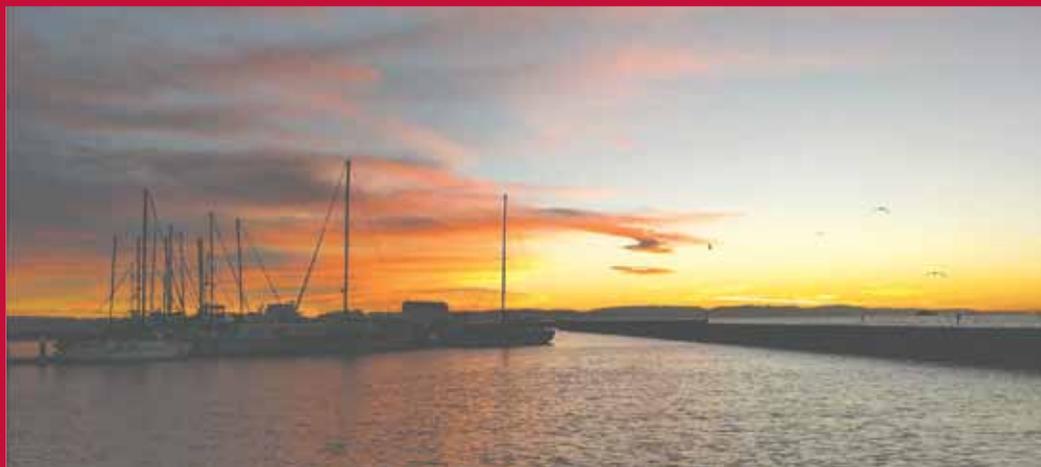
Referring, of course, to a Travelift, the Chronicle's editor was unknowingly at the KKMI boatyard in Richmond. "It's part of our overall culture at the company," Paul Kaplan told us. "We're having fun, and the equipment is part of our livelihood and not just a chunk of steel." Other lift names include 'Ella Liftsgerald', 'Haully Green Giant' and 'Herb Crane', referring to the legendary Chronicle reporter.

"We had a contest at the company when we got our first crane, Kaplan said, "and 'Herb Crane' was the winner. The person that came up with the name won a prize — and then it just sort of continued. We're not a hospital; we try to have fun, and convey the spirit of working in a boatyard."



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SIGHTINGS

transbac, part 2

Although the 49th edition of the Transpacific Yacht Race came to a close the night of the awards ceremony, every racing or delivery crew knows that there's still plenty more sailing to be done before the event is really 'over'. With more days at sea, more miles under sail and more time under power while traversing waters that are generally more challenging, the return delivery is a huge component to any Transpac team's adventure.

Two days before the awards ceremony in Honolulu, a series of tropical storms and hurricanes began moving in lockstep toward the Hawaiian Islands. The long series of predicted weather systems threatened to significantly delay the departure of any boat that did not leave before the awards on July 21, forcing several teams to advance their preparations and get out of Dodge. While the systems never materialized as originally predicted, they still impacted many crews' deliveries home.

As was a theme during the race, the Pacific returned to relative normalcy with tropical systems dying out upon crossing north

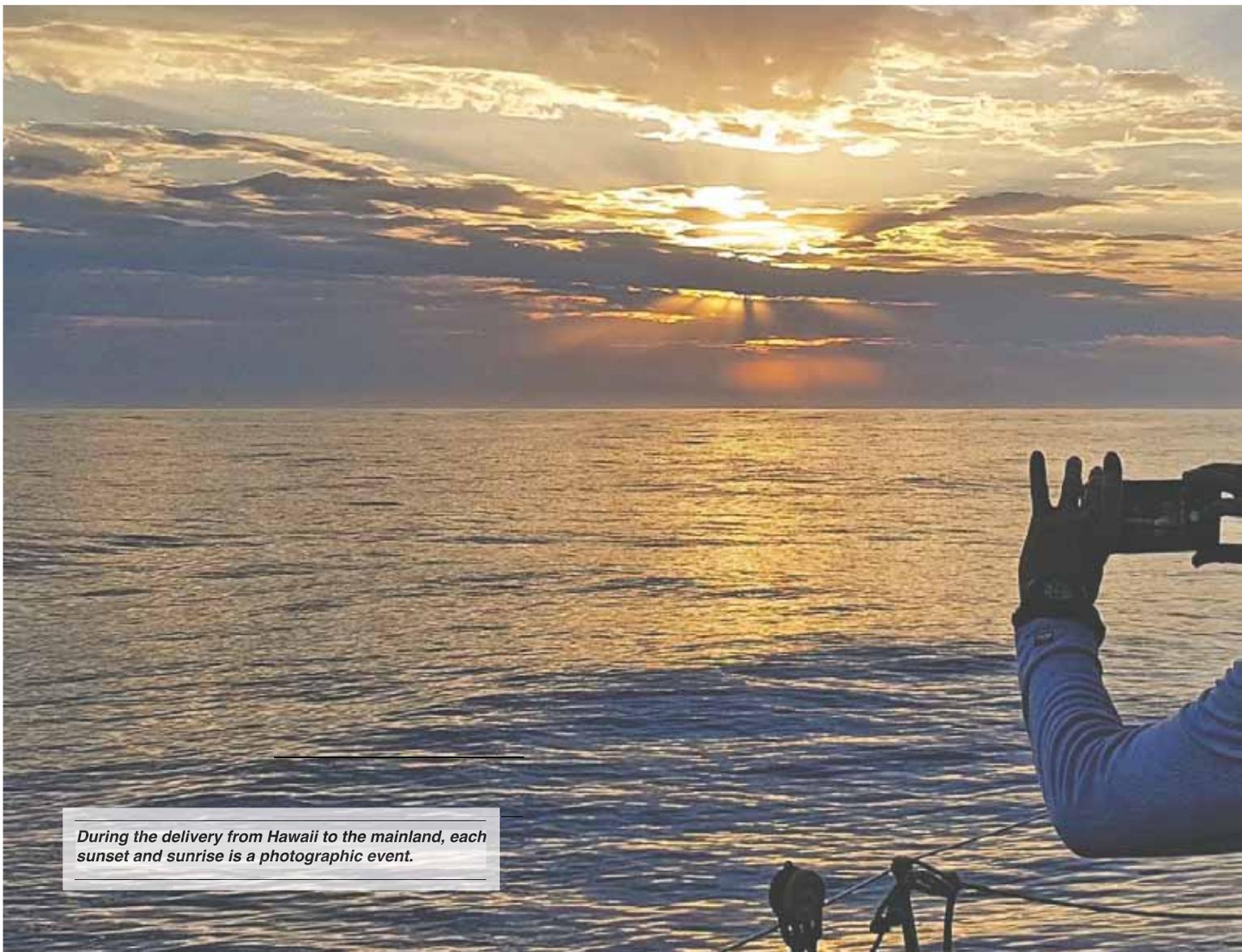
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editorial: if everyone

We'll concede this: There's no way to definitively prove that this season's string of powerful hurricanes that battered the Caribbean had any direct connection to climate change.

But it's kind of like visiting your doctor when you're healthy. You may be fit as a fiddle today, but they can't tell you whether you'll get sick tomorrow. Or it's like talking to an advisor about your 401k; they can't tell you if its value will be cut in half after you leave the office. However, both will recommend behavior that you can modify right now to reduce the likelihood of either (reminder — get a flu shot).

We view climate change the same way. Beyond helping the islands recover by



During the delivery from Hawaii to the mainland, each sunset and sunrise is a photographic event.

lived like a sailor

donating to short-term relief charities or planning a sailing trip to help restart their economies, we think the best thing anyone could do is to live like a sailor on both land and sea.

One of the great things about being a sailor is that you learn how Mother Nature works. You feel the breeze, you observe the current, you adjust your sails to the constantly changing environment around you. If you're a cruiser, you learn how to get by on 40 gallons of fuel, 80 gallons of water and two 12-volt batteries. You get good at counting amp hours, are attentive to your waste (especially plastics), and you're skilled at insulating ice boxes and keeping solar panels functioning ef-

continued in middle column of next sightings page



RONNIE SIMPSON

transpac — continued

of 23-25° North latitude and running into colder water. This is a far cry from recent years and Super El Niño occurrences, which sent tropical systems well into the thirties! An elongated and constantly evolving Pacific High challenged many navigators and delivery crews, creating very different conditions for boats that left just hours or days apart. In some cases, boats left on literally the same day and took the same route, yet traveled at different speeds and ultimately experienced very different conditions.



RONNIE SIMPSON

This writer was the delivery skipper for Chris Hemans' Newport Beach-based Rogers 46 *Varuna*, which placed first in division and third overall in the race. Reaching north from Hawaii, *Varuna* escaped in traditional, moderate easterly trades that blew 16-23 knots — a couple of ticks down from recent years' return trips, at least for this writer. Our defining moment came when approaching the Pacific High. Our navigator Mark Hardy put us 60 miles north of most of our fellow boats, hooking us into westerly pressure that afforded us a beautiful spinnaker run in 12 knots of breeze, while many other teams motored into moderate headwinds or in a dead calm. Coastal gales — common when approaching the West Coast — seemed to blow themselves out before the bulk of the return fleet reached the Coast. In our case, these gales were replaced by light wind and calm seas for our approach to Southern California.

While exact statistics are not well kept, the return fleet this year seemed to encounter less drama and flotsam than in most years past, though on board *Varuna* we sailed right by what appeared to be a floating dock approximately 80 feet long — the largest piece of debris this writer has seen in 14 Pacific crossings. Few boats reported collisions, and most major problems seemed related to mechanical failure (charging systems and engine problems) and running out of or precariously low on diesel fuel due to the elongated Pacific High and light-air approaches to the Coast.

West Coast sailors generally speak of long, upwind bashes upon returning from a Transpac, but in our rather extensive experiences, we have oftentimes found the return delivery to include fantastic sailing conditions. For one sailor's first-person account of the delivery aboard a J/120, see *Sightings* in our September issue.

— ronnie simpson

wahine warriors

When longtime Bay Area sailor Sandy Andersen Wertanen decided to buy her first boat, well-meaning friends counseled her to start small. She bought Mark Dowdy's Express 37 *Eclipse*. When Andersen Wertanen announced that she planned to sail in the Rolex Big Boat Series just three weeks after buying the boat, well-meaning friends counseled her to take a deep breath, get to know the boat, and race the boat for the first time in a smaller venue. Andersen Wertanen nodded and then paid the money to race in the Big Boat Series at St. Francis Yacht Club.

While racing at this level as a first-time boat owner after just three weeks of ownership might seem a tall order, for Andersen Wertanen, it is just the appetizer. Her goal when buying the boat was to put together an all-woman team to race in the 2018 Pacific Cup.

"When I finished the Pac Cup in 2012 as a member of the crew on the Catalina 42 *TESA*, skippered by Steve Haas, I knew I wanted to do the race again," she said. "I thought I had a ride a couple of times since, but they didn't work out. So I figured I needed to buy my own boat and make it happen.

"The pieces all started to fall into place shortly after that 2012 race when I lost my friend and *TESA* crewmate, Kaye, to ovarian cancer. I knew then that I wanted to put together an all-women team to race in the Pac Cup as a way to raise awareness of women's silent killers. There were no symptoms, and by the time Kaye was diagnosed, it was too late. She was beautiful, vivacious and in excellent shape, and I didn't want that to be the end of her story. So I am dedicating this project to Kaye and to all the other women who have had to deal with ovarian and cervical cancer."

Andersen Wertanen named her Pac Cup team the Wahine Warriors and is taking advantage of the Big Boat Series to start recruiting crew for the race next year. "I knew this was going to be a challenge, but Mark agreed to drive for Big Boat, and he has helped every step of the way to recruit crew and get the boat ready. I have been overwhelmed by the interest and the support this program has already received, both for Big Boat and for the Pac Cup. I am very grateful for all of the help from so many people who are so much more knowledgeable than me. I cannot think of a more fitting testament to Kaye's legacy."

More information about the Wahine Warriors will be available on the website, www.wahinewarriors.org, in the next month. But for now, Andersen Wertanen is concentrating on the Big Boat Series. "I had no idea what I was getting into," she admitted, laughing, "but I can't imagine how it could have worked out any better."

— john tuma

monohulls for the next cup

There are two things you will not see in the 36th America's Cup in New Zealand (which is loosely scheduled for 2021): catamarans, and 'cyclers'. Throughout September, news has been slowly trickling out that monohulls will be the craft of choice for Cup Defenders Emirates Team New Zealand and Challenger of Record Luna Rossa. In fact, a return to monohulls was part of the framework designed by Patrizio Bertelli, the head of Luna Rossa, who backed Team New Zealand's bid in Bermuda. But the full design rules won't be released until November 30.

Radio New Zealand had originally reported that "while the boats will be monohulls, they will also be foiling boats — lifting off the water like the catamarans did." But that rumor was quickly squashed. Team New Zealand was quoted as saying the new boats would be "high-performance monohulls," but according to the *New Zealand Herald*, "Dalton has yet to confirm if that will be the case."

The condemnation of 'cyclers' seemed swift and immensely ironic.

continued on outside column of next sightings page

live like a sailor

efficiently. And if you're Conrad Colman you sail 27,000 miles in the Vendée Globe without any fossil fuels at all. Essentially, sailors naturally minimize their carbon footprint out of necessity, because waste is not an option, and because the impacts of their lifestyle very directly affect their resources.

But the funny thing is, you often find the same behavior in sailors when they're back on shore. They might close the ice-box a little sooner (how do you know the light's off inside?), change to LED bulbs, take short, efficient showers, add solar



JOHN TUMA

Sandy Andersen Wertanen



— continued

panels to their home or drive an electric vehicle. We're pretty sure most climate scientists would agree that if everyone lived on land like sailors at sea, their grim concerns for the future would be reduced.

Scientists were able to predict with reasonable accuracy the tracks of hurricanes Harvey, Irma, Jose and Maria. While they're not always perfect, if you're in the projected path of a hurricane, conservative behavior would be to take action, just in case. And while no science is perfect, there has long been a consen-

continued in middle column of next sightings page

monohulls — continued

The Kiwis' own radical innovation was credited with their general dominance in the 2017 Match, and ultimately the win. But the pedal grinders were also seen as a departure from the spirit of the sport, as one of the Kiwi cyclers wasn't even a sailor. But it was Team New Zealand themselves who nixed what the *Herald* called a "quirky footnote in the annals of America's Cup history."

Many have wondered why the Kiwis would deliberately abandon a class they were so strong in. Dalton told the Italian publication *La Stampa*, "We believe our design team is capable of giving us another great yacht, and that catamarans wouldn't be ideal for the [choppy seas] in Auckland. But to be clear, winning the America's Cup is a privilege, a privilege that includes the duty to safeguard its sporting value. That comes before individual advantage."

— tim

'Eclipse' on her way to victory in the Express 37 division at Rolex Big Boat Series in mid-September. To see our coverage of that regatta, turn to pages 72-78.



SIGHTINGS

sail-bots

Matthew 'Mj' Sanner literally sailed into our lives.

As we reported in *'Lectronic Latitude* in late July, *Latitude 38's* Mitch Perkins was taking an evening stroll on Rodeo Beach when he spotted a tiny sailboat bashing in the waves. The boat was an RC Laser, modeled after the famous dinghy and about three feet long and one foot wide with a bulbous keel that draws just over a foot. Mounted on the boat's deck was a small plaque that read 'Ocean Research', and the boat's name, *Edgar*. Mitch eventually brought the boat back to our office in Mill Valley, when we got a call from Mj, who had tracked his little 'sail-bot' via a GPS transponder.

A few weeks later, we caught up with Mj at his home in San Rafael, where he had several other 'bots' (technically they're called autonomous buoys) in various stages of construction and repair — and many of which, like *Edgar*, have already been out to sea. Mj is building his bots to follow a route and transmit their position back to him while

continued on outside column of next sightings page

live like a sailor

sus that human activity is contributing to changes in the climate. We see this as a potential storm brewing on the horizon, and think action, however insignificant it may seem, would be prudent.

We hope to do everything we can to help the vibrant island communities of the Caribbean, but in the long term, if scientists are right, the best investment we can all make today is to reduce our carbon footprint by living like sailors. After all, if you've ever seen a shot of Earth from space, you realize we're all crew on a small vessel in the sea of the universe.

—john arndt



ALL PHOTOS LATITUDE / TIM EXCEPT AS NOTED



MJ SANNER



MJ SANNER



LATITUDE / ANNIE



— continued



LATITUDE / WINDY.COM

We like to think of our carbon footprint manifested as a Category 5 hurricane. Climate change doesn't cause storms (which naturally vary in frequency), but some scientists theorize that it can make them worse.



Clockwise from top left: 'Aidan'; an experimental 'bot' sail; Mj at the 'Latitude' offices after we recovered 'Edgar'; if you're making robots, you're going to have lots and lots of wires; the empty hulls of two RC Lasers hang in Mj's garage; two shots from 'Aidan's' maiden 50-mile voyage of the Central California Coast. Right: Sporting a 'Millennium Falcon' T-shirt, Mj at his home in San Rafael.

sail-bots — continued

taking pictures, recording temperature and pH data, measuring salinity, and measuring wave frequency, wave length and wave height while at sea. Mj's ultimate goal is to create a simple, inexpensive tool to study the ocean.

"I want to be an affordable citizen scientist," Mj said. "I feel like I can fill a niche. If a university wanted to do research but couldn't afford to field their own field-work, I could have my fleet collect data." Mj was quick to say that he takes himself with a grain of salt, and that he began building bots for fun.

"Anyone can put a [remote control] boat in the water and sail it anywhere. But the point for me now is for this to have a purpose. I feel like I can really do something with this that could conceivably be a benefit to the ocean."

Mj used to own a Cal 20 and 27, but said he had to give up sailing when his son Aidan was born. "But the love and desire for sailing has never gone away. And with these [bots], I can still sail a boat and enjoy it. Another vessel in Mj's 'fleet' is *Aidan* (*Edgar* is Mj's father's name). In 2015, Mj launched *Aidan* in central California, where it completed a 30-mile loop: 15 miles out to sea and 15 miles back. *Aidan* — which is not a sailboat, but rather a '92 RC Mystic variant (a miniature cigarette boat) — is equipped with an Iridium antenna (which includes GPS), AIS, a satellite camera in a GoPro housing, an ARMS weather station, and instruments to measure temperature and pH. The entire topside of *Aidan* is made of solar panels, which charge the 12v 100-amp-hour battery, which in turn powers the instruments and engine, an electric trolling motor. She has a substantial bulbous keel, which can conceivably self-right the boat in the event of a capsize. A smaller boat has a flat, horizontal blade attached to a hinge on its bow, which, as it undulates in the waves, serves as a foil that propels the craft slowly forward.

Mj is originally from Pittsburgh, went to school in New Hampshire, and worked as a journalist in Portsmouth. Later, he was working as a bike messenger in Chicago when a friend asked if he knew anything about computer viruses — the exchange led to a career in IT. Mj calls himself a maker, which is a contemporary culture extending from the Do It Yourself movement that focuses on technology. In the age of ubiquitous drones and increasingly affordable (though still decidedly expensive) satellite communications, building robots in your garage is easier than ever.

We asked Mj what he would build if time and money weren't a factor. "I'd like to have a fleet of *Edgars*. I could probably make five or six of them, including all of the instruments. I'd like to deploy the fleet to sample the waters, and try and get to the Great Pacific Garbage Patch and monitor that. Or say there's a hurricane coming — it would be great to see what was happening with the surface conditions." Mj said one of the advantages of his relatively cheap boats is their potential dispensability. If they're lost at sea, it doesn't represent a huge financial loss. "I think the affordable technology can better further ocean research." But Mj reiterated why he started tinkering with his bots. "This started out as a hobby, as literally, 'can I build something'. I've got no ego to bruise on this. But the end game now is to be actually able to contribute something." To follow Mj's progress and his bots' voyages, go to www.twitter.com/pacificbots

— tim



SIGHTINGS

sweet ride for a pacific circuit

Every autumn boats heading south from Alaska make pit stops in the Bay, but few are as eye-catching as *Avant Garde* — or have a backstory that's as interesting.

We caught up with her Kiwi owners, Colin and Marion Cashmore, at Sausalito's Schoonmaker Point Marina, while Colin was on the fore-deck airing out sails. With her three-spreader rig and heavy-weather doghouse, we knew this was no production-built weekender designed for cocktail cruising.

Colin was happy to explain that they'd bought her years ago from acclaimed Kiwi boatbuilder Malcolm Dickson, who sailed her himself for

several years before putting her on the market. Due to her cold-molded construction, she's both light and strong, and you might say irreplaceable. You could never build a duplicate today because her double-diagonal layup (in the late '90s) utilized indigenous kauri wood from an ancient tree that was 19 feet in diameter.

Even if she were built of a less-revered wood, though

we're sure the Cashmores would have equal respect for her, as she has carried them safely during five years of cruising all over the Pacific Basin. Having set sail in 2011 from their home waters in Northern New Zealand's verdant Bay of Islands, they crossed the Tasman Sea to Australia, then sailed on to Indonesia, Malaysia, Thailand, Myanmar, Singapore, Brunei, the Philippines and Japan before setting off "over the top" to Alaska. Naturally, such a multicultural cruise produced plenty of fond memories, but Colin says, "Alaska's Prince William Sound was probably the most spectacular place we have visited for scenery." You might say the privilege of visiting such awe-inspiring places was the Cashmores' 'reward' for enduring their wet and foggy eight-week North Pacific crossing from Kushiro, Japan.

They set sail on that notoriously nasty crossing in May 2014, and made a rare visit to Attu Island in the far west Aleutians. Along their route, they'd been reading the grim tale of that island's role in WWII (Brian Garfield's *Thousand-Mile War: World War II in Alaska and the Aleutians*), during which more people died from the cold than from warfare. Given that, the Cashmores were humbled to be visiting aboard a comfortable yacht with plenty of creature comforts. After arriving on the Alaskan mainland, they fell in love with its unspoiled beauty. "That's why we spent two years there," Colin explains.

Because Marion has endured thousands of bluewater miles with Colin in this and a previous Dickson-built boat, we asked him if she enjoys offshore sailing as much as he does. "Hmmm," he pondered. "Not quite as much some days. She enjoys the adventure, but she has suggested that a long trip is like childbirth: Necessary to have a baby, but better forgotten sometimes."

If you've ever visited the Bay of Islands, you know that the Cashmores have found a pretty sweet lifestyle compromise. During their five-year cruise they've enjoyed the best of both worlds: adventuring under sail in exotic places, balanced by three-to-six-month stints at home in historic Russell, where their business interests include owning a vineyard called

continued on outside column of next sightings page

extreme sailing

Sailing fans in San Diego who thrilled to the AC World Series event there in November 2011 will be pleased to hear that extreme catamaran sailing will return to that fair city, this time in the form of GC32 foiling cats. October 19-22 will mark the first-ever Extreme Sailing Series stadium-format event to be held in San Diego.

The penultimate Act of this year's global, high-speed, pro-level sailing championship series will be held just off Harbor Island, near downtown, on San Diego Bay. Spectators will be able



AVANT GARDE

Bundled up for the cold, Marion and Colin strike a pose in the wilds of Alaska, a place they grew to love more than any other destination during their five-year Pacific Basin cruise.



COLIN CASHMORE / AVANT GARDE

coming to san diego

to visit the Race Village for free over the course of the four-day regatta, which will be the seventh Act of the series.

The Race Village, which will open at 10 a.m. daily, will be located at Harbor Island Park, 1875 Harbor Island Drive. It's expected to include a mix of on-the-water entertainment and on-shore activities. VIP packages are available and include the opportunity to race on board a GC32. Friday, October 20, will be Military Appreciation Day, in which members of the armed forces will be of-

continued in middle column of next sightings page

sweet ride — continued

Omata Estate. Imagine the San Juan Islands with half the population and hillsides dominated by forests and grazing land, with occasional vineyards sprinkled throughout. Yeah, pretty sweet.

Avant Garde is now quietly resting at the Sugar Dock in Richmond while the Cashmores enjoy summertime in the islands — and await the birth of another grandchild. But it's not as if they will be escaping the boating life completely, as Russell is a focal point of many grand sailing events: In addition to active local racing within many classes, a megayacht regatta will be based at Russell this summer. Then next year a fleet of tall ships is expected for the 250th anniversary of Cook's arrival. Oh, and there's the probability of America's Cup teams setting up training bases there soon. Not bad for a former whaling port that was once called the Hellhole of the Pacific.

— andy



SIGHTINGS

dreaming of the dream

What does it take to turn a dream into reality? Kat and Brad Turner have been working full-time for years on fulfilling their aspirations. The couple live in an RV and travel the country as X-ray techs, taking contracts for three to six months, and traveling whenever they're not working. But they've had another dream that they've just started to put into action — learning to sail.

"Since we've been together, it's always been a dream to live on a boat," Kat said. "I'm not sure what got it into our heads." Originally from Arizona (a state not exactly known for its sailing or ample water access), the couple took an ASA 101 course in Seattle almost a decade ago, but never got a chance to put their lessons to use. A few years later, they joined some friends on a bareboat charter in the

continued on outside column of next sightings page

extreme sailing series

ferred free admission for themselves and a guest to the VIP Foiling Club with a valid military ID.

The cats will race from 2 to 5 p.m. each day. On Thursday and Friday, fans can follow the racing online via the live blog. On Saturday and Sunday, viewers can watch a live stream of the racing on the official Facebook page and YouTube channel. On Sunday at 3:30 PDT, racing will be broadcast live on TV channels around the globe (check your local TV listings.) For more on all of the above,



After learning to sail almost a decade ago, Kat and Brad Turner have been trying to step up their game. Spread: the couple takes their first sail by themselves at Lake Tahoe. Inset: Kat and Brad sailing with friends in the Caribbean.

— continued

see <https://sandiegoextremesailing.com>.

The Martin Fischer-designed GC32 was introduced in 2016. The hydrofoiling cats can reach speeds of up to 39 knots. "If you want an idea of what that feels like, it is like putting your head out of the window in a car when it is raining at 45 mph," suggests the event's website.

Act 8 will be held in Los Cabos, Mexico, on November 30-December 3. A return of the series to San Diego in 2018 has already been confirmed.

— chris



KAT AND BRAD TURNER

dream — continued

BVI, but afterwards were still unable to do much actual sailing.

But the third time was the charm. This past year, the same bare-boating friends invited them for a trip to Cuba, and Brad and Kat volunteered to do *anything* on the boat. "We'll pull a rope or something — whoops! I mean a line," Brad corrected himself, adding that they appreciated how their friends "took them under their wing."

Brad said that after the trip, he and Kat wanted to keep up the momentum, explaining, "It pushed us to keep going and to try to get out on the water more." Once the Cuba trip had got the 'furler rolling,' they found themselves in the Bay Area with another X-ray contract. In July, Kat and Brad knocked on the doors of the Vallejo Yacht Club to see if they could charter a boat for a half-day, or even just a few hours.

Knocking on doors has a way of opening even more, which is especially true in the sailing world. The couple met Bill Thomas, a seasoned sailor whose 'resume' began in the 1960s when he joined the Navy, and includes seven years of midget ocean racing (MORC) out of San Francisco, sailing the Bay in his 18-ft catamaran as well as his C&C 30, and most importantly, several trips on the Baja Ha-Ha. Bill was an enthusiastic mentor, and Kat and Brad decided on an arrangement where they'd spend an hour cleaning up VYC's old Cal 20s in exchange for an hour on the water. Kat said learning from Bill has been great, and that her favorite part has just been "listening to Bill talk about sailing, which doesn't feel so instructor based, but more like just hanging out on the water."

Since their deal with Bill, Kat and Brad have already hit their first big sailing milestone — a sail by themselves! While spending a few days at Lake Tahoe, Kat said, "Let's find a sailboat and see if they'll let us take one out. I'm still surprised they did!" The lake sail was successful, and Brad jokingly noted they "didn't crash into anything," a method of determining a successful sail we often use ourselves. What's next in sailing for Kat and Brad? They said they're looking forward to getting out on the water with Bill some more, and they're still dreaming (and scheming) about buying a boat, living aboard, and continuing their nomadic lifestyle via the high seas.

We originally connected with Kat and Brad on Instagram, and while we often harp on the perils of social media keeping people from sailing, we do enjoy discovering the likes of Kat and Brad, and witnessing their sailing escapades. Kat said she originally began posting "for our family and friends since we are always on the road," but found "there's a bigger community of travelers and people like us wanting to sail full-time, travel full-time, or just live an alternative lifestyle."

While we made the initial connection with Kat and Brad via Instagram, we're even more psyched for what comes after: getting to chat with interesting people about their lives, and about how they've managed to work sailing into their routines. For now, we're happy to have caught Kat and Brad in that romantic stage of falling in love with sailing.

— hannah arndt



SIGHTINGS

a last word about the fall crew party

Thanks to everyone who made it to Spaulding Marine Center in September to meet sailors, find a boat or crew, and enjoy a cold beverage with us. We'll be honest, we thought that because of the new location, attendance might suffer. But that wasn't the case. Thanks to all of you who came through to make the event a success. One of our favorite parts about working here is escaping the office, having a beer and meeting all of you.

Before we go on, we want to take this opportunity to remind everyone that you can always look for a boat and crew on *Latitude's* website. Go to www.latitude38.com, then click on 'Crew List & Party'.

To kick things off, Mexico cruising expert Dick Markie gave a seminar to a packed house. Markie's lecture was an inspiration to Canadian

cruisers Robert and Sheila Moran, who were passing through town on their Pearson 365 ketch *Good Rain*, and who had already signed up for this year's Baja Ha-Ha. "After that interesting talk at Spaulding, we may spend a couple of years at Mexico," Robert said. "Our goal is to eventually do the Pacific Puddle Jump, then head to New Zealand. But maybe we'll stay in Mexico for a while. We'll keep going until it quits being fun."

Also in attendance was Jeremiah Kosten, who we first connected with on Instagram via a photo he posted of himself holding a copy of *Latitude 38* while he was on a sailboat at latitude 78° North. Jeremiah, who lives in Oakland, took off this summer to sail across the Barents Sea in the Arctic on what looked like a wild adventure.

Cameron Tuttle, Tiburon Yacht Club's race chair, stopped by. Brothers James and Thomas Peters — who grew up teaching sailing — were at their first crew party. Ha-Ha entrants Mike Holden and his father Rich were also there.

Kira Maixner, an active Bay Area sailor and friend of *Latitude*, put yet another crew party under her belt. "The Crew List Party in 2013 was one of my first introductions to the sailing community in San Francisco," Kira wrote us. "I was fortunate to meet J/88 owner Steven Gordon after he'd first bought the boat and was looking for crew for the Sausalito Summer Sunset Series. We've been sailing together ever since and the team as a whole has come a long way. Personally, meeting Steven at the Crew List Party jump-started my sailing passion/career, leading to positions on competitive race boats and voyages in international waters. The most recent crew party introduced me to a ride from San Francisco to San Diego for the start of the Baja Ha-Ha. We'll see where that leads me — hopefully to Mexico!"

And of course, fresh off a plane and still wearing their backpacks, the Yutzy sisters were at their first crew party. Hailing from Lancaster, Pennsylvania, Cheryl and Mabelle Yutzy's determination embodies so much of what we love about sailing and cruising. The sisters got on a plane, mistakenly went to San Diego, "rolled with the punches," got on another plane and showed up in Sausalito just in time, looking for a ride on the Ha-Ha — sometimes, you just have to drop everything and get on a boat.

Cheryl and Mabelle are "first-generation removed" from the Amish, and have spent time working on farms. While traveling in the Bay Area,

continued on outside column of next sightings page

LATITUDE / JOHN





crew party— continued

they did a work trade with the Oakland Landscaping Committee through WWOOF (World Wide Opportunities on Organic Farms). A few weeks ago, the Grand Poobah himself (who was also at the crew party — no small feat for a man always on the move), wrote a *Lectronic* [Latitude stroy] about the sisters, and said that if all else failed, he would "sure as heck" find a place for them on the mothership, aka *Profligate*.

"After the *Lectronic* was posted, we have been getting all sorts of emails with different opportunities," the Yutzys wrote us from San Luis Obispo. "Although most of them are along the lines of 'come farm with us' or 'if you end up in this area come meet us.' Some people who've written gave us advice on finding crew spots, and we also got an offer to crew for a boat delivery."

So thanks again to everyone who made it to Spaulding for a good party. We'll see you at Golden Gate Yacht Club in March!

— tim



We were more than a little thrilled at the excellent turnout at Spaulding Marine Center on September 6. Small inset photos from top: Cheryl (left) and Mabelle Yutzys; Betty Adams (left) and her daughter Robin; 'Latitude' founder Richard Spindler (who was kind of hard to find in his bright orange T-shirt) and Doña de Mallorca; James (left) and Thomas Peters. Top photo: the Bird-class boat 'Mavis' was on display.

ALL PHOTOS LATITUDE / CHRIS

ROLEX BIG BOAT SERIES —

The first Big Boat Series was held at St. Francis Yacht Club in 1964, just three years before San Francisco's Summer of Love. In its 53rd edition, this year's regatta had all the good vibes of that idealized summer in the '60s that the Bay Area has been celebrating in

The 89 entries were sorted into six one-design classes and five handicap divisions — the same breakdown as last year. We'll take a look at each one,

ALL PHOTOS LATITUDE / CHRIS
EXCEPT AS NOTED

Despite *Beau Geste's* domination of their division, Brady believes that the Pac52s are very even. "We've had the advantage of sailing the boat for two years, and we did a lot of racing in Australia and in New Zealand, so we feel really comfortable with the boat." The team



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The Pac52 Class enhanced the buzz at this year's Rolex Big Boat Series. Pictured above are the blue 'Bad Pak' and orange 'Rio'.

2017. If it's possible for an event to be thrilling and mellow at the same time, this was it. Ruben Gabriel, who sailed on Frank Sloodman's Pac52 *Invisible Hand*, summed up the feeling on Friday evening at the Mount Gay Rum Party: "Today was amazing," he said, "one of the best days of the year."

The series was held on September 14-17, with two races each on Thursday, Friday and Saturday and one longer Bay tour on Sunday.

The first race each day had moderate breeze (a one-hour shoreside postponement was called on Friday; a shorter on-the-water postponement delayed the start of the single race on Sunday), but the wind amped up every afternoon with a typical summer westerly and the resulting Bay chop. Wind instruments wound up to the mid-20s on Thursday; the top numbers would fall by just a few digits on each successive day.

starting this time with the newest, most glamorous class of them all, the Pac52s.

Pacific 52

One boat dominated this five-boat class — hailing from Hong Kong, Karl Kwok's *Beau Geste* got all seven bullets.

Kiwi tactician Gavin Brady is no stranger to San Francisco waters. "I sailed a lot with *Vesper* here and did a lot of training with Oracle," he told us. "Ironically 80% of this team is the same. We've been sailing with Karl for over 20 years now. This is his fourth Big Boat Series, and we've been with him for every one of them."

