

Latitude 38

VOLUME 488 February 2018

WE GO WHERE THE WIND BLOWS

Ronnie's Refit
San Diego Cruising
Dorado Down Under
Pacific Cup from Afar
Morgan Larson Interview
The Loss of Rise and Shine





THIS VALENTINE'S DAY GET YOUR LOVE SOMETHING

YOU KNOW YOU WILL BOTH ENJOY: A SLIP AT GRAND MARINA.

Our beautiful sheltered marina will have you feeling safe and secure. Our solid concrete docks are sturdy enough for you to walk hand-in-hand to your boat — without worrying about falling in.

Shop for a Valentine's gift on our free wireless internet, then hide it in the spacious dock box provided.

Come to Grand Marina and fall in love with your boat all over again.

We are running a promotion on 30', 32', AND 36' Slips!



GRAND MARINA
THE BAY AREA'S PREMIERE BOATING COMMUNITY

510.865.1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501

www.grandmarina.com

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
- ◆ Great Estuary location in the heart of beautiful Alameda Island.
- ◆ Complete bathroom and shower facility, heated and tiled.
- ◆ Free pump-out station open 24/7.
- ◆ Full-service Marine Center and haul-out facility.
- ◆ Free parking.
- ◆ Free on-site WiFi.
- And much more...

Directory of Grand Marina Tenants

Blue Pelican Marine.....	36
Boat Yard at Grand Marina, The ...	15
Marchal Sailmakers	116
MarineLube.....	91
New Era Yachts	129
Pacific Crest Canvas.....	14
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
Mosley's Cafe	
Pacific Yacht Imports	
True Pacific Insurance	
UK HalseySailmakers	

Dream Boat

Fred Cook grew up in Southern California, and always dreamed of doing the Transpac race to Hawaii on his own boat. So when the opportunity arose to buy a Cal 40, he saw his chance.

This Cal 40 needed a bit of work. Actually, this Cal 40, needed a lot of work. As it turns out, Fred is president of Schaefer Marine, and a large scale restoration presented some additional opportunities (Google "Cal 40 refit" to view his great videos). Fred connected with Cree Partridge of Berkeley Marine Center, and they were off.



PHOTO BY SHARON GREENE

*Sequoia**

As a youngster, Fred's family took many trips to Sequoia National Park. In an effort to extend his childhood, naming the boat *Sequoia* was a perfect choice.

The restoration project is a tour-de-force of the best marine businesses available. Fred came to Pineapple Sails to evaluate the sails that came with the boat and to recommend replacements (see video segment 3), all the while keeping the Transpac goal in mind. *Sequoia*, in her first sailboat race in decades, crossed the starting line with her new Pineapple carbon main and genoa. We also built two asymmetrical spinnakers, one light, one heavy. Both got a workout over the course and *Sequoia* finished third in class.

Every boat is a project. Let us help you with yours. Call us today.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear, and Spinlock Deckwear

Sails in need of repair may be dropped off at West Marine in Oakland or Alameda.

Like us on Facebook.



PINEAPPLE SAILS

*Powered by Pineapples

Phone (510) 522-2200

www.pineapplesails.com

2526 Blanding Avenue

Alameda, California 94501



JEANNEAU 43 DS

This a wonderful Sun Odyssey 43 DS model that rarely comes up for sale. She is a great boat and has plenty of power with her turbo diesel engine to move her thru the water. She is easy to sail with her roller furling main and jib that makes it fun to sail. \$154,000



LAGOON 450

This Lagoon 450 has the Owner's Version layout (3 cabins-3 heads). Fully equipped, at our docks and ready for delivery. This boat is available for a skippered charter experience if you're interested in testing our catamaran sailing on San Francisco Bay. \$649,000



BENETEAU 46

A fantastic opportunity to own a beautifully maintained Beneteau 46. A lower center of gravity and elevated freeboard provide more stability and the wide beam allow it to carry sail well. \$198,000



HUNTER 35

BELLE AMIE is new to the market and a one owner boat. Berthed at the Corinthian Yacht Club, this boat has been lightly used and well maintained. New standing rigging and furling mainsail in 2016. \$75,000

SAIL

Oceanis 55, 2016	\$639,000
Oceanis 55, 2016	\$649,000
Beneteau 46, 2008.....	\$209,000
Lagoon 450, 2016	\$629,000
Jeanneau 43 DS, 2002.....	\$160,000
Catalina 42, 1991	\$88,000
Beneteau 41, 2015.....	\$245,000
Ericson 38-200, 1989	\$48,000
Sabre 362, 1993.....	\$110,000
First 35, 2015.....	\$219,000
Hunter 356, 2003.....	\$75,000
Beneteau 331, 2001.....	\$58,500
Oceanis 31, 2013	\$115,000
Islander 28, 1977	\$10,000
First 20, 2017.....	\$50,000

POWER

Gran Turismo 44, 2015	\$429,000
Island Gypsy, 1986	\$97,500
Sea Ray 410, 2001	\$99,000
Regal 3780, 2001.....	\$137,000
Bayliner 325, 2005.....	\$64,900
Bayliner 3055 Ciera, 2001	\$34,500
Haines Signature, 2006.....	\$84,000
Ranger Tug R-29, 2010.....	\$164,900
Barracuda 7, 2015.....	\$86,241

Jack London Square: 510-864-3000
Point Richmond: 510-236-2633
www.PassageNautical.com

CONTENTS

subscriptions	6
calendar	10
letters	20
loose lips	52
sightings	54
dorado down under	66
the loss of rise and shine	70
the interview: morgan larson	74
san diego cruising	80
ronnie's refit	84
pacific cup preview	88
max ebb: sticky issues	92
the racing sheet	96
world of chartering	102
changes in latitudes	106
classy classifieds	120
advertisers' index	127
brokerage	128

Cover: Sailing over the horizon refreshes your view of life. Sarah Arndt enjoys a fresh perspective from the deck of John Marsh and Anne Winton's Tartan 40 'Asolare.'

Photo: Latitude / John

Copyright 2018 Latitude 38 Media, LLC
Since 1977

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.

FEATURED NEW BOAT



\$599,000

OCEANIS 55

READY FOR TRUE LUXURY?

This dealer demo boat is in pristine condition and professionally maintained. Ready for delivery. She has many bonus options and is the perfect boat for a large family or charter use. The Beneteau Oceanis 55 is a versatile cruising boat in a perfect size range to be both large enough to sleep 10 people and yet easy enough to sail short-handed. All winches are electric and all sails are furling. The deck plan includes a self-tacking jib track. The Oceanis 55 is a beautiful and exceptional sailing yacht.

FEATURED BROKERAGE



\$169,000

1997 BENETEAU 50

"Alacrity" is an exquisite example of a Beneteau 50. The stunning teak interior features 3 staterooms, all with en-suite heads. The chef's galley includes a refrigerator, freezer, and a range/oven. There are 11 opening hatches, 14 ports and 6 fixed skylights to make time down below light and airy. Reverse cycle heat and air conditioning make cruising comfortable anytime of the year. A dual cockpit with strategically placed winches lends the skipper and crew of the Beneteau 50 seamless operation as well as being ideal for long range cruising. The fold down cockpit table has seating for up to 8 people.

EVENTS - SIGN UP ON OUR WEBSITE

FEBRUARY 7 BOAT AS A BUSINESS WEBINAR

FEBRUARY 11 - VALENTINE'S DAY CHARTERS

FEBRUARY 24 - USED & NEW BOAT SHOW AT PT. RICH & SEA TRIALS

FEBRUARY 25 - LAGOON CHINESE NEW YEAR SAIL

WWW.PASSAGENAUTICAL.COM



OAKLAND
JACK LONDON SQ.
423 WATER STREET
(510) 854-3000

PT. RICHMOND
BRICKYARD COVE MARINA
1220 BRICKYARD COVE RD
(510) 236-2633

BOAT LOANS

from



Trident Funding

*"a fresh
approach
from people
you can trust"*

In Northern California call
JOAN BURLEIGH
(800) 690-7770

In Southern California call
JEFF LONG
(888) 883-8634

www.tridentfunding.com

Loans will be arranged or made pursuant to a
California Finance Lenders License #605 1871.

SUBSCRIPTIONS & DISTRIBUTION

**YOU CAN
ALSO GO TO
www.latitude38.com
TO PAY FOR YOUR
SUBSCRIPTION
ONLINE**

eBooks email list. **Free!**

See www.latitude38.com to download the entire magazine for free!

Email: _____

*Please allow 4-6 weeks to
process changes/additions,
plus delivery time.*

Enclosed \$36 for one year Third Class Postage (Delivery time 2-3 weeks;
Postal Service will not forward third class; make address changes with us in writing.)

Enclosed \$55 for one year First Class Postage (Delivery time 2-3 days.)

Third Class Renewal First Class Renewal (**current subs. only!**)

Gift Subscription *Card to read from:* _____

NOTE: Subscriptions going to correctional facilities, FPO/APO (military), Canada, and Mexico are first class only. Sorry, no other foreign subscriptions.

WANT AN INDIVIDUAL ISSUE? Current issue = \$6 ea.

Back Issues = \$7 ea. (Only current/previous year available.) MONTH/YR: _____

WANT TO DISTRIBUTE *LATITUDE 38*?

We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

Please send me further information for distribution outside California

Business Name _____ Type of Business _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone number _____

Email _____

CREDIT CARD INFORMATION MASTERCARD VISA AMERICAN EXPRESS
Min. Charge \$12 CC#: _____ Exp.: _____ csv: _____

Latitude 38

we go where the wind blows

Publisher.....John Arndt.....john@latitude38.com.....ext. 108
Racing Editor.....Christine Weaver.....chris@latitude38.com.....ext. 103
Associate Editor.....Tim Henry.....tim@latitude38.com.....ext. 105
Contributing Editors.....Richard Spindler, John Riise, Paul Kamen, LaDonna Bubak
Editor-at-Large.....Andy Turpin.....andyturpinatlarge@gmail.com
Roving Reporter.....Donna Andre
Advertising Sales.....Mitch Perkins.....mitch@latitude38.com.....ext. 107
Production Supervisor.....Soren Hemmila.....soren@latitude38.com.....ext. 102
Production/Photos.....Annie Bates-Winship.....annie@latitude38.com.....ext. 106
Bookkeeping.....Penny Clayton.....penny@latitude38.com.....ext. 101

Classifieds.....class@latitude38.com.....ext. 104
Distribution.....distribution@latitude38.com
Editorial.....editorial@latitude38.com
Calendar.....calendar@latitude38.com
Other email.....general@latitude38.com

Founded 1976. Published from 1977-2016 by Richard Spindler.

www.latitude38.com • (415) 383-8200

15 Locust Avenue, Mill Valley, CA 94941 Fax: (415) 383-5816



RUBICON YACHTS



Ready to sell?
We're here to help.

QUALITY YACHTS • BROKERS YOU CAN TRUST!

YACHT SALES & ACQUISITION SPECIALISTS

EMERY COVE • ALAMEDA • SAN RAFAEL

CALL US FOR A FREE MARKET ANALYSIS

3300 POWELL ST., EMERYVILLE (510) 601-5010 • 1120 BALLENA BLVD., SUITE 100, ALAMEDA (415) 290-1347

25-3RD ST., SAN RAFAEL (415) 453-4770

WWW.RUBICONYACHTS.COM



54' HYLAS RAISED SALON CC, 2008
\$749,000
Emery Cove (510) 601-5010



53' SPENCER 53, 1977
\$99,000
Emery Cove (510) 601-5010



50' HUDSON FORCE 50 KETCH, 1987
\$175,000
San Rafael (415) 453-4770



47' BENETEAU 473, 2002
\$184,000
Emery Cove (510) 601-5010



46' HUNTER 466, 2004
\$179,000
Emery Cove (510) 601-5010



45' JEANNEAU SUN ODYSSEY, 2006
\$199,950
Emery Cove (510) 601-5010



40' CHALLENGER 40, 1974
\$65,000
Emery Cove (510) 601-5010



40' BABA CUTTER, 1984
\$119,000
Emery Cove (510) 601-5010



39' DEHLER 39, 2001
\$149,900
San Rafael (415) 453-4770



36' UNION 36 MARK II, 1988
\$139,000
Emery Cove (510) 601-5010



35' CATALINA 350, 2005
\$114,500
Emery Cove (510) 601-5010



35' BABA, 1985
\$99,000
Emery Cove (510) 601-5010



50' CATANA 50 CATAMARAN, 2008
\$649,000
Emery Cove (510) 601-5010



50' GULFSTAR CENTER COCKPIT, 1976
\$99,000
San Rafael (415) 453-4770



47 ALDEN DOLPHIN, 1973
\$119,000
San Rafael (415) 453-4770



43' SERENDIPITY 43, 1983
\$74,000
Emery Cove (510) 601-5010



43' HANS CHRISTIAN TELSTAR, 1987
\$129,000
Emery Cove (510) 601-5010



43' GULFSTAR CENTER COCKPIT, 1975
\$60,000
Emery Cove (510) 601-5010



38' PROUT CATAMARAN, 1999
\$149,000
Emery Cove (510) 601-5010



**37' BRUCE ROBERTS CUSTOM
PILOTHOUSE, 1989** \$125,000
San Rafael (415) 453-4770



36' CATALINA MkII, 2002
\$105,000
San Rafael (415) 453-4770



34' GEMINI 105MC, 2002
\$99,000
Emery Cove (510) 601-5010



33' HANS CHRISTIAN 33T, 1984
\$99,000
Emery Cove (510) 601-5010



32' BENETEAU OCEANIS 321, 1999
\$54,000
Emery Cove (510) 601-5010





FARALLONE

Farallone Yacht Sales, proud Northern California dealer for Catalina sailboats, also offers a quality selection of pre-owned sail and power boats in our brokerage. Visit www.faralloneyachts.com for more information.