Brady always looks forward to sailing on San Francisco Bay. "It's one of the best places to sail in the world. We had a TP52 here one time; another year we had an IMS 49; another year we had a Corel 45."



Karl Kwok and Gavin Brady of 'Beau Geste'

knows San Francisco Bay well, and has confidence in their mast and sail shape configuration for this venue. "When you're comfortable with your setup you don't second-guess your speed; you just focus on tactics and crew work. It's so close out there. We've been able to slip out and get a lead, but it comes down to a couple of feet. That initial lead is very subtle in this class. The boats are traveling so fast that one gust of wind on a 52 and you can close in really quick."

Beau Geste came out just before Vic-



tor Wild's *Fox*, from the same mold. "When I spoke to Victor, he said, 'I want one of those.' So it was a really easy build because *Fox* is exactly the same."

The name *Beau Geste*, incidentally, does come from the movie; also, Kwok's dog when he was growing up was named Beau. "We've always been *Beau Geste*," said Brady. "I can't imagine sailing with Karl if it wasn't *Beau Geste*."

Sailing with Kwok and Brady were a mostly Kiwi and American crew of Matthew Kempkers, Chester Armstrong, Skip Baxter, Chris Cowan, Harry Dodson, Stewart Dodson, Matthew Kelway, Pat Kong, Rob Salthouse, Dave Swete, Cameron Ward and navigator James Gale.

Beau Geste won the City of San Francisco Trophy. Each of the perpetual trophy winners also received an engraved Rolex Oyster Submariner watch.

Next up for the Pac52 Class is the inaugural Pac52 Cup, hosted by StFYC on September 29-October 1. "We have *Gladiator* coming for the next event, so we'll have six boats in the fleet," said the Pac52 Class manager, Julie Servais. "Tony Langley from Great Britain

Mick Shlens' 'Blade II' (sail #37, left) enjoyed good competition in the Farr 40 class and won the Richard Rheem Perpetual Trophy.



The 'Beau Geste' crew earned a perfect score.

brought it over. It was formerly a Super Series boat. It's at KKMI right now. It needs to be modified to fit the box rule, but the boat can be converted."

San Diego YC's Yachting Cup in May will be the first event for the class next year, then Cal Race Week and Long Beach Race Week, then the fleet will return to the Bay for Rolex Big Boat Series and the Pac52 Cup — the same schedule as this year.

"*Vesper* is over in Sausalito, and we believe that *Vesper* can also be converted, like *Gladiator*, and we believe that a deal was just closed for a new owner," mentioned Servais. "Everybody's so excited about these big fancy new toys."

Farr 40

Repeating last year's victory in the Farr 40 class were Mick Shlens and crew, up from San Pedro on *Blade II*.

"We had an incredible group of people on the boat who really kept it under control in spite of difficulties,"

said Shlens. "All of the other boats sailed very well, so it was a competitive group. We were anywhere from fifth through first throughout several races. It's exciting to be able to come back, and we did, by and large."

"We had a lot of difficulties. The Farr 40 is an unusual boat. You really have to tweak everything to get maximum speed and maximum point. So we had our problems, but we solved them. It's not a slam

dunk. You have to see how you're doing and then make your decisions about trim on that basis."

Shlens still has the Express 37 *Blade-runner* that he used to sail in this regatta. "This is actually my 25th year up here, and I've enjoyed Big Boat so much that I always like to come back for it."

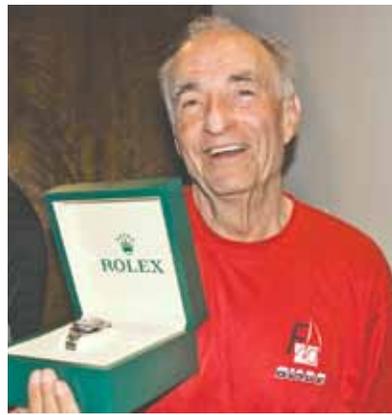
All of the crew are from Los Angeles except for one who's from Georgia. Kevin Abbnik, Jenn Arrington, Shawn Burke, Jenn Hylander, Alan McGlashan, Steve Natvig, Donald Schultz, Will Tetrick and Ted Winer sailed with Shlens. "We sail in many regattas together, so we're really familiar with each other."

Express 37

With eight-time winner *Golden Moon* sitting this one out, the Express 37 class was, possibly, up for grabs. One might have thought that Mark Dowdy's *Eclipse* would have a chance at the top spot, except that the boat had a brand-new owner, Sandy Andersen Wertanen. "I bought the boat four weeks and one day ago," she told us at the end of the regatta, "and I said to Mark, if I enter, will you helm?" He said yes, and *Eclipse* came from behind to top the seven-boat fleet.

"I am just astounded," said Andersen Wertanen. "I am just blown away. I did this to just introduce *Eclipse's* new owner and get ready for the all-women's Pacific Cup in 2018. I just wanted to participate. It's actually my first one." In 34 years of sailing, none of her skippers had ever entered. "I always wanted to do it. This has been a whole new ballgame. I've been in lots of races, YRA and OYRA, but nothing like this. It's so exciting."

Joining Andersen Wertanen and Dowdy were tactician Kim Stuart, David



ROLEX BIG BOAT SERIES —



Parker, Ric Wee, Pat Mahoney, Andrew Martinez, Annie Ellicot, Mike Reed, Alex Kent, Eric Holmes, Vaughan Rosier and Kelsey Tostenson.

Mark Dowdy agreed to helm for Rolex Big Boat Series if Andersen Wertanen would drive for the Nationals at Berkeley YC on September 29-October 1. "I said, 'Sure, you've got a deal.' So I entered Nationals. I have to follow through with that. I'm looking forward to it."

For more on Sandy Andersen Wertanen and the all-women Pac Cup, see *Sightings* on page 62.

"We rounded the second-to-the-last mark in third place after doing a penalty turn, and we rounded the last mark in second place, probably 10 boatlengths behind the first-place boat, and then beat him to the finish line. So we're very excited about it."

Sailing with O'Callaghan were Chris Davison, Gregory Felton, Tad Lacey, Mark Maymar, Kristen McCulloch, Denis Mulligan, Victor Piltch, EJ Rowland, Randy Smith and John Verdoia. The boat's owner, David Halliwill, wasn't aboard.

Sandy Andersen Wertanen (far left) and her 'Eclipse' crew toasted their win on Sunday.

The J/120 class had only five boats; we couldn't help but notice that another three sailed that Saturday in a short-handed ocean race, the SSS Half Moon Bay Race. The boats are versatile and their owners' interests diverse.

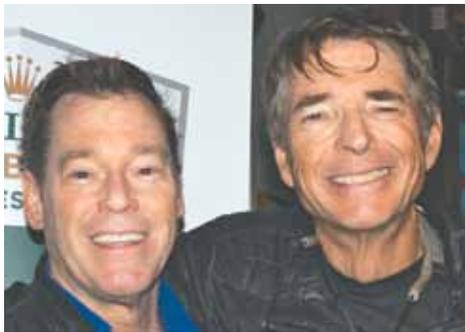
J/105

After Thursday's races, we ran into Melissa Purdy of the J/105 *Good Timin'* in a clubhouse hallway. "You guys are doing well," we said. She shook her head. "We're in fourth place." But then she brightened up. "But we're only one point

J/120

Can you believe a four-peat? *Peregrine* pulled off just such a feat, with mostly the same crew as last year. "We kept the team together and we've been racing all year," said helmsman Mike O'Callaghan. "We've had some ups and downs this season, but we came into this regatta very well prepared, the boat's ready to race, and we had fabulous sails with great support from the sail loft. The team knew just what they had to do. Everything went together perfectly.

"We stumbled a few places on the racecourse; we weren't always in first place. We kept looking for opportunities to capitalize on other boats' mistakes. We dug our way back a number of times. The boat-speeds are very, very even in this fleet. We were able to find some fast places on the racecourse. That made it very exciting going into the last race.



The 'Peregrine' crew are racking up an impressive string of wins at this regatta. Pictured left are mast man Denis Mulligan and skipper Mike O'Callaghan.

SUMMER IN THE CITY



In the last race, 'Good Timin' and 'Blackhawk' had an amazing neck-and-neck approach to the finish line.

out of first." There was a three-way tie for second place, and the trio was only one point behind the lead boat, *Arbitrage*. The competition at the top of the 24-boat class was that tight.

On Saturday, *Good Timin'* finished Race 6 under jib instead of spinnaker. "We got a one-in-a-million tangle where we had the spinnaker halyard tangled around the furler," explained skipper Chris Perkins. "We couldn't go up and down on the spinnaker halyard. So we sailed the last little leg wing on wing and lost only three boats." They still looked pretty fast and were ahead on points after that finish.

The last leg of the last race featured an exciting boat-for-boat finish between *Good Timin'* and *Blackhawk*. Coming back from the Point Diablo mark west of the Golden Gate Bridge, "*Blackhawk* came down the north shore and we came down the south shore, and for a while they passed us, so we were excited to catch them right at the finish."

Just the one race went out the Gate for the J/105s. "It's always fun to go out the Gate," commented Melissa Purdy. "We don't get to do that often."

Chris Perkins owns the boat with his brother Phil and Dave Wilson. "Me-



lissa, Tom Purdy on the bow, and my other brother Jon," rounded out the crew.

The last time they sailed in Rolex

Big Boat Series on *Good Timin'* was in 2010, when they finished third (*Arbitrage* won that year.) They had won the regatta the previous year. We asked if they had to do a lot of practice to get back up to speed. "That was Thursday," said Chris, ruefully. But they do race together on other boats. "We have Knarrs and other things. These guys race the J/22s. I race a little with Tom Coates on *Masquerade*," another J/105.

Good Timin' won the Commodore's Cup, awarded to the top finisher in the biggest one-design class.

J/70

The 11-boat J/70 class went down to the last race. *Cool Story Bro* and *1FA* were tied for points. "They had a little bit of boatspeed on us, so we knew we wanted to get away from them early," said *1FA* skipper Scott Sellers. "So we came out of the start and luffed them into the pin end of the line, and so they had to do a circle. We covered them all the way around. They caught up to us

as we were reaching past Alcatraz, and we had a spinnaker luffing match all the way into Alcatraz. We took them off the racecourse because we didn't really care about any other boats. It was a two-boat duel. We just had to stay ahead of *Cool Story*." Sellers said that *Cool Story's* Chris Snow is a really good sailor. "He's a North Sails rep out of San Diego. He's a tough to beat." But the *1FA* crew did it.

Sellers and Geoff McDonald have owned the J/70 for four years. "We've been sailing together since we were in college in the early '90s, at Stanford," said McDonald. "It's fun to be able to sail with your college buddy many years later and be a team. We had a J/105, *Donkey Jack*, and before that an Express 27, *Swamp Donkey*. There's a theme there."

Harrison Turner and Mike Nunes joined Sellers and McDonald.

ORR A

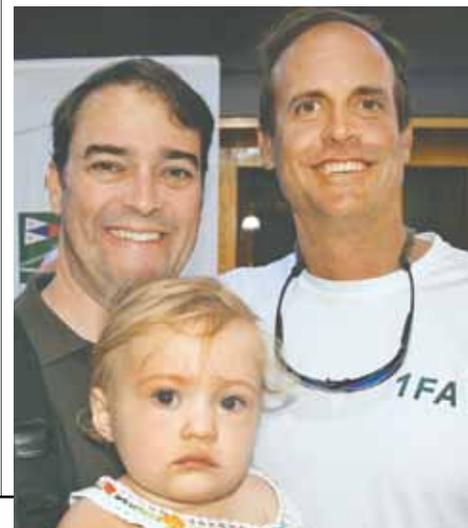
This was a bittersweet regatta for the crew of the Schumacher 54 *Swiftsure II* — their team owner, Sy Kleinman, passed away earlier that week at the age of 96.

"This was to be Sy's last regatta," said helmsman Steve Taft following the final race, "and one of the things he made clear as we made all the preparations was, 'Look, the boat's racing.' We got full support from the family to just go out there, and, really, what we wanted to do was win this one for Sy, which it looks like we did."

Swiftsure was in a close battle with *Peligroso*, the much bigger Kernan 70. It was a battle for points, as the two were nowhere near each other after the starts.

"It's an entry-driven series, so everybody enters and then they have to put the classes together," explained Taft, "and there were no other boats that were similar to *Peligroso*, so they had to

Below: '1FA' at the finish of the last race. Right: owners Geoff McDonald and Scott Sellers, with future tactician Rory McDonald.



ROLEX BIG BOAT SERIES —

SHARON GREEN / ROLEX



crew. They're from all over the place. But we've all been together, most of us since '87." Pulford had a Cal 25, then a Santana 30/30 GP. "We raced that thing all over; we raced it 130 times a year."

Crewing aboard *BustinLoose* in this regatta were tactician Jeff Brantley, Ivy Binns, Merritt Bruce, Christopher Deaver, Matthew Elliott, Larry Gamble, Chris Gattward, Marc Nail, Matt Seidenzahl and Kevin Wasbauer.

After winning the Atlantic Perpetual Trophy, the *BustinLoose* team planned to deliver the boat back to Monterey in time to make their Wednesday night race that week.

put 'em into our fleet. We had a couple of other boats in there that didn't really belong, but they didn't have any place else to put them. But we had some other boats that were really, really close to us, the two Santa Cruz 52s and the 1D48 *Bodacious+*. We are all really close ratings-wise. Our biggest competition here was actually *Elyxir*, the SC52. We've always had great racing against them. They beat us last year; we beat them this year, so that's pretty fun."

Crewing on *Swiftsure* were tactician Bill Columbo, John Broadhead, Chris Chapman, Sean Cottle, Aaron Detrich, Rob Forsyth, Doug Holm, Scott Kleinman, Dave Kresge, Dave Maggert, Bob McIntire, John Ravizza, Bobby Villareal, Tom Warren and Noah Weissach.

Taft expects that the Kleinman family will either sell or donate the *Swiftsure* boats. "This is our last hurrah with our great loyal crew that we've had for a long, long time. It's kind of a melancholy moment."

Swiftsure won the series' original trophy from the first year, the St. Francis Perpetual.

Helmsman Steve Taft and the 'Swiftsure' team sailed their hearts out in their final Rolex Big Boat Series.

ORR B

Jeff Pulford and his crew on the Sydney 38 *BustinLoose* had some tough competition on their way to a win in ORR B. "We had five J/111s, and they were really good," said Pulford. "We had no idea what to expect. And we had the Swan 42. They were really tough."

Pulford has raced at Big Boat Series a dozen or so times before, all with the same boat. "We used to have a Sydney 38 one-design class and we won that one year." He's had the Sydney 38 for 15 years, since 2002.

The Salinas resident keeps his boat in Monterey. "We come up here two to four times a year to do Spinnaker Cup, sometimes Windjammers, sometimes Aldo Alessio, and then we do Big Boat. We race in Santa Cruz and around. We got first overall last year in Spinnaker Cup, and this year we got third overall."

The *BustinLoose* crew hails from San Francisco, Alameda, Port Townsend, WA, Bakersfield... "We have the darnedest

"The driving force of the whole thing is the people. We're blessed in that sense."

ORR C

Wayne and Suzie Koide's Sydney 36 CR *Encore* had an encore of their 2015 victory. "We're really lucky to have Will Paxton back. He hasn't sailed with us since we won in 2015," said Suzie. "We just have a really solid team. Our first day we had our best day in all the Big Boats we've done. We were able to finish pretty far ahead of the other boats."

"We weren't even going to do it this year, but the team really wanted to. After last year we were kind of done. We're always humble. We take each race, each day at a time. We're still making some mistakes, but luckily we're able to overcome them."

Wayne and Suzie Koide, tactician Will Paxton, and their crew had a perfect score in ORR C on 'Encore'.



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SUMMER IN THE CITY

SHARON GREEN / ROLEX



Jeff Pulford and his Sydney 38 'Bustin Loose' crew busted loose in ORR B.

"The team has just congealed in this regatta," said Wayne, after the first two days of racing. "In 2015 we took two bullets the first day, then we started going downhill because everybody else got better and we stayed the same. We're very aware of the fact that can happen at Big Boat, so we're going to stay on our toes and not get too cocky. It's anyone's game at this stage."

"All it takes is one spinnaker wrap or being over early to change a winning day to a not-winning day," added Suzie.

"I don't think we've ever had the boat as well set up as we have it now," said

Wayne. "Andy McCormick did a great job of rigging. We had the bottom resprayed."

"Andy McCormick says bottom first, sails second, crew third," said Suzie. "I think having consistent crew is #1."

"The driving force of the whole thing is the people," agreed Wayne "We're very blessed in that sense."

Merrick Cheney, Jim Coburn, Paul DeMers, Randall Lesley, Cheri Schauman, Richard Jarratt and Dale Scoggin rounded out the crew.

"The conditions have been our conditions," said Suzie of the breezy afternoons. "If it's light wind, we definitely struggle. In these big winds we're very



happy, and we do really well."

The morning races were lighter. "Our first race today was a little challenging. We just beat *Tupelo Honey* by a minute. We never take anything for granted. One day's great and the next day sucks, and that's really the truth about this sport."

But none of the four days sucked for *Encore*, as they went on to win every race in the series, thus earning a place on the Keefe-Kilborn Trophy.

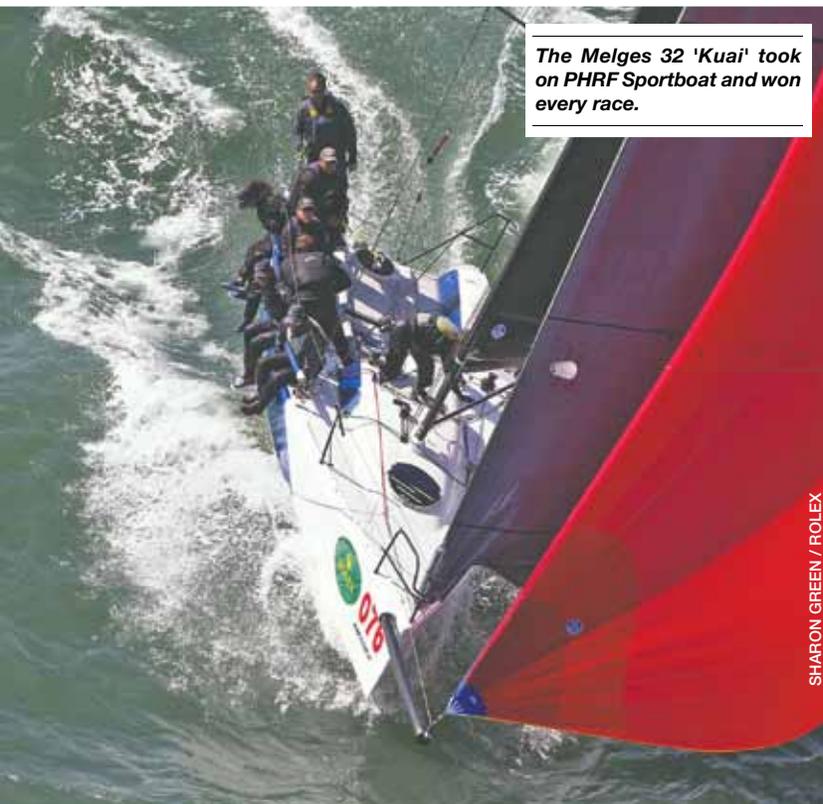
PHRF Sportboat

Justin Hood from Michigan does off-side jib trim and spinnaker trim on Daniel Thielman's *Kuai*. On Friday afternoon, after the Melges 32 scored four bullets in the Sportboat division, we asked Hood to divulge the secret to the team's success in the series.

"Getting focused before, a really good debrief in the morning," he replied. "Our tactician, Richard Clark, put us in some great spots, everyone's excelling, and we're getting better by the moment. The ticket to our success around the course today is a tactician who's doing a really effective job — communicating in advance so that we can anticipate all the moves."

"Most of us have been together; the only real addition is our tactician,"

The 'Kuai' crew. Back row, left to right: Justin Hood, tactician Richard Clark, Terre Layton, Auric Horneman; front row: David Lee, Chelsea Simms, skipper Daniel Thielman, Jen Canestra.



The Melges 32 'Kuai' took on PHRF Sportboat and won every race.

SHARON GREEN / ROLEX



ROLEX BIG BOAT SERIES

explained Thielman. "He's helping us through this regatta."

"Richard Clark is one of the top sailors in the world, from *Comanche* and the Volvo Ocean Race and Olympics," Hood pointed out.

We wondered how a team from Tiburon acquired such a rockstar tactician. "We got him through the Canadian grapevine. He's from Vancouver."

Kuai went on to keep her perfect score.

Jennifer Canestra, who does bow, called the windy afternoon races "a little bit crazy, and wet."

"I wish she was bigger at times," quipped Thielman, "so that she could block the waves a little better."

Multihulls

It's not the way any competitor wants to win a regatta: when the other guy's boat is broken and can't continue sailing, but that's what happened this year.

Race 2 on Thursday was the windiest of the series, as Stan Honey had predicted that morning at the weather briefing. Just east of the Golden Gate Bridge, a shroud parted on Peter Stoneberg's new

to have more Extreme 40s on the Bay, and there are a few for sale if anyone wants to join the fun."

Orion was left with no one to race against in the tiny division. The MOD70 won previously in 2014 and 2016. Sailing with Tom Siebel aboard *Orion* this year were tactician Charlie Ogletree, navigator Peter Isler, Paul Allen, Hogan Beatie, Paco Cabildo, Zan Drejes, Patrick Murray, Matt Noble and Mikey Radziejowski.

Was it just us, was it something in the air, or was the 53rd edition of Rolex Big Boat Series truly special? The vibes were better than ever and resonated with everything we love about yacht racing, the sailing community and San Francisco at its best.



SHARON GREEN / ROLEX

Tom Siebel's MOD70 'Orion' sailed alone in the Multihull division on Friday, and didn't return on the weekend.

Wertanen, 14 points; 2) **Elan**, Jack Peurach, 19; 3) **Loca Motion**, Mark & Heidi Chaffey, 21. (7 boats)

J/120 — 1) **Peregrine**, David Halliwill, 9 points; 2) **Chance**, Barry Lewis, 16; 3) **Mr. Magoo**, Stephen Madeira, 18. (5 boats)

J/105 — 1) **Good Timin'**, Chris & Phil Perkins/Dave Wilson, 23 points; 2) **Jam Session**, Adam Spiegel, 32; 3) **Arbitrage**, Bruce Stone/Nicole Breault, 34; 4) **Mojo**, Jeff Littfin, 34; 5) **Godot**, Phillip Laby, 41; 6) **Jabberwocky**, Brent Vaughan, 41. (24 boats)

J/70 — 1) **1FA**, Scott Sellers/Geoff McDonald, 16 points; 2) **Cool Story Bro.**, Chris Snow/John Brigden, 17; 3) **3 Big Dogs**, Pat Toole, 25. (11 boats)

ORR A — 1) **Swiftsure**, Schumacher 54, Sy Kleinman, 14 points; 2) **Peligroso**, Kernan 70, Lorenzo Berho, 16; 3) **Elyxir**, SC52, Skip Ely, 20. (9 boats)

ORR B — 1) **BustinLoose**, Sydney 38, Jeff Pulford, 18 points; 2) **Picosa**, J/111, Doug & Jack Jorgensen, 21; 3) **Elusive**, Swan 42 Club, Thomas Furlong, 22. (9 boats)

ORR C — 1) **Encore**, Sydney 36 CR, Wayne Koide, 7 points; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan, 20; 3) **Jeannette**, Frers 40, Bob Novy, 22. (5 boats)

PHRF SPORTBOAT — 1) **Kuai**, Melges 32, Daniel Thielman, 7 points; 2) **Don't Panic**, C&C 30, Julian Mann, 21; 3) **M Squared**, J/88, Marc McMorris, 23. (6 boats)

MULTIHULL-BAMA — 1) **Orion**, MOD70, Tom Siebel, 4 points; 2) **Shadow X**, Extreme 40, Peter Stoneberg, 11. (2 boats)

Full results at www.rolexbigboatseries.com



In the favorite shirts department was this one from '1FA'. Interpret it how you will.

ride, the Extreme 40 catamaran *Shadow X*. In the blustery conditions, the entire rig came down.

Perhaps coincidentally — or not — but certainly ironically, *Shadow X*'s misfortune occurred in the same locale where Jerome Ternynck's sister cat *SmartRecruiters* capsized on August 31 before the start of the Ronstan Bridge to Bridge. The damage from that incident prevented them from sailing in the Rolex Big Boat Series. "We were very much looking forward to racing *Shadow*," writes Ternynck, "and we are committed to being back on the water very soon, definitely for BBS 2018. We would love



What ever will the 'Big Buoys' (and girls) wear next year?

To see more of our coverage of this classic regatta, see *Lectronic Latitude* at www.latitude38.com, our Facebook page at www.facebook.com/Latitude38 and Instagram at www.instagram.com/latitude38magazine.

— [latitude](http://latitude38.com)/chris

SiFYC ROLEX BIG BOAT SERIES, 9/14-17 (7r, 0t)

PAC52 — 1) **Team Beau Geste**, Karl Kwok, 7 points; 2) **Bad Pak**, Tom Holthus, 19; 3) **Rio**, Manouch Moshayedi, 25. (5 boats)

FARR 40 — 1) **Blade II**, Michael Shlens, 13 points; 2) **Bright Hour**, James Bradford, 15; 3) **Twisted**, Tony Pohl, 24. (6 boats)

EXPRESS 37 — 1) **Eclipse**, Sandy Andersen



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IRMA'S DREADFUL TOLL —

For decades, West Coast sailors have comprised a huge segment of the Eastern Caribbean's tourism market, particularly in the realm of 'nautical tourism' aboard bareboat charter yachts. Walk the docks of any West Coast marina and you'll probably find sailors who cherish joyful memories of barefoot Caribbean sailing, especially in and around St. Maarten and the British Virgin Islands — the world's top charter venue, which captures more than 70% of the market annually. The following is a brief overview of the nightmare that residents of those islands endured, thoughts on how you can help, and our best-guess prognosis for their recovery.

On the last day of August, in warm North Atlantic waters off the Cape Verde Islands, an ominous storm dubbed Irma developed sustained winds of 115 mph — ample ferocity to be classified as a major hurricane.

property, employees of the region's many large charter bases worked frantically to secure their fleets in mangrove lagoons and dry storage yards.

Before dawn on September 6, Irma made her first landfall at Antigua's sparsely developed sister isle, Barbuda, thoroughly annihilating nearly all of its wood-framed homes, killing three residents, and leaving virtually everyone homeless. By this point Irma's top winds had peaked at 185 mph, with gusts above 200; velocities that would continue for several more days as she roared through the island chain like a runaway express train with evil intent.

Irma clobbered Sint Maarten about 8 a.m., piling up fleets of 40- and 50-ft charter boats as if they were fragile toys. She effortlessly ripped roofs off all manner of buildings, splintered wooden structures as though they'd been built of toothpicks, and thoroughly crippled the island's infrastructure. Just to the south, the tiny French island of St. Barth also took a beating, but with less tragic effects.

A few hours later the eye of this insatiable storm reached the easternmost Virgin isle, Virgin Gorda, destroying nearly everything in its path, including long-established sailors' haunts such as the Bitter End Yacht Club, Saba Rock and Leverick

Bay. Gusts there were clocked at an astonishing 210 mph.

On nearby Necker Island, Sir Richard Branson and his staff rode out the storm unscathed in a bunker-like wine cellar, but above them the swank, private resort was destroyed. Virgin Gorda's only town, Spanish Town, was flattened and its marina and boatyard devastated. Of the 500 boats on the hard, only three reportedly remained upright.

Farther downwind on tiny Jost Van Dyke, virtually every beach bar — including Foxy's and the Soggy Dollar — was wrecked, and the combination of powerful winds and storm surge laid waste to almost every home.

Road Town, Tortola, the capital city of this British Overseas Territory, is home to many offshore banking operations, most of which were left standing, although badly battered and roofless, as

Revered by sailors the world 'round, the Bitter End Yacht Club took a terrible beating. It, and other resorts, will take years to rebuild.



NOAA



CARIBBEAN BUZZ HELICOPTERS

Generations of sailors have weathered hurricanes at East End, St. John, now devoid of greenery.

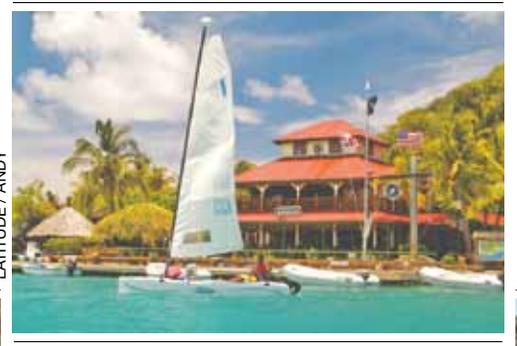
During the next few days of her westward advance, Irma's wind speeds varied. But on September 4, the threat of her potential rage reached a new level of concern for those living near her projected track, as she had strengthened to Category 4 status (more than 130 mph sustained).

The next day, September 5, the swirling monster's rating ticked up yet another notch to Category 5 status — the highest ranking on the Saffir-Simpson hurricane scale — packing sustained winds of at least 157 mph and much higher gusts. Among the islands that lay directly ahead of her were the French/Dutch island of St. Martin/Sint Maarten and the US and British Virgin Islands — all world-renowned as favorite sailing venues for both bareboat charterers and international cruisers.

As island residents made thorough preparations to secure their homes and



LATITUDE / ANDY

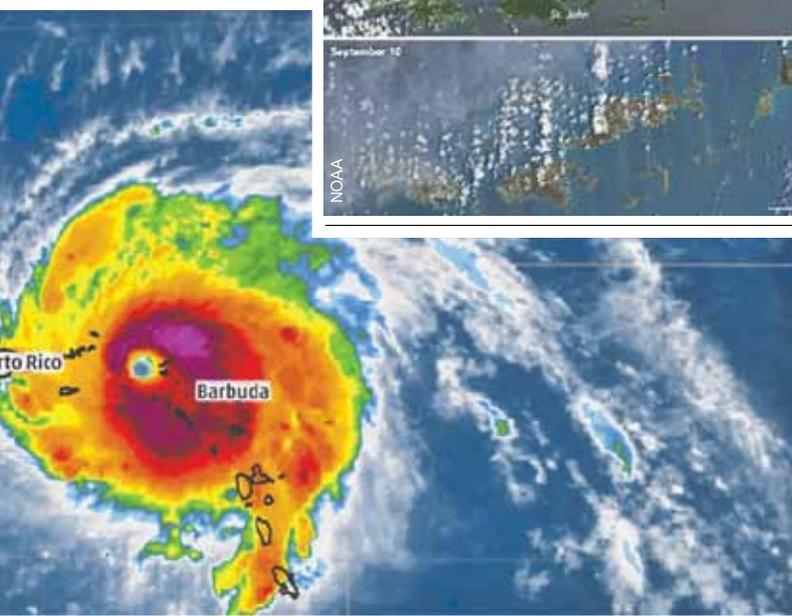


LATITUDE / ANDY



CARIBBEAN BUZZ HELICOPTERS

NOWHERE TO HIDE



Above: According to atmospheric scientist Phil Klotzbach, "Irma generated enough accumulated cyclone energy — the total wind energy generated over a storm's lifetime — to meet the National Oceanic and Atmospheric Administration's definition of an average full Atlantic hurricane season. All by itself, it was more powerful than 18 of the 51 full hurricane seasons since 1966." **Inset:** Irma erased all greenery from these once-verdant isles.

were other commercial buildings and hotels. Here, as elsewhere, wooden structures were reduced to kindling. Tortola marinas were thoroughly trashed, as was the mangrove-encircled hurricane hole called Paraquita Bay. Despite the best efforts of charter base workers to secure the fleets that were sheltered there, aerial photos indicate that few, if any, escaped substantial damage.

Also on Irma's hit list as she barreled west down the Sir Francis Drake Channel that evening (September 6) was St. John, USVI, most of which is a minimally developed national park, thus normally verdant. But after the Cat-5 terror passed, every tree and shrub looked as though it had passed through a wood chipper.

St. Thomas also suffered major damage and flooding, but Puerto Rico, 40 miles to the west came through Irma largely unscathed — *this time*.

Weather analysts the world over were stunned by Irma's unflagging power, but Phil Klotzbach of Colorado State University put her power in perspective: "You need just the right ingredients for

a hurricane of this magnitude to last for so long," he said to the *New York Times*. "And Irma has had them all. But if there's one

statistic that sums Irma up, it's this one: It generated enough accumulated cyclone energy — the total wind energy generated over a storm's lifetime — to meet the National Oceanic and Atmospheric Administration's definition of an average full Atlantic hurricane season... All by itself, it was more powerful

than 18 of the 51 full hurricane seasons since 1966."

In the aftermath of the colossal storm's passing, all electrical and communications infrastructure was reported to be non functional in both the BVI and St. Maarten, leaving virtually every islander, as well as their off-island friends and family, desperate to confirm the safety and whereabouts of those who'd weathered Irma's wrath. Special social networking sites created



Paraquita Bay became a graveyard for dozens of boats. No doubt many happy memories were created aboard them.

on Facebook and elsewhere helped to fill the void of information — understandably, though, much misinformation was circulated also.

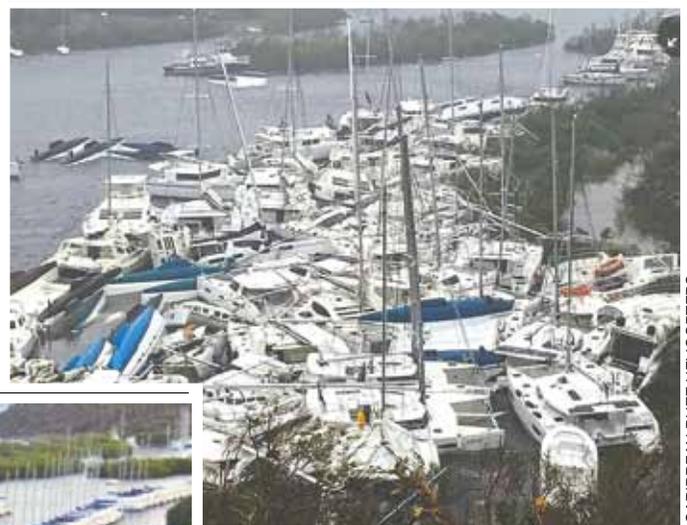
With no shelter, running water, sanitation or electricity, many islanders and expats-in-residence simply wanted to

get out — ASAP — in the days following Irma's passing. The buildings at Tortola's Terrance B. Lettsome International Airport were trashed, but the runway was largely intact. But until Royal Marines arrived aboard a British naval vessel to secure it, we're told that every arriving helicopter and private plane was rushed by desperate survivors. Royal engineers were also deployed, tasked with repairing roadways and other basic infrastructure.

In neighboring American waters, US National Guardsmen and Marines arrived on St. John and St. Thomas, to enforce curfews, keep the peace and assist in any way they could.