2016 Catalina 445 Please Inquire



1994 Catalina 42 \$118,000



2012 Hunter 50 Aft Cockpit \$285,000



2012 Tartan 4000 \$449,000



2016 Ranger 31 CB \$299,950



2006 Catalina 34 MkII \$119,900

BOATS ARE SELLING! LIST WITH US!

New Catalina Yachts (base price)

45'5" Catalina 445 3-cabin, 2018.....	311,005
42.5' Catalina 425 3-cabin, 2018	279,168
38' Catalina 385, 2018.....	228,731
35' Catalina 355, 2018.....	192,183
31' Catalina 315, 2018.....	135,533

Pre-Owned Catalina Yachts

45'5" Catalina 445, 2016.....	NEW LISTING At Our Docks Now!
42' Catalina 42, 1994.....	NEW LISTING 118,000
34' Catalina 34 MkII, 2006.....	NEW LISTING 119,900
34' Catalina 34, 1988.....	NEW LISTING 45,000
32' Catalina 320, 1994.....	SOLD
30' Catalina 30, 1985.....	26,500

Pre-Owned Sailing Yachts

50' Hunter 50 AC, 2012.....	REDUCED 285,000
40' Tartan 4000, 2012.....	NEW LISTING 449,000
40' Hunter 40.5, 1996.....	79,000
38' Beneteau First 38s5, 1991	REDUCED 63,000
25' Harbor 25, 2008.....	REDUCED 49,900
20' Harbor 20, 2012.....	NEW LISTING 25,990

Pre-Owned Power Yachts

43' Bayliner 4387 Motoryacht	REDUCED 114,500
------------------------------------	------------------------

Pre-Owned Ranger Tugs

31' Ranger 31 CB Trailerable Tug, 2016.....	NEW LISTING 299,950
---	----------------------------

FARALLONE YACHT SALES

1070 Marina Village Parkway, Alameda, CA 94501
(510) 523-6730

CALENDAR

Non-Race

Jan. 26-Feb. 3 — Seattle Boat Show, South Lake Union, Bell Harbor Marina & CenturyLink Field Event Center. Free shuttles between sites. Info, www.seattleboatshow.com.

Jan. 31-Feb. 12 — *Lady Washington* and *Hawaiian Chieftain* will visit Newport Beach on 1/31-2/5; Oxnard 2/6-3/13; Ventura 2/14-3/6; Redwood City, 3/9-15. Info/tickets, (800) 200-5239 or www.historicalseaport.org.

Feb. 1 — CYC Speaker Series presents John Hullverson, Breath-Hold Survival & Freedive Instructor. CYC, Tiburon, 7 p.m. Free, but RSVP to (415) 435-4771 or speakers@cyc.org.

Feb. 1, 1978 — From an editorial on page 7 of the February 1978 issue:

"The first thing you probably noticed about this issue of Latitude 38 is that it is big — at least for Latitude 38. We started with 40 pages, went to 48, then up to 56 pages. Now 72, eighteen more pages than ever before.

"It's too much isn't it. We mean that literally. With a mighty staff of two — that doesn't count the invaluable help of Sue Rowley's monthly articles and Diane Beeston's fantastic photographs — 72 pages is beyond both our wildest expectations and our capabilities.

"We're not complaining, we just thought we'd let you know that you shouldn't be expecting Latitude 38s this size or bigger in the future.

"We'd like to think a well-done small sailing magazine is just about right. We hope you agree."

Feb. 3 — Sailing Convention for Women, Bahia Corinthian YC, Newport Beach. Seminars on land and water. \$250. Gail, (951) 677-8121 or www.sailingconventionforwomen.com.

Feb. 3, Mar. 3 — 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.

Feb. 3-24 — Sailing in Access Dinghies, 9:30 a.m., and Veterans' Sail, 10:30 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

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

Feb. 4-25 — Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Feb. 6, 1777 — Letters of marque and reprisal against the ships of the newly declared United States of America — essentially permitting privateering — were granted by the government of the British Empire.

Feb. 7-28 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Feb. 7-28 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Feb. 8, Mar. 8 — Single Sailors Association meeting and dinner, Ballena Bay YC, Alameda, 6:30 p.m. Guests welcome. Info, www.singlesailors.org.

Feb. 8-25 — North U Racing Sail Trim Seminars with Andrew Kerr. 2/8: Tacoma YC, 6:30-8:30 p.m., \$20 donation. 2/15: Anacortes YC, 6:30-8:30 p.m., \$20 donation. 2/24: Berkeley YC, all day, \$60-\$135 includes lunch. And 2/25: Seattle YC, all day, \$60-\$135 includes lunch. Info, <https://northu.com/types/seminars>.

Feb. 10 — WWII in the Shadow of Mt. Tam, 10 a.m.-12:30 p.m. Trekking the Model ranger-guided tour, 1:30-2:30 p.m. Bay Model, Sausalito. Free. Info, (415) 332-3871.



Cityyachts



San Francisco's Yacht Brokers Since 1969

Northern California's exclusive agent



2011 Sea Ray 350
\$175,000



1988 Nautors Swan 36
\$135,000



1990 Storebro 41
Recent major engine work. New dinghy.
Very spacious two cabin, two head
\$109,000



2003 Sea Ray 380
T-Merc 370hp with low hours, new canvas
and custom Flex-teak cabin flooring
\$138,500



1985/1991 Sea Ray 42
Perfect pied-a-terre for the weekend.
Professionally Maintained
\$150,000

Buyer Represented Yachts

Need Help Locating your Dream Yacht? Call Us Today and We'll Find Her!



NEW 2016 Beneteau GT 40



2009 Beneteau 40 Oceanis



2014 Beneteau GT 38

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
social: @cityyachts • email: nick@citysf.com • website: www.citysf.com

PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK

BETA MARINE

All the Power You Need

- Marine engines using Kubota diesels from 13.5 to 100 HP
- Including Atomic 4 replacements and saildrive engines
- Serpentine belt drive system for alternator is now standard on every propulsion engine



Model Shown
Beta 38

Quiet diesels with clean emissions that meet current EPA requirements, without the need for computer-controlled common rail complexity.

Engineered to be Serviced Easily!

Beta Marine West (Distributor)

400 Harbor Dr., Sausalito, CA 94965
(415) 332-3507

www.betamarinewest.com • info@betamarinewest.com

CALIFORNIA DEALER NETWORK

BERKELEY MARINE CENTER

(510) 843-8195

Berkeley, CA 94710

www.berkeleymarine.com • Info@berkeleymarine.com

CALIFORNIA YACHT SALES - RS MARINE

San Pedro, CA

(978) 821-5719

nptboats@hotmail.com

DANA POINT SHIPYARD

(949) 661-1313

Dana Point, CA 92629

www.danapoint-shipyard.com

abbysmith@danapoint-shipyard.com

VB ENGINEERING

(619) 997-9287

San Diego, CA 92106

vbengineeringdsd@gmail.com

VENTURA HARBOR BOAT YARD

(805) 654-1433

Ventura, CA 93001

www.vhby.com • tom@vhby.com

WORLD CRUISER YACHT CO.

(714) 549-9331

Newport Beach, CA 92663

www.westsail.com • btaplin@westsail.com

CALENDAR

Feb. 14 — St. Valentine's Day.

Feb. 14, 1870 — The *Glory of the Seas*, the last clipper ship built by Donald McKay, set sail from New York to San Francisco on her maiden voyage.

Feb. 17 — Paths to Freedom. Colorful Shades of Beauty: The Life and Art of Sargent Johnson, SF Maritime Museum, 10:30-noon, free. Chanteys: The African American and Caribbean Connection, 3 p.m. aboard the ferryboat *Eureka*, Hyde Street Pier (wheelchair accessible), \$10. From Slaves to Seamen: The Voyage to Freedom through Whaling, Hyde St. Pier, 1:30 p.m., \$10. Mark, (415) 561-7174 or www.nps.gov/safr.

Feb. 17 — US Sailing Club Race Officer Course, Treasure Island Sailing Center, 9 a.m.-5:30 p.m. \$50. Bring your own lunch. Info, www.ussailing.org/enrollment/selectregistrant.aspx?courseid=13451785.

Feb. 18 — US Sailing Club Judge Course, Treasure Island Sailing Center, 9 a.m.-5:30 p.m. \$50. Bring your own lunch. Info, www.ussailing.org/enrollment/selectregistrant.aspx?courseid=13451792.

Feb. 19 — President's Day.

Feb. 21 — Singlehanded TransPac Seminar: The Return Trip and Shipping Logistics. Island YC, Alameda, 7:30 p.m. Free; everyone welcome. Info, www.sfbaysss.org.

Feb. 21-22 — National Living Shorelines Tech Transfer Workshop, Hilton Oakland Airport Hotel. \$150 thru 2/7; \$225 thereafter. Fee includes lunch & snacks both days. Courtney, (703) 524-0248 or www.estuaries.org.

Feb. 24 — Pacific Offshore Academy #4 (Medical), Richmond YC, 1-5 p.m. \$30. Info, www.pacificcup.org.

Feb. 24 — Ship Operations in the Bay, Bay Model, Sausalito, 1-2 p.m. Free. Info, (415) 332-3871.

Feb. 25 — Offshore Safety at Sea Seminar, Berkeley YC, 8 a.m.-5 p.m. \$150 includes food. Laura, (415) 771-9500, www.yra.org or www.ussailing.org/education/safety-at-sea.

Feb. 25 — Coastal Safety at Sea Seminar, Bahia Corinthian YC, Corona del Mar, 8 a.m.-noon. \$75. Paul or Susie, (949) 644-9530 or www.ussailing.org/education/safety-at-sea.

Feb. 28 — California Boating Congress, Hyatt Regency, Sacramento. Help chart the future of boating policy. \$169 by 2/12; \$220 thereafter. Info, www.calboatingcongress.com.

Mar. 3 — Sail a Small Boat Day, Richmond YC, 10:30 a.m.-3:30 p.m. Free rides, free hot dogs. Info, www.richmondyc.org.

Mar. 7 — *Latitude 38* Spring Crew List Party, Golden Gate YC, San Francisco, 6-9 p.m. \$7 cash at the door; \$5 ages 25 and under with ID. Munchies, door prizes, no-host bar. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Mar. 17 — St. Patrick's Day.

Racing

Feb. 10, Mar. 10 — Santana 22 Team Racing in Santa Cruz. Info, www.scyc.org.

Feb. 10-11 — BAYS Winter Series #3 for youth on the Estuary, hosted by EYC. Info, www.bayarea-youthsailing.com.

Feb. 10-11, 17-18 — SCYA Midwinter Regatta. Thirty yacht clubs host racing on two weekends; Morro Bay YC & Nevada YC (Lake Mead) are new participants. Info, www.scyamidwinterregatta.org.

Feb. 16-17 — Islands Race. 130 miles from Long Beach Harbor, around Catalina and San Clemente Islands, to San Diego's Point Loma. SDYC/NHYC, www.islandsrace.com.

Feb. 16-18 — Leukemia Cup & Birthday Regatta on Lake Pleasant, AZ. Arizona YC, www.arizonayachtclub.org.

Feb. 17 — NorCal #3 High School Regatta run by SFYC out of TISC. Info, www.pcisa.hssailing.org.

Feb. 24 — SSS Corinthian Race. Info, www.sfbaysss.org.

QUALITY LISTINGS WANTED! STRONG SELLER'S MARKET



Join the J Boats J/88 Fleet!