Help was slow in coming to the smaller islands of the dual-nation archipelago, but we're told a flotilla of Puerto Rican powerboats — aka the Puerto Rican Navy — battled 60 miles of headwinds in order to help with evacuations from Virgin Gorda's North Sound — a favorite getaway destination for festive Puerto Rican sportfishermen and their families. In addition, several Royal Caribbean and Norwegian cruise ships were redirected to St. Thomas and Sint Maarten to evacuate thousands of stranded travelers and bring relief supplies.

Homeless survivors on the backside of



CARIBBEAN BUZZ HELICOPTERS

St. John were evacuated from Coral Bay to St. Thomas aboard the 210-ft cutter *Valiant*, and similar scenes played out throughout the battered Virgins.

With a population of 75,000, Sint Maarten's post-Irma challenges were proportionally greater than those of the Virgins. As many surreal photos confirm, weary, desperate people lined up at Princess Juliana International Airport by the

IRMA'S DREADFUL TOLL —

thousands to be evacuated to Puerto Rico and elsewhere — an exodus that lasted for days.

On both Sint Maarten and Tortola, prisoners had escaped from the local jails during the storm, adding another element of fear and stress for city dwellers. Gun-toting looters reportedly ran amuck, especially on Sint Maarten. We're told the Tortola escapees were mostly minor offenders, and most were rounded up in

whereabouts of almost 4,000 people in the BVI still hadn't been confirmed (according to *Tortola.net*), cellphone communications was spotty, and many islanders were still without power and running water. Interisland ferry service was very limited due to many boats' having been destroyed in the storm.

By the time you read this, though, we expect that roadways will be cleared on most islands and communications and power-grid infrastructure will continue to improve. There's no point in sugarcoating it, though, a complete recovery will take years.

That said, native islanders tend to be a tough and resilient breed who are accustomed to dealing with hardships and helping their neighbors. Although understandably shell-shocked, many West Indians and long-time expat residents wasted no time in clearing away debris in order to begin rebuilding or making temporary shelters.

On Jost, one of the partially surviving structures was Foxy's Bar, whose notorious founder first started selling cold beer to sailors out of a cooler back in 1967. We're told that as soon as the staff cleared rubble out of the kitchens, they fired up the generators and began cooking communal meals that were made available to any hungry soul, three times a day. Similar acts of generosity and compassion were played out throughout the islands.

Just as we and every sailor we know love sailing in the Virgins and Northern Leewards, a number of major celebrities have adopted these islands as their second home. Country singer Kenny Chesney, who owns a large home on St. John, was off-island when Irma threatened, but he invited 20 of his neighbors and friends — and their dogs — to shelter in the building's heavily built lower story. (Yeah, Chesney is a huge dog-lover.) Everyone survived, although the rest of the house was destroyed: "It's simply gone," said the singer, adding, "but the people mean so much more to me than my house."

He wasted no time before load-

ing up his private plane with much-needed essentials (including dog food) for the St. John community.

Meanwhile, as soon as Richard Branson emerged from the shelter of his wine cellar, he took steps to organize a major BVI relief effort (for which his corporation, Virgin Group would pay all admin costs). The Branson name and Virgin's PR savvy brought instant attention to the effort (see sidebar, next page).

For traumatized Virgin Gorda residents, Google cofounder Larry Page proved to be an unsung hero. He, like Branson, owns a private island adjacent to North Sound. Page reportedly flew in a planeload of chainsaws, sat phones (used by islanders to contact family and friends) and other essential gear, and helped facilitate the evacuation of the neediest survivors.

Worldwide, there's probably never been a more devastating blow to a segment of the yacht chartering industry. Although tallies of totaled and severely

Boats at this dry storage yard at Marigot, St. Martin, avoided sinking, but damage to them was horrific nonetheless.



Waterside property in St. Maarten was a bad place to ride out the horror. Cleaning up the mess will be a gargantuan task.

a couple of days. Curfews were put in place on many islands,

As if Irma's destruction hadn't been enough of a knockout punch, Hurricane Jose was soon threatening, and behind that mean *hombre* was another monstrous system, a bad girl named Maria.

A week after Irma passed, the

Many large buildings remain standing in Road Town, but roofs are few and far between. Boats left in Village Cay Marina obviously suffered.



NOWHERE TO HIDE



AARON TURPIN

As the eye of angry Irma passed directly over Virgin Gorda, its 185-knot winds destroyed Spanish Town and VG Yacht Harbour.

damaged boats are still ongoing, yacht broker and industry analyst Gary Fretz offered some preliminary numbers that are simply staggering. He reports that in Tortola alone The Moorings and Sun-sail lost at least 70 boats (roughly 50 to 70% of their Tortola fleets). Dream Yacht Charters, he says, lost all but one of its 91-boat Tortola fleet, and TMM lost its entire fleet also. Industry contacts tell us that the fleets of Horizon Yacht Charters, BVI Yacht Charters and Conch Charters were devastated also.

We have no preliminary numbers from Sint Maarten, but the carnage depicted below should give you some idea about the losses there.



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Bleak? Absolutely. But all of these companies and others have deposits on their books for this winter's peak season — due to begin around Thanksgiving — so you can bet they'll do everything in their power to make suitable alternate arrangements at other locations. The Moorings and Sunsail, for example, have several other Caribbean bases 'down-island', as Caribbean sailors like to say. Also, it's important to note that most of these companies had already commissioned at least some new boats that are due to arrive in the coming weeks.

Another reality is that boats that were due to age out of many bareboat fleets will now be allowed to stay in a few years longer so management firms can honor commitments already on the books. (Given this reality, the selling price of used charter boats may rise.)

A huge advantage that the big international fleets have over small independents is the option of moving boats to the Caribbean from their European and Pacific bases if demand for charters in the Virgins and St. Maarten remains high.

Odd as it sounds, some veteran charterers will undoubtedly choose to sail these waters this year despite the ongoing cleanup and rebuilding efforts, if for no other reason than to see their favorite anchorages

less crowded than they have been for decades. And, fear not, there'll undoubtedly be plenty of shoreside entrepreneurs ready to sell cold beers to cruisers, charterers or whatever thirsty souls come along.

If there's a silver lining to this mass destruction of charter yachts, it may be that the yacht-manufacturing industry will be receiving many more orders than they've seen since the dramatic slowdown forced by the Great Recession. That won't help islanders in the short-term, but it may help secure a future for the industry long-term — and that should mean jobs and other economic opportunities for locals.

While many would-be vacationers are probably already making alternate arrangements, we salute the attitude of Ms. HM Hansen, who posted the following via #BVIstrong: "I just signed up my husband and I to volunteer in November. We were going to go sailing in the islands, but that is clearly not a priority now. I have felt so heart-broken over what I have seen, that rather than go somewhere else, I will still go to the islands and help out doing whatever I can — if they will have me. I am not a 'belonger' [native-born BV Islander] but my heart belongs there."

Foxy's Tamarind Bar, one of the Caribbean's most famous watering holes, before and after.



FOXY'S TAMARIND BAR



CARIBBEAN BUZZ HELICOPTERS

IRMA'S DREADFUL TOLL

VIRGIN GROUP



Necker Island in ruins: When Sir Richard Branson sets his mind to something, it usually happens. He intends to help his neighbors rebuild.

At this writing, there are many ways you can help relief efforts, from personally volunteering to help clean up and rebuild, to donating cash (see sidebar).

If you're eager to roll up your sleeves and get to work, check out the BVI Volunteers Organization, which has already recruited 400 big-hearted workers from around the world. Skills they are looking for range from nursing to carpentry to

captaining boats.

Meanwhile, Branson clarifies, "Virgin Unite, Unite BVI and Virgin Limited Edition will work together with local organizations to identify the ongoing needs of affected individuals, families and communities impacted by this disaster. We will support the efforts on the ground and provide assistance as those affected start to recover. We need to raise as much money as possible to

help those in urgent need. If you would like to support this fundraising effort then please donate."

At press time, the Caribbean-wide death toll from Irma stands at 38 — remarkably low, you might say, given the inescapable destruction. But the cost in lost property, lost jobs and lost wages is truly shattering — not to mention the terrible suffering caused two weeks later in neighboring Puerto Rico and

elsewhere (which is beyond the scope of this article).

As implied by the slogan #BVIStrong — chosen by one post-Irma support organization — Caribbean islanders may be beaten down and hurting today, but they are not without hope, they will rebuild, and they will recapture their joyful island spirit. You can count on it.

— **latitude/andy**

IRMA RELIEF EFFORTS

- BVI Volunteers
<https://www.bvivolunteers.com/volunteer>
- Virgin Unite
<https://www.virgin.com/unite/bvi-community-support-appeal>
- BVI Relief Logistics
<https://www.facebook.com/BVIRelief/>
- Jost Van Dyke Relief Fund
<https://www.gofundme.com/jost-van-dyke-humanitarian-aid>
- St. John Irma Relief
<https://www.gofundme.com/4f06l0w>

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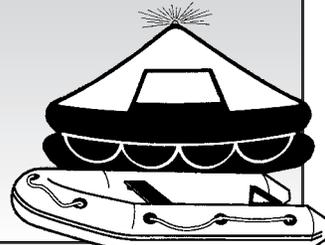
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DELTA DOO DAH 9

It's official. The ninth Delta Doo Dah cruising rally was the hottest on record. The last one that even came close was the inaugural edition in 2009. Not only was the Delta even hotter than usual this summer, it was less windy. The Delta breezes were downright balmy.

Delta Doo Dah 9 kicked off on May 13 with Craig and Ann Perez's Delta Cruising Seminar, hosted by Richmond Yacht Club and featuring guests Bill and Sue Evans. Bill is the executive director of the California Delta Chambers & Visitor's Bureau. Door prizes included six bottles of Pinot Noir donated by RYC, several Delta maps and shirts donated by the Delta Chambers, sailing gloves donated by OPB-YC, DVDs donated by *Latitude 38*, and, donated by Owl Harbor, a stylish turquoise canvas bag stocked with Owl Harbor hats, tops and coffee mugs.

Next up was the Delta Ditch Run, with a cruising division nicknamed the 'Doo Dah Ditch Run'. Hosted by RYC and Stockton Sailing Club, the 67-mile run to Stockton was held on June 10.

A week later, on June 17, Owl Harbor Marina on Isleton's Delta Loop hosted a fabulous afternoon BBQ. Unlike previous years, partygoers favored the air-conditioned indoors over the outdoors. Among the prizes raffled off were six Sailaway sailing simulator games.

At the end of the season, fleet members checked in with reports of their adventures.

Lucky Mud — Pearson 323 John Speck, San Francisco

I own a 1978 Pearson 323 that's about as distant from a racing boat as you can get. I made the Delta Ditch Run with a tool-filled V-berth and a mainsail that only stays in its track due to a large amount of duct tape on the track latch. About the only thing I did was make sure to have the hull scraped of all the yucky stuff a couple days before the race.

I was very excited when I read about the cruising division; that's what made me decide to put in the effort. After having a new baby a year ago, I hadn't been able to do much sailing. My wife and daughter declined the trip, but I was blessed that my wife understood it was a chance to do something I'd never done before.

My Pearson is very difficult to sail singlehanded, however. The mainsail is raised at the mast. There's no autopilot or windvane. Even adjusting the main-sheet (attached to a jammed-up traveler) and jib sheets can't be done from behind the wheel. I talked one of my friends into it who had previously daysailed with me

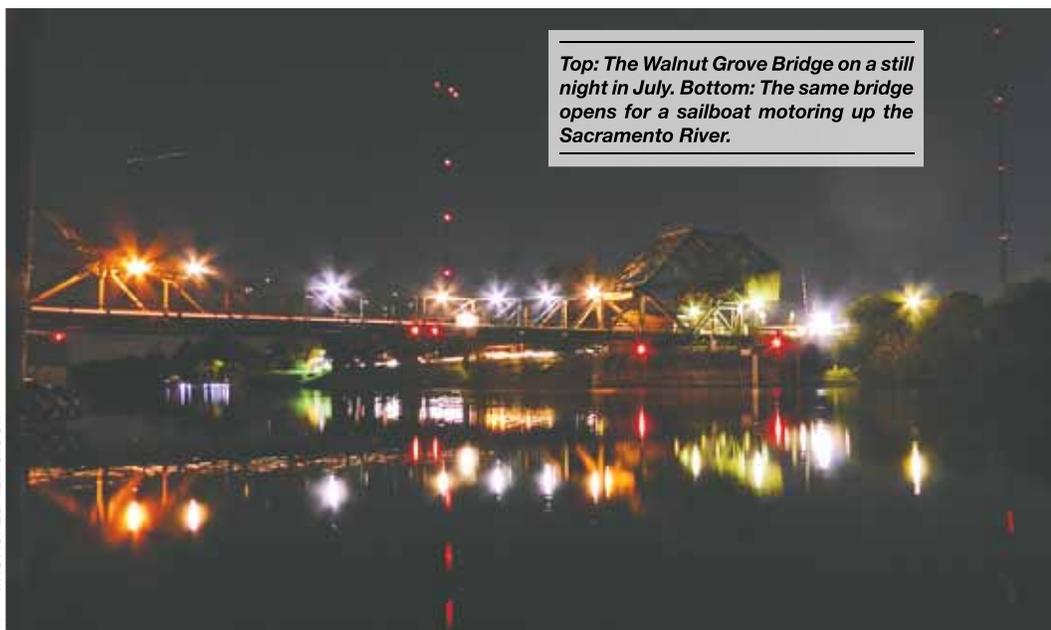
a dozen or so times.

My crewman, Chris, and I set sail out from the Pier 39 Marina Friday afternoon to head up to Richmond to stay at the Brickyard Cove Marina. Once we got there, we managed to make our docking attempt look about as graceful as a sumo wrestler. The wind was up and our slip was about three inches wider than *Lucky Mud's* beam.

I noticed there was a lot of water in the bilge. Time to do some inspection.

Thirty minutes later I found the leak in a likely place: the packing nut on the shaft. I had a new shaft and engine installed the previous season and had assumed that the yard would have repacked the stuffing box.

We left early Saturday morning to get to the starting line for cruisers. The wind was around 10-12 knots. The cruising division boats, 18 in total, most with their sails up but some with just engines, were jockeying around the starting line.



Top: The Walnut Grove Bridge on a still night in July. Bottom: The same bridge opens for a sailboat motoring up the Sacramento River.



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URNS UP THE HEAT

ALL PHOTOS LATITUDE / DOODETTE CHRIS EXCEPT AS NOTED

We discussed our racing strategy with the four-hour engine allowance. We had decided to use it once we were halfway up the San Joaquin because we weren't sure there was going to be much wind there.

So, Chris and I tried to do a normal sailing start. Shortly after the horn we threw out that plan and turned on the engine when we realized how grossly far from the line we were.

We used the engine for about 15 min-

utes to get us out into real wind in the Bay, and then turned it off to preserve our engine time for the river. That was definitely a mistake.

We had about 15 knots of wind, but it was coming from San Pablo Bay, so we sailed waaaay out to try and get a tack to get to the Carquinez Strait. Way too far really, when we could have just beat into the wind under engine power.

We eventually tacked and made it around Point San Pablo. Amazingly, we

actually caught up to some of the cruising division boats.

Entering the Carquinez Strait, several boats in my class were giving up on their spinnakers due to the gusty winds. I was under 100% jib and mainsail as those are the only sails I own.

The trip to the San Joaquin was excellent. The wind was perfect for my boat's heavy displacement. The weather was gorgeous, and never having been up the San Joaquin before, I loved seeing all the variety. The few old factories, the plains where you could see all the way to the



AZURE



EREWHON



AZURE

Clockwise from top left: Craig Perez demos his Delta toys; Cherie hangs out on 'Azure' in Potato Slough; the mercury (on August 28) doesn't go much higher ("Not a lick of breeze that day and jumping into the river to cool off every 20 minutes was the routine," reports Rod Williams); Devery Stockon and the Owl Harbor crew hosted a BBQ on June 17 with a kite theme; Tyler takes the helm of his grandparents' Islander 36 'Cali'; better have a good chart.



CALI



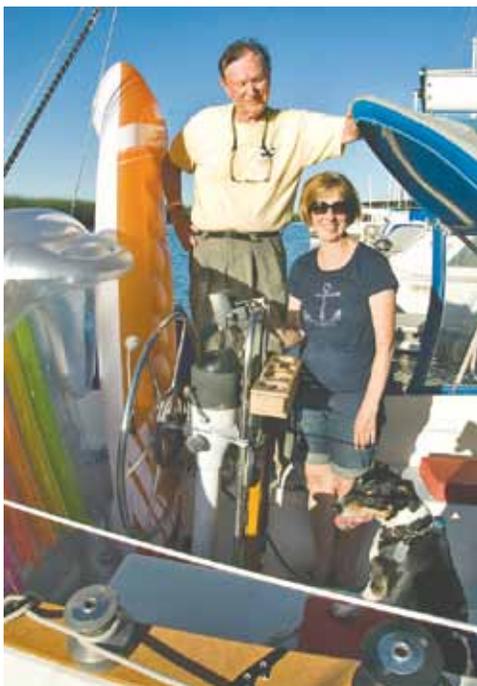
DELTA DOO DAH 9

mountains, all the little offshoot river nooks and crannies that looked cool to explore.

As we moved up the river, we realized that we had to do wing on wing to really make decent time, as the wind was almost directly behind us. We jury-rigged a preventer. As we passed boats in our division, several of them took the hint and started doing wing on wing, but we seemed to be able to hold the course better.

Then we hit Bee Bend. We turned a bend, and there were bees everywhere. I'm a bit phobic around bees, so when some of them started to land on us I was

The 'Erewhon' crew, Bill, Kathy and Leif, won two floaty toys at the Owl Harbor BBQ.



trying to man the helm and cower in fear.

We made it to the finish line, figured out the docking situation (which was super easy and awesome), got some grub, and went to sleep. Thanks, SSC!

We returned to San Francisco the next day, and ran into weather in San Pablo Bay so unexpected that I almost pan-panned. I was probably 15 minutes from hypothermia when it finally got calm enough to hand the wheel to Chris so I could get out of my wet clothes. Any time you think you've mastered the Bay, it finds some new stuff to teach you.

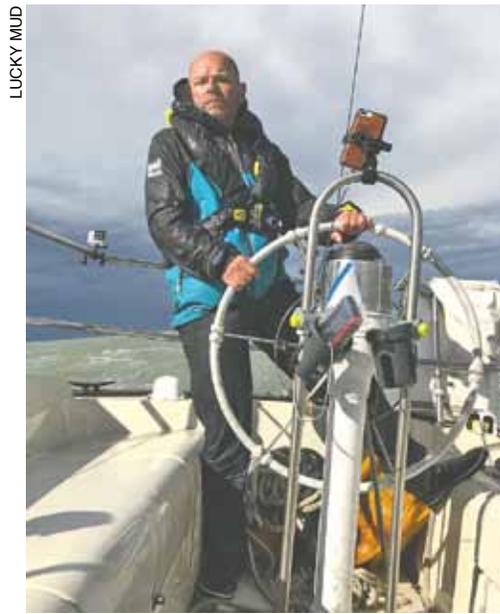
Great Expectations — Catalina 320 Brian & Lisa Forster, Sausalito

Our Doo Dah started with the Delta Ditch. We were in the Cruising Division and were in a solid third until we broke the spinnaker halyard around Port Chicago. That started a comedy of errors that saw us beached on the sandbar east of there. We got going again after about 45 minutes, and rejoined right in the middle of the Moore 24 fleet.

We stayed until Monday morning at Stockton Sailing Club, where we experienced a hailstorm that covered all the boats and the dock with what looked like snow.

After that, we took *Great Expectations* to Bedroom 2 for a few days of relaxation. I was glad to see that the water hyacinth was much reduced from previous years.

My wife had never done the return trip to the Bay, and she'd heard the horror stories from me about it. Wouldn't you know it, it was pretty relaxed, with one exception. My wife noticed somewhere above Antioch that there was water on the galley floor. It turned out



John Speck, bashing back to the Bay in a squall on June 11, on his sturdy Pearson 323.

that the water pump was leaking. We pulled into Pittsburg and analyzed the issue. I rigged up a catch basin that would allow the water to go to the bilge instead of the galley to be pumped out. Once I got used to the bilge pump going off every 15 minutes or so, and the water temperature stayed normal, we kept going and everything was fine.

The next day, we pulled into Benicia for breakfast, then continued on to Sausalito and had some nice wind once we got to about Point Pinole.

I've done three Doo Dahs now, and we'll be back.

Mas Tiempo — Islander 30 MkII Dave Cowell, Owl Harbor

I took the dock locals, Jeff, Ray and Adam, out on a Mandeville run, and they enjoyed it tremendously. We had 15 knots of wind and absolutely the whole river to ourselves.

I look forward to the weather getting back to reasonable so I can do more

Delta Doo Dah 9 Fleet

American BeautyNew York 36Sam Neustadt/Tammy Forrest..... Richmond
 AndiamoIslander 32.....Paula & Russell Sunn..... Richmond
 AventuraIsland Packet 370.Erik & Brian Jones..... Alameda
 Bella Luna.....Catalina 30Jim Sobolewski/Barbara Poff..... Vallejo
 CaliIslander 36.....Kerry & Jennifer Scott Vallejo
 CieloCatalina 380Doug Jarmer/Jennifer MengelAlameda
 Dura Mater.....Cal 2-27Jackie Philpott Berkeley
 Eastern Passage....Lazy Jack 32Jay & Connie SpracklenAlameda
 Elli.....Newport 28Doug McDougall Richmond
 ErewhonNewport 30Bill & Kathy Crowley Glen Cove
 ErgoExpress 27Chris Gage Richmond
 EvenstarRanger 23.....Gregory Towers/Jillian Cripps..... Emeryville
 FantasyIslander 36.....Gene & Cheryl Novak..... Alameda
 FatsGrand Banks 32Vickie Gilmour Richmond
 Forgiveness.....CHB 34 trawler.....Dennis & Marylee MillardAlameda
 Fuzzy LogicHunter 35.....Dan & Kathy Baker Sausalito
 Great Expectations.Catalina 320Brian & Lisa Forster..... Sausalito
 Gypsy SoulRoberts 44.....Danny & Marilyn Webb..... Emeryville

HokaheySeawind 1000.....Jan Passion/Ellen Furnari Richmond
 lolani.....Hughes 48 yawl....Sylvia & Barry Stompe Sausalito
 Joy.....Ericson 29Lewis Keizer/Kat St. Claire..... San Francisco
 Just SayingC&C 40 MkIIKen & Nancy Wadsworth..... Richmond
 KestrelTayana 37Roy Pitts/Robin Taylor..... Rough and Ready
 Kinyonga.....Hunter 37 cutter...John & Maureen Brecher Richmond
 Knot SeriousCatalina 25Steve Gierke..... San Pedro
 L'Allegro.....Cal 29Philip LavelleOakley
 La VidaCatalina 320Mike & Joan MellonBelvedere
 Lady JaneCatalina 36Craig & Kristi Butler..... Glen Cove
 Lotta'tudeWyliecat 30Jeff & Tracy Olson Richmond
 Lucky MudPearson 323.....John Speck San Francisco
 LucyBeneteau 361Daryl & Patty Silva..... Alameda
 MadelineHunter 310.....Matt & Amy Hendricksen Vallejo
 Mai Pen RaiIslander 36.....Noble & Barbara Brown..... Vallejo
 MarauderCoronado 25.....Mick Benoit/Calvin Kai Ku Emeryville
 Mas TiempoIslander 30 MkII...David CowellIsleton
 Mental FlossOlson 30Robert Sesar Benicia
 Moana.....Catalina 34 MkII ..Dylan & Patricia Skerrett Tiburon
 NamasteO'Day 37Larry White/Kathy Kennedy..... Bethel Island



URNS UP THE HEAT

Clockwise from top left: Jackie on the Cal 2-27 'Dura Mater' at Owl Harbor; the Telstar 28 'Try Baby Tri' sails to Stockton with the Delta Ditch Run; Lisa on 'Great Expectations' in Bedroom 2; the entrance to Sevenmile Slough; Mick, Calvin and Ryan rock this year's shirts.

MARAUDER



GREAT EXPECTATIONS

sailing. It is absolutely amazing how it can be totally empty there in the winter. Consider it the best-kept secret in the state. And when the birds fly south it's amazing.

Next year marks the 10th edition of the Delta Doo Dah, so we hope to come up with something special to mark the anniversary. If you check in on www.deltadoodah.com around March, you'll see how plans are shaping up for summer 2018.

But why wait for June? Why not,

as Dave suggests, try cruising the Delta this fall or winter? If you do explore the Delta in the off-season, let us know; we'd love to hear about it (email chris@latitude38.com).

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

— **latitude/**
doodette chris



MARAUDER

Nick's Toy.....	Chris Craft Amerosport Sedan		
	Nick & Toy Pigati.....	Isleton	
Odyssey.....	Bristol Channel Cutter 28		
	Wayne & Karen Edney	San Francisco	
Q.....	Cooper 416.....	Daryl Yeakle.....	South San Francisco
Secret Weapon.....	Islander 36.....	Lindsey Allen/Brent Maness	Richmond
Serenity.....	Seawind 1160.....	Brooks Peterson/Richard Behling	Sausalito
Shearwater.....	Ericson 36C.....	Dave & Kelly Kendall.....	Richmond
Shellback.....	Catalina 30	John & Doreen Abbott	Richmond
Sinaloa.....	Islander 30 MkII.....	Patrick Arndt/Craig Wildman	Berkeley
Sir Leansalot.....	Hunter 40.....	Tom & Lynn Lueck	Stockton
Slaphappy.....	F-24 MkII	Michael Pouliot/Lucas Goddard	Alameda
Star Gazer.....	Ericson 27	Dennis Evans/Debra Baker	Moss Landing
Stewball.....	Express 37	Bob & Ginger Harford.....	Richmond
Stink Eye.....	Laser 28	Jonathan Gutoff/Christine Weaver ..	Richmond
Taingiel.....	Newport 28	Matt & Becky Brown	Owl Harbor
TerryB.....	Jeanneau 37.1.....	Terry Betts/Dave Spinelli	Richmond
Toucan.....	Tanton 43 ketch.....	Kevin & Susan Belcastro.....	Owl Harbor
Try Baby Tri.....	Telstar 28.....	Laurie Chalkin	Alameda
Two Truths.....	PS Dana 24.....	Bob Sharf	Berkeley

Waitakere	Catalina 400	Nick Anderson/Carmen Benavides..	Emeryville
Wanderlust	Hunter 25.5.....	Mark McNearney	Stockton
Wild-Type.....	Ericson 32	Chris & Margie Simenstad.....	Richmond
Windwalker.....	Catalina 30	Gregory Wilson/Chris Verplaetse	San Francisco
XOXO.....	Lancer 36	Mark Pavusko/Dee Furley	Alameda
Yo Mis Esposa			
Y Summerwind	Catalina 30	Larry & Dorothy Samson.....	Stockton
Zeehond	Newport 30 MkII	Donn Guay/Diane Memory.....	Alameda

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AUTOMATIC IDENTIFICATION SYSTEM —

Now more than ever, the modern sailor has lots to choose from when it comes to navigation and safety instruments. Communication devices such as the Iridium GO! and Garmin inReach (which also has GPS capabilities) have complemented the single-sideband radio and VHF. Chartplotters have digitized and dramatically simplified navigation, and radar has long been an important tool for identifying marine traffic, obstacles and weather.

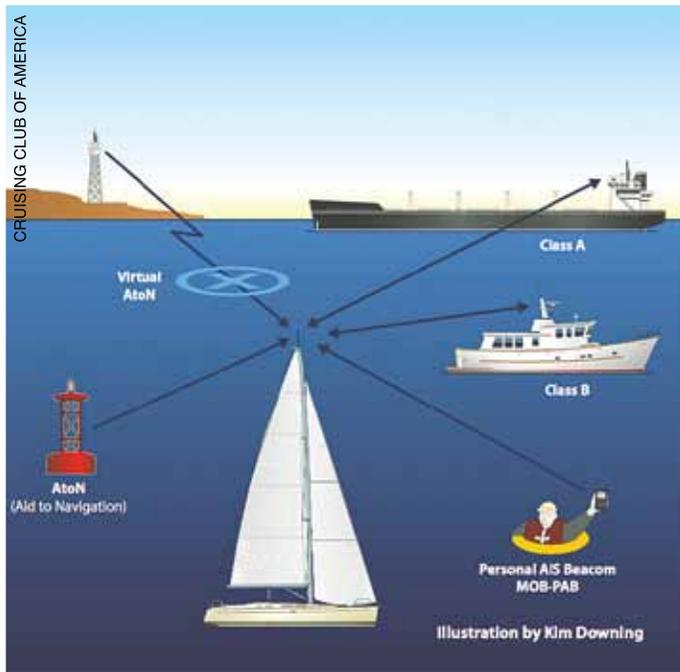
One of the more recent advances is the Automatic Identification System, or AIS, which has dramatically changed the way sailors observe and identify marine traffic. "AIS is one of the most significant marine safety innovations in a decade," said the Cruising Club of America (CCA). Relatively cheap and able to piggyback onto a boat's VHF antenna, AIS has helped cruisers manage harrowing passages in low visibility through invisible electrical pulses transmitting where you are, and where everyone else is in relation to you.

"It's a tremendously valuable tool that we didn't have 10 years ago," said Frank Cassidy, the author of the CCA's *AIS: Overview and Installation Considerations*. "It used to be that at night, you had to look for lights with your binoculars and quickly determine what they meant and what direction the ship was going. But AIS tells you everything."

But, like every maritime advancement, a gizmo that starts to do the work of a sailor has the potential to erode that

tempting to not worry about what you don't see. You can get blinded."

With the advent of AIS and other devices, we recognize that the modern mariner must learn an increasingly



Its utility is perhaps best expressed by its simplicity. AIS can piggyback off your VHF, and is available on small beacons in case of a crew overboard.

delicate balance between utilizing the advantages of technology and maintaining their 'analog' skills for when (not if) something goes wrong.

There are two classes of AIS: 'Class A' is designed for commercial vessels, is higher powered, and comes with a display and keyboard. The majority of cruisers use 'Class B', which is 'interoperable' or can transmit and receive with Class A units.

"Class B transmits position every 30 seconds, is available as a 'black box'

the Transpac, are starting to require.

Cassidy said he wrote the article because of two diverging opinions about installation revolving around choices about antennas. As mentioned, AIS will work off a boat's existing VHF system — but that requires some compromise of power. What's more, AIS signals stop transmitting when the VHF is in use.

One school of thought is to have a second antenna for AIS, thus eliminating the VHF compromise and creating some redundancy. But having two antennas on most sailboats requires its own set of compromises, as most experts believe that electric aerials should be at least four feet apart, space that's not easy to find atop a skinny mast. One solution is to use a horizontal bar, with each antenna mounted at the end.

"Another temptation would be to put an antenna on a spreader, but then it's between a stainless-steel shroud and mast," Cassidy said. "If you have a sloop, most people end up putting their second antenna on a pole off the back of the boat. Effectively, you're creating a second mast."

Having a ketch, yawl or schooner obviously eliminates the problem of second antenna placement that sloops are faced with. Which antenna, between VHF and AIS, should be higher? Cassidy said that it's important to have the VHF antenna as high as possible to increase its range, where as with AIS, you're most concerned about boats that are within a few miles of you, making range — and therefore height — less of a factor.

Cassidy said the Cruising Club of America wanted to be careful not to 'dictate' what installation choices cruisers should make — rather, those decisions come down to idiosyncrasies of people's boats, their budgets, the type of cruising they plan on doing, etc.

We thought the best review of AIS was from the sailors on the front line. We asked our readers to share their experiences with AIS. Here's what we heard:

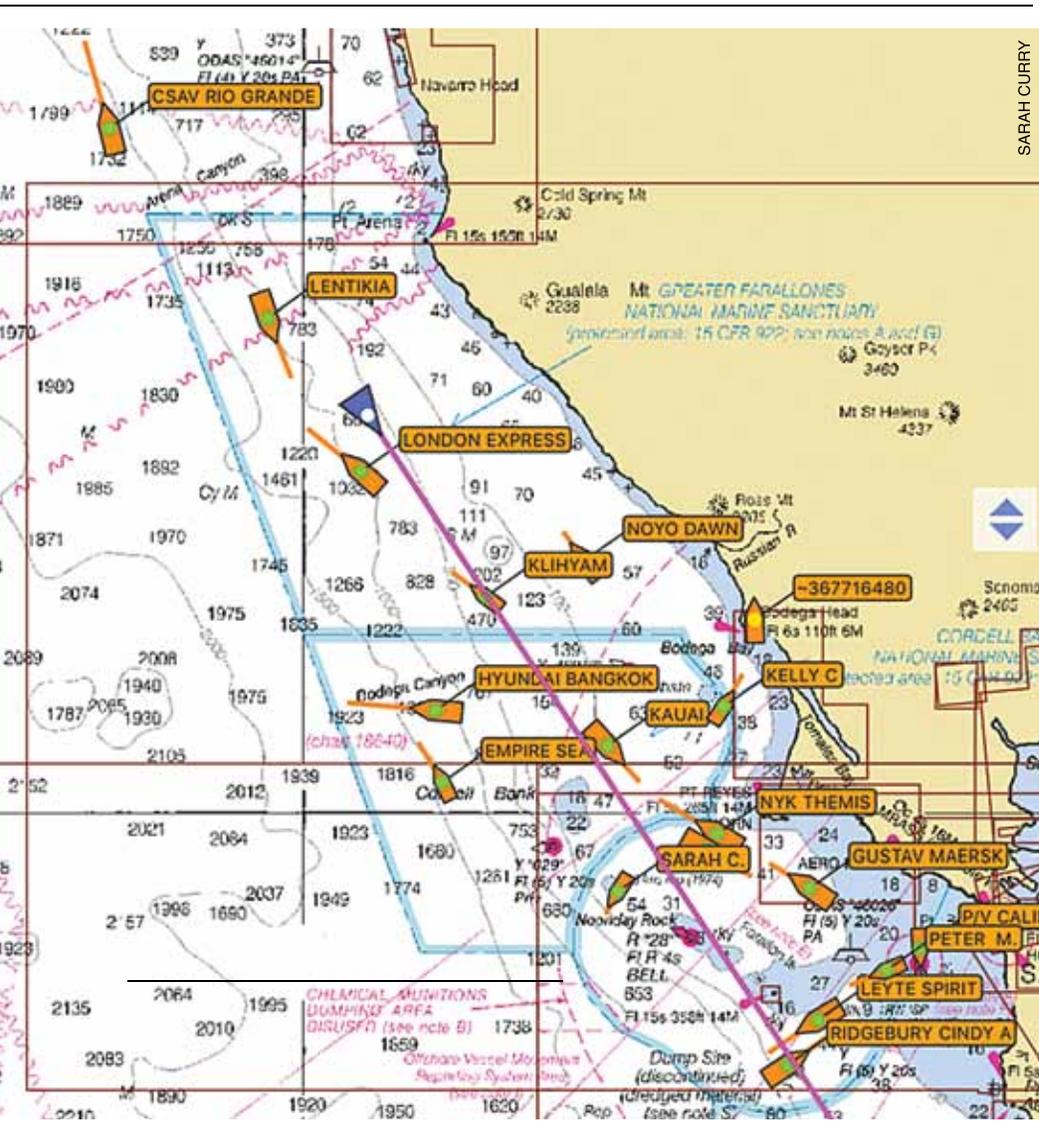


"The Automatic Identification System (or AIS) is one of the most significant marine safety innovations in a decade."

sailor's seamanship skills. AIS, which is absolutely *not* required and by no means ubiquitous on the millions of boats throughout the world, may potentially lure sailors into a false sense of security. "I'm worrying about the targets I can't see," Cassidy said. "Because it's very

without a display, is affordable, and is all that most pleasure boats need," Cassidy's CCA article said, adding that Personal AIS Beacons — sometimes called PABs — are available for life jackets in the event of a crew-overboard situation, something that offshore races, such as

THE I-N-F-O ON AIS



remain an absolute must. Above all this, I sure like to know we'll be seen by the big guys in all conditions. The ocean can be a busy place, and AIS adds to our safety and the safety of those around us."