SPEEDSTER! J Boats J/121



'08 Isl. Packet 465 \$364,900



'89 IACC ITA-I 75' \$269,000



'09 Kernan Klub 44 \$188,000



'01 Beneteau 40.7 \$109,000



'07 J Boats J/124 \$194,900



'85 Islander 48 C \$159,000



'80 Hinterhoeller 35 \$44,900



'15 C & C 30 \$149,900



'93 Lagoon 47 Cat \$199,000



'82 P. Seacraft 37 \$79,900



'00 Silverton 392 \$114,900



'79 J Boats J/30 \$24,900



'93 J Boats J/92 \$42,900



'07 Columbia 32 \$59,000

ADDITIONAL LISTINGS

- 42' Kadey Kroger 42 **SOLD!**
- 43' J Boats J/133 **SOLD!**
- 30' Beneteau First 30 **SOLD!**
- 40' J Boats J/40 **SOLD!**
- 23' J Boats J/70 **SOLD!**



'02 J Boats J/105 \$69,900



'03 Alerion Exp. 28 - \$69,900

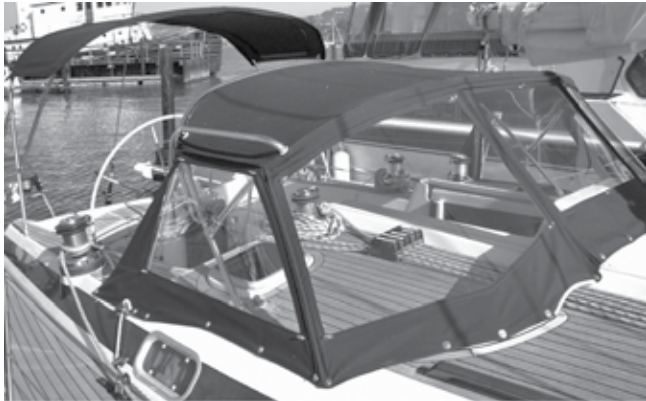


'04 Aquapro Raider \$79,000

Pacific Crest Canvas



for the Best in Design, Service, and Quality



We strive to make our products the

Highest Quality at the Best Prices

with a **33 year** heritage

Offshore Dodgers

Aft and Side Handrails
Polycarbonate Windshield
Removable Windows & Covers

Repairs

Window & Zipper Replacement
Patches and Restitching
Rapid Turnaround!

Accessible Work Berth

Bring Your Boat
for the Fastest Turnaround
and No Travel Charges



www.pacificcrestcanvas.com

At Grand Marina, Alameda Open Mon-Fri 8-4
Behind Blue Pelican 510-521-1938

CALENDAR

Mar. 3 — Mercury Series #1. EYC, www.encinal.org.

Mar. 3 — Singlehanded/Doublehanded #1. SeqYC, www.sequoiayc.org.

Mar. 3 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 3 — Berger & Stein Santa Monica Bay Race. Del Rey YC, www.dryc.org.

Mar. 10-11 — Big Daddy, with buoy racing on Saturday and a pursuit race on Sunday. RYC, www.richmondyc.org.

Mar. 10-11 — California Dreamin' Invitational Series. StFYC, www.stfyc.com.

Mar. 11 — Baxter-Judson Series Race #1. PresYC, www.presidiolyachtclub.org.

Mar. 11, 25 — Spring Series. SSC, www.stocktonsc.org.

Mar. 14, 21, 28 — Spring Series for J/22s & J/70s. StFYC, www.stfyc.com.

Mar. 16-18 — San Diego NOOD Regatta, SDYC & Coronado YC. Info, www.sailingworld.com/nood-regattas/san-diego.

Mar. 17 — Rites of Spring for singlehanded, doublehanded and full crews. OYC, www.oaklandyachtclub.net.

Mar. 17 — Small Boat Races #1. EYC, www.encinal.org.

Mar. 17 — Rosenblum Regatta. SFYC, www.sfyyc.org.

Mar. 17 — Doublehanded Long Distance Race #1. SSC, www.stocktonsc.org.

Mar. 17-18 — Spring One Design for J/120, J/111, J/105, J/70, J/22, Express 37, Express 27, Melges 24 & Moore 24 classes. StFYC, www.stfyc.com.

Mar. 17-18 — BAYS Winter Series #4 for youth hosted by PYSF in Redwood City. Info, www.bayarea-youthsailing.com.

Mar. 17-18 — California Laser Masters in San Diego. Mission Bay YC, www.mbyc.org.

Midwinter Series

BAY VIEW BOAT CLUB — Midwinter Madness: 2/10, 3/10. Info, www.bvbc.org.

BENICIA YC — Frost Bite Series: 2/10 (Sweethearts Race), 3/3. Dan, www.benicia-yachtclub.com or race@beniciayachtclub.com.

BERKELEY YC — Midwinters: 2/10-11; Winners' Race, 2/25. Info, www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Casual beer-can-style races every Sunday through March except when it conflicts with above. Info, www.berkeleyyc.org.

CAL SAILING CLUB — Sunday morning dinghy races, year-round, intraclub only. Info, www.cal-sailing.org.

CORINTHIAN YC — Midwinters: 2/17-18. Info, www.cyc.org.

ENCINAL YC — Jack Frost Series: 2/3, 3/3. Info, www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 2/3, 3/3. Info, www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 2/11, 3/11. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Robinson Midwinters: 2/11, 3/10. Peggy, (510) 836-1805.

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

MONTEREY PENINSULA YC — Perry Cup Midwinters: 2/3. Info, www.mpyc.org.

OAKLAND YC — Sunday Brunch Series: 2/4, 2/18, 3/4, 3/18, 3/25. Info, www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 2/10. SYC, www.sausalitoyachtclub.org.

RICHMOND YC — Small Boat Midwinters (Sundays): 2/4, 3/4. Optis & El Toro Green Fleet (Saturdays): 2/3, 3/3. Info, www.richmondyc.org.

SAN FRANCISCO MODEL YC — Victoria R/C races

Your full service boat yard.



Home | Services | Rates

Gallery | Links | Green Yard

Click
Our...
YARD
CAM
and
YELP REVIEWS



VISIT OUR WEBSITE:
www.boatyardgm.com
We're just a 'click' away.



**60-TON
TRAVELIFT**



CLEAN AND GREEN

Now – the latest in environmental filtration technology. Protecting you, our workers and the Bay.

IT'S SIMPLE!

Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ COMPARE US WITH THE COMPETITION ~

- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

2021 Alaska Packer Place, Alameda

Interlux
yachtpaint.com

AWLGRIP
MARINE

WHALE POINT MARINE & HARDWARE CO.



A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS



MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

www.WhalePointMarine.com

FORCE 10

3 Burner Propane Stove



FORCE 10

Model 63351
3-burner

NOW \$1299⁰⁰

Model 63251: 2-burners

NOW \$1199⁰⁰

JABSCO TOILET

Manual
29090-2000

NOW \$189⁹⁹

Electrical
37010-0090

NOW \$499⁰⁰+

*Special order
1-2 days



RUGGED SHARK

Boat Shoes

Deck Shoe
ATLANTIC

NOW \$69⁹⁹



Lightweight
CAPTIVA

NOW \$39⁹⁹



FENDERS

Lifetime warranty



Twin-eye Fender

5" x 18" **\$13⁹⁹**

6" x 22" **\$19⁹⁹**

8" x 26" **\$29⁹⁹**

Hole-thru-middle Fender

6.5" x 15" **\$29⁹⁹**

8" x 20" **\$49⁹⁹**

10" x 26" **\$74⁹⁹**

CANVAS BAGS & BUCKET

Rigger's Bag **\$19⁹⁹**



Small bag

\$19⁹⁹

Large bag

\$21⁹⁹



Small bucket

\$19⁹⁹

Large bucket

\$21⁹⁹



CENTENNIAL

Batteries

MARINE DEEP-CYCLE BATTERIES

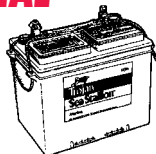
24TM • 85amp **NOW \$119⁹⁹+**

27TM • 105amp **NOW \$139⁹⁹+**

6 Volt **NOW \$169⁹⁹+**

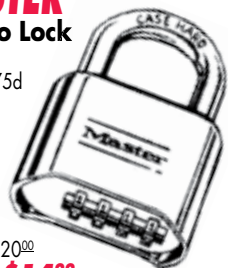
8D • 12 Volt **NOW \$249⁹⁹+**

*Price with trade-in of old battery of equal size.



MASTER Combo Lock

Model 175d



Regular \$20⁰⁰

NOW \$14⁹⁹

ROPE CUTTING GUN



NOW \$39⁹⁹

Extra Blade: **\$7⁹⁹**

205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988

Mon-Sat: 8:30am-5pm • Sun: 10am-4pm • FAX 510-233-1989

whalepointmarine@yahoo.com • www.WhalePointMarine.com

CALENDAR

Wednesday afternoons year-round, Spreckels Lake, Golden Gate Park. Info, www.sfmnc.org.

SANTA CRUZ YC — Midwinters: 2/17, 3/17. Info, www.scy.org.

SANTA ROSA SC — Spring Lake Winter Series: 2/18, 3/18. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Chili Midwinters: 2/4, 3/4. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 2/3, 3/17 (St. Patrick's Day Race). Redwood Cup pursuit race series: 2/10, 2/24, 3/10. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 2/17, 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 2/3, 3/3. Info, www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 2/3, 3/3. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 26-Feb. 3 — Conch Republic Cup/Key West Cuba Race Week. Race to and from Cuba, plus compete against Cuban sailors in the Torreón de la Chorrera Buoy Race. Info, www.conchrepubliccup.org.

Jan. 29-Feb. 3 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Feb. 1-4 — Antigua Superyacht Challenge. Antigua YC, www.superyachtchallengeantigua.com.

Feb. 5-11 — Zihua SailFest, Zihuatanejo, Mexico. Cruiser festival benefits local schools. Info, www.zihuasailfest.com.

Feb. 13-17 — Miami to Havana Race. Coral Reef YC, (386) 437-9400 or www.havanarace.org.

Feb. 16-18 — Barra de Navidad Mexican Fiesta, Christmas Bay, Mexico. Cruisers join locals to raise funds for school programs. Tastes of Barra, boat parade, boat rides. Pat, cruisingnotes@yahoo.com.

Feb. 19-23 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Mar. 1-4 — WesMex International Small Boat Regatta. Vallarta YC, www.wesmexregatta.org.

Mar. 2-4 — St. Maarten Heineken Regatta. St. Maarten YC, www.heinekenregatta.com.

Mar. 2-10 — San Diego to PV Race. Info, www.pvrace.com.

Mar. 3-Apr. 11 — ARC Pacific Rally. Los Angeles-Cabo San Lucas departs 3/3; Cabo-Hiva Oa, Marquesas, departs 3/15; awards in Nuku Hiva, 4/11. Info, www.worldcruising.com.

Mar. 5 — Pacific Puddle Jump Sendoff Party, Vallarta YC, Nuevo Vallarta, 3-6 p.m. Media presentation by *Latitude* editor Andy Turpin, plus immigration and customs info provided by Tahiti partners. Info, www.pacificpuddlejumps.com.

Mar. 9-12 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 9-14 — MEXORC. Info, www.mexorc.com.mx.

Mar. 15-18 — St. Barths Bucket Regatta. St. Barths YC, www.bucketregattas.com/stbarths.

Mar. 20-24 — Banderas Bay Regatta. Friendly racing for cruisers in Mexico. Info, www.banderasbayregatta.com.

Mar. 23-25 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 26-Apr. 1 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Mar. 29-Apr. 2 — Bequia Easter Regatta, Windward Islands. Bequia Sailing Club, www.bequiaegatta.com.

April 2-30 — Cruisers Rally to El Salvador. A spring rendezvous in Bahia del Sol. Info, www.elsalvadorrally.com.

Apr. 8-14 — Les Voiles de St. Barth. St. Barth YC, www.



NEW AND BROKERAGE SALES · PERFORMANCE CRUISERS / RACE / SAIL & POWER

See all listings at: JK3YACHTS.COM



57' JEANNEAU 57 2014
799,000 Contact: San Diego



49' Custom Schooner 2007
599,000 Contact: Alameda



47' CATALINA 470
224,900 Contact: San Diego

ADDITIONAL USED SAIL...

- 1995 56' BOB PERRY Custom 398k
- 1993 37' HUNTER 37.5 59.9k
- 1995 35' BENETEAU 352 62.5k
- 2006 32' C&C 99 79k
- 2010 25' FLYING TIGER 7.5 29.9k

NEW SAIL AVIALABLE...

- 2018 54' NEW MODEL HANSE 548 **SOLD**
- 2018 38' NEW MODEL HANSE 388 \$279k
- 2018 38' HANSE 315 \$169k

ADDITIONAL USED P O W E R...

- 2015 41' BACK COVE 41 **SOLD**
- 2007 26' PRO KAT 2660 99.9k
- 2006 29' CHAPARRAL 276 69.9k

NEW POWER AVIALABLE..

- 2017 42' BAVARIA 420 Fly \$669,000
- 2017 40' BAVARIA 540 \$469,000
- 2018 37' AXOPAR SUNTOP \$266,280
- 2018 37' AXOPAR SC-Type R \$264,642
- 2017 28' AXOPAR T TOP \$119,000



46' TARTAN 4600 2004
299,000 Contact: Alameda



41' TARTAN 4100 1996
179,000 Contact: Alameda



40' SUMMIT 40 2011
244,000 Held In LLC Contact: San Diego



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



35' J/BOATS J/105 2001 w/Trailer
88,900 Contact: San Diego



32' C&C 99 2002
79,000 Contact: Alameda



32' PACIFIC SEACRAFT PH 32 1997
105,000 Contact: Alameda



31' HANSE 315 2016
154,900 Contact: San Diego



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



38' Meridian 381 Sedan 2003
160,000 Contact: Alameda



Popular New Model
2 recently sold
see in San Diego NOW
NEW 2018 HANSE 588 - See In SD NO



NEW 2018 HANSE 548 - See In SD NOW



In San Diego NOW
Shown in Optional Co
NEW 2018 HANSE 388 - See in SD NOW



1 Available NOW
Loaded \$669,000
BAVARIA Virtess 420 Fly - Pod Drive



1 Available NOW
Loaded \$469,000
BAVARIA Sport 40



In San Diego NOW
AXOPAR Sun Top 37 / SC-R Also Available

WWW.JK3YACHTS.COM • 510-227-2100 • INFO@JK3YACHTS.COM

Diego Gomez • Tom Mowbray • Alan Weaver

San Francisco Office: 1070 Marina Village Parkway, Suite 109 Alameda, CA 94501

SAN DIEGO (HQ) 619-224-6200

NEWPORT BEACH

SEATTLE

HOUSTON

Defender®

Family Owned Since 1938

22nd Annual Warehouse Sale ★ March 22-25, 2018

Save at defender.com, by phone or in our CT facility!

LEWMAR®



Ocean Self-Tailing Winches

- Easy Servicing – no tools required
- Choice of three finishes
- Available in Size 16 to Size 65



EVO Self-Tailing Winches

- Easy Servicing – no tools required
- Choice of three finishes
- Available in Size 15 to Size 65

Please Call for Pricing!



Buy any Lewmar Self-Tailing Winch & Receive a **FREE OneTouch Winch Handle**
Item 612573PROMO - Valid until 12/31/18 or while supplies last.

B&G



Vulcan 7" Multi-Touch Chartplotter/Fishfinder

- Award winning Advanced SailSteer sailing features and others
- Fully functioning autopilot controller when connected to an optional B&G pilot
- Integrated WiFi
- Forward Scan ready - just add a transducer

Special Buy!

Item 260809 • Reg. \$499

Only \$399

Special pricing available only while supplies last.

We are not required to collect sales tax on orders shipped outside CT!

www.defender.com

800-625-8225

- KNOWLEDGEABLE & EXPERIENCED SALES STAFF •
- SAME DAY SHIPPING ON MOST ORDERS •



CALENDAR

lesvoilesdesaintbarth.com.

Apr. 18-24 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 21-22 — Paradise Cup for J/70s and Laser Masters. Vallarta YC, www.vallartayachtclub.org.

Apr. 27-29 — Newport to Ensenada Race. NOSA, www.nosa.org.

Apr. 29-May 4 — Antigua Sailing Week. Antigua Sailing Association, www.sailingweek.com.

May 7-12 — Tahiti Pearl Regatta. International fleet racing. Info, www.tahitipearlregatta.org.pf.

May 9 — Antigua Bermuda Race starts. Royal Bermuda YC, www.antiguabermuda.com.

June 15 — Newport Bermuda Race starts. CCA/Royal Bermuda YC, www.bermudarace.com.

June 22-24 — Tahiti-Moorea Sailing Rendez-vous, with Latitude 38. Info, www.tahiti-moorea-sailing-rdv.com.

June 23 — Singlehanded TransPac to Hanalei Bay, Kauai, starts in Tiburon. SSS, www.sfbaysss.org/main/shtp-2018.

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.

February Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/03Sat	0151/5.7	0713/1.7	1317/5.8	1935/-0.3
2/04Sun	0233/5.7	0811/1.6	1412/5.2	2019/0.4
	LOW	HIGH	LOW	HIGH
2/10Sat	0118/2.9	0723/5.6	1430/0.3	2141/4.4
2/11Sun	0213/2.9	0810/5.7	1512/0.1	2222/4.6
	HIGH	LOW	HIGH	LOW
2/17Sat	0048/5.1	0600/2.0	1207/5.6	1824/0.0
2/18Sun	0117/5.2	0639/1.8	1248/5.3	1857/0.3
2/19Mon	0148/5.3	0722/1.6	1334/4.9	1932/0.7
2/24Sat	0542/5.8	1247/0.1	2007/4.2	
	LOW	HIGH	LOW	HIGH
2/25Sun	0031/2.8	0647/6.0	1350/-0.4	2106/4.6

February Weekend Currents

date/day	slack	max	slack	max
2/03Sat	0312	0542/1.9E	0848	1154/3.1F
	1454	1748/2.4E	2118	
2/4Sun		0030/3.7F	0354	0624/1.8E
	0948	1248/2.7F	1554	1842/2.0E
	2200			
2/10Sat	0230	0542/2.2F	0900	1154/1.5E
	1618	1930/2.6F	2248	
2/11Sun		0048/1.0E	0324	0636/2.3F
	0942	1248/1.7E	1700	2018/2.9F
	2336			
2/17Sat	0212	0436/1.6E	0724	1048/2.7F
	1336	1630/2.1E	2000	2330/3.2F
2/18Sun	0236	0506/1.7E	0806	1130/2.6F
	1418	1712/1.9E	2030	
2/19Mon		0006/3.2F	0312	0536/1.8E
	0842	1218/2.4F	1506	1754/1.7E
	2106			
2/24Sat	0042	0424/2.6F	0718	1000/2.0E
	1430	1748/2.5F	2124	2336/1.0E
2/25Sun	0200	0524/2.7F	0818	1112/2.2E
	1536	1848/3.0F	2224	

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Get ready for
winter sailing –
**WINTER
DISCOUNTS
NOW IN
EFFECT**

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Free Pickup & Delivery



SAILMAKERS



Chesapeake

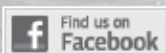
*Jim Fair's Outbound 46
with Hood Vectron
Full Batten Mainsail,
140% Genoa, and
Solent Jib*

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943

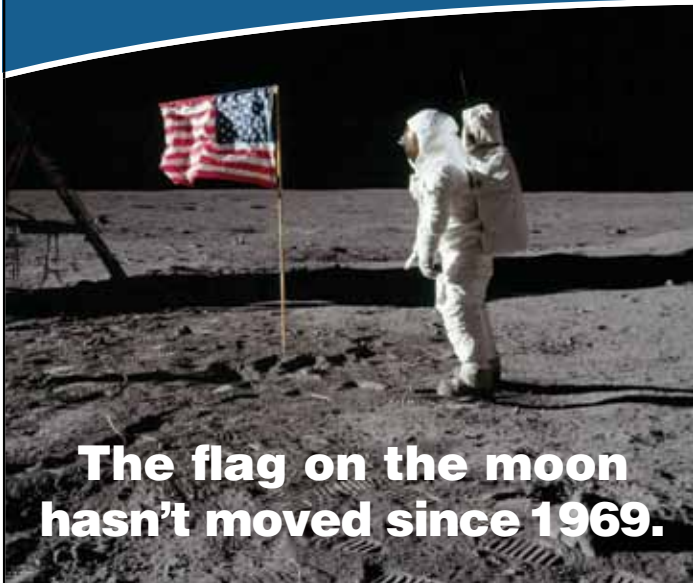
www.hood-sails.com hoodsails@aol.com





**SVENDSEN'S
MARINE**

The Boaters' Resource



**The flag on the moon
hasn't moved since 1969.**

**Neither has
Svendensen's Chandlery.**

**Still located in the
Alameda Marina.**



svendsens.com

OPEN 7 DAYS A WEEK!

Chandlery & Rig Shop / 510.521.8454

store@svendsens.com / www.svendsens.com

1851 Clement Avenue, in the Alameda Marina

LETTERS

⇅ **NICE COVER. HOW DOES IT WORK?**

I loved *Latitude's* December 2018 cover, and I have some sailing questions. Regarding the spinnaker: #1) It looks like it's symmetrical? How many ounces is the cloth? #2) It looks like it's set up to be able to tack by using the foot as the clew and the clew as the foot for both port and starboard tacks. We have our Seawind 1160 set up like that with a 1.75-ounce symmetrical. #3) No spinnaker sock? #4) You are streaming what looks like three lines. Is there anything on those lines? And are you doing that to steer or slow down? And how long are they?

Thanks for a great magazine.

Dave Mark

Cat Bama Breeze, Seawind 1160
Wilmington Shores

Dave — The spinnaker flying from *Profligate* on the December 2017 cover is a 1.5-ounce North spinnaker that was originally used on one of Roy Disney's 70-ft Pyewacket sleds. Great sail. Yes, it's symmetrical.

Profligate usually carries six chutes, two of them asymmetrical and four of them symmetrical. Most of them are 1.5-ounce. Monohulls heel, so shock loads are partially absorbed by the heeling. Big cats don't heel, so almost all of the shock loading forces end up on the spinnaker itself. In the last 20 years, we've destroyed at least 20 lightweight spinnakers from shock loads.

Fortunately, we get them pretty cheap on the used market. And these days we rarely fly anything less than 1.5.

We do have a huge lightweight asymmetrical from the Farr 60 that Dennis Conner used to own. If it's not too big, it might be perfect in certain conditions — such as the normally light-air, flat-water *Pirates for Pupils* spinnaker run from Punta Mita to Paradise Marina. Maybe we'll drag it out next year.

Gino Morrelli showed us how to rig the spinnaker tack anywhere from the windward bow to the



RICHARD SPINDLER

Sailing us out of 2017, 'Profligate' flies one of her big symmetrical chutes.

leeward bow using lines between the bows and a couple of blocks. On *Profligate* we call it our 'forward traveler'. It's way more versatile than having the tack in one place at the end of a pole — although that extra projection would be nice, too. It's surprising how high you can point if the tack is all the way down on the leeward bow, particularly if it's a reaching chute that you can flatten out almost like a genoa.

We don't use spinnaker socks because I like to keep things simple. And with the foot of the main being 26 feet long, it's pretty easy to blanket the chute when setting or dropping. Doña and I did a couple of doublehanded races on San Francisco Bay where we flew a Santa Cruz 70 chute. But that was a few years ago.

The lines behind *Profligate* are fishing lines. The boat is only moving at about five knots in the photo. When she's really going — say 20 knots — water firehoses over the bows. We've never had to drag lines or drogues to slow her down.



SVENDSEN'S METAL WORKS

BAY MARITIME GROUP

Come visit the metal wizard, Chris Evanoff, in his new Richmond shop.

NOW OPEN AT:

310 WEST CUTTING BLVD. RICHMOND, CA
510-237-0140 • SBM.BAYMARITIME.COM



MARINA AMENITIES

- Full service harbor master's office
- Waterfront dining
- Free WiFi access
- Guest facilities with restrooms, showers and dressing rooms
- Water sport rentals
- Surveillance and electronic controlled gates
- Individual water hook ups
- Garbage and recycling disposal



Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

415-331-5550

FAX 415-331-8523

www.schoonmakermarina.com

LETTERS

If we want to temporarily slow the boat down, we use a trick that Stan Honey told us about when his Cal 40 Illusion was hitting 24 knots in a 40-knot squall during a Hawaii race that he was doublehanding with his wife Sally. They just eased the pole all the way forward, flattening the chute as much as possible and hiding it behind the main. If needed, we could do that even more effectively on our cat because we could lower the tack even further.

When the wind starts blowing, the loads on cats are higher than anyone expects, so we wouldn't get anything lighter than 1.5 for a cruising cat. Chutes and cats, what a fabulous combination! — richard spindler

↑↓ SAGE ADVICE FROM LATITUDE

We took *Latitude's* advice and headed out from the Oakland Yacht Club to Angel Island around 10 a.m. on Christmas morning. The Slot was as calm as we've seen it, and we motored over with only 5-8 knots of wind. We had our pick of slips at Ayala Cove. We had to fork over \$20 rather than the required \$15 since we didn't have any small bills. We hiked up Mt. Livermore to beautiful views of San Pablo Bay and the Golden Gate. We crossed paths with only two other groups on the trail and exchanged very friendly "Merry Christmas" greet-



A panoramic of San Francisco Bay is always special, but there's something especially compelling about it when you have it to yourself.

ings. We returned to the boat for a nice warm lunch at the docks and headed back to the Estuary under power. It was a very relaxing and memorable Christmas Day. Thanks for the recommenda-

Ken Fouts
Mary Emma,
Catalina 380
Oakland

↑↓ CAN YOU STEER US IN THE RIGHT DIRECTION?