In our call-out for people's experiences with AIS, we asked: "Are people too busy staring at screens, rather than trying to sense the hazards around them?" Sarah replied: "The addictiveness of watching screens? I think that applies to our parents, who are now constantly tracking us on their phones. With an AIS transceiver, your signal also pings out to shore-based stations that are within VHF range. So you can see 'within range' boat traffic all over the world on various websites.

"It's very tempting not to worry about what you don't see."

An example: We had to carefully explain that it's not exactly live, and very much dependent on our proximity to land stations. Our signal didn't refresh for a long 16-hour period off the Oregon coast, and we know that because our mothers were checking every five minutes! We want to be detectable at all times offshore, but it's also nice to know we can flick the AIS switch to 'ghost mode', especially if we want to hide out in an anchorage somewhere without everyone knowing our exact whereabouts."

Phyllis Stratton said her boat *Apolima* is equipped with AIS, "and we have found it is a good guy/ bad guy. We find that in traffic, we get an alarm from ships that are in no way going to come near us — but it beeps anyway — and we can't find a way to turn off the ships that don't concern us. Consequently, we are constantly turning off our alarm."

In our call-out, we also asked: "With AIS are you less likely to keep a vigilant watch, know your navigation lights and learn to spot dangers on the horizon because you're relying on an alarm from a computer?"

"You are definitely correct about the watch situation," said Stratton. "We are a bit more complacent about resting in the cockpit when we do have the alarm on, although we're very aware that most boats don't have AIS yet, which could really be a problem when it is compulsory to have one.

"One of the better gadgets we have found this time around is our Garmin

So are there any ships around us? AIS takes a certain amount of guesswork out of watches at night with binoculars and a healthy knowledge of the infinite combinations of navigation lights.

"**A**n AIS Class B Transceiver should be high on every offshore cruiser's essential gear list," wrote Sarah Curry, owner of *Kaiquest*, a Jeanneau Sun Odyssey 43. "We sailed across the Pacific in 2013 with an AIS receiver only, the Standard Horizon GX2200. It cost us \$350 — we loved it and, to be honest, there were very few commercial targets in the South Pacific. That is until we were three days off the Australian coast in a massive squall, and had a super freighter (bound for Cape Horn, because he was too big for the Panama Canal) bearing down on us. We were panicking, and so was he, because he had no idea where we were in relation to him! Visibility was zero and we didn't show up on radar

because of the squall. We were so close, he had to divert course by 70 degrees to be sure to miss us.

"We are now cruising with the complete AIS transceiver: the EM Track unit at a cost of \$700. On our sail south from Vancouver to San Francisco this August, we were hailed by name by one freighter, one research vessel, and San Francisco Marine Traffic Control who watched us as we sailed in on a foggy day. It helped us feel and be safe. That being said, we were absolutely shocked that only one in ten commercial fishing boats off the WA/OR/CA coasts transmitted an AIS signal.

"I don't think this gadgetry takes away from our safety. We certainly don't rely on or use the AIS alarm. Visual checks and major vigilance in high-traffic areas

AUTOMATIC IDENTIFICATION SYSTEM

inReach. We can send position reports every six hours for friends and family, send emails of 160 characters, post on Facebook, and get weather reports for our position as well as our destination. Really got to love it."

Greg Dorland, owner of *Escapade*, a Catana 52, said that as someone who appreciates advances in technology but isn't an 'electronics geek', he finds AIS to be "the best thing since fresh bread on an ocean crossing. AIS is truly the best collision avoidance system on the boat.

"Nonetheless, one absolutely needs to get away from the screen to go outside and have a good visual look around and get a feel for the conditions. Couple this visual watch with a healthy concern for the limitations of AIS.

"With AIS, you can't see if your electronic chart doesn't 'match' the surrounding topography, which is where radar comes in handy. You certainly can't see all those important things like sea conditions that might be affecting you. You also can't see small boats (especially fishing boats) or boats purposely operating 'dark.'

"One of my most frightening nights at sea was rounding the elbow of Costa Rica en route to Panama. The wind was up and the night was dark — until it was suddenly lit up by lightning accompanied by rain squalls. The shortest route to and from the Canal was close in to that point. We had plenty of AIS targets to keep an eye on compounded by several visual sightings and/or radar targets we were trying to differentiate from the squalls. Occasionally, we would be passed by one of these 'dark' ships without AIS going Mach 9. They most likely were warships and scared the hell out of us.

"On another dark starless night, we were running downwind off the coast of Nicaragua with the big *Escapade* chute up, keeping an eye on the AIS, as well as our helmsman keeping a steady watch, who saw the dark outline of a small boat to windward. We turned on a masthead strobe revealing a 40-ft fishing boat barely making way with fish-

ing lines out. It felt like you could reach out and touch them.

"Sure, the AIS can be a pain when you're in close quarters with dozens of other boats — and yes, we do turn the audible alarm off on these occasions — but you continue to monitor the screen closely. We always stand watch at sea, and the AIS is always on."

"Our gadgets are not exactly new — most were installed in the summer of 2014 — but we've put a lot of miles on our Tayana 48DS, *Atsa*, since then, and we've reached some definite conclusions regarding their usefulness," wrote Hartley Gardner.

"We wouldn't go anywhere without AIS. I'm thinking seriously of picking up another networkable receiver just in case our unit goes bonkers. At night, it resolves 99% of the 'what is that ship doing' questions, and allows us to take evasive actions long before things get tight. We've noted that big ships have

Hartley Gardner — who's a big fan of AIS — sent us this photo of Patsy Verhoeven's Gulfstar 50 'Talion' on the 2015 SoCal Ta-Ta.



taken action to avoid us (mostly cruise ships, but also ferries and even an occasional cargo ship), and we've been hailed on several occasions by a big ship wanting to warn or reassure us.

"In addition, it is very useful for spotting which cove has which of our friends in it — and also allows us to open a conversation with 'we saw you yesterday'.

"The only negatives are: 1) positions displayed are not the current location, but rather where the vessel was a bit ago, so using AIS for close-in collision avoidance is not a good idea. In those environments, radar works better. And 2) some big ships (and lots of fishing boats) don't have it, including the Navy and USCG vessels around."

Gardner also said his chartplotter took the grind out of navigating with a compass, knotmeter and binoculars. "We still avoid making fresh landfall/harbor entrances at night or in the fog if we can, but the situational awareness provided by the chartplotter takes a lot of worry out. We bought the Blue Latitude charts for Mexico, and they were *wonderful* — our normal Navionics were OK, but the BL ones were right on."

While we fully support any gadget adding to a sailor's safety at sea, we want to use our soapbox to remind would-be cruisers to have backup plans for their backup plans.

Most sailors with miles under their belt have lost some or all of their electronics to any number of issues (from the mundane to the exotic). In this issue's *Letters*, one of our readers asked how well people knew their lights, which way to turn if you find yourself going head-on with another boat, and a number of other seemingly basic questions (some of us professed ignorance). Do you know what you don't know?

"The electronics are leading to getting so dependent," Frank Cassidy from the CCA said. "People aren't carrying paper charts because they have iPads. People aren't keeping a position log, so they can at least know where they are if their electronics go out. I don't know how you overcome that."

— tim



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Mondays and Wednesdays
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*"...this old school boatyard reminded me that even work in a boatyard can be an enjoyable part of the boat-owning experience."
- Tom Giammona*

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BAJA HA-HA XXIV, PT 1

At 10 a.m. on October 29, a long-established ritual will take place in San Diego Bay. When the official America's Cup shotgun fires, 150 boats will parade through the harbor en route to a great adventure: the start of the 24th annual Baja Ha-Ha rally from California's southernmost city to Cabo San Lucas, at the



Eric Oistad of 'Angantyr'.

tip of Mexico's Baja Peninsula.

As you'll read in the mini-profiles that follow, entrants in the two-week, 750-mile rally have backgrounds as varied as the boats they sail. While many are veterans of previous Ha-Ha rallies, most are new inductees. And having worked toward this life-changing goal for years, you can bet they are more than a little excited.

As in years past, the fleet will follow the rally's original, time-honored route with two rest stops along the way: The 360-mile first leg to Turtle Bay will be the longest, followed by a 240-miler to wonderfully unspoiled Bahia Santa Maria, then the final 180-mile sprint to Cabo. Even after traveling this route year after year, we can hardly wait to get started!

With that, let us introduce you to a sampling of the 2017 Baja Ha-Ha fleet, selected randomly. *(The letter 'W' after the boat name indicates white sails only. The letters 'SSB' indicate that the boat has a single sideband radio. When a bold number appears at the end of the bio, it indicates a general idea of how many times those on the boat have sailed to Mexico before. There are 'kid boats' in this year's Ha-Ha, but not in the following selections.)*

Agaséa — Jeanneau SO 43 DS
Gene and Susan Scott
Point Richmond

Gene, 71, a retired health care consultant, and Susan, a genetic scientist and lab executive, will be sailing south

with Edward Witts, 62, a 'sailologist', and Michael Malone, a marine equipment executive.

Susan and Gene have been sailing since the 1980s, and Gene did an Atlantic crossing. After a "stormy 2016 Pacific Cup," the couple are looking forward to a warm and more mellow downwind sail to Mexico. They suspect that sailing to Mexico "might represent a better value than racing to Hawaii again." We sure hope so.

This will be Gene's fourth sailing trip to Mexico, the third with his own boat. "We're looking forward to revisiting Sea of Cortez favorites, and then bashing home next spring." **4+; SSB**

Amistad — Hans Christian 38
John and Alix Schulte
San Francisco

John, 54, an air traffic controller, and his wife Alix have owned their Hans Christian for 25 years. While they have done several coastal cruises, they are looking to expand their horizons. "It's our first time out, so, starting with the Ha-Ha, we'll be doing the Mexican Riviera and then the South Pacific. We can sleep when we're dead."



'Amistad'

Angantyr — Abeking & Rasmussen
Erik Oistad and Scott Self
Marina del Rey

Erik, 63, an engineer who has been sailing most of his life, will have longtime friend Scott, 65, a cruise operator, along as crew. Once the boat gets to Mexico, she's expected to play host to many guests, "including friends of friends."

Angantyr was built at the legendary A&R yard in Germany in 1964. Her first owner, a very experienced yachtsman, then singlehanded her across the Atlantic. Erik has owned the yacht — which has all the creature comforts, including two air-conditioners, a bathtub, and freshwater electric toilets — for 10 years.

A veteran of a Gulf of Mexico-to-California

trip via Jamaica and the Panama Canal, Erik will stay in Mexico for awhile, then bash back to California. **1; SSB**

Anna — Norseman 447
KC and Jan Stromgren
Seattle, Washington

KC, 59, is in medical sales, while his wife Jan is an RN. (As you continue reading, you'll note there are lots of nurses in the Ha-Ha fleet.) Their crew will be Terry Brady, 68, a retired airline executive, and Lori Brady, yet another RN.

"We bought our boat in La Paz in 2015 and had her shipped to Seattle, only to be sailing her back to La Paz three years later," laugh the Stromgrens. "We think the Ha-Ha is a great opportunity to meet other sailors, and to learn from them and the Ha-Ha crew.

"We've sailed from Seattle to Desolation Sound twice, and sailed from Seattle to San Francisco in July. Under prior owners, the boat did the South Pacific. Our plan is to cruise Mexico through March 2018, and then cross to the South Pacific in April." **1; SSB**

Blackdragon — Catalina 34
Eric and Karoline Carpentier
Vancouver, British Columbia

Eric, 29, a web developer, and his wife Karoline, a 'virtual assistant', are planning on sailing with a third crewmember. They've owned their boat for one year, although Blackdragon already has a Ha-Ha to her credit.

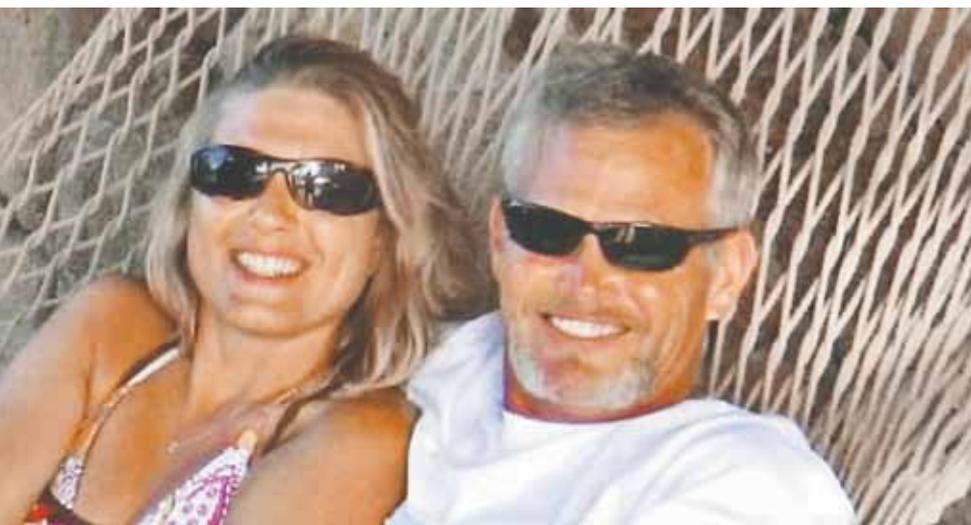
"The Ha-Ha sounds like the best way to start cruising in Mexico, what with all the more experienced sailors to tag along with. After the Ha-Ha we'll hopefully continue south."

Blessings — Bavaria 47
William and Pamela Cutter
San Diego

William, 65, is a retired member of the United Methodist clergy, while his wife Pamela is a dental hygienist. Both have been sailing about 10 years. As we went to press, they were still looking for two crewmembers.

"Woo-hoo!" they exclaim. "We've been looking forward to the Ha-Ha with great anticipation for about six years. The Bavaria 47 is a 'go-anywhere boat', and we plan to go lots of places, making sure to stay off the rocks and reefs. We'll start with the Sea of Cortez and mainland Mexico, then head across to the South

MEET THE FLEET



Josh and Tara Stephens of 'Endeavour'.

Pacific. We're not coming home," say the couple, "as we'll be cruising full-time."

Celebrate — Taswell 58
Charlie and Cathy Simon
Seattle, Washington

Charlie, 62, a computer expert, and his wife Cathy, a retired banking executive, will be among the most experienced sailors in the fleet. A couple of years ago they did a doublehanded circumnavigation in about 13 months, and as we write, have just completed the Northwest Passage. They say they can't wait to start the Ha-Ha and get warm again.



'Celebrate'

Both Charlie and Cathy have been sailing for more than 40 years, and have owned their current boat for six years. After the Ha-Ha, they plan to go down to and through the Panama Canal, and

then up to the Caribbean. **2; SSB**

Chance — Wauquiez Centurion 42
Mark and Deb Lowry
Richmond

Mark, 65, a retired physicist, and Deb, a retired telecom manager, will be accompanied by Ted Strand, 65, a physicist, and Jim Bonlie, 63, an optoelectronic engineer, and probably two

others. One smart crew!

Mark has been sailing most of his life, and has been looking forward to Ha-Ha conditions, which he describes as "downwind in a steady 15 knots, clear skies, 75° temps, and no cross swell. He is under the delusion that such conditions have been guaranteed by the Grand Poobah. "Even if the conditions aren't perfect, we're going to have a damn good time."

The couple bought their boat from the Coast Guard Foundation in Connecticut. "She was trashed, so we did pretty much a complete refit over the last five years. In fact, ours might be the most tricked-out Centurion 42 around,"

Mark did the 2016 Pacific Cup and sailed the boat back to California. The couple are planning on doing the Puddle Jump, but who knows? They might do the Caribbean instead. Or even the 2018 Pacific Cup.

Dolce — Island Packet 485
Eric and Gisela Gosch
San Diego

Eric, 63, a car dealer, and Gisela, who has worked in community politics, will be doing their third Ha-Ha. They've also done a lot of cruising in Mexico, and in 2007 did the Puddle Jump to the South Pacific and New Zealand.

"This year we're doing the Ha-Ha with our good friends and mountain biking buddies, Brad and Mary Viereck, who have sailed before with us on coastal trips. We plan



'Dolce'

to leave *Dolce* in La Paz and 'commuter cruise' the winter season in the Sea of Cortez, something we've done before." **4; SSB**

Endeavour — Tatoosh 51 W
John Stephens and
Tara Travers-Stephens
San Francisco

John, 59, a retired firefighter, and his wife Tara, an RN, both did the Ha-Ha in 2014. "We enjoyed it so much that we're doing it again. But this time we're skipping the Bash home and will be staying in Mexico with an eye on doing the Puddle Jump." The couple have already sailed to Hawaii and back. "We're finally ready to relax!"

Epifania — Ta Chiao 54 W
David and Allison Shuttleworth
San Francisco

Epifania might as well be a hospital ship, as David, 49, is an ER tech, his wife Allison is an ER nurse, and they'll have Kyle Siler, 47, a pharmacist, along as crew.

The couple have been sailing for five years and bought their big ketch, which they live aboard, last October.

Helen Keller's famous quote, "Life is an adventure or nothing at all," is their motto. The Ha-Ha marks the beginning of an adventure that has been the couple's lifelong dream. They plan to make it down the coast to Panama, at which point they'll have to decide whether to turn east or west.

Epifania was originally sailed on Lake Michigan, then in the Caribbean, and did two Transpacs after being brought to the West Coast. **SSB**

Euphoria — Olson 40
David and Lisa Smyth
Waikiki, Hawaii

David, 60, is president of the well-known Westlawn Institute of Marine Technology, while his wife Lisa is an RN and special education aid. They will probably sail with two to four crew. Grown children Jessica, 29, and Warren, 25, are likely candidates, as are Steve and April Brown of Finco Fabrication.

The couple only bought the Olson 40, a vet of the 2006 Ha-Ha, in February, but have completely refit her. "We removed everything, repainted everything, replaced almost everything, and rebuilt

BAJA HA-HA XXIV, PT 1

the rest. *Euphoria* is our new magic carpet, and the Ha-Ha will be the beginning of a long voyage to who knows where and for who knows how long? The Ha-Ha forces us to leave on time, and will assure that we'll have fun from the very beginning."



'Glory Days'

David has a lot of sailing experience, as he was the sailing master aboard the St. Francis YC-based Tripp 75 *Blackfin* for a trip across the Atlantic, and the same for a crossing on the Swan 65 *Jaguar*. He's also done three Transpacs. The couple's intention is to be in Panama by Christmas, Belize by February, the Eastern Caribbean islands through May, then Maine for summer 2018.

**Glory Days — Fraser 51
Scott and Phyllis Radford
Tacoma, Washington**

Scott, 60, retired from information technology, and his wife Phyllis, a retired

accountant, report that, "Taking off cruising has been a dream of ours for so many years. We think the Ha-Ha is the perfect way to get our feet wet in long-distance cruising, and we're looking to meet lots of other like-minded people."

The center cockpit *Glory Days* is tall, although her 72-ft bridge clearance won't pose any problems in the South Pacific. But her 8'2"

draft makes her a potential 'bommie bumber'. **SSB**

**Good Rain — Pearson 365 ketch
Robert Moran and Sheila McKinnon
Nanaimo, British Columbia**

Robert, 68, a retired industrial gas fitter and flying instructor, will be heading south with his partner Sheila, a retired nurse.

While Robert started sailing more than 40 years ago and has owned more than four boats, the couple has only owned *Good Rain* for seven months. "New boat, new adventure!" is our motto. "We plan to do the Puddle Jump after

Ecuador, so the Ha-Ha will be our 'Baby Jump'." **SSB**

**Green Flash — Beneteau Oceanis 351
Robert Ritner and Joan Chen
Long Beach**

Robert, 51, an architect, and his wife Joan, an office manager, will be doublehanding the boat they've owned for 12 years.

"We're looking to enjoy the company, nature and being disconnected from the wired world."



'Green Flash'

Green Flash has some miles on her, as she's done a Ha-Ha, Baja Bash, Transpac and Puerto Vallarta Race.

"After the Ha-Ha we plan to continue on to other ports for a few years."

— **latitude/richard & tim**



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IMPORTANT DATES

October 21, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.

October 28, 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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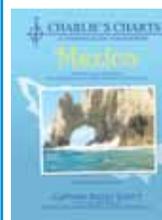
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THE CRUISER'S TOY CHEST —

All along the West Coast from Vancouver to San Diego boatyards and marinas are abuzz with excitement this month as scores of sailors make final preparations for their new cruising lifestyle in the sunny latitudes of Mexico and beyond. If you're one of them, this article's for you. Once your essential sailing gear and

set their hooks in a peaceful anchorage, they almost never go out for a carefree, recreational daysail.

So we strongly support the idea of bringing along some toys — especially watersports toys — in order to get some

healthy exercise, have a little fun and, yes, enjoy a little personal space away from your shipmates.

Rather than spending relatively lethargic days lounging on deck, sailors who bring along water toys can have spontaneous fun whenever the idea strikes them — and ultimately contribute to their being in far better physical condition than they were in their pre-cruising days.

What about the added weight, potential windage

and clutter that water toys can create? Well, it simply comes down to priorities. True, your boat might not look as sleek and sexy with kayaks or paddleboards strapped to its stanchions. But the pleasure and health benefits they yield will far outweigh that aesthetic compromise. As to the added weight of toys, we suggest you purge your bilge of emergency canned goods and resist the temptation to carry half a cow in your freezer, as fresh food is available almost everywhere in Mexico (not to mention that American-style box stores are now found in Cabo, Puerto Vallarta and elsewhere).

If you're an accomplished surfer, windsurfer or kiteboarder, it goes without saying that you'll want to bring along such gear — even if you have to share your bunk with it. But let's face it, each of these sports has a steep learning curve. By contrast, just about any fool — ourselves included — can step aboard a stand-up paddleboard (SUP) or sit-on-top kayak and take off across an anchorage with better-than-even odds of getting back again safely. The rapidly increasing popularity of both of these sports has brought prices down substantially, and created an abundant used market also. The pedal-powered kayaks pioneered by Hobie (with other brands now competing) allow you to travel for miles farther than you could by paddling. Plus, there are now many brands of both inflatable kayaks and SUPs — some rolling up to the size of a sleeping bag. Another argument for bringing SUPs or kayaks is that they can sub for a second dinghy — if you've

ever been stuck aboard in an anchorage eager to get to shore, you'll understand why that's important.

Once you get to or near the tropics, snorkeling may well become a daily ritual that can keep you and your boatmates entertained for hours while effortlessly burning calories. Got kids? In our experience, turning youngsters on to snorkeling is one of the greatest gifts you can give them. But before you leave the US, be sure to get your kids high-quality, double-seal masks that fit their faces well (without water leaking in). For adults, the hottest innovation in snorkeling gear is the development of full-face snorkeling masks which give an expanded field of vision for shallow-water exploring.

Although 99% of cruisers use inflatable dinghies as their primary means of getting to shore, you'll score style points and have more fun if you opt for a two-person sailing/rowing dinghy. Plus, you'll always have a platform available for teaching kids or locals the basics of sailing. Regular rowing, needless to say, can also result in a strong back and a flat



"Look Mom, I'm surfing!" Inflatable surfboards and paddleboards come in all sizes. And competition between brands has lowered prices.

onboard systems have been checked and rechecked, you're likely to find yourself in an agonizing internal debate over the things that you simply *must* make room for, and those that you can live without. It's always prudent to bring along a selection of spare parts, of course, as well as some redundant navigation and communications gadgetry, but before your waterline submerges completely due to overzealous bulk buying at Costco or loading up with enough spare anchoring tackle to moor the Sixth Fleet, we'd like to inject a simple fact: Once typical cruisers

The average sailor can travel for miles in a pedal kayak. This Hobie has a tiny loose-footed sail that's big fun on a downwind run.



This skipper earned style points for sailing ashore at Bahia Santa Maria in his pretty red dinghy.

stomach.

Like surfers who bring along boards, diehard scuba divers wouldn't dream of going cruising without their gear — especially since it can play a crucial role in untangling fouled anchor rodes and clearing props of kelp or tangles of line, in addition to providing blissful recreation. So if your countdown to cruising allows, consider taking up this relatively easy-to-master sport.

For shoreside recreation you

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

DON'T HEAD SOUTH WITHOUT ONE

can't beat hiking to the top of local peaks or beachcombing along unspoiled stretches of powdery sand. But many cruisers also invest in multi-gear, fold-up bikes for exploring, shopping and exercising ashore. The caveat here is that if you find it's too much hassle to pull them out of the bilge and schlepp ashore, they may

Sailors who bring along water toys can have spontaneous fun whenever the idea strikes them.

turn into balls of rust that you'll regret spending money on. That said, we and many other cruisers love the mobility they provide.

Volleyball is extremely popular in Mexico, so if you like to play bring along a full kit with a net, poles and stakes. We can't think of a better way to make friends with fishermen in remote locations.

Some months ago, we asked experienced cruisers to share their thoughts on yacht toys. The following are excerpts from their replies:

Why swim all the way across the anchorage when you can hitch a ride on a stand-up paddleboard (SUP)?



Rob and Nancy Novak of the Sausalito-based Oyster 485 *Shindig* found SUPs to be the best recreation on the water: "We started our trip south on the 2012 Baja Ha-Ha with one inflatable ULI board. After discovering the surf at Punta de Mita, as well as paddling opportunities with friends in anchorages, we got a second board (from Pacific Paddle in Bucierias). That allowed us to paddle in tandem in the Sea of Cortez, and get great exercise with others, as well as enjoy more surf at El Faro and other surf breaks in Banderas Bay. Stand-up paddleboards also offer a great way to get onto beaches, rather than launching a dinghy."

Lynn Ringseis, former co-owner of the British Virgin Islands-based Leopard 43 *Moonshine* explains: "Being avid kayakers, my husband John and I shopped around for a suitable inflatable kayak for *Moonshine*. We found the Walker Bay Airis tandem to be perfect for our needs. It came in a large backpack and could be taken on flights as checked luggage, complete with two backrests, two paddles and a pump. Once it was inflated, we would tie it on to the lifelines, where it was narrow enough that it didn't inhibit walking on deck or sailing in any way. A couple of things to look for when shopping for an inflatable kayak are backrests and a skeg for tracking. Our backrests could be moved to accommodate one or two paddlers and the built-in skeg made it track like a rigid kayak, even into strong trade winds."

Christine Watson of the Rhode Island-based Cal 36 *Clarity* writes, "We left with two kayaks and a sailing/rowing dinghy, and found that overall, the kayaks were the fastest and easiest to launch and use. They were carried as weather cloths in custom racks outboard of the stanchions on either side of the cockpit, providing shelter, privacy and extra storage when not in use in the water. For those naysayers who

believe they could add windage and be a hazard in certain conditions, yes, in the most extreme situations that would have been a possibility, although we once carried a pair across the Pacific that handily survived 50 knots and 30-foot seas.



COURTESY OCEAN REEF / AIRIS

For exploring shallow-water reefs, you can't beat the new full-face snorkeling masks. Notice the top-of-head built-in snorkels.

"Those kayaks were stealth boats, allowing us to see more nature up close and personal, unlike some noisy go-fast 'deflatables'. I got to follow an old rum-runners' channel on a small island in the Bahamas thanks to my kayak, a place that no dinghy would begin to fit into. Kayaks: don't leave home without them."

Chris Chesley of the Anacortes, WA-based Mainecat 41 *Walking on Water*, recalls: "I initially carried a 13-ft glued-lap plywood sailing dinghy on my cruising catamaran. Sailing in anchorages was fun. But I usually didn't want to anchor too far from shore since the dinghy couldn't take an outboard bigger than an electric trolling motor.

Later, I purchased a Hobie Mirage tandem kayak and discovered a craft that both my wife and I loved equally! During a five-week cruise well north of the Broughton Islands in British Columbia, I swapped the sailing dinghy for the inflatable, but never put it in the water. We

While inflatable pool toys like this one may not provide much exercise, they can be great fun at cocktail hour.



THE CRUISER'S TOY CHEST

loved taking mini-exploratory cruises in the Hobie because we could go for miles and hours without ever getting tired. My wife could sightsee, take pictures and pedal when she chose to. Stowage on a cat wasn't an issue, but even on smaller boats, a Hobie could either go on deck forward or be towed on a short line without slowing down the mothership. (Not during offshore passages, of course).

Jaye Eldridge of the Anacortes, WA-based Mason 44 *Arione* writes: "We've had an eight-foot Trinka rowing/sailing dinghy for about 16 years on two boats. It's by far the best bang for the buck I've ever seen in a boat. My husband loves to sail it and I row every morning.

"Once we got to Mexico we reluctantly realized that it couldn't sub for an inflatable as it did in the Northwest, but we love it so much we've figured out how to carry both on the davits of our boat."

Self-described "gear head" **Ken Painter** of Seattle observes, "It's surprising how many toys we can fit in our 32-ft Gulf Pilothouse *Mariah*.



Christine Watson likes the quiet ride of her kayak, which allows her to get close to nature. These conch didn't even hear her coming!

"• Two rigid nine-ft sit-on-top Spitfire kayaks: great for getting to shore, exploring, surfing small waves, fishing and snorkeling. Inflatable kayaks store better for long passages but they take time to inflate, manage air pressure, and patch holes, and they don't paddle as well.

"• A 10-ft inflatable dinghy: This is more of a necessity but worth mentioning. We used a 10-ft air floor model that rolls up and stores inside for passages.

"• Two folding mountain bikes.

"• Two inflatable SUPs: not rigid enough to catch waves, but great for exploring anchorages, getting ashore, water yoga, also awesome for a core workout.

"• Three surfboards: Surfing the warm waters at and around Punta Mita was the highlight of my trip.

"• Snorkeling gear: We brought full wet suits and spring suits, four sets of snorkel gear, two spearguns and a Hawaiian sling.

"• Three fishing poles and two hand-lines: Fishing was great fun and saved money on food. Don't forget the wasabi!

"There is something to be said for simplicity, but what would cruising be without the toys? Obviously it is a personal choice. But for me water toys are the 'spice of life'."

We couldn't have said it better. While Ken's toy chest may be a tad overstuffed, it ensures that none of his crew will ever be bored in an anchorage. As Ralph Waldo Emerson famously wrote, "It is a happy talent to know how to play."

— **latitude/andy**



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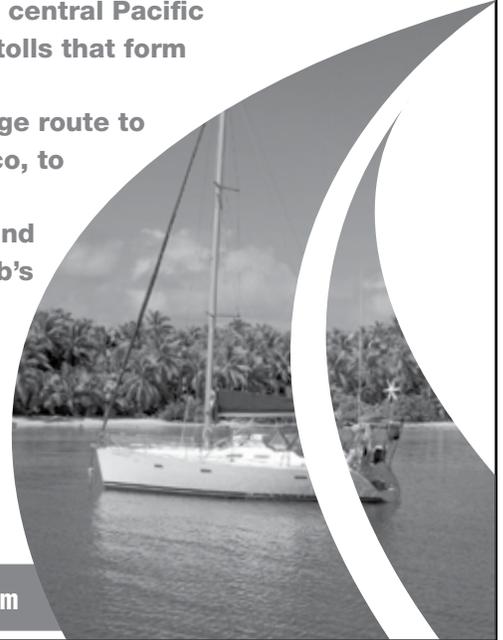
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"There's just no wind," I sighed. "Double zeros on the windspeed gauge, and double zeros on the knotmeter."

It was leg two of the first race of the winter series, and we were becalmed. The owner, who learned to sail on San

bubble in the water was slowly moving aft along the side of the boat. We were moving, but not nearly fast enough to turn the paddlewheels of the speedometer.

"At this rate," said another one of the crew from the leeward rail as she studied the GPS app on her phone, "we will finish in time for dinner next Tuesday."

There was a wind line to the west that was sending some waves our way, causing enough roll motion to send the masthead wind indicator spinning around in circles. It also gave us some hope that a light sea breeze would eventually reach the racecourse.

Lee studied the wind line and the positions and speeds of our competitors, made some more soap bubbles, and then let the mainsheet out a few feet. But the wind line, if it was moving at all, was moving away from us instead of getting closer.

"I'm not pumping. I'm, like, trimming to windshifts. Each move of the boom changes with the apparent wind."

"OK, time for windsurfer trimming," she announced.

No one on board knew what this meant, but that was made clear soon enough. Lee uncleated the mainsheet and pulled ten feet of slack into it. Then she moved to the cabin top, grabbed the middle of the boom with both hands, and started to trim the main by adjusting the boom by hand while looking up at the masthead. With each deflection of the masthead wind indicator, she pulled the boom in or out to adjust to the wind angle.

After less than a minute, the speed

of the bubbles moving past the hull had dramatically improved. Still no numbers on the knotmeter, but it was clear that we were now moving faster than the competition.

"Um, that looks like illegal pumping to me," advised the foredeck crew. As a former college dinghy racer, he could quote Rule 42 without so much as a glance at the racing rules app on his phone.

"These actions are prohibited: repeated fanning of any sail by pulling in and releasing..."

"I'm not pumping," said Lee. "I'm, like, trimming to wind shifts. Each move of the boom corresponds to the change in the apparent wind. I'm just watching the masthead and trimming to the wind."

"The rule doesn't make that exception," said the college racer. "You can only pump to initiate planing or surfing, and only one pump per wave."

"Fortunately," said Lee, "World Sailing has published a detailed list of official interpretations of Rule 42: 'Pulling in and releasing a sail in response to wind shifts, gusts or waves is permitted, even if repeated.' I'm only trimming in response to waves and wind shifts."

"But that's just the roll-induced apparent wind," he answered. "I think when they say 'in response to wind shifts' they mean true wind shifts."

"Since when is a crew expected to trim to the true wind instead of the apparent wind?" asked the grinder. "I think this is perfectly legal, and look how fast we're going!"



ALL PHOTOS LATITUDE / CHRIS

Francisco Bay in the summer, had run out of patience and handed the helm over to me. I wasn't doing much better, either with boat speed or with patience.