We're preparing our Ericson 38 to take part in the Baja Ha-Ha next year, and I was wondering how many people who have done the Ha-Ha had either an autopilot or windvane on their boats. We're planning on coastal cruising Mexico and Central America, but not planning on doing an ocean crossing at this time, and we're on a budget.

I just wondered if you had the data or would consider doing an article on what Ha-Ha participants did in relation to using these two methods to help steer.

We're longtime readers and can't wait to take part in the Ha-Ha next year!

Melissa Havel
Blue Heron, Ericson 38
Sausalito

Melissa — Every year we do a survey of Baja Ha-Ha participants to find out what kind of equipment they have on board. Regarding autopilots: the vast majority of Ha-Ha entrants had electrical autopilots before they entered the rally (with Raymarine being the dominant brand.) Only a handful of boats had mechanical windvanes prior to the Ha-Ha (in our experience, this tends to be something that sailors planning to cross oceans have in their repertoire).

SCIENCE STYLE STAMINA

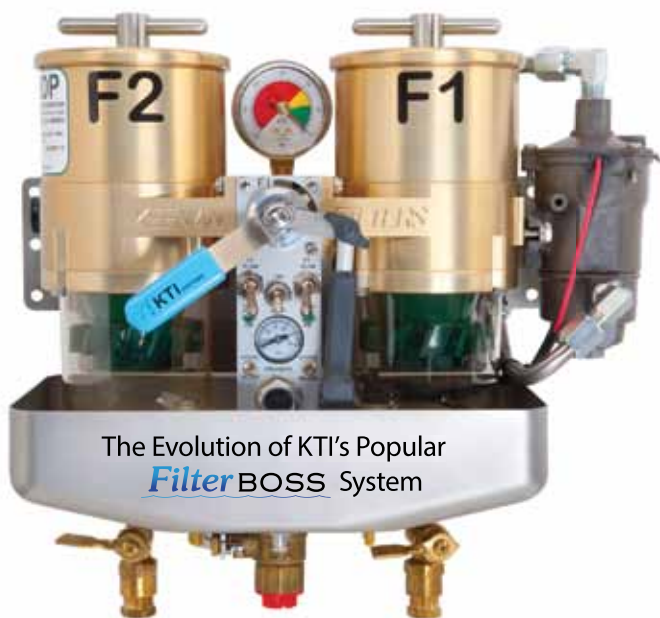
A reputation for impeccable attention to engineering detail, construction quality and the application of the latest technologies has made Doyle Sails the first choice for so many spectacular sailing yachts. 100% made by sailors for sailors.

Visit www.doylesails.com or call Doyle San Francisco (510) 523-9411

© Hannah Cotterell Media

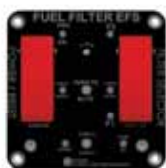


The First Complete Diesel Fuel Management System



ADVANCED NEW DESIGN!

- Advance Warning for Water & Clogged Filter
- Compact Polishing
- Smart Phone Interface
- Back Up Fuel Pressure
- Top Loading
- System Testing



Remote Warning Panel



Smart Phone Control

Is Your Fuel Keenan Clean?



**KEENAN
FILTERS®**

By KTI Systems, Inc.

See The Difference At: www.ktisystems.com

Made in the USA

800.336.0315

LETTERS

If cost is a concern (but you also want the convenience of being able to step away from the helm), then perhaps more crew might be an answer. Remember, there are always people hoping to jump on a boat, and we here at Latitude love playing matchmaker and connecting sailors. Also keep in mind that the longest leg of the Ha-Ha — San Diego to Turtle Bay — is about three days, and can be easily broken down into a series of short, manageable watches among a small crew (most Ha-Ha participants had some kind of watch system going because of the proximity to other boats). — th

↑↓ TELL US ABOUT YOUR FIRST BOAT, ESPECIALLY IF IT WAS 'FREE'

I bought a clipper bow 24-ft boat — like a Coronado 24. It was in a repair yard stripped. I should have left it there.

Ken Dunn
Planet Ocean

My first sailboat was a MacGregor 25. It was free. I spent \$1,800+ to make it perfect and ended up selling it to a couple who took it to their summer home in British Columbia. Next was another free boat, a Neptune 24. Once I got into it I realized that it wasn't salvageable due to an exploded iron keel. The ballast was a mixture of machine punching scrap mixed with epoxy that got wet, rusted, and expanded. So I sold it to someone who needed a trailer for the \$400 I had in the tires.

Next was a MacGregor 26D that I traded for a motorcycle. It got new wiring, a new propane line, a new stainless bow roller, a new stainless bow/keel strip and new bottom paint. I'm about to sell that one to fund my new Pearson 30.

Joe Denham
Planet Earth

To quote a very smart friend: "There is nothing as expensive as a free boat."

Lisa Chapin
Planet Latitude

I know about sailboats. What I did *not* know is that many new sailors buy sailboats without knowing much about them. I have an ad on Craigslist, and will soon be advertising in *Latitude* to assist newbies in not making expensive mistakes.

Arthur D. Saftlas
Planet Ocean

A survey is invaluable, both for finding things that are problems and for setting real expectations of the cost and effort to address them. It's still a guess, but if I hadn't had a survey, it would be harder to stay confident in such a complicated purchase.

Max Perez
Planet Earth

↑↓ PLASTIC NOT SO FANTASTIC

I have been saddened by all the plastic garbage I see floating around me while I sail, so I decided that if I saw any plastic floating I would retrieve it. So, I bought a net. I've included a photo of what I caught during a sail. It's a lot, considering it was neap tide and the Bay Area is so heavily regulated.

I hope we sailors can add "collecting plastic" to what we do on our boats, even if it's on the way to your sailing ground. I found that the net was not enough. I ended up using a gaff hook, as some garbage items are heavy. Even a plastic shopping bag full of water is too heavy for a simple net.

The maneuver to recover the plastic is identical to man



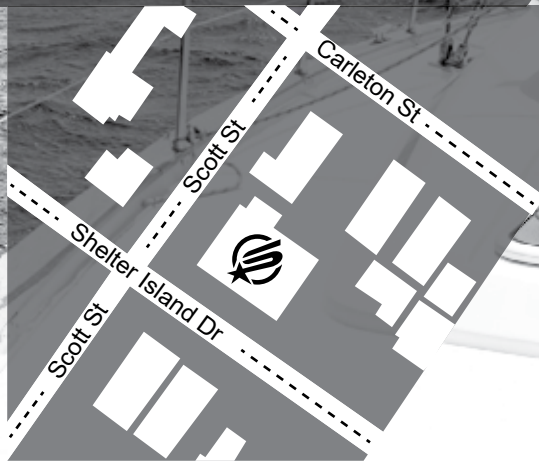
SatellitePhoneStore.com

Call us 619-618-8363 www.satellitephonestore.com

Mention this ad and receive a **10% discount!**

Free Training & Setup

2830 Shelter Island Dr.
San Diego, CA. 92106



\$25/
month

XGate Email w/ PredictWind Offshore

- Optimizer satellite router and Iridium GO! support



\$795*

Iridium GO! Satellite Hotspot*

- Services starting at **\$59/month**
 - Rollover for **\$10/month**
- Service standby for **\$19/month**



\$3995*

Inmarsat Fleet One Satellite Phone & Internet System w/Global Coverage*

- Service starting at **\$49/month.**
- Internet speeds of 100kbps w/ simultaneous voice & SMS services

* Qualified service plan is required.

Enough with the roses...

**Add Some
Excitement
to your life!**

**Give your
sweetheart
a new rigging
package in
time for
summer!**

**HANSEN
RIGGING**

Standing Rigging Specialists



Inventory available now.



Winter in-shop service.

Wire swaged with rotary or hydraulic machines.
Rod Rigging from -4 to -40 built in house.

Call now to schedule new:

- ⇨ Mast
- ⇨ Boom
- ⇨ Running rigging
- ⇨ Standing rigging
- ⇨ Deck hardware
- ⇨ Upgrades

www.hansenrigging.com

2307 Blanding Ave., Ste. GH • Alameda, CA 94501

HOURS
M-F 9:30am-7pm
Sat/Sun by appt.

**(510)
521-7027**



LETTERS

overboard drills, so if you do start to collect plastic, your MOB skills will be perfect. But note that recovering anything overboard is inherently dangerous.

My suggestions for collecting plastic:

1) Primary responsibility is to the safety of the vessel and the crew.

2) This is a three-person job: One to helm the boat and navigate, a spotter to spot plastic and guide the helm, and grabber to handle the net/gaff. In a high-target zone, the spotter can also collect.

3) Wear gloves, as some plastics have barnacles, etc.

4) Wear polarized sunglasses to see the plastics.

5) Wear lifejackets, and the grabber person should wear a harness.

6) Keep a good lookout for other boats, as you will do lots of turns.

7) Don't let the crew stretch too far overboard, as that is risky. The plastic garbage is not always light to pick up.

8) I found most of the plastic garbage was in the tidelines, so sailing up and down the tidelines was fruitful.

9) You can't see the clear plastic bags until you are directly above them. So go slow and allow the grabbers to do quick grabs.

10) I don't know, but I assume that you will have a bigger harvest on the ebb of a spring tide.

Fishermen would have the best suggestions, as this is similar to fishing, except you don't need bait, there are no seasons, and you cannot overfish.

Please share and maybe we can start a movement to help combat this danger to the seas and our Bay.

Jonathan Muhiudeen
Pulau, Islander 36
Alameda

Jonathan — We've also noticed more garbage on San Francisco Bay during easterly winds (when the breeze is blowing off the land mass of the East Bay.) — cw

⇕ CALLING ALL LADY SAILORS!

The Bay Area's old ladies' sailing club, the Sea Gals, celebrated their 55th holiday gathering at the Corinthian Yacht Club in December. A few are original members and most are still sailing. We are changing the rules of the club so more can join. Right now you have to own a boat and be able to sail Wednesdays starting at 11 a.m., but we are dropping both of those requirements.

I know there are some men in the shot below. They were invited, as in some cases men instigated the group (there were actually two groups originally, the other was the 'Sea Wenches', but they merged with the Sea Gals and chose the less racy name).

After WWII, many wives were at home raising children and the men were working, so the wives decided to teach themselves how to sail (their husbands being a little long and loud on instructions and a little short on letting go of the tiller). So every Wednesday, while the children were in school, the ladies would get together on a boat at their disposal. They



Even a daysail on the Bay yields a shocking amount of plastic waste.

JONATHAN MUHIDEEN



Great Sailing.
**GREAT
SAVINGS.**



Boat insurance serviced by the boating experts.
Get a fast, free quote today.

BoatUS.com/insurance | 800-283-2883

Some discounts, coverages, payment plans and features are not available in all states or all GEICO companies. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. GEICO is a registered service mark of Government Employees Insurance Company, Washington, D.C. 20076; a Berkshire Hathaway Inc. subsidiary. © 2018 GEICO

PRIME WATERFRONT REAL ESTATE – *For Your Boat!*



Have you visited Fortman Marina lately?

- Protected
- Quiet
- Great Value
- Great Neighbors

*Let us show you around –
you'll be pleasantly surprised!*

1535 Buena Vista Ave., Alameda, California
(510) 522-9080

For directions and rates go to:
www.fortman.com

LETTERS

became crack sailors.

We have lost many of them now, of course: Shirl Armor, who was once commodore of the San Francisco Yacht Club, Ann Norman, Rosemary Seal, Jean Noyes, Nancy Rogers, Ann French, Louise Nelson, Prentice Sack. Many old-timers on the Bay will remember them. Julia Yost has retired to Santa Barbara, so does not appear in the photo below. She was active for years racing *Boogaloo* with Nancy Rogers. Both were Yachtsmen of the Year at SFYC.

Sally Taylor
Auggie, Santana 22
South Beach

Readers — If you're interested in the Sea Gals, please contact Sally Taylor at (415) 218-1375 or sallytaylor@mac.com.



The Sea Gals (and a few dudes). From left to right: Tom and Grace Knight (seated), Pauline Bunton (next to Tom), Katinka Wyle, Myra and Nate Berkowitz, Jocelyn Swanson (seated, who races out of South Beach YC), Jeanne Lacy (seated), Cindy Philips-Romick, Ann Welch, Lynn Magnat, Sue Fandel, Gail and Merv Giacomini (seated), Alice Shinn, Frances Barbour, Sally Taylor, Patsy Reese, Shirley Bates (seated), Sally Secor, Joan Bekins, Barbara Campbell (seated).