"The wind is never, like, actually zero," Lee Helm asserted. To prove it, she produced a small jar of bubble soap and a wand, and made a cluster of soap bubbles that slowly drifted across the cockpit. "See, we're on a starboard tack beam reach."

"OK," I admitted. "A quarter knot gusting to a half."

"And that's not zero," she said. "Let's get more weight to leeward; we need more heel."

The crew crowded the leeward rail, in full-hike positions.

"What does this accomplish, when there's no wind?" asked one of the winch grinders, now serving only as a live ballast unit.

"Gravity helps keep the sails in the right shape," answered another one of the crew. "Just in case there's a puff of air."

"It's also for helm balance," added Lee. "Steering control is hard at very low speed, and the heel keeps the helm closer to neutral."

The instruments still showed zero-zero, but the occasional bit of foam or



By applying leeward weight, gravity helps the sails hold their shape in the event of a puff, and the heel helps keep the helm balanced.

He pointed to the knotmeter, and for the first time in the better part of an hour it showed something other than zero. We were at a blazing 0.2 knots, accelerating to 0.4 as we watched. Lee continued her little dance with the main boom in her hands, clearly adding a lot of her own energy to the flow of air across the sail.

"I call this 'windsurfer sheeting', Lee explained, "because it's direct hands on the boom. If this breaks Rule 42, then every windsurfer sailing in light air and waves also breaks 42."

"That's why windsurfers sail under Appendix B," the college sailor reminded us, "which basically throws out all of the usual Rule 42 restrictions."

This did not resolve the issue, and we were no closer to consensus when

the crew turned their attention to a new problem.

"What about the jib?" asked one of the trimmers. "Every time we roll to leeward, or when a wave pushes us to leeward, the jib back-winds."

Lee looked to the west at the receding wind line. "We should really change down to the number four blade for these conditions," she suggested.

"OK," said the owner. "Sounds crazy, but I'll bite. And it will be good practice for the foredeck. Change to the number four jib!"

"Don't bother re-leading the genoa sheets," instructed Lee as the foredeck crew scrambled to find the small jib and bring it up on deck. "We only need one sheet on the number four, and it goes to the spinnaker ring on the mast."

"Lee, now I think you've really lost it," I said. "One sheet to the spinnaker ring?"

"Didn't you ever have one of those little toy sailboats with just one jib sheet?" Lee asked.

"Actually, I did," I recalled.

"And, like, it sailed OK with that one sheet tied on centerline, on both tacks, right?"

"It did, now that you mention it," I

"Windsurfer sheeting has direct hands on the boom. If it breaks Rule 42, every windsurfer sailing in light air breaks Rule 42."

said. "But that was because there was a huge amount of twist in the jib, the way the single sheet was tied to the mast. In fact, I didn't even realize that jibs were supposed to have two sheets until I got my first real boat."

"When the wind is alternating with each wave," explained Lee, "we can do the same thing on this boat. Small jib, sheeted to the mast, trimmed with lots of twist. And, like, if the waves were bigger we could do the same thing with the main: Use the supporting vang or a topping lift to hold the boom up, and then trim the main really flat but with a lot of twist, so it can fill progressively from bottom to top with each roll. Works great in the ocean. It minimizes the popping and slamming, and converts the wave energy causing the roll motion into forward thrust."

While Lee was explaining the technique for sailing with no wind in beam seas, our small jib went up and our big jib came down. As instructed, the single sheet was led through the spinnaker pole fitting on the mast. But unlike the jib on my childhood toy boat, this sail had a low clew, so we had to bring the pole fitting down to near deck level. The unorthodox trim had the desired effect: The sail could fill on either tack as the boat rolled.

"Rule 42.2 b," said the foredeck crew. "Repeated rolling of the boat is illegal."

"Only if the rolling is induced by body movement, sail adjustment, or steering inputs," Lee added. "And, like, from the Rule 42 interpretation document, 'background rolling is permitted — the crew is not required to stop this type of rolling.' We're not allowed to exaggerate the roll, but we don't have to do anything to reduce it."

"And we're allowed any 'static' crew position or any 'static' sail trim," added

MAX EBB

the woman on the leeward rail, who by this time had found the document online and was reading it from her phone.

"I've had boats going up to two knots in the ocean, with no measurable wind," said Lee. "It takes a good cross swell, but it works great and there's a lot less crashing and banging. The sails act more like giant swim fins as the boat rolls."

"I can see twisted, but why flat?" I asked. "Don't we want deep camber in light air?"

"Nuh-uh," said Lee. "Not in oscillating flow. There's no lift from an airfoil until the starting vortex is shed from the trailing edge, so the flat camber works better. That's also why the narrow chord length of the blade is better than the genoa in slatting conditions."

"But keep the number one teed up!" ordered the owner. "We might have to



This year's Jazz Cup saw unprecedented light winds and triple-digit temperatures. The wind may never be zero, but there were exactly zero finishers in the San Francisco to Benicia race.

change back to it really quickly."

It would be another hour before the wind line made it to our part of the Bay. We continued to slat along at half a knot, working out past our competition until we had a small lead. But despite

this success, the crew was finally losing patience.

"You know I have opera tickets for tonight," said one of the crew.

"If it were up to me," said the owner, "in a division where no boats finish within the time limit, the first boat to withdraw from the race should be declared the winner."

"That could be us," said another impatient newbie. "Let's start the engine and get back to the yacht club bar."

"No way," said Lee.

"This is, like, winter sailing at its best: It's warm, the sun's out, and we're winning. Anyone who doesn't enjoy this kind of sailing should probably not sign up for a midwinter series."

That seemed to suppress the grumblings from the fo'c'sle. And I advised the crew to never buy opera tickets for the same day as a midwinter race.

— max ebb

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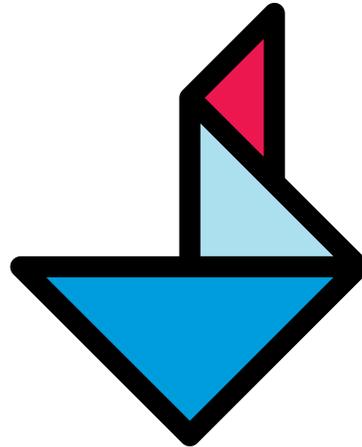
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THE RACING

*Weirdness dominated Bay Area racing during late August through early September. Sailing under a shroud of smoke were the **Windjammers** and **Jazz Cup**. Politics threw the **OYRA's Race #8** for a loop. More normal conditions favored the **Mercury Nationals**, the **I-14 North Americans**, the **Moore 24 Nationals** and **BYC's Tri-Island Race**. A wealth of **Box Scores** includes many beer can series results, and we end with a couple of quick **Race Notes**.*

75th Windjammers Shut Out

As the delivery crews for the Bill Lee 68 *Merlin* and the Santa Cruz 70 *Buona Sera* entered San Francisco Bay at sunrise on Friday morning, September 1, they were blasted with a 10- to 15-knot 80° easterly blowing out the Gate. These were early signs that this Windjammer Regatta from San Francisco to Santa Cruz would not be a typical one.

That easterly died off quickly in the early morning, and by start time boats were riding the ebb out the Gate in the record-breaking heat that the San Francisco Bay Area experienced over Labor Day Weekend. The fleet did pick up a bit of a typical westerly for a few hours once outside the Gate, and the choices were to try to go outside for more of a building westerly, or try to rumbline it down the coast to Santa Cruz. *Merlin* went outside and could see nice westerly wind out beyond the shipping channel, but was

Monterey in being unable to finish boats and declare a winner. Skunked in its 75th year, the Windjammers will try in 2018 to continue the tradition and great sailing that has served fleets well in the longest-running race on the West Coast.

— chris hofmann

Smokin' Hot Jazz Cup

On the following day, Saturday the 2nd, an even denser blanket of smoke from distant fires smothered the Bay in the midst of several consecutive Spare the Air days. The air temperature in San Francisco would, like on the previous record-setting day, reach into triple digits. Several impromptu swim meets in the not-as-chilly-as-usual waters of San Francisco Bay would be held before the day was done. Doom and gloom hovered in the air along with the smoke: The forecast didn't bode well for the 30th Jazz Cup, a mostly downwind race from the north side of Treasure Island to Benicia, hosted by South Beach and Benicia YCs.

The first divisions started on time, north to south, a reach, toward what the first mark, YRA 7, aka R2, west of TI. The non-spinnaker boats started first, at 11:05. The highest-numbered PHRF spinnaker boats were up next; just before their start, Richard vonEhrenkrook of the Cal 20 *Can O'Whoopass* asked, "Which way do we start?"

"South to north, windward start," was the answer from the race committee aboard SBYC's *Anabel*. This was not intuitive, as it put the mark astern of the start. The first two divisions had to come back and restart, performing a button-hook of the pin. The Answering Pennant went up at 11:22, and the RC picked up the pin.

"At the first warning, the wind was 4-6 knots from the north," explains race chair Milt Smith of South Beach YC. "By the third division warning the wind was 0-2 knots."

A boat in one of the divisions that had already started was still trying to cross

the line and couldn't find the pin. They were told to start with the next division.

The divisions that had not yet started endured a long postponement while the boats that had managed to start drifted around at YRA 7, unable to make any progress against a building ebb.

In the noon hour, crews began jumping into the normally cold waters of the Central Bay to cool off. It was no quick Danish plunge either; the refreshing water felt so good that many swimmers lingered.

At 12:45, the RC announced: "There's a westerly filling in; we'll get organized and start soon." Reports Smith: "The wind built to 4 knots, clocking to the west, so we came out of postponement and got all boats started." The race was on!

Crews could hoist spinnakers at the first mark, as intended, and carry the spinnaker on a headstay reach into the Southampton Shoal area. The westerly carried the boats to Richmond before petering out. Going to the Richmond side paid off, but in an effort to escape the ebb, a couple of boats sailed right alongside the ships docked at the Richmond Long Wharf, missing a mark on the course, Red 2QR.

A common turnaround point was the Brothers. Once at Point San Pablo, racers could glimpse San Pablo Bay, and a scan of the horizon showed the pointlessness of continuing to 'sail'. Even those who normally stick it out bailed, and many crews went swimming again near Red Rock or in San Pablo Bay beyond the Brothers.

A few boats managed to sail as far as the Carquinez Bridge and arrived in Benicia after dark. Others motored to Benicia YC; some took their boats home and went to the party by land. Rumor has it that one fast multihull sailed the whole way, but finished after the 7 p.m. time limit.

The air at Benicia, where it's usually windy in the afternoon and early evening, was dead still. If it's possible for outdoor air to be stuffy, it was. The temperature in Benicia was about the same as it had been in San Francisco during the afternoon. "Several boats did come on to Benicia for the post-'race' party and Mount Gay Rum tasting," said Smith.

Benicia YC had great bands playing to entertain the sailors, club members and guests, including a power trio for



CHRIS HOFMANN

'Buona Sera' arrives at the Golden Gate for the Windjammers Race on September 1.

never ever able to make it far enough offshore before the wind died altogether. *Buona Sera* took the inside route and held the early line-honor lead until the wind shut off altogether for her as well.

In the end, the entire Windjammer fleet retired from the race, marking the first time in the recollection of old timers that no boat was able to make it to Santa Cruz without starting up the engine. The 2017 Windjammer Regatta joined both the Jazz Cup and Veeder Cup down in



"The Delta came to us!" declared this Jazz Cup crewmember, cooling off in San Francisco Bay.

"Which way do we cross the line?" was the question for the first divisions at Jazz Cup. It reminded us of a Three Bridge Fiasco start. For more Jazz Cup photos from behind the smoke filter, see Max Ebb on page 104.



BOTH PHOTOS LATITUDE / CHRIS

nighttime dancing. Fortunately, enough folks showed up to make it a fun party.

The next Jazz Cup will be held on September 1, 2018. Fingers crossed for better sailing than swimming.

— latitude/chris

Mercury Nationals

Monterey Peninsula YC sponsored 26 Mercs entered in the 2017 championship regatta on August 25-27. The forecast was for some sun and 8- to 10-knot breezes. The courses were to be windward-leeward with some finishes on the wind and some downwind.

The first race used Course 1: windward, gate, windward and downwind finish. Dave Morris with Jared January took off like a bolt of lightning and led the entire race until the last leg, where David West with Chris Krueger passed him to go on to win the race and the Ray Johnson Perpetual Trophy. Mac Kilpatrick with Steve Jeppson also got by Morris to place second.

The course for Race 2 was windward/leeward, twice around. The sea was building a pretty serious chop, mainly having an effect on the port tack. The fastest way to the weather mark was to go left to get the smoother water and a better wind to go over or through the chop. Paul Cayard with Ken Maring had to work to get by John Ravizza with Randy Hecht. Cayard won the Park

and Lynn Densmore Perpetual Trophy. Ravizza was second followed by Jim and Kathy Bradley.

Race 3 was once-around windward/leeward, finishing on the wind. Coming off the starting line there was a more southerly shift. Kilpatrick took this port tack. It was also beneficial as the seas were a little smaller lower on the course. He then tacked on a shift back to a nice lift. This starting maneuver set him up to win first place and the Jenkins Perpetual Trophy. Chris Raab was second followed by Cayard in third place.

Day 2 offered a fresh northwesterly, at about 12 knots max, with the sun out. The sea had a small chop, more out by the weather mark. The same course was set up.

Race 4 was the beginning of a day of determination for Pat Bradley. The course was windward/leeward/windward, finishing downwind. Bradley controlled the race, winning the Holden Sanford Perpetual Trophy. There were several boat breakdowns, creating dropouts. The breeze was showing some southerly shifts. The leading boats were doing a good job of recognizing the shifts.

In Race 5 there was no holding Pat back. He and Brendan won the last time the Nationals were held in Monterey. They won the last race, which tied them with Raab.

Pat won the tie-breaker and the John

Koenig Perpetual Trophy. This was not Pat's first tie for the big win. His first national championship was in 1966, and it was a tie with Dick Thompson. It was an unbreakable tie by the racing rules at the time, so both men were given credit.

Jim and Kathy Bradley won the Jack and Jill Championship.

— pax davis

MERCURY NATIONALS, MPYC, 8/25-27 (5r, 0t)

GOLD — 1) **OI' Buzzard**, Pat & Brendan Bradley, 23 points; 2) **Carbon Offset**, Chris Raab/Kenny Dair, 23; 3) **Space Invader**, Dave West/Chris Krueger, 24; 4) **Fortran**, John Ravizza/Randy Hecht, 30; 5) **Stars**, Jim & Kathy Bradley, 33. (18 boats)

SILVER — 1) **Citron**, Lyn & Odile Hines, 58 points; 2) **#572**, Park Densmore/Walter Smith, 68; 3) **Satisfaction**, John Mowry/Jacob Paoletti, 84. (7 boats)

Full results at www.mercury-sail.com

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

September's racing stories included:

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- Previews of October races, and more.

THE RACING

ALL PHOTOS THIS PAGE JENN VIRSKUS / WWW.JENN.VIRSKUS.COM / @JENNVIRSKUS



The International 14 North Americans, hosted by RYC in August. Clockwise from top left: Mikey Radziejowski and Evan Sjostedt on USA 1162; blasting off the startline; Paul Galvez and Cameron MacDonald on USA 1168; eventual champions Terence Gleeson and Ian Furlong on USA 1187.

Fantastic Conditions for I-14 NAs

While there's an active International 14 skiff fleet on San Francisco Bay, it's been a while since there's been a major event held in the shadow of the Golden Gate — the 2014 US Nationals hosted by Richmond YC was the most recent. So it was with great excitement that the 2017 North Americans returned to RYC this August 18-20, a warm-up for both the West Coast fleet and the race committee ahead of the World Championships due to land in the Point a year from now.

Conditions, as expected on the Bay in the summer, were challenging, and every boat found itself upside down at one point or another during the weekend, but these guys wouldn't have wanted anything less.

"Racing I-14s on Berkeley Circle is an absolute blast. The boats were fully ripping, hitting 12 knots upwind and 20+ downwind," said Terence Gleeson, fleet president and 2017 NA champion. Gleeson sailed with former Australian national champion Ian 'Footy' Furlong.

"It's a challenging racecourse with both sides of the track paying at certain times and tides to contend with," said

Footy. "The breeze was steady and not over the top for the I-14s. We very rarely turned our mainsail inside out uphill; the tide was probably the most challenging factor downhill, but also the most exciting."

One slight disappointment was the absence of any Canadian boats, though Australia was well represented. Besides Footy sailing with Gleeson, Cameron McDonald crewed for third-place Paul Galvez, and Dave Alexander and Dan Wilsdon took second sailing the brand-new Henderson Boat Company-built B6.

"Having sailed the Worlds in '97 at Richmond, we knew what to expect. It can be fast and furious and testing at times, and it left me wanting more," said Alexander. "I'd like to thank John Clark for trusting Dan and me with his brand-new toy, and RYC members Pat and Jerry for hosting us for the week. The club is a genuine sailing club and a very experienced race committee, and we're looking forward to next year's Worlds."

RYC members turned out in huge numbers to run the regatta — there were nearly as many volunteers as there were competitors.

"I was very pleased with the regatta management both on and off the water," said Gleeson. "We felt the lines and courses were square and the reach marks were difficult but fair. You could tell that the overall RC is a well-oiled machine. RYC's race management is a big bright spot in West Coast racing, and they do a great job with skiffs, which is a lot different from managing other classes."

There were 15 boats registered for NAs; 80 are expected for the Worlds. Several Australian, British, German and Canadian teams are expected to be among the top competitors.

"In order for anyone to do very well at Worlds, we need to bring everyone in the US fleet up. I will be pushing as hard as possible to get everyone there," said Mikey Radziejowski, 2014 International Canoe World Champion and fourth place at this year's I-14 NAs with Evan Sjostedt. "RYC, as usual, put on a fantastic event. I don't have a doubt in my mind that the Worlds will be one to remember!"

—jenn virskus

I-14 NORTH AMERICANS, RYC, 8/18-20 (8r, 1t)

1) Terence Gleeson/Ian Furlong, Southwestern YC, 10 points; 2) Dave Alexander/Dan Wilsdon, Adelaide SC, 21; 3) Paul Galvez/Cameron



GERARD SHERIDAN



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MacDonald, Dana Point YC, 29. (15 boats)
Full results at www.richmondyc.org

OYRA's Race to Have a Race

OYRA President Andy Newell began his OYRA Race #8, 'Race Committee's Choice' report with a literary paraphrase, "It was a tale of two races..." And it was. The first, a race to get the race run, and the second, to sail the race. First, the ramp-up.

Scheduled for Saturday, August 26, the race was to be run by Berkeley YC stalwart Bobbi Tosse and her crew off St. Francis YC's race deck, with coordination between StFYC's J/111 Worlds and a large kiteboarding event at Crissy Field. San Francisco Bay's a busy place in August, but race folks are used to dealing with that.

Newell thought things would go as planned: "A course from 14 to 30 miles, starting at slack water, with a nice flood to get us home in the afternoon."

Then politics intervened. The Patriot Prayer group, headquartered in Oregon, announced a rally to be held on Crissy Field on August 26. The National Park Service issued the necessary permit after close study, but established rules that essentially closed down the waterfront from the Golden Gate Bridge to Fort

Around the Bay, clockwise from top left: Peter Wagner's 'Skeleton Key' won the J/111 Worlds on August 27; action from the Etchells Founders Regatta, a prelude to the Worlds, both hosted by SFYC; the SSS Half Moon Bay Race fleet started off GGYC on September 16; Julian Mann's C&C 30 'Don't Panic' crew were looking spiffy in the Aldo Alessio Regatta on Friday, August 18.

Mason, including all streets leading to Crissy Field.

With only two days' notice, Newell and Tosse were notified that StFYC was shutting down for the day. StFYC moved its J/111 race, and other Crissy Field events were canceled. That meant a move for the OYRA race, too. But to where?

With neither the StFYC nor GGYC race decks available, the scramble was on to find an alternative solution. The decision was made to start the race at Olympic Circle 'F' using a committee boat. Newell and Tosse thought they had things worked out Friday morning. Then they discovered that FOC was not on station.

A quick decision replaced 'F' with a temporary starting mark. But a committee boat could not be found, so Tosse and her volunteers decided to use the BYC mark-set boat, a marginally suitable boat for the purpose and certainly not one to stay on station, possibly until midnight if the wind was as light as the forecast predicted.

YRA #8, a red buoy east of Angel Island's Point Blunt, would serve as the

finish mark, with racers taking their own time as they passed it "perpendicular to the course." The 'second race' began without incident with the racers headed past Angel Island toward the fog-shrouded Golden Gate Bridge.

After starting the boats on their way to the S.F. Deep Water Channel Marker #8, the BYC race committee went in and awaited radioed finish times as boats sailed the "8 to 8" 23-mile course.

Skippers reported a nice breeze and a dying ebb as they sailed through the Slot on their way to the bridge. The early flood began to kick in around the bridge, with most boats taking about an hour to sail the first four miles of the course.

The fog presented problems, with navigators peering at AIS screens. Newell reported a couple of outbound ships, three inbound ships and two tugs with spoils barges coming and going. "On our way back in we saw the bow of a passenger ship close enough to hear that the party was in full swing!"

Things began to stall badly at Lands End; the growing flood and single-digit wind speeds took their toll on headsail

THE RACING

RICHMOND YC



trimmers. Jim Quanci of the Cal 40 *Green Buffalo* reported wind shifts every 10 minutes from southerly to northwesterly. Tracks show repeated tacks with little movement toward the open ocean.

Buzz Blackett's Antrim Class 40 *California Condor* took 4.5 hours to reach Channel Marker #8; *Green Buffalo* took 6 hours. With little wind at the turning mark, .75-oz chutes went up to catch the breeze. But, as the fleet again approached Lands End the wind began to blow, edging into the teens, with 25-34 knots reported inside the bridge.

Left: A bowman gets halfway baptized at a weather mark rounding during the Moore 24 Nationals, hosted by Richmond YC on August 25-27. Right: Moore 24 National Champions, from left: Ron Tostenson, Bart Hackworth, Simon Winer and Claire Arbour of 'Gruntled'.

The result was several chutes "donated" to *Aeolus*, multiple round-ups, and several boats finishing under mainsail alone. *Condor* reported just over an hour from Channel Marker #8 to YRA #8, averaging 16 knots on the way back. Others had similar downwind return trips.

Lori Tewksbury, SHS (the shorthanded division) winner sailing her Express 27 *Hang 20*, lost her cellphone overboard, rounded up avoiding a container

ship, tested her new kite to its limits, and finished under main alone. Nick Schmidt and his crew on the Express 37 *Escapade* finished, then "sailed over to the lee of Angel Island for some sun and a well-deserved beer."

Skippers universally thanked Bobbi Tosse and her BYC race committee for "their flexibility and creativity to make this race happen at all."

— pat broderick

StFYC ALDO ALESSIO, 8/18

ORR — 1) **Velocity**, J/111, Martin Roesch; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **Swiftsure**, Schumacher 54, Sy Kleinman. (9 boats)

PHRF — 1) **Gentoo**, Soto 30, Paul Dorsey; 2) **Don't Panic**, C&C 30, Julian Mann; 3) **Vuja Star**, J/105, Chris Kim. (4 boats)

StFYC PHYLLIS KLEINMAN SWIFTSURE, 8/18-20

ORR (4r, 0t) — 1) **Swiftsure**, 5 points; 2) **Bright Hour**, Farr 40, James Bradford, 7; 3) **Encore**, Sydney 36 CR, Wayne Koide, 16. (8 boats)

PHRF (5r, 0t) — 1) **Gentoo**, 6 points; 2) **Don't Panic**, 12; 3) **Twisted**, Farr 40, Tony Pohl, 14. (4 boats)

J/111 (5r, 0t) — 1) **Skeleton Key**, Peter Wagner, 7 points; 2) **Velocity**, 8; 3) **Swift Ness**, 20. (6 boats)

J/105 (5r, 0t) — 1) **Blackhawk**, Ryan Simmons, 9 points; 2) **Arbitrage**, Bruce Stone/Nicole Breault, 13; 3) **Akula**, Doug Bailey, 18. (13 boats)
Full results at www.stfyc.com

J/111 WORLDS, StFYC, 8/23-27 (9r, 1t)

1) **Skeleton Key**, Peter Wagner, USA, 16 points; 2) **Slush Fund**, Jim Connelly, USA, 17; 3) **Joust**, Rod Warren, AUS, 18. (8 boats)

Full results at www.stfyc.com/j111worlds2017

50s PCCs, SCYC, 8/25-27 (10r, 1t)

1) Michael Martin, StFYC/NHYC, 10; 2) Mike Holt, SCYC, 24; 3) Edward Conrads, StFYC, 42; 4) Eric Anderson SDYC, 43; 5) Howie Hamlin, NHYC/ABYC, 45. (21 boats)

LASER NORCAL CHAMPIONSHIPS, SCYC, 8/26-27 (6r, 1t)

THE BOX SCORES

STANDARD — 1) Tracy Usher, 7; 2) Peter Phelan, 7; 3) Steven Schmidt, 15. (3 boats)

RADIAL — 1) Andrew John Holdsworth, 5; 2) Toshi Takayanagi, 10; 3) Roger Herbst, 13. (7 boats)

Full results at www.club.scyc.org/racing

SYC WOMEN SKIPPERS REGATTA, 8/26

NON-SPINNAKER A — 1) **Streaker**, J/105, Stephanie Magruder; 2) **Ohana**, Beneteau First 45f, Marika Edler; 3) **Escapade**, Sabre 40-2, Renee Linde. (3 boats)

NON-SPINNAKER C — 1) **Abba-Zaba**, Tartan Ten, Andrea Finn; 2) **French Kiss**, Beneteau 350, Sarah Borton; 3) **Kyantanna**, Freedom 38, Carliane Johnson. (5 boats)

NON-SPINNAKER D — 1) **Can O'Whoopass**, Cal 20, Jennifer Hinkel; 2) **Zingaro**, Santana 22, Jennifer McKenna; 3) **JustEm**, Cal 20, Sally Clapper. (4 boats)

ALL WOMEN CREW TROPHY — **Kyantanna**; **Carodon**, Custom IOR 43, Ava Glasgow.

Full results at www.sausaltoyachtclub.org

OPTI PCCs, SFYC, 8/26-27 (6r, 1t)

1) Ryan Satterberg, Santa Barbara YC, 8 points; 2) Jeb Bechtel, Chester YC, 11; 3) Hoel Menard, SFYC, 12; 4) Jordan Janov, CalifYC, 21; 5) Connor Bennett, SFYC, 28; 6) Oliver Stokke, Santa Barbara YC, 29; 7) Zoey Ziskind, Santa Barbara YC, 39; 8) Richard Rychlik, Cabrillo Beach YC, 45; 9) Katharine Doble, CalifYC, 46; 10) Liam Andersen, Santa Barbara YC, 50. (63

boats)

Full results at www.stfyc.org

FOLKBOAT INTERNATIONAL REGATTA, CYC, 8/27-9/1 (9r, 1t)

1) Dave Wilson, USA, 25 points; 2) Christoph Nielsen, GER, 30; 3) Donald Bratt, SWE, 38; 4) Eric Kaiser, USA, 40. (16 boats)

Full results at www.sfbayfolkboats.org

RONSTAN BRIDGE TO BRIDGE RACE, StFYC, 8/31

1) Johnny Heineken, Hydrofoil Kite; 2) Daniela Moroz, Hydrofoil Kite; 3) Joey Pasquali, Hydrofoil Kite; 4) Amil Kabil, Hydrofoil Kite; 5) Seth Besse, Hydrofoil Kite. (38 boards/boats)

Full results at www.stfyc.com

LABOR DAY REGATTA, STILLWATER YC, 9/2

1) **Rob Moore**, Scott Easom/Ben Mitchell; 2) **Axon**, Doug Baird/Kate Chandler; 3) **Death and Glory**, Mark & Liz Chandler. (11 boats)

Full results at www.mercury-sail.com

KIP LAR RIEU LASER FLEET CHAMPIONSHIP, TAHOE YC, 9/8-10 (6r, 1t)

STANDARD — 1) Emilio Castelli, 8 points; 2) William Pullen, 13; 3) Dave Leuck, 15; 4) Hendrik Reidel, 16. (18 boats)

RADIAL — 1) Toshi Takayanagi, 5 points; 2) Oliver Fralick, 10. (2 boats)

PICO — 1) Kadin Harris, 7 points; 2) Parker Roach, 8; 3) Bergen Kojane, 17. (3 boats)

Full results at

www.regattanetwork.com/event/15351



OYRA RC'S CHOICE (#8 TO #8), 8/26

PHRO 1 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Six Brothers**, Columbia C32, Chris Kramer; 3) **Imagine**, Davidson 44, Wyatt Jones. (4 boats)

PHRO 2 — 1) **Escapade**, Express 37, Nick Schmidt; 2) **CruzSea Baby**, Beneteau 10R, Brian Turner. (4 boats)

PHRO 3 — 1) **Yeti**, Express 27, Adam Mazurkiewicz; 2) **Wind Speed**, J/30, Tony Castruccio; 3) **Ahi**, Santana 35, Andy Newell. (6 boats)

SHS — 1) **Hang 20**, Express 27, Lori Tewksbury/Seth Clark; 2) **Slight Disorder**, Moore 24, Carmen Maio/Terry True; 3) **Ragtime!**, J/92, Bob

Shenanigans at Richmond YC following the Moore 24 Nationals. Left: The 'Gruntled' crew carries Scott Sorensen of Santa Cruz to the brink — and then joins him in the drink (right).

Johnston/Dave Morris. (5 boats)

MULTIHULL — 1) **Trident**, Corsair 31R, Damien Campbell. (1 boat)

Full results at www.jibeset.net

Moore 24 Nationals

One is three quarters of the way around the planet on a circumnavigation (Webb Chiles on #40, *Gannet*). One came in first overall in the 2016 Pacific Cup, even sailing doublehanded against fully crewed boats (Mark English and Ian

Rogers on #138 *iMas!*). And there were 16 lined up for this year's Moore 24 Nationals hosted by Richmond YC on San Francisco Bay.

They came from Santa Cruz, Washington and the Bay Area to sail on the Berkeley Circle, with eight windward/leeward races and one Bay tour in the usual windy summer conditions on August 25-27. On #68, *Gruntled*, Bart Hackworth and crew were the most consistent on the courses and finished

SEQYC/CPYC BARTH MEMORIAL REGATTA, 9/9

1) **Paradigm**, J/32, Luther Izmirian, CPYC; 2) **Magic**, Express 27, Jeff Phillips, SeqYC; 3) **L20**, J/29, Alex Huang, SeqYC. (14 boats)

RYC MULTIHULL INVITATIONAL, 9/9-10 (6r, 1t)

HOBIE 20 — 1) Mark Lewis, 7 points; 2) Mark Zimmer, 11; 3) George Pedrick, 12. (9 boats)

HOBIE 16 — 1) Blair Wallace, 5 points; 2) Mike Montague, 7; 3) Ronald Katz, 11. (7 boats)

NACRA 15 — 1) Jake Mayol, 5 points; 2) Jack Sutter, 10; 3) Luke Melvin, 14. (6 boats)

WETA — 1) Christopher Allie, 8 points; 2) David Berntsen, 11; 3) Marc Simmel, 13. (4 boats)

OPEN — 1) F20C, Travis Thompson, 5 points; 2) Hobie 18, David Peltier, 12; 3) Inter 20, Marco Vailetti, 14. (5 boats)

Full results at www.richmondyc.org

SOUTH BAY INTER CLUB SERIES (6r, 1t)

SPINNAKER 1 — 1) **Crinan II**, Wyliecat 30, Don Martin, 7 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 11; 3) **Traveler**, Express 34, David Ross, 13. (6 boats)

SPINNAKER 2 — 1) **Hard 'n' Fast**, Merit 25, Tim Harden, 6 points; 2) **Double Down**, Schumacher 30, Robert Fairbank, 16; 3) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 17. (7 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 7 points; 2) **Mottley**, Chris Owen, 7; 3) **Crew's Nest**, Ray Irvine, 13. (7 boats)

NON-SPINNAKER — 1) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 9 points; 2) **Scrimshaw**, Alerion Express 28, Michael Maurier, 10; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 16. (5 boats)

THE BOX SCORES

MULTIHULL — 1) **Mojo**, F-25c, Chris Harvey, 9 points; 2) **Peregrine Falcon**, F-27, Bill Gardner, 13; 3) **Lookin' Good**, Corsair Sprint 750 MkII, Rafi Yahalom, 16. (8 boats)

Full results at www.jibeset.net

SSS HALF MOON BAY RACE, 9/16

SINGLEHANDED MONOHULL OVERALL — 1) **Oscar**, Santa Cruz 33, Joshua Rothe; 2) **Joujou**, Capo 30, Tom Boussie; 3) **Crinan II**, Wyliecat 30, Don Martin; 4) **Archimedes**, Express 27, Joe Balderrama. (17 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Saetta**, J/120, Ludovic & Delphine Milin; 2) **Hokulani**, J/120, Tracy Rogers/Cris Sena; 3) **Jamani**, J/120, Sean & Jeff Mulvihill; 4) **Max**, Ultimate 24, Bryan Wade/John Pytlak. (19 boats)

DOUBLEHANDED MULTIHULL — 1) **Humdinger**, Greene 35, Lawrence Olsen/Kurt Helmgren; 2) **Raven**, F-27, Truls Myklebust.

Full results at www.jibeset.net

Results have been rolling in from Beer Can Series around Northern California, including the following. We'll have more in our next issue.

CYC SUMMER FRIDAY NIGHT RACES (10r, 2t)

PHRF 1 — 1) **Peregrine**, J/120, David Halliwill, 14 points; 2) **Serenade**, Sabre Spirit 36, Hank Easom, 15; 3) **Lonestar**, Beneteau 10R, Madeline Morey, 33. (13 boats)

PHRF 2 — 1) **Orca**, Moore 24, Will Baylis/Rich Bergsund, 15 points; 2) **Shenanigans**, Ex-

press 27, Bill Moore, 19; 3) **Youngster**, IOD, Ron Young, 30; 4) **Moonlight**, Express 27, Jimmy Gibbs, 34; 5) **JR**, Moore 24, Rich Korman, 44. (20 boats)

J/105 — 1) **Masquerade**, Tom Coates, 16 points; 2) **Roxanne**, Charles James, 20; 3) **Strangelove**, Paw Andersen, 28. (10 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 15 points; 2) **Topgallant**, Tartan Ten, Carl Flemming, 29; 3) **QE3**, Tartan Ten, Tom Perot/George Janson, 31; 4) **Jarlen**, J/35, Bob Bloom, 39; 5) **Good Call**, J/124, Richard Garman, 47. (20 boats)

NON-SPINNAKER 2 — 1) **Bolero**, IOD, Richard & Mark Pearce, 14 points; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 25; 3) **Sprite**, Cal 20, Paul Kaplan, 41; 4) **JustEm**, Cal 20, Ted Goldbeck, 43; 5) **Summer Sailstice**, Ranger 33, John Arndt, 46. (23 boats)

Full results at www.cyc.org

EYC SUMMER TWILIGHT SERIES (5r, 1t)

PHRF <124 — 1) **Smokin'**, Melges 24, Kevin Clark, 6 points; 2) **Twisted**, Farr 40, Tony Pohl, 7; 3) **Good & Plenty**, Soverel 33, Justis Fennell, 13. (9 boats)

PHRF 124-158 — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Zwei Flying Fish**, San Juan 33, Michael Berndt, 10; 3) **Taz!!**, Express 27, George Lythcott, 19. (8 boats)

PHRF >158 — 1) **Obsession**, Harbor 20, Dave Vickland, 7 points; 2) **Harry**, Newport 30, Stuart Engle, 14; 3) **#7538**, Santana 20, Brett Allen, 15. (10 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 5 points; 2) **Sonic Death Monkey**, Steve/Steve, 16;

THE RACING

no lower than fourth place throughout the three-day event, wrapping up first place by 13 points over second-place #78, Andy Hamilton's *Great White Trash*. In third place was Ben Braden and crew on #26, *More Uff Da*, hailing from Port Madison YC on Bainbridge Island, WA. Only two points behind in fourth was the first SCYC boat, #36 *Mooregasm*, owned by Stephen Bourdow.