↑↓ CALLING OUT MAX EBB

Being both a sailor and a rower, as well as a longtime reader of *Latitude 38*, I always enjoy Max's column, but must comment on his January piece. As always, I cannot fault his technical analysis of rowing in unison rather than syncopated, but I fear he misses the obvious as to why unison is preferred.

Since drag is a function of wetted surface area, one wants the shortest boat and the most rowers. Conventional arrangements with rowing in unison minimizes the spacing between rowers. With tight spacing, rowers have to be performing the same motion at the same time or someone gets an oar handle in the kidney or shoulder blade — not fun. To not all be in unison requires much greater spacing as can be seen in the 1929 video Max refers to. More spacing means a longer boat — means more wetted surface — means more drag. Not a winning formula.

Dennis Cox
Cat-Nip, Catalina 350
Alameda

↑↓ THE LY-KOU

In 1957, my father-in-law Jake Crane arrived in Annapolis



Feel the Wind™



MFS5C LPG

Designed specifically for sail boaters. Available with a “long” and “ultra-long” shaft. Making Propane a fuel of the future by delivering a smarter, more exciting boating experience with an equipped Shut-off Valve to automatically shut off fuel supply to the engine when the outboards stops running,

WWW.TOHATSU.COM



Dry Storage Available Power and Sail

GREAT RATES! 20' to 35': \$150 per mo.
36' & Up: \$4.25 per ft.



CALL FOR RESERVATIONS

- We are uniquely positioned to haul your boat
- We carefully haul you on our Brownell Hydraulic trailer. **NO STRAPS!**
- We safely store your boat on Brownell boat stands supplied by us!
- We have some of the best weather for drying out your boat.
- We have seasoned professionals that can field your calls or work on your boat.
- We have a safe environment for your boat.
- We have very reasonable rates

Come visit us – let's talk!

We think all boats belong in the water, but sometimes life gets in the way. Reasons beyond your control sometimes dictate a change.



NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

LETTERS

on the 41-ft solid teak cutter *Ly-Kou* from Saigon, after several months of navigation. About two years ago, I asked *Latitude 38* readers if anyone had heard of *Ly-Kou's* whereabouts. Chances were very slim, yet, after two years of waiting, several readers came back to me. After her incredible voyage, *Ly-Kou* was sailed to Chicago, down the Mississippi, and into the Caribbean, where she was used to sell illegal weapons to Cuba. Then she was laid to rot for many years in Florida.

There, Canadian sailors Arlene and Tom Clapham bought her, restored her and sailed her for 20 years. They sold her to a couple who moored her in Sidney, British Columbia, where she sank. The Coast Guard ran into her, breaking her roof. She was eventually sold for \$1 to a person who brought her back up and sold her for \$1,500 to Ian Catterill, who has been restoring her for the past 13 years.

Ly-Kou is now afloat, looking sharp, and ready for new adventures. This weekend, the Claphams drove down from British Columbia to share stories of *Ly-Kou* with me and my wife, Nicole Crane, Jake's daughter.

Thank you so much for letting us experience this reunion.

Giacomo Bernardi
Alelia, Catalina 22
La Selva Beach

↑↓ WE NEED MORE HOUSING IN THE BAY AREA (AND WATERFRONT ACCESS)

This kind of brown-field cleanup and conversion to medium-density housing is exactly the kind of housing the Bay Area desperately needs, as limited capacity drives runaway home prices. I've spent plenty of time in Richmond at the YC and in Brickyard Cove. Its climate is excellent and the City of Richmond could certainly use the property tax revenue.

This looks well planned, thoughtfully designed, and aesthetically pleasing. When added to the existing Brickyard Cove area, it might become a viable ferry route that would help take cars off Bay Area roads.

Sadly, NIMBYs (Not in My Backyarders) stop most of these projects, such as the excellent Brisbane Baylands which sits on CalTrain and Muni. I hope this does not stop the Richmond project. This is just my opinion — I have no dog in the hunt and live on the Peninsula, so I'm not likely to buy a place there.

Tim Dick
Palo Alto (feel free to call it Shallow Alto)

Readers — We will repeat what has now become a Latitude mantra: The Bay Area needs more housing, and it needs more waterfront access and boating facilities. But what seems to be the trend is that new (and expensive) shoreside housing displaces the current working waterfront and actually reduces Bay access. In the case of Alameda, they're eliminating much-needed marine facilities at Alameda Marina to put in housing while they have an enormous vacant lot at Alameda Point. As for Richmond, that scruffy scrap of land could certainly benefit from smart development, but it raises the same question we find ourselves coming back to: What about docks, boat storage, or hoists? What about a simple concrete ramp to launch your damn boat? (We recently tried to put an 11-ft RIB in the water in Marin, and were shocked at how few places there were to do so). As both sailors and proud Bay Area residents, we fully support new waterfront housing, if it includes access, access, access. — ja

↑↓ A SAILOR CONCERNED ABOUT THE BCDC

I'm glad to see common sense overturn public agency bullying (see January 3's *Lectronic Latitude* Court Rules for



PROTECTING BOATERS FOR GENERATIONS

For over a century, a league of canned crusaders have been fighting to keep boats safe from barnacles, slime, algae and other aquatic evils that rob your boat of its true performance. With advanced know-how and unique capabilities, each antifouling is tailored to different conditions, and has the power to defeat fouling in all its forms.

Enhanced by Biolux® technology, Ultra with Biolux is specially adapted for harsh conditions and high fouling waters, combating the toughest fouling threats in a hard and durable finish for long-term protection. With Ultra-fast dry times, your boat can be painted and launched in a single day.

For super-powered antifouling protection and proven performance, choose Interlux®.

THE HERO YOUR BOAT DESERVES!

interlux.com



SAIL THE BAY

Return to Marina Village



New at Marina Village:

- Remodeled restrooms and laundry facilities
- New pump-out facilities
- Free Wi-Fi
- Slips 28' to 72'
- Accepting liveboard applications



Office space now available in waterfront office building.

Contact us today for the 2018 season!



MARINA VILLAGE
Much More than Just a Marina
www.marinavillageharbor.com
(510) 521-0905

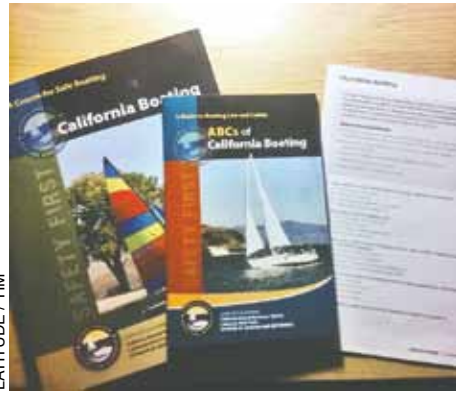
LETTERS

John Sweeney). My fear continues for those these agencies persecute who don't have the financial clout to defend themselves in court.

Kregg Miller
Planet Earth

↑↓ I'M OK WITH BOATER ID

Great mention of the new California Boater Card in the December 11 *Lectronic Latitude*. It's easy for many of us to look



LATITUDE / TIM

If you had to take a boating quiz right now, how do you think you would do?

in the mirror, see gray hair, and say, "That won't affect me for a while." But there's one important requirement not mentioned in the DBW news release: If you are supervising someone operating your boat, you must have a Boater Card. So for all the *Latitude* readers who might take kids or grandkids out on

their boat and let them take the wheel, you need a Boater Card.

So get one now. There are many online providers (for a fee), the DBW book (free, but I have heard complaints that the test at the end asks questions that are not covered in the book), or take an approved course from the Coast Guard Auxiliary or the US Power Squadrons. By the way, the latter are the only courses where one has the opportunity to ask experienced boaters questions.

Lu Abel
US Power Squadrons Educator of the Year 2016
Alameda

↑↓ I TEACH BOATER EDUCATION

In 2009, Santa Cruz Yacht Club decided to encourage small powerboat training by having Max Fraser (a great 29er sailor) and me attend a US Powerboating course leading to our Powerboat Instructor certifications. We spent three days at San Diego YC with about a dozen other future instructors, most of whom worked for commercial sailing or community sailing schools. It was a very comprehensive course in teaching methods and how to implement the US Powerboating curriculum, and both Max and I returned to Santa Cruz to run annual classes.

If you're not familiar with how US Powerboating (I should point out that it's the power boating 'arm' of US Sailing) runs the course, it's a two-day course with about eight hours in the classroom and eight hours on the water. My classes have primarily been for parents of junior sailors who want to improve the safety of being in a powerboat around kids who might be in the water. But it's also about being a competent powerboat operator: how to dock, tow another boat, pick up a mooring, maneuver in close quarters, etc. There's also a class in how to operate a safety and rescue boat, which is very good for regatta support.

Many of the adults who have taken the course have been experienced sailors, and some have even had larger powerboats, but have wanted to improve their skills. Universally,



April 19-22, 2018

Craneway Pavilion and
Marina Bay Yacht Harbor
Richmond, CA

PACIFIC SAIL & POWER BOAT SHOW *and Marine Sports Expo*



*50,000 sq. ft. of Exhibitors on Land • On-Water Activities
In-Water Displays of the Newest Sail and Power Cruising Boats
Special Events • On-Site Parking
Expert Seminars to Expand Your Knowledge*

PacificBoatShow.com





South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.



- Two guest docks for boats up to 125'**
- 20 guest berths up to 50'**
- Casual and fine dining nearby**
- Adjacent to AT&T Park**
- Easy access to transportation**
- 24 hour security**
- Free pump-out stations**



For Reservations:
415.495.4911 (x1111)
fax: 415.512.1351

www.southbeachharbor.com

LETTERS

students come away with improved skills and confidence.

Virtually all of the courses offered by the states do not have an on-water component, and consist of either an online or in-person eight-hour course. While it's valuable as a refresher, I'd like to strongly recommend that if you're going to be required to take a course, take an on-water course like those offered by US Powerboating. I think you'll learn skills that you can apply to power and sailboats immediately, and the review of the rules of the road, navigation aids, legal responsibilities, etc. won't hurt, either.

My interest has primarily been to teach at local yacht clubs, but commercial schools also offer this course, at a very reasonable cost. Find out more at www.uspowerboating.com.

Chuck Hawley
Surprise, Alerion Express 38
Santa Cruz

↑↓ **BOATER ID? NO WAY!**

A 132-page home study guide? There isn't a chance in hell I'd open that "guide" especially since the jet-ski renters are given a pass. It shows me the state is not really interested in safety.

My hope is the state takes its time in getting to me, as I'm leaving California within the year. Not that it matters, as I wouldn't participate anyway. The bureaucracy continues to grow out of control, and I have no intention of participating. I'll have to go elsewhere in the world to get my sailing fix.

Curt Simpson
California, for now

↑↓ **CHANGING LATITUDES FROM THE BIG EASY TO THE WINDY CITY**

I need to have my subscription mailing address changed. I'm a longtime reader — I grew up (fourth generation Californian) sailing in the Bay Area. The first boat I owned was a 505, which certainly taught me a lot, including the fact that you could get Bay mud on the mast tip! I have kept in touch by reading *Latitude 38* while sailing and racing throughout the Gulf of Mexico during the 21 years I've lived in New Orleans. Like all your loyal readers I cannot say enough good things about your style, humor and great variety of articles.

Now work takes us — and our Beneteau 40, *Makani U'i* — to Chicago. So perhaps I will be reading *Latitude 38* during the next Chicago-Mac race?! Or at a minimum, while enjoying the sunset cruising along the Chicago cityfront — once the ice melts next spring.

Douglas Slakey
Makani U'i, Beneteau 40
New Orleans, LA, for now

↑↓ **STAR WARS AND SAILING**

Great story about *Star Wars* and the local guys [the December 15 *Lectronic Latitude*, "A Latitude Far, Far Away."] I worked for Performance Sailcraft back in 1979-80. Don Trask and Bill Kreysler owned the company, Bill had models of the Star Destroyer in his office and he told great stories about working with the Lucas crew and their crazy projects. Bill continues to be involved in high-tech fiberglass and cement projects — the Cupid's Span project on the Embarcadero is a great example.

PS: We saw the new *Star Wars* in Terra Linda on opening night!

Alan Prussia
Hobie 16
San Anselmo

Top 10 reasons why Hydrocoat ECO® is the future of bottom paints



1. Contains absolutely no Copper
2. Old paint does not need to be stripped off
3. Uses ECONEA™, an organic biocide and 4.8% Zinc Omadine for protection
4. Easy clean-up with soap and water
5. No solvent smell
6. Very low VOC's
7. ~~Third~~ **Fifth** season on the market; over ~~2500~~ **10,000** boats painted
8. Can be scrubbed if preferred
9. Conforms to all existing and proposed California legislation
10. Available Now!