Unlike some of the misanthropic fleets that you run into now and then, the Moore 24 clan has always been about camaraderie, acceptance and, yes, having fun while racing hard and enjoying the best little boat with their like-minded friends.

And the comments from the competitors shared the love. "It was amazing conditions and phenomenal race management. The PRO, Fred Paxton, and his group of volunteers deserve enormous



SCYC hosted the Folkboat International Regatta at the end of August. — photo Jim Erskine

credit for providing some of the best racing we've ever experienced."

"This is the fourth consecutive Nationals win by Team *Gruntled*, and their sixth overall, making them the winningest boat in the history of the Moore Nationals."

"Maybe the highlight of the regatta was a fishing party boat drifting down right onto the weather mark layline on

Saturday. The Moores took it with good grace. The interloping fishermen were hooting their enjoyment and perhaps continued their drift with a new appreciation of our sport."

"At the prize-giving, Scott Sorenson was given the award for the best-named boat: *Fire and Fury Like the World Has Never Seen*. Scott had a lot of fire and

fury, as he was fifth overall. To cool him off he was thrown into the RYC turning basin. He didn't go peaceably."

"RYC member and race volunteer John Dukat's handmade stained-glass trophies blew everyone away. A perfect complement to the regatta."

Cruising, ocean racing or buoy racing, the Moore 24 has proved itself to be one little boat that could.

— ncs

3) **Jaguar**, Roy Haslup, 17. (4 boats)

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr, 8 points; 2) **My Tahoe Too!**, Capri 25, Junior Sailing, 9; 3) **Magic**, Mercury, John Hansen, 20. (6 boats)

Full results at www.encinal.org

GGYC SMALL CRAFT BEER ADVISORY (9r, 1t)

PHRF <170 — 1) **Ciabolla**, Beneteau 37, Brian Madden, 7 points; 2) **Snafu**, CS 30, Maurice Quillen, 14; 3) **Hera**, Beneteau First 36.7, Christian Weiss, 23. (7 boats)

PHRF >169 — 1) **Bottoms Up**, J/22, Brett Davis, 7 points; 2) **Capo Gatto**, Nonsuch Ultra 30, Sal Balistreri, 14; 3) **Alpha III**, Cal T/4, Alex Salogub, 23. (9 boats)

Full results at www.ggyc.com

IYC ISLAND NIGHTS SUMMER (5r, 1t)

SPINNAKER I — 1) **Ad Lib**, Aphrodite 101, Bruce Baker, 9 points; 2) **Zwei Flying Fish**, San Juan 33, Jeff Lee, 12; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 13. (7 boats)

SPINNAKER II — 1) **Lelo Too**, Tartan 30, Emily Zugnoni, 5 points; 2) **Boogie Woogie**, Ranger 33, John Ratto, 6. (2 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Faster Faster!**, Merit 25, David Ross, 8. (2 boats)

SIZE MATTERS — 1) **Obsession**, Harbor 20, Dave Vickland, 4 points; 2) **Loki**, Santana 525, Tim Roche, 7; 3) **Fun**, Santana 22, Chris Nicholas, 10. (3 boats)

Full results at www.iyc.org

LYSA THURSDAY FUN RACES 2nd HALF (8r, 2t)

PHRF — 1) **Villain**, Merit 25, Tim Harden, 6

points; 2) **Quick Fixx**, Merit 25, Dave & Dan Aleman, 10; 3) **#18402L**, Merit 25, John Larson, 24. (5 boats)

NON-SPINNAKER — 1) **#190**, Merit 22, Chuck Rockholt, 6 points; 2) **Top Cat**, Catalina 22, Rachel Hadley, 10; 3) **#0**, MacGregor 25, Craig Anderson, 39. (5 boats)

CENTERBOARD — 1) **Laser**, David Strubbe, 8 points; 2) **Aero**, Steve Leonard, 9; 3) **Windmill**, Darrell Sorenson, 15. (3 boats)

Full results at www.lakeyosemitesailing.org

OYC SWEET SIXTEEN 2nd HALF (8r, 2t)

PHRF <102 — 1) **Dark and Stormy**, 1D35, Jonathan Hunt, 6 points; 2) **Golden Moon**, Express 37, Kame Richards, 11; 3) **Spirit of Freedom**, J/124, Bill Mohr, 18. (5 boats)

PHRF >101 — 1) **Obsession**, Harbor 20, Dave Vickland, 10 points; 2) **Toypedo**, Ranger 26-2, David Hayward, 12; 3) **Loki**, Santana 525, Tim Roche, 12. (5 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman, 9 points; 2) **Renaissance of Tahoe**, Stephen Douglass, 10; 3) **Zenith**, Bill Nork, 18. (4 boats)

COLUMBIA 5.5 — 1) **Carina**, Scott McCoy, 9 points; 2) **Jaguar**, Roy Haslup, 13; 3) **Rogue**, Ryan Nelson, 17. (7 boats)

168-RATERS — 1) **Bandido**, Merit 25, George Gurrola, 9 points; 2) **Dire Straits**, J/24, Steve Bayles, 10; 3) **Double Agent**, Merit 25, Scott Olivier, 12. (4 boats)

FAT 30 — 1) **Wuvulu**, Islander Bahama 30, John New, 7 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 12; 3) **Lelo Too**, Tartan 30, Emily Zugnoni, 14. (4 boats)

NON-SPINNAKER <189 — 1) **Jackal**, Ranger

33, Roger Wise, 8 points; 2) **Blue Passion**, Tartan 3400, Al & Michelle Leonard, 9; 3) **Lioness**, Hinckley Bermuda 40, Sheldon Haynie, 16. (3 boats)

NON-SPINNAKER >191 — 1) **Fun**, Santana 22, Chris Nicholas, 6 points; 2) **Dominatrix**, Santana 22, Heidi Schmidt, 12. (2 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 6 points. (1 boat)

Full results at www.oaklandyachtclub.net

SBYC FRIDAY NIGHT SERIES (14r, 3t)

SPINNAKER <90 — 1) **Mr. Magoo**, J/120, Stephen Madeira, 17.7 points; 2) **Kookaburra**, J/120, Tom Grennan, 19; 3) **CentoMiglia**, Flying Tiger, Mark Kennedy, 28. (8 boats)

SPINNAKER 90-135 — 1) **Rhapsody**, J/32, Chris Boome, 19 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 23; 3) **Northern Light**, Santana 35, Rod Neathery, 27. (6 boats)

SPINNAKER >136 — 1) **Highlighter**, Islander 36, William Hackel, 12 points; 2) **Goose**, Catalina 30, Mike Kastrop, 22; 3) **Avalon**, Catalina 30 MkII, John Ford, 33. (7 boats)

J/105 — 1) **Lightwave**, Simon James, 22 points; 2) **Aquavit**, Donald Olgado, 30; 3) **Russian Roulette**, Sergey Lubarsky, 35. (7 boats)

NON-SPINNAKER <141 — 1) **pHat Jack**, Express 37, Bob Lugliani, 21 points; 2) **Stratocaster**, J/32, Lewis Lanier, 22; 3) **Reality Cheque**, Beneteau 35s5, Ross Werner, 33. (8 boats)

NON-SPINNAKER >140 — 1) **Alpha**, Sonar, John Wallace, 12 points; 2) **Friday's Eagle**, Catalina 30, Kenton Hokanson, 29; 3) **Amandla**, Catalina 34, Kurt Magdanz, 33. (10 boats)

Full results at www.southbeachyachtclub.org

MOORE 24 NATIONALS, RYC, 8/25-27 (9r, 1t)

1) **Gruntled**, Bart Hackworth, RYC, 13 points; 2) **Great White Trash**, Andy Hamilton, RYC, 26; 3) **More Uff Da**, Exalted Ruler Ben Braden, Port Madison YC, 31; 4) **Mooregasm**, Stephen Bourdow, SCYC, 33. (16 boats)

Full results at www.richmondyc.org

BYC Tri-Island Series

The fourth annual Berkeley YC Tri-Island Series wrapped up on August 20 with the pursuit race around Angel Island. The previous races were around Alcatraz and Treasure Islands in June and July.

This year's series was a smashing success for the J/24 contingent of six vessels, with each race being a victory for one of them, *Shut Up and Drive* winning Race 1, *Evil Octopus* taking TI, and *Downtown Uproar* winning the finale. The series winner was Val Lulevich's



J/24 sailors celebrate Tri-Island Race success at Berkeley YC. They'll no doubt enjoy their very useful prizes. — photo Patrick Hind-Smith

Shut Up and Drive, taking a 1-2-3, followed by Darren Cumming's *Downtown Uproar* (4-4-1), and Jasper Van Vliet's *Evil Octopus* (7-1-10).

The competition among all classes was close, and each of the three days was spectacular on the water, with bright sunshine and a steady breeze of 20 knots.

Of particular note was the Corinthian spirit of Paul Van Ravenswaay's J/24 *Feral Rooster* team — they finished first across the line in the final race; however they disqualified themselves for a startline infraction.

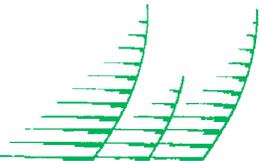
— *patrick hind-smith*

Race Notes

Dee Smith, spotted visiting at Rolex Big Boat Series, won the 2.4 mR Open North Americans at Pointe-Claire YC, Canada, along the St. Lawrence River, in mid-August.

To help the Caribbean, go to the Caribbean. The **Caribbean Sailing Association** has announced that the regatta schedule released earlier for 2018 will remain unchanged, despite the ravages of Hurricanes Irma and Maria. See www.caribbean-sailing.com for info and updates.

— *latitude/chris*



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For a change of pace, we invite you to test your nautical trivia knowledge of **The World's Top Chartering Destinations**.



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Thanks to the devastating effects of two back-to-back hurricanes on the Virgin Islands and St. Maarten — two of the world's most popular chartering destinations — September was a truly shitty month in the international charter biz. So, in order to lighten the mood a bit, we thought we'd offer you some thoughtful distraction by revisiting our always-popular international chartering quiz.

If you're particularly well-traveled or are a nautical-history nut, you'll probably score high. But if your tally of correct answers is pathetically low, we suggest you consider booking a trip soon to some history-rich sailing venue.

To our way of thinking, international travel is a life-enhancing pastime that will likely expand your grasp of history while giving you a deeper understanding of the cultures you visit, and a greater appreciation for the complexity of the international issues of the day.

So, don't be shy. Step right up and take your best shot at it. (You'll find the answers on the last page of this World of Chartering section.)

1) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand

The more kava you drink, the better these guys sound. Their tropical kingdom was never conquered by Europeans.



LATITUDE / ANDY

- b) Tahiti
- c) New Caledonia
- d) Tonga

2) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

3) All waters of this charter venue are part of a protected marine preserve:

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

4) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

5) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie Galante
- c) Martinique
- d) St. Barth

6) This chartering venue is the largest estuary in the US.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

7) This popular European chartering destination is now an independent nation. It was once part of the Austro-Hungarian Empire, and later part of the Socialist Federal Republic of Yugoslavia.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

8) This tropical charter-

MAINE WINDJAMMERS



ing area was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

9) After 162 years as a British territory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

10) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as rock stars, royals and tabloid celebs — including Mick Jagger, David Bowie, and Tommy Hilfiger — have had vacation homes there.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

OF CHARTERING



Spread: Desolation Sound is a primeval nautical wonderland. A trip aboard the schooner 'Timberwind' always includes a lobster bake.

11) Grenada earned the nickname "island of spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

12) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

13) Christopher Columbus took his first steps in the New World on one of these islands, which now comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery — 31 years before the US did.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

14) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second-longest sea cave? It is large enough to take a 40-foot boat inside, with an entrance that is 130 feet high.

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

15) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

16) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of

seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

17) Nearly 300 years before Christ, a 110-foot-tall statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the "seven wonders of the ancient world."

- a) New York
- b) Bali
- c) San Salvador
- d) Rhodes

18) Where is the dramatic glacier-carved region called Desolation Sound located?

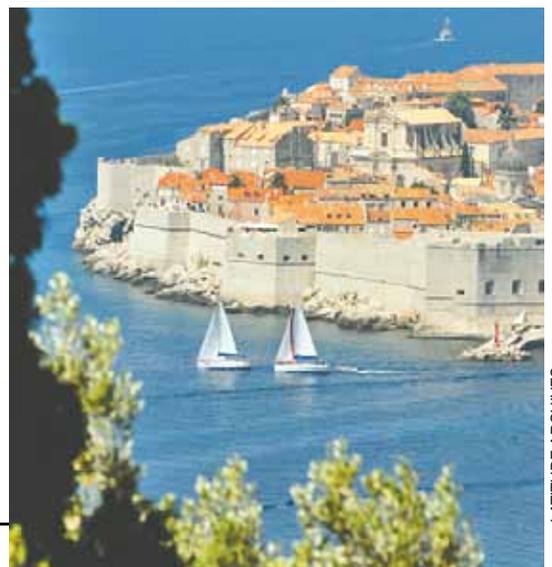
- a) Baja California
- b) British Columbia
- c) The U.S. Virgin Islands
- d) Penobscot Bay

19) Which young British naval officer — who would later become famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the naval facilities at English Harbour?

- a) Benjamin Disraeli
- b) Napoleon Bonaparte
- c) Horatio Nelson
- d) Admiral Rodney

20) This island, which is a British

Despite its turbulent history, this European nation's rich cultural history and maze of offshore islands make it immensely popular with sailors.



EAGER DREAMER

LATITUDE ARCHIVES

WORLD OF CHARTERING

Overseas Territory, has the Eastern Caribbean's most active volcano.

- a) Carriacou
- b) St. Vincent
- c) Montserrat
- d) Virgin Gorda

21) The largest and most populous of Canada's Gulf Islands, this isle was originally settled in 1858 by ex-slaves from Missouri at the invitation of British Columbia's governor,

- a) Orcas Island
- b) Saturna Island
- c) Saltspring Island
- d) Vancouver Island

22) French post-impressionist artist Paul Gauguin developed his artistic style, called primitivism, in this group of islands, which are now popular with both charter-

- ers and cruisers.
- a) French Polynesia
 - b) Tonga
 - c) The Balearics
 - d) The ABC Islands



At Soper's Hole, on the west end of Tortola, both the architecture and ambience capture classic Caribbean style.

23) Its indigenous Maori people dubbed this island nation the "land of the long white cloud."

- a) Tahiti
- b) New Caledonia
- c) New Zealand
- d) Australia

24) In 1776, a few months after the American Revolution, this tiny island made history by becoming the first foreign entity to acknowledge US sovereignty, by way of a salute fired from Fort Oranje in re-

ply to a salute by the American brigantine Andrew Doria.

- a) Bequia
- b) Guadeloupe
- c) St. John
- d) St. Eustatius

— See all answers below. —

1: "d" Tonga	7: "b" Croatia	13: "d" The Bahamas	19: "c" Horatio Nelson
2: "d" Turkey	8: "a" Belize	14: "b" Santa Cruz Island	20: "c" Montserrat
3: "d" British Virgin Islands	9: "d" The Seychelles	15: "b" The Gulf & San Juan Is.	21: "c" Saltspring Island
4: "b" Australia's Whitsundays	10: "b" Mustique	16: "b" Downeast Maine	22: "a" French Polynesia
5: "d" St. Barth	11: "b" nutmeg and mace	17: "d" Rhodes	23: "c" New Zealand
6: "c" Chesapeake Bay	12: "c" The Florida Keys	18: "b" British Columbia	24: "d" St. Eustatius

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CHANGES

With reports this month from **Sugar Shack** on Christine getting her dinghy mojo on; from **Xanadu** about moving up in boat size and to a new cruising ground; from **Mojo** on how to catch fish during the Ha-Ha; from **Cool Change** on more lessons learned after a second year of cruising; from the **Ha-Ha** on the 10th anniversary of **Survivor Bahia Santa Maria**; and **Cruise Notes**.

Sugar Shack — Catana 47 Matt & Christine Caroline Mitchell Getting Dinghy Confidence (Austin, Texas)

It might come as a surprise to most, but after all our cruising I'm still not a qualified dinghy driver. In fact, when we had our smaller 8-hp outboard, I only tried to start it a few times — and got frustrated when it would not start as easily for me as it did for Matt. Lack of strength, style, something, I don't know.

So when we got our 25-hp outboard, I resigned myself to never driving it. I mean, really, it's hard to pull start that sucker. And yes, I can hear you men laughing out loud.

As a result, I had only ventured out on my own with the dinghy once before. That was when I had to go into Customs at Cruz Bay, St. John in the US Virgins while Matt drove *Sugar Shack* in circles because there was no room to anchor or tie up. It was a very short distance, the motor was already warm and primed, and I did not have to do much other than drive straight. So it was easy.

Now it was many months later and I still had not taken *Sweet 'N Low* out on my own. That is until the day came when I really wanted to get off the boat

Operating a dinghy doesn't take any particular gender skill. It just takes experience. And with experience comes freedom from 'boat jail'.

and Matt was up to his eyeballs in grease and boat projects. I asked him to drop me off. In his infinite wisdom, he said it would be better if I just took the dink. Jeeesh! After lots of whining and pouting, I prepared to take the dinghy on my own.

I pumped the fuel primer bulb, pulled out the choke, took my fighting stance, and pulled with all my heart. There was a little rumble, so pushed the choke back in, pulled again, and again — and lo and behold it started to rumble! I love the sound of our 25-hp outboard!

After releasing the painter, I started to drift away from the boat, which was good, as I did not want to have to put it in reverse. Baby steps, you know. Slowly I circled around and headed toward the dock. It was nice as I was going downwind and with the waves and current. I turned around and Matt waved happily, thrilled to have the boat to himself.

I was a little worried about my approach to the dinghy dock, as there were tons of dinghies there. Great. Well, I thought to myself, I will go in with balls blazin' and wedge myself between a small dink and a medium one. While still underway, I moved to the bow to slip my dinghy between the other two and — whack stop!

The two dinks on my left were short-tied, meaning they were not going to move. If you are a mariner, you know that you should always tie your dinghy with a long painter to make room for other dinghies coming in. So the owners of those dinghies were either newbies or just not very nice. Bummer.

I circled back and tried again. This time I put the dinghy in gear, headed between two other dinks, and just as *Sweet 'N Low* hit the transom of the medium one, I leapt forward with our painter. I jumped onto the other dinghy and crawled onto the dock. Success!

I'm sure I had been a sight to behold, as I am short and had arms and legs all over the place. I tied off and jumped back into my dink to get the lock, my shoes, and the key. Then I locked the dinghy and headed to the bus stop. I was feeling pretty darn proud of myself!

I was actually heading into town to see *Wonder*



Woman, and was feeling like I should be wearing her costume. OK, maybe that's a bit of an exaggeration! The movie was spectacular! I was feeling the Girl Power all over me as I headed back to the boat.

The ride back to *La Palapa* on the hook off Bonaire is always a wet one, as you are going into the wind and waves. So I took it slow and easy, and arrived just as *Sugar Shack* turned, giving me the perfect landing!

— caroline 09/15/2017

Readers — See this month's *Cruise Notes* for the editor's comments.

Xanadu — CT-54 Rob and Dolores Blackwood Moving Up and Out (San Diego)

After marrying in Catalina last year, Rob and Dolores Blackwood of San Diego decided they wanted to see more of the world. They'd both had their fill of California, and while they've both spent a lot of time on boats in Mexico and loved

SUGAR SHACK



Christine, with 'Sugar Shack' in back, got comfortable with the dinghy.

SUGAR SHACK



ALL PHOTOS COURTESY XANADU

the stuff I'd done to make her better. The next thing I knew, he said, 'I'm going to buy her from you!'"

Having a buyer for their boat energized Rob and Dolores' hunt for a new boat. On a lark, they did a search for a CT-54, and came across one named *Xanadu* in the British Virgin Islands. The asking price was in the low hundreds, significantly less than sisterships. The boat had been owned since she was launched in the early 1980s by a wealthy Mexican.

The reason the asking price was so low is that the captain, more of a family friend than a professional, hadn't had a passion for maintenance. So the boat had a lot of issues. A couple of potential buyers made offers, but backed out after surveys indicated that a tremendous amount of work needed to be done.

Having had both Rob and Dolores work on *Profligate*, the one thing we know is that these two aren't afraid of hard work. So the condition of the boat wasn't as much of a deterrent as it would be to the average boat buyer. So after the couple made a too-low-to-repeat offer that was accepted, Rob flew to the British Virgins to check *Xanadu* out in person.

On close inspection, Rob found plenty of problems. Termites in two areas, leaking decks, dry rot in much of the plywood behind the nice teak interior, and caprails needing replacing. The nearly new 12kw genset wasn't working. The liferaft had been in the sun for ages and was probably worthless. The navigation equipment was either missing or outdated. While the winches on the mast were in fine condition, the old Barlow primaries needed a long diesel bath to have any chance of ever working again.

On the other hand, the boat had a lot of potential. The hull was strong and thick, and the gelcoat was in excellent

Powered by passion for a big new-to-them boat and a new cruising area to come, Dolores and Rob are feeling and looking good.



LATITUDE / RICHARD

'XANADU's POST-IRMA UPDATE: *There were 500 boats hauled out at the Virgin Gorda Yacht Harbour boatyard at Spanish Town, including 'Xanadu'. When Irma struck, 497 of them fell down off their stands. Miraculously, the not-yet-insured 'Xanadu' was one of the three that remained standing, although she did suffer substantial damage. Rob and Dolores have renamed her 'Still Standing'. Also, because Irma was approaching, Rob's check was never cashed. So, minus the deposit, they have their money back. That said, as we write this, Hurricane Maria is approaching.*

Spread: *This is a CT-54 sistership to 'Xanadu'. About 80 of them were built in the late 1970s and early 1980s. Insets, clockwise from upper left: 'Xanadu' being hauled at the Virgin Gorda Boatyard; Rob is 6'4", so he's going to like the headroom on the new boat; Dolores was smitten by the stairs.*

it, they decided they wanted to expand their horizons. The Caribbean seemed like the answer.

The two had met four years ago in Mazatlan, where Dolores is from, and where Rob admits that he was "sobering up" after a low phase of his life in the Vallarta area. For the last three years the couple have been working in San Diego. Rob as a rigger and electrician on boats, and as a delivery skipper. Dolores has her own yacht-cleaning business and does deliveries, too.

Their first inclination was to take their then-current boat, the *Island Trader 41 KL*, to the Caribbean. "But the logistics and commitment seemed too difficult," says Rob, who is 48. "So we started to think about selling our boat and buying another one in the Caribbean."

As they searched the Internet for boats, it didn't take Dolores long to identify her dream boat. "That's the one!"

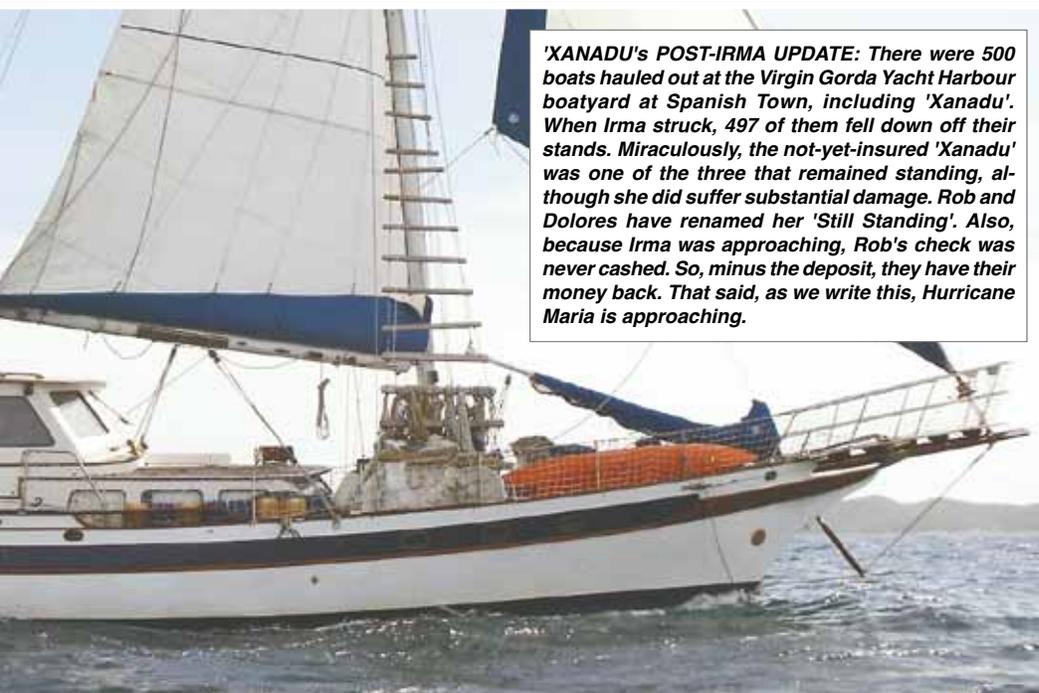
she exclaimed right after she saw some photos of a Bob Perry-designed CT-54. It was love at first sight.

Oddly enough, the thing that most attracted Dolores to the CT-54 was the companionway steps, which thanks to lots of teak and carvings resemble a grand stairway. Women can be funny like that.

Of course, dreams are one thing and being able to buy a big yacht on the incomes of two boat workers is another.

Rob and Dolores didn't really get serious about buying a boat until a friend named Robbie expressed an interest in buying *KL*, which they hadn't seriously tried to sell.

"For some reason Robbie liked my personality so much that he decided he'd help me varnish the boat," Rob recalls. "As we worked together, I told him about all



CHANGES

condition. Something like \$25,000 had just been spent to have the 160-hp Perkins diesel sent to Florida for a complete rebuild. The genset only had 200 hours, and might just need a new battery to

start. The boat was equipped with aluminum spars instead of wood, and they were in good shape. Surprisingly, the boat has a complete set of new Doyle sails that have never been out of the bag. The rigging is in pretty good condition, and except for a couple of notable areas, the fancy wood interior is in good shape.

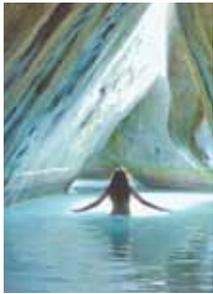
'Xanadu' is currently hauled a short walk from The Baths.

Rob didn't see anything that he thought he and Dolores couldn't fix over a period of years, so they went ahead with the deal. Basically they have traded a 41-ft boat in very good condition for a much larger 54-ft boat that needs a lot of work.

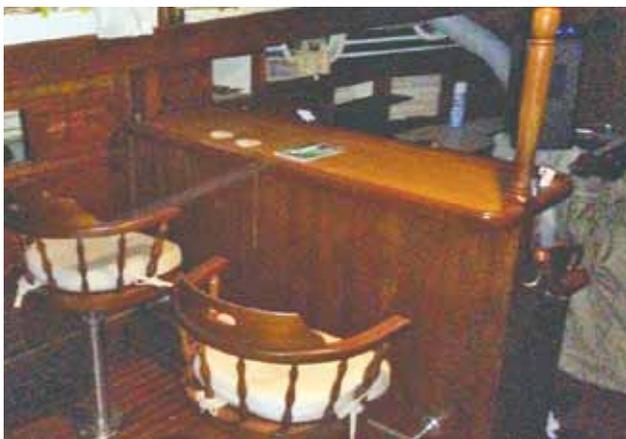
Over the years we've known countless people — including marine industry professionals — who have greatly underestimated the amount of time and money it takes to bring a relatively big boat back. But given the couple's skills and their passion to transform the boat into 'Dolores' Mansion' on the sea, we think they've got a very good shot at pulling it off.

Oddly enough, the couple were at a potluck at Sun Harbor in San Diego shortly after doing the deal when they fell into a conversation with another couple. They soon learned that not only did the other couple have a 70-ft boat in the British Virgins, but it was in the same boatyard as *Xanadu*, and they even knew the boat.

'Xanadu' has a much larger interior than Rob and Dolores' current boat. Rob thinks the inside bar will be a cool touch if they charter.



BVI TOURISM



XANADU

After one more delivery up to Seattle, Rob will be headed off to Virgin Gorda to get to work on the boat. Dolores wants to stay in San Diego until the end of the year because she feels obligated not to abandon her clients.

Shortly after the start of the year, with the *Xanadu* in basic seaworthy condition, Rob and Dolores plan to slowly head south. The *Wanderer* spent an hour with them aboard *Profligate*, sharing his knowledge and opinions on sailing and living in the Caribbean.

"St. Martin is duty free and a great place to have stuff shipped," he explained. Now the owner of a large yacht, Rob was glad to learn that almost all cruisers in the Caribbean anchor out rather than stay in marinas. The money they save on berthing will be needed for the more expensive food.

The *Wanderer* is thrilled for the couple, as it reminds him of the time when he was 39, and in one of the best foolish moves he made in his life, he flew to the Caribbean and bought an Ocean 71 in need of considerable repair. Owning that boat for a dozen years would have an enormous effect on his life.

The *Wanderer* bumped into Rob and Dolores at the West Marine store in San Diego, and before they'd told us about their purchase, we noticed that both of them looked healthier and more attractive than when we'd seen them nine months before. Having a passion for something will transform you like that.

— latitude/rs 09/14/2017

Mojo — Jeanneau 36 David Kramer How to Troll on the Way to Mexico (Santa Barbara)

I did the Baja Ha-Ha last year on *Mojo* along with my friends Larry Leveille and Chris Neufeld. It was a blast! We met a lot of people who mentioned that they tried fishing, but struggled to catch any fish. Some didn't even have the confidence to try at all.

We caught fish every day that we fished off *Mojo*. Many of the fish weren't from our targeted species — meaning they weren't yummy — so we threw them back. But we still ate well.

Since there are hundreds of beginning fishermen who are preparing for this year's Ha-Ha and on other southbound boats, I thought I'd share some of



our tips. Don't worry, your gear shouldn't cost more than \$50.

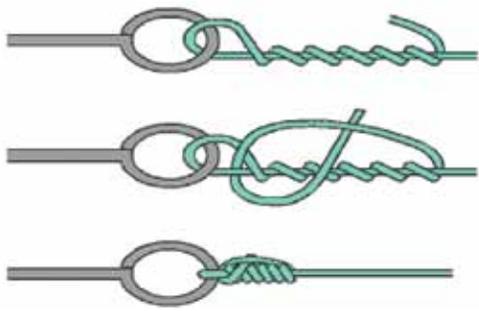
Our Philosophy. We don't practice catch-and-release. We respect the lives of the fish that we catch, so when we have enough fish onboard, we stop fishing. And we don't kill fish we aren't going to eat. So it's important to us to know what we're catching so we can release the ones we don't want.

On last year's trip down and back up Baja, we caught a lot of bonito and skipjack tuna. We don't keep either of these small tunas because their meat is very dark and has a strong 'fishy' taste. The bonito have diagonal stripes and the skipjack have horizontal stripes with spots on their belly. We suggest you throw them back.

What You Want to Catch and Where. In the northern reaches of Baja, you'll often catch yellowtail (hamachi), yellowfin tuna, or if you're very lucky, a bluefin tuna. All of these fish are delicious.

When you get farther south and the

IN LATITUDES



PHOTOS FROM VARIOUS STOCK SOURCES



Clockwise from above: Alan Weaver with a Ha-Ha catch of the day; A kid-size dorado; An even bigger dorado; A chain is only as good as the weakest link. Don't let a poorly tied knot be the weak 'link' in your handline; There are all kinds of lures. Find which works best for you.

water temperature gets into the mid-70s, you'll start catching dorado (mahi mahi) and wahoo. If you don't know what all of these fish look like, take a few minutes to look online, and maybe take some printouts along to remind you.

We carry *Fishes of the Pacific Coast* by Gar Goodson. I don't think it's still in print, but it's a great book for sailing fishermen. It has pictures of the fish and rates how good they are to eat.

We use simple, inexpensive equipment and have a foolproof fishing technique. If you use our system, you'll catch tasty fish before you get to Cabo. The gear will last for years and catch many fish. By the way, I'm talking here about trolling underway for gamefish such as tuna, dorado, wahoo, yellowtail, etc. Fishing on the bottom or at anchor is the subject of a different article.

The key to being successful at fishing,

like being successful at most things, is good preparation. You need to have the right fishing tackle on board, be prepared to land the fish before you bring it aboard, and be prepared to clean or fillet the fish. Before you do anything, however, get Mexican fishing licenses for everybody on the boat, as required by law. Licenses can be bought online or from the big tackle shops in San Diego.

The Handline. The fishing tackle that we use is referred to as a 'handline'. We don't use a rod or a reel. A handline resembles the type of tackle that commercial fishermen use. It's not intended to be fun or give the fish a fighting chance. The point is to put meat on the table with a minimum amount of fuss. If you don't like the sound of that, then by all means buy yourself some good trolling rods

and reels.

The handline has four parts: the lure, the leader, the line, and the bungee.

Lures. These are typically made of colored feathers with a large single or double hook. Sometimes the lures are sold with hooks attached, and sometimes you buy the hooks separately. I like large double hooks, as you're going to be catching big fish. The hooks should be about the size of your pinky finger curled up.

Lures are available from any good tackle shop in San Diego, as well as tackle shops up the coast of California and online.

There are myriad opinions on lure types and colors. Get a few and learn what works for you. I've had a lot of success with blue and white lures with a shiny head.

Typical lures cost around \$10-\$15. These get beaten up by the fish, so you'll need a few spares. They are the most expensive part of the whole setup. I like lures that are around 4-5 inches long. Don't use huge lures unless you want to deal with huge fish!

The Leader. Attached to the lure is the leader. This is either very heavy-duty monofilament fishing line or 'leader material'. It's rated by the strength of the line. I recommend at least a 250-lb leader. You can buy short rolls online or at a good fishing=tackle store. You should be able to get a lifetime supply for \$20.

Cut a piece of around 30 to 40 feet of leader material and tie it to the lure. Test your knots well to make sure that they don't slip.