HYDROCOAT

eco

Copper-Free Ablative Antifouling

pettitpaint.com • 800-221-4466

SUNCOAST YACHTS

NEW YACHT DEALER AND QUALITY BROKERAGE SINCE 1993

We are the proud dealer for
Island Packet, Blue Jacket and Seaward Yachts.
 Call us today to discuss pricing and let's get started
 on building the boat of your dreams!



BROKERAGE LISTINGS

Sail					
2009 Island Packet 485	\$639,000	2004 Island Packet 370	.....	\$219,000
2005 Island Packet 485	\$499,000	Chey Lee Pedrick 36'	.....	\$46,500
2005 Island Packet 445	\$339,000	1999 Island Packet 320	.....	\$109,000
2001 Island Packet 420	\$259,000	Power		
2015 Blue Jacket 40	\$398,000	1990 42' GB Classic	.....	\$249,000
1994 Island Packet 40	\$179,000	1984 Ocean Alexander 38'	.....	\$115,000
1999 Beneteau 381	\$89,000	1985 Carver Mariner 36'	.....	\$29,900
2003 Island Packet 380	\$199,000	1981 GB 36 Classic	.....	\$115,000
			2009 Ranger Tug R-25 CL	.....	\$119,000

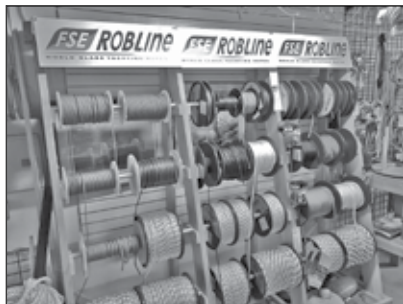
1551 Shelter Island Dr., #102, San Diego, CA 92106
 (619) 523-8000 • www.suncoastyachts.com



www.bluepelicanmarine.com



A Boator's Consignment Chandlery



**New FSE
 Robline
 Ropes**

(At Grand Marina, Alameda)
(510) 769-4858

www.bluepelicanmarine.com

OPEN 7 DAYS A WEEK FROM 10 A.M. TO 5 P.M.

LETTERS



LATITUDE / TIM

You didn't know that Yoda — seen here residing in San Anselmo, the birthplace of 'Star Wars' — reads 'Latitude'? Love it, he does.

May the force be with you (did we seriously just say that?). — th

↑↓ WHITE SQUALL IS ONE OF MY FAVORITES

White Squall still makes me weep, and beam with the joy of a teenager on his own for the first time in his life. I'm 70 now and have had some great moments at sea and some tragedy. If I could turn back time, a semester at sea would have changed my life as well. Fair winds.

Ken Brinkley
 Rumblefish, Cal 29
 Portland, OR

↑↓ SHOULD WEATHER FORECASTING BE PRIVATIZED?

Remember a few years back when AccuWeather president Joel Myers teamed up with Senator Rick Santorum to privatize weather forecasting? I'm pretty sure that *Latitude* wrote about it.

Anyways, Trump has named Joel's son Barry to head NOAA. Just something to keep an eye on.

Marceline Therrien
 San Francisco



NOAA

Marceline — You're right, we did write about this almost 13 years ago in response to Senator Rick Santorum's (R- PA) "National Weather Services Duties Act of 2005." Santorum's bill eventually died in committee, and was seen by critics as an effort to effectively give taxpayer-funded data to the commercial weather

industry, where it would be sold back to taxpayers. Santorum was "accused of political impropriety and influence peddling because Joel Myers, the [founder and chairman] of Pennsylvania-based AccuWeather and one of Santorum's constituents, was also a Santorum campaign contributor," according to revolv.com, which quoted the Wilmington Star News. "Myers and his brother, the executive vice president, donated over \$11,000 to Santorum's political campaigns, including \$2,000 two days before Santorum introduced the bill."

Voted Best Marina in the Delta 2017



The warm hospitality of days gone by, with amenities of today.
Twenty acres to roam in a private gated marina to share
with family and friends. Yacht Clubs Welcome.
Make your reservations now before
you miss something extraordinary.

www.OwlHarbor.com
916-777-6055



Captain's License Training

Maritime  Institute

Maritime Institute has a course near you!
From *Alameda* to *San Diego* or
Online at your own pace.

Captain's License OUPV/Master up to 100GT

Monterey, CA March 19 - 30, 2018

Alameda, CA April 23 - May 4, 2018

Endorsements

Sailing

Monterey, CA
March 22, 2018

Towing

Monterey, CA
March 20, 2018

Radar Observer - Unlimited

Alameda, CA February 26 - March 2, 2018

Toll Free: 888-262-8020

www.MaritimeInstitute.com

Educating Mariners for Over 35 Years



ON A ROLL.

Schaefer is known worldwide for premium quality jib furling systems that will stand the test of demanding ocean passages. Our drum-bearing unit is machined from a solid block of 6061-T6 aluminum, creating unparalleled strength. Torlon bearings assure smooth operation so you can keep rolling along in the most demanding conditions.

SCHAEFER
LEGENDARY STRENGTH

508.995.9511
SCHAEFERMARINE.COM

License #0E377

TWIN RIVERS MARINE INSURANCE AGENCY, INC.

"Your Marine Insurance Specialists!"

Providing
boat and slip
insurance needs
for 25 years

7 Marina Plaza | Antioch, CA 94509 | At the Antioch Marina
Latitude 38° 01' 10" N - Longitude 121° 49' 10" - Buoy 4 Red - On the San Joaquin River

Shop Your Renewal & Save – Flexible Survey Requirements
Broad Navigation Areas • Liveaboards • Classic Yacht Coverage
Agreed Value Policies • Full Spill Liability • Get a Quote Online



Your
Twin Rivers
Policy Comes With
An Agent!



WEST COAST | HAWAII | MEXICO | EAST COAST

— REPRESENTING —



WWW.BOATINSURANCEONLY.COM • 800.259.5701

Commercial Marine Insurance – CALL DOUG for a QUOTE



Marinas/Resorts • Yacht Clubs
Dealers/Brokers • Rental Vessels
Yacht B&B • Charter/Tour/Fishing Vessels
Vessel Repair Facilities • Boat Builders
Marine Contractors
Marine Products Manufacturers
Wholesalers/Distributors • Workboats



Doug Rader, Your Commercial Marine Specialist • Direct: 209.334.2858

OFFERING COVERAGE FOR ALL WATER CRAFT



— A MEMBER OF —



LETTERS

Fast forward to October 2017, when President Trump nominated Barry Myers — the current head of AccuWeather and younger brother of the aforementioned Joel Myers — to serve as head of NOAA. Myers "graduated from Penn State with a degree in business and received a law degree from Boston University, but has no science training," Politico said.

To be fair, Benjamin Friedman, NOAA's current Deputy Under Secretary for Operations, was a federal prosecutor for 16 years before starting with NOAA. However, Friedman "brings more than 14 years of federal management and leadership experience to his current role," according to NOAA. Other leadership at NOAA includes Dr. Timothy Gallaudet, the Assistant Secretary of Commerce, who was "rear admiral in the US Navy, where his most recent assignment was Oceanographer of the Navy and Commander of the Navy Meteorology and Oceanography Command," and Dr. Stephen Volz, the Acting Assistant Secretary for Environmental Observation & Prediction, who has "30 years of professional experience in aerospace," the NOAA website says.

Many government agencies, especially those deeply rooted in science, such as NOAA, the Department of Agriculture and the Department of Energy, hired some of the top scientists in their fields to run what are admittedly vast and complex bureaucracies wielding billions of dollars of taxpayer's money. The Trump administration was elected to reform many of the institutions in Washington, which is laudable, but the administration's clear disregard (and what seems like open disdain) for science and evidence-based reasoning undermines our confidence in these changes. Additionally, there's a clear conflict of interest when NOAA is being run by one of its biggest clients. We don't think independent, peer-reviewed and respected scientists should be replaced by a business manager with vested interests any more than an airplane pilot (or head of the FAA) should be replaced by the CEO of an airline. Running something like NOAA or the FAA takes superb management skills, but, to earn or regain the trust of taxpayers, independence from commercial interests needs to be a top job requirement. That's why the call to 'drain the swamp' remains popular. — th/ja

↑↓ SKIN CANCER BREAKTHROUGH?

Good news: In Australia they are saying yes to Nocotinamide supplements as a skin cancer preventative! You might want to let friends know who are, or were, in the sun a lot, or ever did tanning booths.

This all stemmed from a short article in the Seattle Times: www.seattletimes.com/life/wellness/can-a-vitamin-really-help-prevent-skin-cancer. My friend Bob, an MD and distinguished member of the Seattle YC, wrote to say he'd just ordered some after reading convincing evidence in the *New England Journal of Medicine*.

Dan Barr
Seattle Yacht Club

↑↓ IT WAS PRESCRIBED FOR ME

I get five to 20 things (pre-cancerous actinic keratoses) burned off every year. I can confirm that my longtime dermatologist has recommended taking niacinamide to combat same.

John Griffith
Planet Earth

John — Along with you — and most sailors — we've spent a lot of time under the sun. We do our best to take normal precautions, but we spent our first several years, even decades, sailing when SPF 4 was the standard for Coppertone. They

Yachtfinders/Windseakers

in the heart of
San Diego's boating community



A LEADER IN
BROKERAGE
SALES
ON THE
WEST COAST!



2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

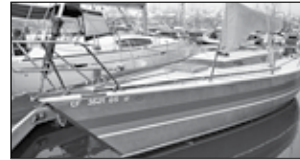
Toll Free (866) 341-6189



44' NORSEMAN 447 CC, '88 \$209,500
Wendaway. This celebrated blue-water cruiser has been lavished with care and attention. Make your long distance passage in comfort and confidence.



41' SWEDEN YACHTS C41, '83 \$79,000
Diva was originally built as the personal yacht for the owner of Sweden Yachts. She has been lightly used and well maintained. Her interior is in excellent condition.



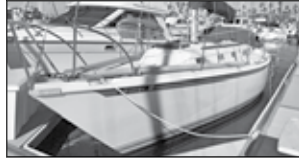
38' PETERSON, '80 \$49,900
Amiga. Meticulously maintained and upgraded with a new Yanmar engine and new stainless steel rod standing rigging in 2010. Beautiful lines and a joy to sail.



38' ALERION, '98 \$139,000
Surprise has been updated and is ready for short-handed racing or weekend cruising. New B&G instrumentation, a new electrical system... Beautiful!



37' TARTAN BLACKWATCH, '65 \$33,500
Faiaoahe. This true classic has a modified full keel, is easily driven, and is a delight to single-hand. She has frequently cruised the coast from SF to Catalina and Mexico.



35' ERICSON MK2, '69 \$15,000
Aquarius. Much of the equipment original. Hull and deck appear to be in excellent condition, tabernacle mast and canvas companionway cover. Diesel Volvo engine!



35' BENETEAU 35 S5, '89 \$45,000
Viktorius is the perfect blend of racer cruiser. She has an extensive racing sail inventory and comforts that are hard to match. For cruising or racing this boat is ready to go.



35' CARROLL MARINE 35 1D35 TURBO, '99 \$84,500
Fractions has been retrofitted for modern racing and completely overhauled - from the engine to electrical system, instruments and rigging. Triad trailer (2003) included.



34' C&C, '81 \$25,900
Finesse. The C&C is a good all-around racer/cruiser that is fun to sail, she performs well on all points of sail and handles foul weather with ease.



34' HUNTER, '86 \$19,900
Latro is a roomy, comfortable boat that is perfect for cruising. Take trips to Catalina and beyond, or enjoy sailing the bay on this low-cost, low-maintenance vessel.



34' DEHLER, '88 \$34,500
Agilon. In 1998 she was repowered with a new Yanmar diesel that now only has 538 hours of well-maintained operation. She is priced to sell.



35' CHEOY LEE, '80 \$34,000
Sante. Most loved and cared for Cheoy Lee 35. All exterior bright work has Sunbrella covers. Enjoy the beauty and luxury of teak without the hassle of constant maintenance.

Pacific Cup Singlehanded Transpac • Offshore Sales & Rentals



ISO Approved Liferrafts



Hypalon Tenders
They're worth it!

SAL'S
INFLATABLE
SERVICES, INC.

PHONE (510) 522-1824
FAX (510) 522-1064

1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com



SALES • SERVICE
RENTAL • REPAIR

Repair kits
available!

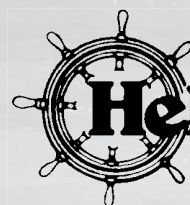
NEW CORSAIR 760



Just arrived Corsair Marine's newest pocket cruiser, the Corsair 760. This new trailerable trimaran is destined to bring trailer sailing to the next level.

The 760 offers sailors more comfort, performance and safety than any other trimaran range in this size. This has been achieved by cleverly designing high volume, wave piercing floats. Call Gary for a demo.