Swivel. Next you'll need a swivel, which is very important. The lure will rotate and spin through the water as it is dragged behind the boat. If you don't have a swivel inline, then your line will get twists. I recommend a good quality,

Wayne Meretsky gaffing a fish. Author Kramer is not a big fan of gaffing because it results in a bloody mess needing to be cleaned up.



LATTITUDE / RICHARD

CHANGES

heavy-duty swivel. You only need one per line, but buy a few when you're in California as you may want to make extra lines or share them with friends. Good swivels are hard to find south of the border.

Rope. Attached to the other end of the swivel is a piece of rope. You'll need 75 feet or so. The exact type of rope isn't important. It just needs to have a minimum breaking strength of a couple of hundred pounds. Clothesline from the hardware store works fine.

You don't want to use line that is too thin, as you're going to be pulling on it, and line that is too skinny will dig into your hands. Go with a line that is a minimum of 3/16". Line that tends to kink isn't great either, as you'll spend a fair bit of time getting out tangles.

Bungee. Before you attach your handline to your boat, you need to add a bungee about 18 inches long. Your handline has very little stretch in it, so when a big fish hits the lure, it's going to shock load it. The bungee acts as a shock absorber, which helps to prevent the hook from ripping free. Any bungee will do, although the hooks on the ends of cheap ones will eventually rust.

I tie a couple of loops into the rope about three feet apart to attach a bungee to the system. The exact distance isn't important as long as it's longer than the length of the stretched bungee. Put the hooks on the end of the bungee through the two loops in the rope, and bend them so that they become eyes and can't be pulled loose.

The bungee should be tied about four or five feet from the boat end of the rope.

In review, you have a lure with a hook, 30 feet of leader, a swivel, 75 feet of line, and a bungee. That's the whole apparatus. You might want to add a big hand reel to store the rig when you're not using it. We don't use them, as we

just coil the line into a Ziploc bag when we're not using them.

You may want to make up a couple of handlines of different lengths. The fish sometimes bite right up to the transom, and sometimes they like to be a few boat lengths back. But 100 feet total seems to work pretty well for us.

The Actual Fishing. If your boat is like most, you're going to be moving at between four and nine knots. This is the perfect trolling speed for gamefish. It doesn't matter if you're sailing or motor-ing. Tie the end of the rope to something strong such as a cleat or the stern pulpit. Toss the lure overboard and play out the leader and the rope. Now you're fishing!

There's then not much to be done other than glance back occasionally to make sure that there's nothing caught on the hook, like kelp — or a fish! Clear kelp or debris off the hook as soon as you see it.

As you sail along, the lure should be dragging on or just below the surface. Sometimes the lure might skip across the surface. Don't worry about it, as gamefish feed on flying fish and thus are looking for action on the surface. If conditions are really rough, or you're moving really fast, you might want to use your heaviest lure just to keep it in the water a bit more.

Fish will strike the lure, and most of the time you won't be aware of it. Usually you'll notice the fish when it comes to the surface and gets dragged along like a wakeboard. Sometimes a bigger fish will take the lure deep and fight it for a while. But none of this matters, because before you touch the line you need to prepare to land the fish. If you do it well, you'll avoid getting any blood or scales in the cockpit. We'll talk about that next month.

— david 09/27/2017

Cool Change — Pacific Seacraft 31 Cindy and Rick Petrinellis Lessons from a Year of Cruising (Sausalito)

At the end of Part One last month, I mentioned that provisioning in even the remote parts of the Sea of Cortez wasn't a problem. Everyone has to eat, for goodness' sake, and many do not have the resources to get out of their small villages. So we could find what we needed in the most unexpected places — even places that were only accessible by boat!



We found that we could easily survive on the fish we caught, supplemented by the fruits, vegetables, cheese and staples in stores or *bodegas*.

Of course, don't expect to find pesto, pickles, half & half, and other *gringo* foods. I did find a store in a large town that had ultra-pasteurized half & half which could be left unrefrigerated until opened and lasted several months.

Stocking up on our favorite *gringo* foods, or finding local alternatives, made it a lot easier to stay away from large grocery stores for long periods. Toward the end of the season, I started using more canned meats, such as chicken and tuna, to supplement the fish we caught. I also discovered that Mexico has a plethora of brands of spicy, shredded, cooked meats that come in soft packages, as tuna often does. These last for a long time unrefrigerated, and they are tasty as either a filler for tacos or as a main meal combined with other ingredients.

I also started making my own yogurt

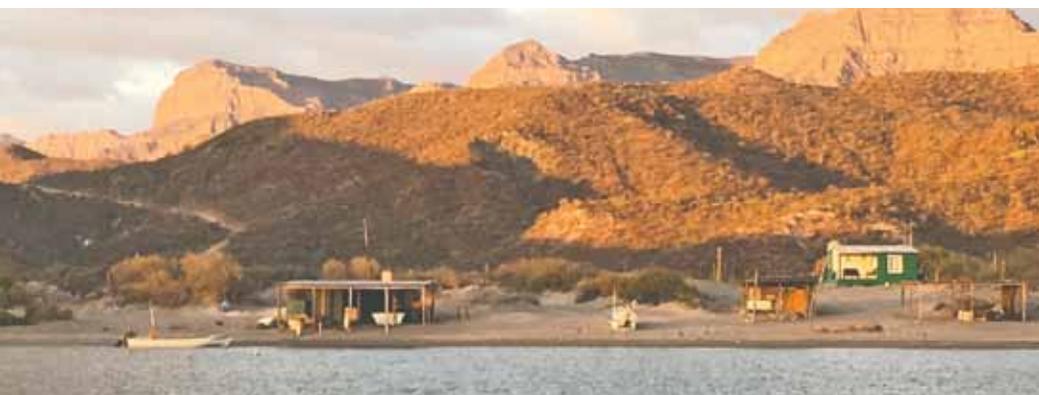
Part of the pleasure of fishing is the hunt. Another is the preparation. The greatest is the presentation and consumption.



IN LATITUDES



ALL PHOTOS BY COOL CHANGE



Scenes of cruising Mexico from Cindy and Rick Petrinellis of the Sausalito-based Pacific Seacraft 31 'Cool Change'. From the Sea of Cortez in the north to Zihua in the south, there is so much variety and so much to see and do. It takes a year to learn how to do it, not right, but better.

using powdered milk, which is available everywhere in Mexico, and the last of our store-bought yogurt. I also started making my own bread, which was easier than I thought, and which Rick loved. It was a cinch in the heat of Mexico as long as I kept the bulk yeast dry and refrigerated.

I'm relieved that we overcame our addiction to marinas and large stores in our second year of cruising, because we won't see much of either during or after our 30-45-day crossing of the Pacific next year. Besides, we save a lot of money without them, money that we'll need for the higher cost of living in French Polynesia.

Another thing we learned in our second cruising season is that it's better to run our watermaker more frequently for shorter times rather than less often for long periods. At first we thought that it was best to run it less frequently because

each run requires the use of about three gallons of just-made water to flush the system. But running the watermaker a little every day meant that we could even get away with using solar power to run the watermaker instead of having to rely on the engine, since the draw on our batteries could be restored by the solar panels if we only ran the watermaker for a little while. That made us feel more relaxed about taking all the showers we wanted without fear we would run out of water.

Rick and I also think we became better sailors this second season. We certainly feel more confident and comfortable in a variety of weather conditions, making decisions about what to do, and how to do it.

Setting up for sailing

wing-on-wing has become routine. Using our cruising spinnaker is not quite so routine, but we have deployed and doused it several times with success.

We have figured out additional sailing configurations beyond just full sails or reefing that work for varying conditions. Sometimes we sail just under the jib, sometimes we sail with just the jib poled out, sometimes we sail with the main and the staysail instead of the main and jib so we can point higher.

Dropping the main without heading all the way up into the wind — by sheeting out the main and sailing on the jib — has become a practice of convenience when it used to be reserved for difficult seas and winds. And when our autopilot failed one night, we discovered that as long as there was a little wind to keep the mainsail full, we could even use the Monitor windvane under power.

It's all about knowing our boat better.

We have become more experienced with night sailing, and with understanding and responding to unseen objects or heavy traffic. We have learned that there may be dangers marked by just a radar reflect. We have learned how to avoid them even though we can't see them with our eyes at night. We know that blinking lights very low in the water aren't as far away as they appear. We have dealt with approaching cruise ships and cargo ships and fishing vessels. Most of them appear on our AIS, and we can call them if necessary. Others don't have AIS and can only be 'seen' by radar or sometimes bright lights. We know shrimp boats can cause confusion because they rarely have AIS, and travel on unpredictable courses at unpredictable speeds.

We've learned that we can usually sail — not motor — over the top of long-line fishing gear, and that the presence of *pangas* may indicate the proximity of the end of a long line. [*Latitude* does not

Cindy, on the right with two lady friends in Zihua, became much more connected with the cruising community than in the first year.



COOL CHANGE

CHANGES

recommend this.)

We also finally came across the ideal night watch schedule for the two of us. Cindy is 10 p.m. to 2 a.m. Rick is 2 a.m. to 6 a.m.

Having anchored 51 times this year, Rick and I are getting good at being an anchoring team — although I do believe we could benefit from switching roles more often. Generally, Rick has been at the bow, handling the anchor and chain, while I have been at the helm controlling our direction and speed. We had to do this for most of the year because we weren't able to come up with a solution for hanging our new Mantis anchor off the bow roller. This meant Rick had to lift the anchor over the pulpit when we anchored and weighed anchor. I couldn't have done it with confidence.

By the end of the season, we figured out that in all but the most challenging of conditions we could indeed use the bow roller. That meant that I could handle the anchor with just the foot controls for the windlass, and Rick could control the helm. Each job is different and I think it is important to know both, for better appreciation of the issues faced by the other part of the team, and also so that either one of us would be thoroughly comfortable in either role should one of us become incapacitated. So we still have that to work on.

One of the things I adore about Rick's approach to anchoring, and that I see so many other couples violate, is that he keeps his voice low when he's on the bow communicating with me at the helm. He never shouts and almost whispers. It makes for a smoother process and better marriage!

Another huge improvement this year has been Rick's fishing prowess. He says that the most important thing he learned about trolling is that the lure must have 'action'. If it does, we catch fish. If it doesn't, we don't.

He also bought a new rod and reel for fishing off the dinghy that has much better action than the cheap ones we had before. Lastly, our friend Patrick from *Voilà* turned us on to some new lures that have worked wonders. Rick has caught dorado, roosterfish, sierra, cabrilla, red snapper, and triggerfish — not to mention lots of other fish that we threw back.

When Rick fishes, he considers that the two of us are fighting because I am there cheering him on when he reels the fish in, I take the rod when Rick gaffs the fish, and I clean and cook the fish.

My repertoire of fish recipes has grown: sashimi, ceviche, fish tacos, sautéed or baked fish with various sauces,

fish cakes. When you personally take the life of a fish, you don't want any of it to go to waste.

We've had part and system failures. We could have gotten upset about them, but we look at it as 'better to fail in Mexico than in the middle of the Pacific.'

Our 17-year-old autopilot failed, so when my sister Kim and her husband Pete came down to visit, they brought a new one that Rick installed. We've taken apart and fixed a head and the shower sump. We installed a new water heater and we located the mysterious source of a nagging water leak. We replaced the steaming light that failed with a new LED bulb that Rick had the foresight to purchase before we needed it.

Having gotten my hip replaced, I was able to walk places I was unable to walk to last year. What a blessing that was! Rick got to take advantage of less expensive — and equal or higher quality dental care — by getting a tooth pulled after it cracked down to the root and became infected. He has also arranged for an implant next season.

While the snorkeling in Mexico isn't as good as we'd hoped, we did get to see 'aquarium fish' in their natural habitat at a number of remote anchorages. And we got more comfortable snorkeling, which will serve us well in the South Pacific.

We got the chance to visit some very special places this last season, including Zihuatanejo during SailFest, and much more of the Sea of Cortez.

The Sea is not for everyone. Some people think of it as just a desert with water around the edges and very little Internet. But I absolutely adored how isolated it was, and how we could dive off the boat into 80-degree water and just float to our heart's content in clean water. We also loved how welcoming the people of the small villages were.

Last but not least, we found ourselves much more connected with the cruising community this year than in seasons past. A testament to that fact is that we are now sharing a villa for six weeks with Nancy from *Aldabra* and Julie and Jeff from *El Gato*, crews from two boats we met at Barra de Navidad much earlier in the season. We went from not knowing anyone in the anchorages or marinas last year, to struggling to find some time alone with just the two of us whenever we were in a popular anchorage! We have made some lifelong friends, no matter where our future cruising takes us.

This sailing season was exactly what we had hoped and planned for in so many ways. When we started down the coast of California on this adventure, we had so



much to learn about sailing, about *Cool Change*, and about living aboard, before we crossed an ocean. We had hoped that a few years' experience would help fill in the gaps in *Cool Change's* outfitting, our boat handling and our management of the whole lifestyle. That is exactly what was accomplished this year, and we had a ball!

— cindy 07/20/2017

Survivor Bahia Santa Maria The 2007 Baja Ha-Ha

Ten years ago come early November there was an unprecedented incident in the then-13-year history of the Baja Ha-Ha. It's become known as Survivor Bahia Santa Maria.

Most of the fleet had arrived in the bay the day before and enjoyed a day of rest and recreation. This, the next day, was the afternoon beach party on the bluff, complete with a rock 'n' roll band. As always, it was surreal, with so many people and boats in the middle of what's unadulterated nature 363 days a year.

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Clockwise from above: A Ha-Ha couple checks out the closeout surf over the bar at Bahia Santa Maria and decides against taking their dinghy through it. Insets left: An aerial view of the bar at BSM. On most days it can be negotiated with care; The 'panganeros' know the best way out.

There had been an unusually large groundswell rolling into the bay, but it hadn't been too bad. But now, late in the afternoon, with everybody wanting to get back to their boats for the night, the swell — all the way from the Southern Hemisphere — really cranked up.

Most of those who had come in on their own dinghies had noticed the growing swell and managed to make it out across the bar. Everybody else was waiting for a spot in a *panga*.

But soon the waves were closing out so big — maybe eight feet — across the entire bar that grizzled *panganeros* were getting nervous. We couldn't tell because of anything they said, but because they started putting on PFDs. This was serious.

Then, with darkness falling, they announced that it was too dangerous to take kids across the bar. Only a few moments later, they said it was too dan-

gerous to take anyone out.

The Grand Poobah knew he needed to get out to *Profligate* so he could take charge. By circling in whitewater for several minutes, the Wanderer, a long-time surfer, identified a lull and made it across the bar to deep water. In the process, he even managed to pick up an exhausted guy who had tried to paddle through the surf on a surfboard.

Bill Lilly of the Newport Beach-based Lagoon 47 *Moontide* was the last guy in a dinghy to get out, although he was swamped several times.

The Poobah got on the VHF, announced that the harbor was closed, and instructed Andy 'Assistant Poobah' Turpin, and Doña de Mallorca, Chief of Security, to get the names of every Ha-Ha man, woman and child

on the beach. There was some grumbling that it would be hard because people were spread out, but it had to be done.

It turned out there were 72 people on the beach, and just under 30 boats left unattended in the anchorage. Fortunately, all the boats were anchored in deep enough water so they weren't in danger. Nonetheless, owners on shore requested that those out in the bay turn on anchor lights, shut down freezers, and that kind of stuff. There was terrific cooperation and all the requests were met.

The only facility ashore was a rough 25-by-25-foot building with a cement floor and a lot of junk in it. So as many people as possible — Ha-Ha participants and locals who had come to prepare lunches, sell beer and play music — bedded down as best they could. Others made beds the best they could in the cabs of beat-up trucks. Some slept rough.

While it was cool, BSM is far enough south that cold wasn't a critical problem.

With everybody accounted for and safe, the Wanderer's biggest concern became whether the surf would drop far enough by the following dawn to allow *pangas* to bring people out to their boats. Fortunately, the swell dropped enough for the *panganeros* to safely transport everyone out to their boats just after first light. The normal 7 a.m. start may have been delayed an hour or two, but that was the only lasting effect.

Everybody survived for the last leg to Cabo San Lucas, and those who had been stuck ashore had an extra story to tell. When you go sailing, you always need to expect the unexpected.

— *latitude*/rs 09/03/2017

Cruise Notes:

Another cruising catamaran, this time the Privilege 465 **Avanti**, has been lost **There is just one narrow entrance to Beveridge Reef, the only shelter between New Zealand and the South Pacific. Don't try to enter at night.**



DAILY MAIL

CHANGES

in the South Pacific. A British family of four — Bobby Cooper, 51, partner Cheryl Kerr, 37, and children Lauren, 13, and Robbie, 11 — were sailing between New Zealand and Niue in stormy conditions on August 26 when their cat was driven into the side of Beveridge Reef.

Bobby, a veteran of 200,000 ocean miles, claims they hit the reef because it didn't show up on their 100-mile-scale electronic navigation chart. It only appeared when he went down to the 12-mile scale.

With all due respect, we find it extremely hard to believe that they didn't know that Beveridge Reef, famous for being the only shelter between New Zealand and the South Pacific, was in the vicinity. Beveridge is a semi-submerged reef, although it does provide some shelter for boats inside the oval atoll.

Their boat being smashed into the reef, the family put out a distress call at 2:30 a.m., thinking there wasn't anyone around for hundreds of miles. Seven minutes later the call was answered by Martin Vogle and his six crew on the 60-ft steel ketch **Doña Catharina**, which happened to be anchored inside the reef.



FRANCIS

Even professional crews, with the latest electronic equipment, are capable of slamming into well-known rhumbline hazards.

Before long, a man named Manu, whom Cheryl described as looking "like a male Ursula Andress in a Bond film," appeared walking over the surf-washed coral and "asked permission to come aboard." The powerful man then carried them all to safety. None of the family members were

hurt. And miraculously, the cat was pulled free at high tide and towed into the lagoon. The boat was insured.

This is the second shipwreck that Cooper has survived. In 1984, he was a 19-year-old member of the crew of the 120-ft square-rigged barque **Marques** that was sunk in one minute near Bermuda after being knocked down in rough weather during a tall ship race to Nova Scotia. Nineteen of the 28 crew perished.

Nonetheless, Cooper lashed out at those who criticized taking the kids cruising. "Kids today are mollycoddled," he responded. "Our children have learned more about the real world on our adventure — including this accident — than they could ever learn from a schoolbook."

Cooper plans to build or buy another catamaran, and both Lauren and Robbie expressed enthusiasm for more cruising. For a complete article, see www.dailymail.co.uk/news/article-4847600/British-couple-marooned-shark-infested-Pacific.html. It's excellent.

Before anyone goes off again on the 'incompetent' amateur cruisers, note

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that the professionally manned **Voyager** ferry, which makes several 15-mile runs between St. Martin and St. Barth each day, inexplicably slammed into Beef Barrel, a yacht-sized solid rock on the rhumbline between the two islands. The collision — which crushed the bow of the steel ferry — happened during a heavy rain squall. Miraculously, only four of the 30 aboard had to be taken to the hospital, and none of them was seriously injured. It's unclear how the collision could have taken place, as electronic charts in the area are accurate and Beef Barrel, despite being relatively low, is a decent radar target.

Some **cruisers grouse** that there isn't anywhere you can be alone on the hook anymore. Rubbish. You just have to be adventurous and make the effort. There are many lonely places along the coast of Mexico and in the Sea of Cortez. And in French Polynesia, too.

Shelly Ward Rothery and Mike Rickman of the La Paz-based Peterson 44 **Avatar**, which has been in French Polynesia for about 18 months, haven't had any trouble getting away from others.

"First time we've seen news in over a month," Shelly wrote awhile back. "What's all this about the KKK and stuff in Virginia?"

Next, "Hello world! Just arrived back in civilization. There are two supply ships here at Makemo in the Tuamotus, so it's shopping tomorrow! We definitely need food supplies, but after 14 hours underway, we need sleep more than we need food. Have we missed anything important in the world lately?"

Then, "Out here in the middle of the Pacific we really only have two things to focus on: keeping the boat safe and what to make for dinner. Since the supply ship brought apples and oranges, we'll be having salad with the pork roast I'm defrosting. It is the little things in life that make us happy."

Lastly, "We posted two new blogs about the Tahanea Atoll. It's an amazing place with no people, just birds and fish."



'Avatar' tied up at Makemo. Mike and Shelly don't tie up to docks very often. In fact, this was their first time since January.

Want to help the **Coast Guard Search & Rescue** folks? The easiest way is to make sure that your EPIRB is currently registered with correct information. Just Google 'EPIRB registration' and follow the easy steps online. All you need is your 15-digit EPIRB number. Registration, which is required by law, is free, but it's only good for two years. So please stay current. In addition, if you sell your EPIRB, or have changes in your contact information, make those changes online.

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Registering and keeping your EPIRB information current may not seem important, but the SAR folks tell us that unregistered EPIRBs and EPIRBs with incorrect or outdated information delay their rescue efforts and make them more difficult. Since it only takes a few key-strokes to help, and may save *your* life, there is no excuse not to do it.

In 2005, John Silverwood of San Diego lost a leg after the family's Lagoon 55 catamaran **Emerald Jane** went onto a reef at Manuae Atoll, about 190 miles west of Raiatea in French Polynesia. As is so often the case, it was because of a navigation error. Be that as it may, the 79-ft mast fell on John's leg. He survived, barely, but had to have the leg amputated in Tahiti.

The Wanderer and de Mallorca were aboard **Profligate** at the Police Dock in San Diego in mid-August when Silverwood asked if he could come aboard and have a friend take some video of him and the cat. Sure, why not? Silverwood was actually taking off the next morning on a singlehanded voyage to Hawaii aboard the Ohlson 38 **Espiritu Santo** in support



LATITUDE / RICHARD

John Silverwood may have lost a leg to sailing, but he hasn't lost his enthusiasm for the sport. His goal is to get disabled folks on the water.

of both his website www.godswell.com and the Challenged Athletes Foundation of San Diego.

The personification of enthusiasm, John roamed around *Profligate*, tell-

ing his prospective video audience that *Profligate* was the kind of vessel he was raising funds for, and that she would be carrying disabled people on ocean sailing voyages. Our favorite line was when he said, "Look at this big cockpit, we could get 16 people in wheelchairs in there!"

John's pitch for *goodswellsailing.com* was intoxicating, and left us with no doubt that he's a true believer in his mission. We wish him luck. When we finally reminded John of the connection between *Profligate* and *Latitude 38*, he almost fell over with shock and laughter.

"We finally made the decision that we're going to stay in the Med for yet another year," report Greg and Debbie Dorland of the Squaw Valley-based Catana 52 **Escapade**. "We'll sail from the Dodecanese to Turkey in September and October, then put the boat on the hard for the winter."

The one thing that made Greg and Debbie hesitate about staying is the problem with Schengen Area restrictions, which limit most Americans to 90 days in the Schengen Area before they have to leave for 90 days. Many cruisers

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Passage Report - 32 Days - Namibia to Trinidad

"We were getting slammed by waves on the beam, over and over. It kept blowing at 30-35 knots and 'James' just kept on working, 24 hours a day for days on end... Who says windvanes can't steer a heavy boat even when it's offset on the stern. Not us!!! Thanks for making a great piece of equipment." - SV Zephyr, Liberty 458

★ **HYDROVANE** ★

STEERING THE DREAM

blow off the law, but Greg and Debbie have spent thousands and wasted weeks trying to do the right thing.

Jim and Debbie Gregory's enjoyment of their last summer in the Med aboard their Schumacher 50 **Morpheus** was briefly interrupted at Mahon, Menorca, home of mayonnaise and one of Spain's Balearic Islands. They were enjoying the fabulous Mahon Classic Regatta, which had attracted many of the great classic yachts for which the Med is so famous. Then, in came **A**, Russian oligarch Andrey Melnichenko's 450-ft, three-masted, \$360 million "sail-assisted" new boat, dwarfing all other boats in the area. In Jim's opinion, the particularly hideous-looking **A** stood in sharp contrast to everything the classic yachts stand for. We couldn't agree with him more.

The only nice thing we've heard anyone say about **A** was from one of the directors of the Jean Paul Gaultier fashion empire in Paris. We bumped into him during a late-night sushi fest in the Marais district of the City of Light, and he showed us photos of the boat he'd taken on her in Capri. He'd gone to the

boat to fit \$100,000 dresses for Andrey's wife. "A doesn't look so bad on the inside," was the biggest compliment he could think of.

Cruising faster than a Volvo 70? Greg Slynstad of Seattle hoped to do this year's Transpac with his Bieker 53 cat **Fujin**, but was thwarted by a one-month wait in getting boats through the Panama Canal. So Greg went cruising in the Northeast and recently blew away the elapsed time record in the 238-mile Vineyard Race. In the process, **Fujin** easily beating a Volvo 70 and some larger Gunboat cats. Greg's unusual-looking design knocked an amazing 5+ hours off the old 20-hour record, and beat the Volvo 70 by 2.5 hours. Let's see, doing 238 miles in 15 hours is an average of . . . well, my calculator says it's really fast. The crew reported sailing in excess of 20 knots "for hours and hours".



'Fujin' leaving the competition, including a Volvo 70 and some larger Gunboat catamarans, in the dust.

"We left our catamaran in the marina at San Carlos for two months," reports Scott Doran of the Seattle-based Lagoon 400 **Muskoka**. "Upon our return, everything worked fine and we didn't have any mold or cockroaches. She looked exactly as we left her. The boat's A/C is working like a charm, and to those that scoffed at the idea of A/C on a boat, come on over, as it's nice and cool over here."

A/C is good for battling mold, which

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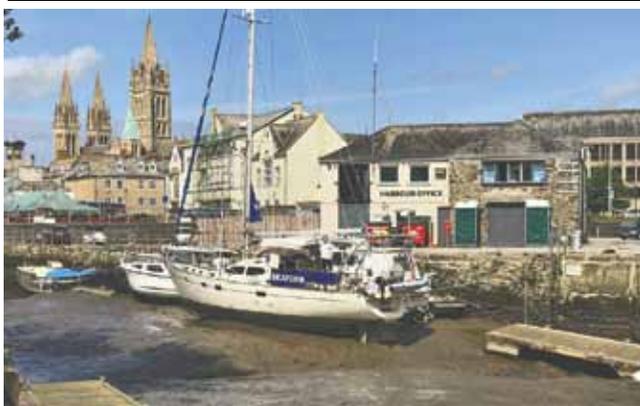
CHANGES

can make a complete mess out of a boat's interior. If you don't have A/C — and we've never had it — vinegar in bowls around the boat can be effective.

Cruising the West Coast of North America is generally pretty easy. The wind generally comes from the same direction, there aren't a lot of reefs and offshore hazards, and it's not hard to get out and go sailing.

In parts of Europe it can be a lot more difficult, including just getting your boat out onto the ocean. For example, if you're in the wrong marina in La Rochelle, France, you have to wait to go through a lock to get to the ocean and when come back in from the ocean. And if you're in many parts of England, Ireland and Scotland, low tides can trap you in the marina or keep you from coming in.

For example, take a look at the accompanying photo of Jean-François and Diane Somerville's Northcoast 48 **Sea Tern** in Cornwall, England. Neither they nor any shallow-draft powerboats near them were going anywhere until the tide



'Sea Tern', stuck between a hard rock wall and shallow soft bottom at Cornwall in southwest England. Nobody is going anywhere soon.

came back in. That's just the way it is.

The couple bought the boat in the Eastern Med 12 years ago, intending to sail her back to their homeport in Florida. After 10 years they'd made it all the way — ha, ha — west to Paris, where the Wanderer and de Mallorca became friends with them in the Arsenal Marina. We figure they'll make it to Florida in another 10 years or so, as they want to

cruise the Baltic countries, too. We're not sure how they deal with the Schengen Area limitations. Lots of cruisers just ignore the rules.

Anybody seen our old friend 'Fearless' Fred Denton of the Nordic 40 **Serafina**? We knew Fred from Clipper Yacht Harbor in Sausalito in the early 1980s. He subsequently did two circumnavigations with the Tartan 37 **Francesca**. We didn't see or hear from him again until just before the start of the Ha-Ha in 2015,

when he presented himself to *Profligate* in San Diego. Then 74, he told us he'd just bought *Serafina* and was going to try to do a third circumnavigation.

"It will be interesting to see how it goes," he said, "as I haven't done a circumnavigation in 20 years." Fred is an unusual dude, in that he still did 50 push-ups a day despite his age. Anyway, if anybody sees him, we'd like to hear about it.

If you're cruising, we'd love to hear from you! Just a paragraph or two and a photo or two are all we need.

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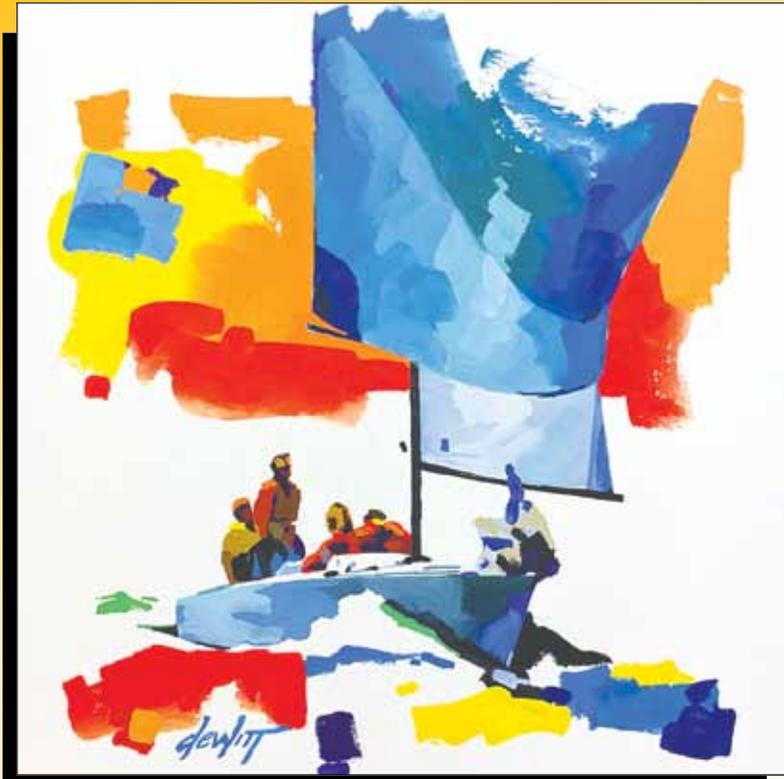
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9-FT CARIBE C9. Sausalito. \$2,495. Second owner. Well maintained. Uncertain of model year, somewhere in the oughts. Used lightly in PacNW summers only as tender to cruising yacht. A top quality, small rigid bottom (RIB) tender. Superior construction! 3 air chambers, easy access lifting rings. Length: 9'5", beam: 5'4", tube: 17", weight: 125 lbs, max load: 1146 lbs. Features: rub strake, towing ring, nonskid deck, 3 cleat handles (rubber), oars, motor pad with tie-down, 3 lifting rings, drain valve, inflator, repair kit. Retail for \$3,800 new. Excellent condition! \$2,495 is a great price so email today! No trades. (Also available: Honda 9.9hp outboard works great with dinghy; \$1,750). See <http://sfbay.craigslist.org/nby/boa/6279799491.html>. Contact (575) 770-1872 or wse541@gmail.com.

24 FEET & UNDER

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.smug-mug.com/Sports/C22>. (510) 912-1819 or mzimmerman@sonomaconnections.com.



23-FT MONTGOMERY, 1984. Phoenix, AZ. \$16,600. Lyle Hess design, seaworthy rare sloop. LOA 23', LWL 21'10", beam 8', draft 2'8". Lapstrake hull, dual-axle trailer, 8hp OB recently overhauled. Lots of sails. Good headroom. Various improvements. Downsized to smaller boat. (602) 938-0711.



18-FT MARSHALL SANDERLING, 1976. Napa, CA. \$10,000. Includes sail and cover, winter cover, 2016 Yamaha 4hp OB, depthfinder, 2 anchors, portable head, and more. This is a SOLID boat, very safe and fun to sail. Contact (804) 928-3550 or pema.metta@gmail.com.



18-FT MARSHALL SANDERLING, 1990. San Jose. \$14,000. Traditional New England shoal draft gaff-rigged catboat with centerboard, built in fiberglass. 18' long, 8.5' beam. Salty and stiff. Draws 2' board up, 4' board down. 500lbs lead ballast. Yanmar 1GM10 9hp inboard diesel. Road-ready trailer. Hinged mast makes raising and lowering the mast easy for one person. *Jack Tar* is one of only a handful of Sanderlings on the West Coast. Well maintained and in good condition. Priced very competitively with other Sanderlings of similar vintage. Many photos available on request: jacktarforsale@gmail.com.

25 TO 28 FEET

26-FT CLIPPER MARINE SWINGKEEL. 1978. Reno, NV. \$3,000. *Little Lady*. Rebuilt trailer: electric brakes. Mainsail, genoa, working and storm jibs. Poptop cabin. Fishfinder. Fresh water boat. Problematic Honda 75 OB. Contact (775) 813-4021 or (775) 376-1092.

28-FT ALERION EXPRESS, 2004. Sausalito. \$69,000. Dark blue hull, lifelines, cushions. 2-cyl Volvo. Sausalito berth. (415) 331-2932 or cyrlfred@earthlink.net.



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26-FT COLUMBIA, 1969. San Rafael. \$3,000/obo. *Gypsy Wind*, Bill Tripp classic design built in 1969. Comes with sails and small temperamental OB motor. Berthed in Loch Lomond Marina. Serious buyers only, please. Contact (530) 410-5513 or giosabinal@gmail.com.



28-FT KNARR, 1985. Tiburon SFYC. \$31,000. Danish Borresen 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. Call (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.

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.



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.



27-FT J/80, 2001. Sausalito. \$27,500. San Francisco-based J/80 in great condition; ready to race or daysail. Built 2001, *Acqua Veloce* is a regular racer, but also very comfortable, safe and reliable for family daysailing. Regularly maintained, kept clean and dry, *Acqua Veloce* comes with Triad trailer, 2016 Nissan OB and full inventory of sails. New bottom paint end of year 2016. Fresh water boat until we purchased her in 2014. Moving/change of plans causes sale. Sails (all good or fair condition) include: 2 x main (Quantum and North), 2 x jib (Quantum), 3 x spinnaker (North). Harken winches, TackTick display. 2016 Nissan 3.5hp outboard. 2014 full survey (RJ Whitfield) available. Photos available upon request. (415) 686-2603 or peteboland@yahoo.com.

27-FT CAL 2-27, 1979. Ventura West Marina. \$7,500. Recently reduced price! Tiller with rebuilt Universal diesel (low hours). Very clean sailboat inside and out. Priced to sell. Call for appointment. (702) 898-5579 or (805) 628-0455.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. Contact (415) 577-1148 or fred@fredandersen.com.



25-FT YAMAHA, 1979. Pittsburg Marina. \$9,500/obo. Great Bay and Delta boat. Solid sloop. Yanmar YSM8 diesel. One main, 3 jibs, one spinnaker in good shape. Clean boat. Hauled Jan 2017-bottom painted. VHF, new depth/knot instrument. Used for cruising and is a dry boat. Has custom cover. Porta-Potti, galley, sleeps up to 5. Pictures available. (209) 559-5116 or oldskiff43@gmail.com.



28-FT ISLANDER, 1976. Emeryville, CA. \$8,000/obo. Beautifully maintained by owners for 16 years. A joy to sail. Tiller. Many upgrades. Pineapple jib, 2014. Volvo-Penta MD6A diesel in top condition. Bottom painted 2016. Equipped to cruise or race. (510) 435-6073.



27-FT ERICSON, 1977. Antioch. \$7,500. This boat is turnkey ready. It is in excellent condition. Everything works and operates as it should. You could sail it to Los Angeles if you wanted. Too much to list, must see. Please serious buyers only. (925) 698-7999 or cliffhocker@comcast.net.

27-FT ANTRIM, 1999. Richmond YC. \$30,500. *Always Friday* - one owner. Carbon main and jib, two class spinnakers and a shy kite. Garmin GPS and Nexus instruments with mast-mounted displays. Tandem trailer, road-ready with new brakes. Contact (925) 989-2747 or jlwiebe@pacbell.net.

26-FT HUNTER, 1995. McKinleyville, CA. \$9,000. Trailer Sailer. Sleeps 6. Swing keel, water ballast, new Tohatsu motor, bimini, wing seats, remote motor controls, propane stove, roller furler, anchor, 25 gallon fresh water bladder. Contact kimntuson@gmail.com, (831) 334-1885 or (831) 600-8893.

30-FT IRWIN SLOOP, 1973. Pillar Point. \$7,000. Cruised Caribbean, Panama, Mexico and Alaska. 10 sails, Winslow liferaft, depthfinders, Lofrans windlass, anchors, autopilots, fiberglass, documented vessel, Atomic 4, direction finder, dinghy, Ham/VHF. Needs work, as/is. (406) 291-1509 or vkawanny@gmail.com.

30-FT PEARSON, 1971. Oxnard-PYM. \$5,000. Trustworthy sailboat. Universal diesel, new transmission, autopilot, VHF, good sails, genoa, Harken furler, good batteries with solar, dodger and sail cover, charts, Bruce and Danforth anchors, dinghy, fireplace. SB Craigslist pictures. (805) 944-7316 or omcool@gmail.com.

29-FT OLSON, 1986. \$14,900. Santa Cruz classic, one of 27 built. Many upgrades including new deep rudder, standing rigging, winches, rope clutches. All rigging led aft, including reefing. New Raymarine speed/depth. 5hp Tohatsu. Full race/cruise sails. (510) 521-7730.



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.



29-FT J/29 Harbor, Sausalito. Great fun - J/29, with great upgrades. Sausalito, high quality sails, electric redone, engine overhauled.

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>.



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29-FT CAL 2-29, 1975. Alameda. \$9,850. Excellent condition. Freshly painted topsides, reupholstered interior, new Martec folding prop, re-built Farymann diesel. New bottom paint July 2016. Wheel steering, roller furling, four sails (including spinnaker and gear). (510) 593-8907 or davidb@realwareinc.com.



30-FT CATALINA, 1981. Coyote Point Marina. \$19,500. Well maintained and in excellent condition with current USCG safety equip. This Catalina 30 is ready to sail with factory-installed Yanmar 30hp motor upgrade and wheel helm. *Eleni* was hauled out in 2/16 for boat survey (available upon request) and received new anti-fouling bottom paint, a new 110% offshore jib, CMI headsail and Garhauer traveler. She has had regular bottom cleaning. Most recent cleaning and zincs on 7/7/17. Interior upgrades, updated custom interior, refrigerator dual batteries with Perko switch, AM/FM stereo, microwave and flat screen TV. (415) 559-0466 or r.ames@vancebrown.com.

31-FT CHEOY LEE, 1970. Eureka, CA. \$8,000/obo. Cheoy Lee offshore, ketch-rigged. Inboard Perkins diesel runs well. Berthed in Eureka, CA. (707) 923-4345.



30-FT RAWSON, 1975. Ventura. \$35,000/obo. A compact, sturdy cruiser or live-aboard. All systems updated including new sails, 30hp Yanmar, 50 gallon diesel, 80 water, electrical and plumbing, furler, gennaker and storm sails, lines led to cockpit, Aries vane, radar, chartplotter, twin CQR anchors with manual windlass, propane system. Great for couple, single-hander or small family. Clean and dry with a cruising history. Photos and many extras to make life safe and comfortable. (530) 885-1424 or Wfschell53@gmail.com.



30-FT NEWPORT 30 II, 1978. Point Richmond. \$26,500. Well maintained example of the best 30-footer ever built. A great racer/cruiser setup to do it all: singlehanded ocean racing, coastal, Bay and Delta cruising. The Newport 30 has a spacious interior and excellent sailing properties. Epoxy barrier coat, Pineapple carbon racing sails, folding prop, diesel, too many upgrades to list. See <http://nowandzensail.com>. (415) 203-5467 or tony@nowandzensail.com.



30-FT BRISTOL 29.9, 1977. Brickyard Cove. \$16,000/obo. Heavy-built full keel pocket cruiser. Hershoff design built by Pearson. Excellent condition, 2nd owner. Yanmar 2qm20, H/C water, alcohol stove/oven, 3 jibs, drifter, 2 anchors and rode, windvane. Lots of extras. New in past 5 years: standing and running rigging, main, freshwater flush system. New this year: Quantum 120 furler (2 months old), VHF, bottom paint, refinished brightwork and interior, wheel cover. (510) 932-7984 or paulferris77@gmail.com.



30-FT J/92 S, 2006. Marina Village, Alameda. \$59,000. Set up for shorthanded sailing, single- and multi-day trips. Similar boats have a history of doing West Coast-Hawaii races. See <http://sfbayss.org/forum/showthread.php?1949-J92S-Windtrip-Infinity>. Contact (510) 427-5328 or todd_olsen@comcast.net.



30-FT ETCHELLS, 700. \$3,750. Very clean Etchells race boat that makes a very fun daysailer as well. Excellent galvanized trailer. Two excellent, crisp North main/jib sail sets, and an excellent spinnaker. Several jibs, mains, spinnakers for daysailing. So. California boat. (650) 720-8958 or mtown@att.net.



30-FT SCAMPI, 1974. Brisbane. \$6,975/obo. Classic European racer cruiser updated with Ballenger double spreader rig, Yanmar diesel, newer upholstery. Raymarine electronics. Needs re-rig and haulout. See website. Looking for good home for her! See <http://islandplanetsails.com/scampi-30-sale-brisbane-ca>. (775) 434-0585 or dave@islandplanetsails.com.



30-FT COLUMBIA, 1973. Ventura/Oxnard. \$7,500. Strong running Farymann diesel 24hp. Wheel, autopilot, refrigerator, stove, SR wind speed, knotmeter, compass, clock, VHF's, GPS. Ready to sail, clean, slip available. (805) 684-5602.



35-FT SANTANA, 1980. Benicia Marina. \$15,000. Successful racer. Engine runs well. Must sell before this year's cruising season. New North 3DL main and many others. For more information, see website: www.ateaseforsale.blogspot.com. Contact (707) 746-5076, (925) 408-0420 or atease@earthlink.net.

32-FT WESTSAIL, 1972. Stockton Sailing Club. \$35,000. She has a Kubota BV1305 motor. The Dave King modification with his supervision has been done. Also an Aqua Marine Kubota 12V genset and modular watermaker kit. Much more. Contact dukemacgill@gmail.com or (775) 544-1476.

33-FT DUFOUR, 2003. SF Marina, West Harbor. \$50,000. French-built sloop (one owner) and SF Marina West Harbor slip. Additional City transfer fee for slip. Contact (415) 753-2031, (415) 331-9199 or gramek@aol.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$10,000/obo. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$95,000. A standout classic coastal cruising yacht, well equipped, well maintained, with large main and 33' waterline. A fast easy sailer, with 13' beam, super livable. <http://gypsyspirits.me/category/boat-for-sale>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT NEWPORT, 1982. Sausalito. \$29,000. Price reduced! Moving, must sell. Major refit 2009-2016. New Universal M25XPB, Hurth transmission, Vetus exhaust. New standing rigging, new main, new headsail on new Profurl furler, new Lewmar winches. Much more. Contact paulferrera9@gmail.com or (707) 484-3443.

32-FT COLUMBIA 5.5, 1964. Stockton Sailing Club. \$5,000. *Ripple* is hull No. 17. Price reduced from \$6,500. Has main, jib, spinnaker. Good mast and boom. Trailer not included. Ready to negotiate. Call for Ray. (209) 772-9695 or email bonnielopezunr@gmail.com.



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35-FT ERICSON, 1972. South Beach Harbor, San Francisco. \$21,500. Great coastal cruiser located at South Beach Harbor right next to AT&T Park where the SF Giants play. Yanmar diesel, 2-blade folding prop, Force 10 propane oven, 12 volt and 110 plugin, Danforth anchor, VHF, depthsounder, autopilot, knotmeter, AM/FM/CD stereo with Bose speakers, E-Z Jacks, head - toilet/sink, adjustable backstay. Contact (415) 307-5805 or cameron@clickmail.com.



33-FT SPAULDING, 1962. Alameda. \$12,500. Offers! Survey 2014 (\$19,500). Sound, dry hull. Yanmar 25hp (600 hrs) new in 2002, new prop. Full set of sails, new cushions, 2 Monel tanks. New holding tank. Porta-Potti. (650) 200-7135 or menlopark88@gmail.com.



32-FT GULF PILOTHOUSE, 1988. Woodley Island Marina, Eureka, CA 95521. \$/obo. Nice project for the right person. Needs motor work along with various other items that need attention. Estate sale item. Owner is considering offers. Contact enarccal@suddenlink.net or (707) 267-4381.



32-FT WEATHERLY SLOOP, 1983. Vallejo Marina. \$48,500. This Gilmer design has been well maintained and is a go-anywhere cruising sailboat. See <http://bit.ly/2tGxn1Q> or (360) 316-1421.



32-FT RIVAL 32 MK III, 1975. Alameda. \$24,999. Selling our boat of the last 10 years. Solid bluewater cruiser, great if you're thinking of heading to Mexico or just want to cruise the Bay. Also a great boat for a singlehander. Plenty of work completed, including instruments, sails, rigging, etc. Check out the website for details! www.rival32rain.com.

35-FT COLUMBIA 10.7, 1979. Ventura Harbor. \$27,900/obo. Solid classic cruiser. Great liveaboard. Lots of teak below. New mainsail and genoa. Harken roller furling jib. Volvo diesel. Pedestal steering. Monitor windvane. Bottom paint 2015. Pictures available. (805) 350-8893 or mcoole51@hotmail.com.



33-FT S&S CUSTOM, 1960. Richmond Yacht Club "F" Dock. \$23,000. *Spirit's* for Sail: having raced and cruised some 75,000+ ocean miles, this flush deck woodie legend is looking for a new captain. Almost Pacific Cup-ready, take her out the Gate! Email for a link to *Spirit's* History dropbox. Contact (510) 517-8531 or gkiskaddon@gmail.com.



35-FT ROBB, 1963. Coyote Point Marina, San Mateo. \$29,500. Well maintained teak-hulled Cheoy Lee in excellent condition with full cover, Andersen winches, tiller pilot, inflatable dinghy and more. Documented. (650) 692-8382 or (650) 223-9395 or contact@pontduvin.net.



36 TO 39 FEET

39-FT CAL 39, 1979. South Beach Harbor. \$55,000. Well maintained. Fast, strong, stable sailing. Encapsulated, deep fin keel. Wheel steering. Perkins 4-108 diesel engine. 60 gallon fuel tank, dual Racor fuel filters. Barent #32 self-tailing main winches, Autohelm ST6000 autopilot, Raytheon radar, Monitor windvane. Two AGM batteries, 2 anchors, EPIRB. Comfortable cruiser or liveaboard. Two water tanks, pressure hot/cold water. Refrigerator, freezer; three-burner propane stove. Diesel heater. Beautiful teak interior. USCG documented. Contact (415) 621-1381 or dc.conely@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". See website for the L-36's connection to Lapworth's Cal-40. John Hamilton and Carol Leonard. <http://L-36.com/history.php>. (415) 821-4731 or (415) 828-9354 or HamiltonSFO@gmail.com.

39-FT ERICSON, 1971. Ventura. \$20,000/obo. New: Volvo diesel, genoa, main with StackPack, windlass, dodger, SS tower with solar panels. Flush deck, bluewater fast cruiser, 6'5" headroom, refrigeration. Contact captaindandennis@gmail.com or (310) 283-5124.



37-FT HUNTER LEGEND 375, 1993. Santa Barbara. \$65,000. Super-clean, well maintained coastal cruiser that does not show her age. Owner moving to smaller boat. Fractional rig replaced in 2007 and many upgrades since then, including belowdeck hydraulic steering, all new electronics in 2015, Flexofold 3-bladed prop, new 2017 RIB dinghy and Tohatsu outboard. 1200 hours on Yanmar 35hp. Santa Barbara slip is available. Write for photos and complete equipment list: Secondwind3@lcloud.com.

36-FT ISLANDER, 1976. San Francisco. \$29,000. An SF Bay favorite with many improvements. Race ready: upgrades include Betamarine diesel, 6 oversize ST winches, all stoppers, traveler, hydraulic backstay, shrouds, racing furler and headstay, retracting lazy jacks, VHF, knot, depth, multiple sails. Class and Jazz Cup winner. Cruise ready: upgrades include upholstery, headliner, windows, lighting, stove, microwave, head, music system, custom bar, 5 berths (2 doubles). *Moon-doggie* is priced to sell. (415) 640-7440 or dgooding1@sbcglobal.net.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link below. Patrick. www.facebook.com/Sailing-with-Laughter-1460745737303673. Contact (831) 238-5697 or svlaughter@aol.com.



36-FT CAPE GEORGE, 1987. Sausalito. \$159,000. Love classically-designed yachts? Superior craftsmanship? Impeccable joinery? This yard-finished CG36 (one of only about 30) is for you! The beauty and style of a Herreshoff-like wooden boat, built inside a fiberglass hull for low maintenance. A perfect blend of classic and modern. Meticulously maintained by only two prior owners, including major refits in 2007 and 2014. Shows Bristol. Long keel and short overhangs provide high average speeds and seakindly motion, wonderful for the boisterous SF Bay. Cited by Ferenc Mate in Best Boats to Buy or Build as, "superbly crafted and capable offshore cruisers with exceptional speed and ability". Truly a pleasure to own and sail! www.capegeorge36forsale.com. (415) 794-5155 or wse541@gmail.com.



38-FT ALERION EXPRESS YAWL. 1998. Santa Cruz. \$150,000. Now you can own the prettiest boat in the harbor! Gorgeous 38' yawl designed by the wonderful Carl Schumacher, built by TPI. Hall spars including carbon mizzen, sails by North, electronics by B&G, three-blade Gori prop. Yanmar diesel in excellent condition, electric head, new electrical system. Ideal for coastal cruising and fast day sails. Rates 120 PHRF. Jib boom for effortless sailing. (831) 406-9132, (831) 429-1545 or hawley.chuck@gmail.com.



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37-FT EXPRESS, 1984. Los Angeles/San Pedro. \$55,000/Price reduced. Hull #3, well-known Schumacher-designed, Santa Cruz-built Express 37s. 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 spinaker and headsail inventory. 2-cylinder Yanmar, recently serviced, Martec prop. Very clean, well maintained throughout. Tacktick instruments, GPS interfaced with instruments and Autohelm autopilot. Tiller and new rudder design. Ready for PHRF racing, Catalina cruising, or one-design racing. Contact (310) 547-3929 or DaveCort@hotmail.com.

36-FT S2, 1979. Pier 39, SF. \$28,500. Second owner passing forward this wonderful aft cockpit sloop. *Nohelani* is a very respectable S2 in good shape and well maintained. Slip C24, is included. For pics, specs, etc. Contact (650) 270-9418 or daniel.demetris@gmail.com.



39-FT FREYA, 1974. Oxnard, CA. \$25,000. Steel sloop. Proven cruiser. Insulated. Professional rebuild, 80hp Ford diesel, hydraulic windlass, Simrad autopilot, radar GPS, dodger, shower, hot water, Hood roller furl, Furuno sounder. Bargain sale! Needs paint and haulout. (805) 200-6089 or train69@hotmail.com.



36-FT CAPE GEORGE, 1978. Gig Harbor, WA. \$120,000. *Millie* is a fully yard-built Cape George 36, impeccably maintained, with all major systems replaced or updated. For details, photos and contact info visit website: <http://capegeorge36millie.weebly.com>. Contact (253) 851-2707 or kurt.hermanns@centurytel.net.



36-FT UNION POLARIS, 1978. Rio Vista, CA. \$30,000/Firm. Health forces sale. Brand new mast, standing, and running rigging. Perkins 4-108 runs perfect 200 hrs, 6 years old. Newer sails. Cutter rig. Sails great. 4 new lifelines. AGM batteries. Boat is in good, sound shape. Please be serious if you contact me, no tire kickers. Needs some brightwork is all. Call or contact for more pictures. (925) 584-4885 or Rcondiablo@yahoo.com.



36-FT NAUTICAT, 1984. Anacortes, WA. \$132,000. *Celebration* is the perfect PNW cruiser and liveaboard in turn-key condition, extensive upgrades to electrical, mechanical, cosmetic. Enjoy upper or lower helm in all weathers with Webasto heat throughout and exchange heat in salon. Warm teak interior with new upholstery, owner's stbm has ensuite head with LectraSan MSD, custom double mattress, forepeak double and head, galley with Corian tops, storage galore, dependable Lehman diesel, Phasor diesel generator, new Garmin electronics, Simrad autopilot, new sails, much more. Includes RIB and OB. See photo link: <http://photos.app.goo.gl/HKujitZDtUavvgon2>. Call or email for equipment lists, more details: celebration.cruising@gmail.com or (360) 707-1957.



38-FT ISLAND PACKET, 2001. Kaneohe, Hawaii. \$236,000. Island Packet 380 cutter-rigged sloop. A strong yacht, exceptionally well built by American craftsmen, *First Light* was designed for bluewater cruising in safety and comfort. Well maintained by original owner with 4-cylinder 45hp Yanmar. Six solar panels and wind generator at radar arch with monitors. All lines led back to the cockpit. Located in Hawaii and ready to cruise! Please call. (808) 943-0199 or susantempkeray@gmail.com.

36-FT BENETEAU OCEANIS CC, 1998. Oakland. \$82,000. Great for Bay cruising, weekend trips, or living aboard! Well suited for entertaining, large galley, optimal deck space, excellent sound system. A turnkey boat! See website. <http://goo.gl/UqBAVi>. Contact (540) 460-2745 or natewapner@gmail.com.

40 TO 50 FEET



40-FT C&C, 1981. Alameda, CA. \$51,500. Restored to like-new: Carbon fiber rudder with oscillating upper/lower bearings. Yanmar 3JH3 with 360 hrs. Motor mounts. Soundproof engine compartment. Enlarged drive shaft and 3-blade Autostream prop. 50 gal. aluminum fuel and 50 gal poly water. 6 gal water heater. Webasto heater. Force 10 three-burner stove/oven. Teak and holly floors. Interior fabric cushions. Rod rigging. Harken furler. Awlgrip hull, deck, mast, boom. Nonskid decks. Ocean dodger, bimini with transition and sun flaps. And so much more! <http://vimeo.com/234073296>. (408) 930-8541 or TusitalaSailing@gmail.com.

47-FT OLYMPIC, 1975. Malta. \$145,000. Center cockpit staysail ketch, Brewer design. 85hp Perkins Marine. Max-Prop. LeisureFurl. Windvane steering. AC main cabin. 3000w Xantrex. VHF, GPS, EPIRB. Spectra Z-Brane. Ice maker, washer/dryer. Holding tank. (559) 683-4837 or j-nick@sti.net.



40-FT CHOATE, 1982. Stockton. \$30,000. Looking for the ideal performance sailboat? Look no further. *Bottom Line* is a proven champion. She has been recently outfitted with a new Volvo D2-40 engine, folding prop and Force 10 stove. Boat is rigged for racing. Large sail inventory (two mains, two #1s, two #2s, one #3, and four spinnakers). Barient winch inventory: eleven total (six 23s, two 28s, one 30, two 32s). Raymarine radar, GPS and instruments. Removable dodger. (209) 565-4546 or sail.bottomline@gmail.com.



41-FT IRWIN, 1984. Annapolis, MD. \$90,000. Comfortable and beautiful live-aboard that we have sailed from Houston to Annapolis. This is a shoal draft center cockpit ketch with davits/dinghy aft. New systems including 2 new AC units, new refrigerator with large box, solar panels new batteries and charger, Jabsco electric toilets with separate freshwater tank. Master cabin with full-size bed. Extensive cabinet storage, more than in modern boats. Sails good condition. Enclosed canvas bimini cockpit. 62hp Perkins diesel. Heavy Danforth anchor, 5/8" chain and Lofrans winch. Full stainless rails. Raymarine C120 chartplotter, autopilot and radar, new VHF. We want to trade for a West Coast sailboat = or better. Showing at Annapolis Boat Show. (512) 415-7785 or Scotlark46@yahoo.com.



42-FT CATALINA, 2006. San Diego, Sun Harbor Marina. \$174,999. Ha-Ha-proven, Ha-Ha-ready. 3-cabin popular "Centerline", fully outfitted, all electronics, in-mast furling, 4 sails and spinnaker. 400W solar. Watermaker. All in great shape. See <http://tinyurl.com/y8m7jhh1>. (916) 801-9151 or taugherb@gmail.com.



41-FT ISLANDER FREEPORT, 1975. Sausalito. \$90,000. Factory hard dodger. Spacious comfortable liveaboard in Sausalito for the last 10 years. Possible liveaboard slip transfer. 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 re-built. Davits with Achilles 8-ft dinghy with 15hp Evinrude motor. See photos at website: <http://philrittercpa.com>. (707) 481-0984 or philr@sonic.net.

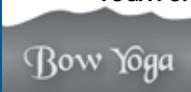


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41-FT FORMOSA, 1976. Marina Bay, Richmond, CA. \$55,000. Baja veteran back to SF Bay. 40hp Yanmar w/1800 hours. Dual Racor filters. Newer aluminum spars. Windlass. Self-tailing winches. All stainless tanks. 10 gal/hr watermaker. Autopilot (hydraulic). Force 10 stove and heater. Raytheon radar. Batteries: 4x D8 800 amp hrs. VHF, SSB, VHF: CQR and Danforth. Xantrex 1800w inverter and 40amp battery charger. 300ft 5/8" chain, 300ft 3/4" rode. Bose speakers. All new wiring on the boat a couple years ago. 6 gallon marine water heater AC power with exchanger. Interior lights LED. Dual use freezer/fridge. Only serious people. Email or call for more info, thanks! www.jacksdiving.com. Contact (510) 575-1190 or jack@jacksdiving.com.

43-FT CHRISTINA, 1991. San Diego, CA. \$176,000. Baja-ready. Three-strm layout, fully outfitted, ocean-ready vessel with an extensive list of updates and improvements in new condition. With a liveboard slip in Vancouver, BC possible add-on. More at www.christina43.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 more at <http://muchogustosailing.wordpress.com>. (925) 948-5613 or 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 at (808) 367-8185, (808) 799-9818 or wazzario1@icloud.com.



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 cheater!) 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.sellingsesprit.com. Email chaynkt@sailingsesprit.com.

44-FT ISLANDER CRUISING KETCH. 1973. Sausalito, CA. \$75,000. Designed, built and equipped for long-distance cruising. Includes Avon 310, Evinrude 15hp OB, 6-man life raft, Benmar autopilot and Monitor vane steering. (650) 766-1894 or swwisper@sonic.net.



45-FT SPRAY KETCH, 1987. Vancouver, B.C.. \$70,000/CDN. Very strong, well equipped, fiberglass yacht, set up for long-distance solo passages. Some new sails plus lots of safety equipment. Present captain soloed the world, plus the NWP in 2015. Sleeps 5. (604) 929-9643, (604) 219-7945 or robgraf@shaw.ca.

42-FT JEANNEAU 42 CC, 1998. St. Petersburg, FL. \$85,000. Fine condition and has cruised in Central America for the past 3 years. Watermaker, recent upholstery, low engine hrs. New main, engine excellent, air heat, fridge new, bottom new. (406) 207-9343 or jwd3211@gmail.com.



44-FT CHERUBINI, 1979. Cudjoe Key, FL. \$275,000. Excellent condition. The perfect combination of tradition and modern features: Westerbeke 63B in-mast furling, electric genoa winches, bow thruster, Sea Frost refig, 4kw Genset, Evolution Drive, Raymarine autopilot and Tridata instruments. Garmin touch screen chartplotter/radar, AB Inflatable 2015, 2-1/2hp Lehr and 15hp Yamaha. For much more information check out: www.ananda-the-cherubini.com. (617) 901-4531 or bartjonesz@aol.com.



47-FT SEA STRUTTER, 1975. California Yacht Marina. \$29,900/obo. Well-built ferro-cement 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, (415) 320-2177 or CrysAnders@gmail.com.



45-FT FORMOSA 46. (Kelly-Peterson) cutter, 1978. Pillar Point Harbor/Half Moon Bay. \$40,000. Replaced motor - Lehman 80hp, Borg Warner factory trans, 1 fuel tank, radar/GPS, standing rigging, mast-head sheaves, halyards, dodger windows, re-glazed 14 port lights, fore holding tank, new gelcoat to shear line. Has autopilot, windvane, lighthouse 1501 windlass, 4 anchors, and more. Still a project, but worth it. Survey from 2008. As-is, where is. More at www.cdeldmarrealestate.com/boat/new_old_boat.htm. Contact (650) 726-0473 or jim@cdeldmarrealestate.com.



43-FT VALIANT 40, 1978. Anacortes, WA. \$99,000/obo. Finest rigged V-40 cutter anywhere, rig designed/made by Port Townsend Rigging. Bowsprit, new chainplates, Sta-Lok, working sails by Carol Hasse, fully battened main, cockpit reefing, Yager asymmetrical spinnaker, Furuno 1834c/CMap NT Max repeater in cockpit, Wallas 40Dt, Dickinson propane fireplace, refrigeration, Icom IC-718, Rocna 33, 300' 3/8" H.T., Fortress FX-37, 4-lifeline AGM, Westerbeke 40-108 1000 hours, dripless shaft seal, Kiwi prop, hull vinylster/biaxial, fresh hull paint. (509) 679-4498 or gbmalm@gmail.com.



41-FT CT 41, 2013. Long Beach, CA. \$54,000/obo. All-glass pilothouse ketch. Completely rebuilt from hull up 2013. Mexico vet set for Alaska 2017. Surveyed 2015- \$89,000. Age forces sale. (760) 482-8172 or bobobrien09@yahoo.com.

46-FT KELLY-PETERSON, 1985. New Zealand. \$144,952. Proven bluewater cruiser designed to deliver the perfect cruising experience in all weather. This boat is well fitted, in good shape and ready for adventure. Major refit in 2010! (707) 291-4920 or pjgans@comcast.net.

51 FEET & OVER



56-FT JOHN ALDEN PH CUTTER, 1964. Vancouver, BC. \$159,000 CDN. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater-proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.

54-FT BERTRAM MY, 1979. Ventura Yacht Club. \$159,000/obo. Dick Bertram's personal motor yacht. Twin low-hour Detroit's, beautiful interior, two heads and two strms, master with queen bed, private head and shower stall. Large galley, side-by-side fridge, microwave, electric stove, 50 amp circuit. Very low hours on generator. Just installed new Simrad electronics including two VHF's, radar, chartplotter and depth. Flybridge added at factory after European cruise. Extremely comfortable liveboard and proven cruiser. This boat was built to cruise Europe especially the canal systems. I have some of Dick's logs and his etched glass mural. Low price for a piece of history in great condition. Call for pictures and details if interested. (805) 208-2805 or lee@leecoit.com.

CLASSIC BOATS



25-FT CROTCH ISLAND PINKY. Port Angeles. \$7,500. Longleaf yellow pine on white oak. Sails in good condition. 4 ash oars. Danforth-style anchor. 20' chain. 400' line. Sunbrella cover. ~500 lbs lead ballast. Calkins trailer, valued at \$2,000. Email saraandphil@gmail.com.





47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted-out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.

MULTIHULLS



23-FT MULTI 23 TRIMARAN, 2009. Victoria, BC \$38,500/USD. VPLP-designed racer turbo-ed for 2017 R2AK (Team Pear Shaped Racing): carbon-reinforced hull, crossbeam, daggerboard case, and rudder. New standing and running rigging. F-22 mast section with new sheaves, clutches, mast base, spreaders, and more. Phil's Foils daggerboard and Turn Point Design custom rudder winglets. Canting rig. Harken 6's, custom bow nets, TP10 tiller pilot, 40W solar system, and more. Full suit of UK sails (main, 2 jibs, 2 kites - 2016/2017) and Smyth furling screacher (2009). Road trailer professionally refurbished like-new. Fast and furious, but very stable and safe (PNW PHRF 3). Going bigger for 2019 R2AK so must sell. Boat is US-registered. See <http://windcraftmultihulls.com/2009-multi-23-trimaran-38500-victoria-bc>. Contact guy.rittger@gmail.com, (707) 400-9917 or (404) 307-9121.



28-FT TRADEWINDS. Trailerable Tramaran, 1970. Santa Rosa. \$5,000. Production molded FG hulls, saildrive, aluminum spars. backyard project, needs interior, lots of gear. Must move ASAP. Search Google for pics. Baja cruiser. Picture is a sistership. Contact (707) 696-3334 or john@windtoys.net.

39-FT CUSTOM TRIMARAN, 1985. San Diego. \$36,000. Custom designed and built c. 1985. Wood epoxy construction. Rotating wing mast. Full batten main. Twin 10hp outboards. Cruising capable, sleeps 4-6. See <http://sandiego.craigslist.org/csd/boa/6292745971.html>. Contact (858) 228-0554 or irunpctsd@gmail.com.



46-FT DOLPHIN 460, 2006. Cruising Fiji. \$489,000 USD. Exceptionally well equipped and maintained, bluewater cruising catamaran. Performance oriented design with comfortable, well appointed interior. Recent refit including new mast, boom, standing rigging and sails. Comes with substantial inventory of spares. Ready to sail anywhere. Available now in Fiji or elsewhere upon request. Photos, specs and equipment list available. Email sv360blue@gmail.com.

POWER & HOUSEBOATS



36-FT HOLIDAY MANSION HOUSEBOAT. 1980. Oyster Point Marina. \$56,000/obo. Completely renovated 1980 'Barracuda' model. Excellent condition. Too much to list! Liveaboard available at Oyster Point Marina. Full time; \$658. 3 nights; \$297 monthly. Berth fees. (415) 609-1335, (415) 648-9478 or nikabradycast.net.



107-FT ARMY TUGBOAT, 1955. Sausalito Yacht Harbor. \$1,799,000. Spectacular, expanded and converted 4-bedroom tug in premium downtown slip. Breathtaking 360-degree views. 5-minute walk to everything, including SF ferry. See website for full presentation: <http://sausalitotugboat.com>. Contact info@tugboatwatonna.com or (707) 307-5476.

PARTNERSHIPS



SAILING CAT PARTNERS WANTED. Shares available in 5-cabin, 60-ft sailing cat doing environmental work. Want a few partners to sail interesting places over next five years. Currently in Med and heading west in October. (831) 251-4656 or srvsailcat@gmail.com.

DEHLER 34 NEAR AT&T PARK. South Beach Harbor in SF. \$250/month. Plus \$1,000/year maintenance fund. Be the third partner in 3-party partnership. Dehler 34 (Germany, 1986) racer-cruiser, tiller, Yanmar diesel. Flexible schedule. Text/call Val. (650) 670-5300.



30-FT KNARR, 1961 SAUSALITO. \$10,000. Boat partner desired to buy 1/3 partnership of #107. Excellent condition, race-ready, aluminum mast and boom, varnished woodwork. 1/3 split of future costs, equipment, maintenance, and dock. Contact (707) 980-5586 or usknarr107@gmail.com.



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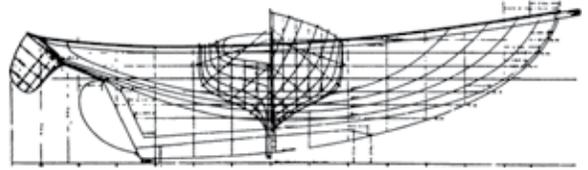
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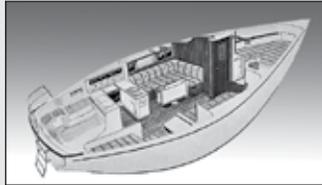
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52' KHA SHING Spindrift MY Flybridge & PH helms, big salon plus 2 strms, 2 full heads, full galley, aft canopy, swimstep, radar, twin dsls, genset, refit & upgrade incomplete; but, close: finish & save money, fully operational ++! GREAT DEAL - MUST SEE! Asking only **\$65,000**



29' GULF Pilothouse Motorsailer wheel & PH helms, dsl, new main, jib & standing rigging. Spinn, lazy jacks, teak & holly sole, encl. head w/shower. A good handling, well-built & capable pocket cruiser. Very desirable & a lot of boat for the money. Asking **\$19,950**



IN SAUSALITO

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 **\$49,950**

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43' TRAWLER

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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**



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REDUCED!

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 **\$59,950**



MAKE OFFERS

43' GIB'SEA/DUFOR 126 Spacious 4-cabin sloop by Gilbert-Joubert/Nivelt. Dsl, wheel, AP, GPS, radar, SSB, VHF's, reeling, propane stove w/oven in great galley, pressure H&C water, life raft. Excellent cruising design, rigged for short-handed sailing, MORE! Asking **\$62,500**



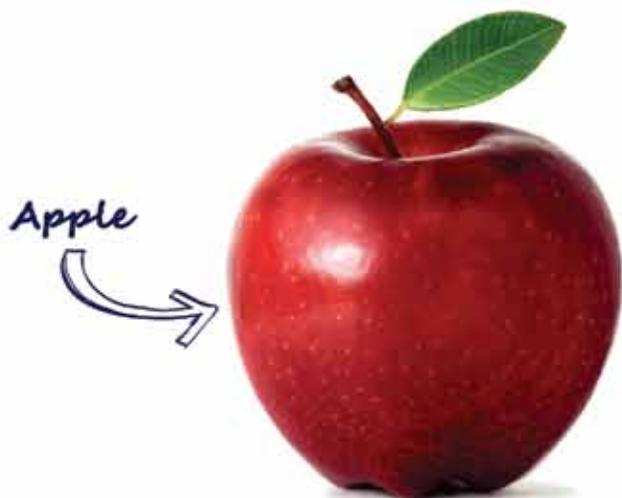
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