Dealers for:
Corsair • Dragonfly • Seawind



Helms

YACHT SALES INC.

(510) 865-2511

See all our listings at

www.helmsyacht.com

At Alameda Marina, experience the excitement of boating on the San Francisco Bay, while enjoying the comforts of a full-service marina from our protected location along the Oakland/Alameda Estuary. We offer both wet and dry storage, with access to a range of marine services, in a convenient location.



- ✓ Wet and Dry Storage, including space for Recreational Vehicles
- ✓ Convenient Alameda location, along the estuary, close to Park Street and Park Street Bridge
- ✓ Easy access to pump-out and fuel dock at Jack London Square
- ✓ Close to marine services, riggers, sailmakers, yacht clubs and canvas shops
- ✓ Exciting views of downtown Oakland and the Coast Guard ships
- ✓ Convenient parking
- ✓ Competitive rates

Paul Houtz, Harbormaster • 510-521-1133
 1815 Clement Ave., Alameda, CA 94501
 info@alamedamarina.net • www.alamedamarina.net



ALAMEDA MARINA

LETTERS

later doubled protection to 8. We Googled it and were amazed to find SPF 4 and 8 still available! wvEither way we'll still take all the precautions we can (a wide-brimmed hat is one of your best bets), but appreciate knowing there are options if trouble appears. By the way, nicotinamide and niacinamide are the same thing. — ja/cw

↑↓ **WAS THERE A SUNFISH IN YOUR LIFE?**

Yes. It was in Ogunquit, Maine, in the summer of 1965 when I was 13. It was so much fun that, since 1980, my wife and I have owned several sailboats. Our current boat is an Islander 32 that we keep in Marina Bay in the winter, and Owl Harbor in the summer.

Russ Sunn
 Andiamo, Islander 32
 Richmond/Isleton

Yes, there was. It was my first time on a sailboat. In 1972, my dad took me out for the first time under "sail" in the water. It didn't discourage me though. I had several small boats through the years and just this year I bought a cruiser.

Greg Masichuk
 Brisa del Océano, Catalina350
 Kemah, TX

Yes, yes there was. I was 14, my brother was 12, and Chip, our instructor, was likely in his early 20s, and, yes, of course I had a crush on him. This was at Lake Naomi, Pennsylvania, in the Poconos. It was our dad's idea, and I give him credit for it every single day.

Fast forward several years later and nine years of sailing on San Francisco Bay, I now have my captain's license and ASA teaching certifications, and just this year bought a sailing school, after having relocated from the Bay to Florida with my other half (you'll be happy to know we can still pick up *Latitude 38* at our local West Marine). And it all started on a small lake in Pennsylvania on Sunfish.

Nancy Bockelman
 In between boats at the moment, but currently on the hook in Biscayne Bay, FL



KAREN SWEZEY

Readers — In our January 8 edition of 'Electronic Latitude we recognized Latitude 38 T-shirt winner Karen Swezey who found a flyer tucked in a Latitude she picked up in Brickyard Cove. She commented that she'd learned to sail in the South Bay aboard a Sunfish and now, years later, is living aboard an Islander 36 in Point Richmond.

We asked how many others had started on a Sunfish. Apparently, it's quite a lot. What you see here is just a portion of the responses we received. It reminds us how many lifelong sailors who've gone on to bigger adventures on larger boats started in very simple, low-tech dinghies. We're also reminded that, in this go-fast foiling world, many people look at sailing as a chance to slow down. There's some Zen-like pleasure in slow, simple sailing. — ja

↑↓ **GROWING UP SAILING IN HAWAII**

I started young but not on a Sunfish. My first sailboat

SAIL A SMALL BOAT DAY

RICHMOND YACHT CLUB
351 BRICKYARD COVE ROAD
PT. RICHMOND, CA
(510) 237-2821



FREE RIDES AND FREE HOTDOG LUNCH

MARCH THIRDS SATURDAY 10:30 AM TO 3:30 PM

"The small-boat sailor is the real sailor."
-- Jack London, 1912

This event is open to everyone - yes, EVERYONE! Expect to get wet, so bring warm, waterproof clothing. More info at www.richmondyc.org

McDERMOTT COSTA

insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
Marinas, Yards, Yacht Clubs, Brokers, Shipwrights

Recreational Inshore/Offshore

- YACHT & BOAT POLICIES
Offshore, Coastal, Inland and Liveaboards



CALL FOR A QUOTE



Lic. #OB21939

BILL FOWLER - Marine Specialist
McDERMOTT COSTA INSURANCE
(510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com



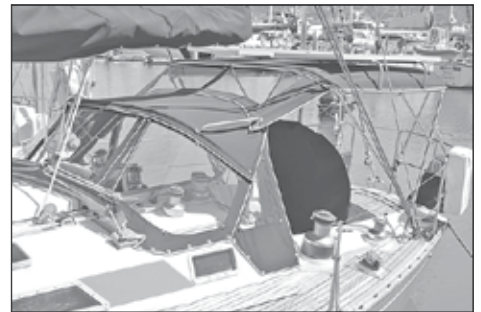
KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings



DODGERS

Over 25 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

SEA FROST®



CHILL OUT!

Sea Frost's ultra-powerful 12-volt BDXP refrigeration system offers top quality at an affordable price, easy owner installation, and the backing of 30 years of top customer satisfaction. Sea Frost...Welcome to the cold!



Local West Coast Dealers:

Miller & Miller Boatyard, Seattle, WA
 Long Beach Marine, Long Beach, CA
 Poole Refrigeration, Alameda, CA

www.seafrost.com

LETTERS

ride was to Hawaii in 1959 aboard my parents' 61-ft staysail schooner *Manūiwa*. I stayed in Hawaii and grew up sailing El Toros at the Hawaii Yacht Club. I also enjoyed sailing on a Sunfish out to the Ala Wai entrance buoy then back to the club — that was a big excursion for a 12-year-old in those days.

My wife and I now own a Beneteau First 40 and sail out of Richmond Yacht Club. I did the 2016 Pacific Cup with our daughters and their boyfriends. I turned 70 this year, and will be sailing in the 2018 Pac Cup on *Venture*, a Jeanneau 49. You are so right that one of the truly wonderful things about sailing is that if you start young, you can enjoy the experience for a lifetime, however long that might be. Fair winds, and always leave a clean wake.

Michael Johnson
Vera Cruz, Beneteau First 40
 Point Richmond

↑↓ I STARTED SAILING IN THE WOMB



DANA DUPAR

A Boston Whaler sailing dinghy? Yes, actually.

I didn't start on a Sunfish, but among the small sailboats I learned on was an 8-ft Boston Whaler sailing dinghy that had the same rig as a Sunfish. I started sailing while in my mother's womb and grew up on various small and large sailboats in the Northwest. I now enjoy sailing on the Bay. Thanks for the flashback.

Dana Dupar
Latitude 38 Crew List
 San Francisco Bay

↑↓ I STARTED SAILING IN DIAPERS

I learned to sail in Redwood City at the age of about 2 years old in a Moon Boat dinghy. Now I'm 69 and sail a Catalina 400. Between sailing in a Thistle Nationals at about 8 years of age in Raccoon Strait, sailing along the coast to Costa Rica in a 46-ft catamaran in the '70s, living aboard in Ballena Bay while getting my teaching credential, and finally raising a family, all while having a series of progressively larger sailboats, I can safely say the sailing has been a major theme in my life.

Now here I am living in Santa Cruz. I still surf — that's why I moved here in the first place — and I also sail with my family and friends. With six grandchildren and another on the way, I always have my favorite crew. Last year a group of my surfing friends and I crewed up to race my boat, *Rosa Nautica*, in the local Tuesday Night Catalina (and Others) Race. We had a blast. My wife Lisa and I are looking forward to a cruise up to San Francisco Bay next summer so that I can continue to sail on a Bay that I first sailed (and may one day again sail) in diapers!

Scotty Correa-Mickel
Rosa Nautica, Catalina 400 MkII
 Santa Cruz

↑↓ FACEBOOK 'FAKE NEWS' ABOUT PIRATES

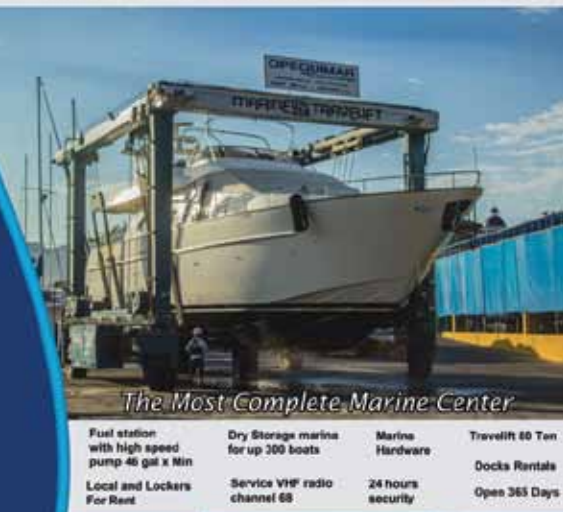
Readers — In January 15's 'Electronic Latitude, we reported on a boat called YachtCruz missing off Baja California, and

OPEQUIMAR

CENTRO MARINO

Puerto Vallarta Jalisco, México

We treasure your passion for the sea



The Most Complete Marine Center

Fuel station with high speed pump 46 gal x Min	Dry Storage marina for up 300 boats	Marine Hardware	Travelift 60 Ton
Local and Lockers For Rent	Service VHF radio channel 68	24 hours security	Docks Rentals
			Open 365 Days



www.opequimar.com

P: (322) 22-11-800 Email: info@opequimar.com
 Paseo de la Marina Sur #214, Marina Pto. Vallarta

LOCH LOMOND MARINA

SLIPS AVAILABLE

2) 62' Slips • 1) 56' Slip

www.lochlomondmarina.com



SPECIALISTS

Your best source of insurance, tailored to your needs and competitively priced, for your boat or yacht, marine contractor liability, yacht club, boat yards, and boat builders/restorers

We Insure:

Sail or Power ♦ Classic or Contemporary
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

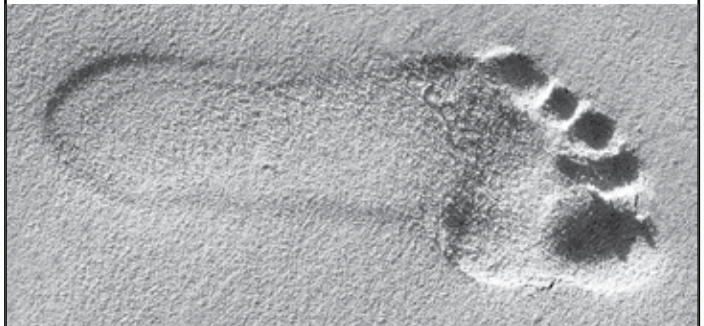
www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

info@heritagemarineinsurance.com

MEXICO CRUISERS STEP ONE:



MAKE A RESERVATION AT MARINA EL CID
FIVE STARS FULL SERVICE MARINA
MAZATLAN

*You'll get such a great 'impression'
from our marina services and beaches,
you may never leave!*



www.elcidmarinas.com

011-52 (669) 916-3468

marinaelcidmazatlan@elcid.com.mx

FOR SALE

PANAMA: LAND / HOUSE / CATAMARAN



A house on two acres of land on a protected lagoon, with your own pier, and at the end is your 2004, four double-stateroom 42-ft Leopard catamaran. An exit from the lagoon is direct to the north coast of Panama on the Caribbean, where a day's sail along the coast gives an arrival in the glorious islands of the San Blas. Keeping your boat in the totally safe lagoon is free, and theft is zero in our sixteen years here, for we are situated at the edge of a fishing village. There is a possibility for using the lagoon as a marina as there is a big desire for that.

The house is unique among houses, for the ground floors are one large mosaic showing the story of life, the stairs formed from a shipwrecked boat, and the upstairs a large open space, with beds and showers, but waiting for that extra input from a fresh mind. There is full electricity, cooking from bottled gas, and water is from a never-dry well, where the water is as champagne in its purity. Internet is from an antennae on the hill, should you need it, and there is good cell service.



All for \$650,000

For details and photos email: capricorntwenty@hotmail.com

FOR SALE

FULL SERVICE BOAT MAINTENANCE COMPANY

Including small boat yard in Mexico

Repairing both sail and power engines, top and bottom painting, refrigeration, etc., this company has been in business for 20 years and has five employees.

The owner will stay for six months and supply a full client list.

Please, only people that are very serious need to reply.

**Send your résumé to:
jimroyal41@gmail.com**

LETTERS

repeated a claim that the boat had sailed through pirate waters. See this issue's Sightings for the story.

I just read your article in 'Lectronic Latitude] where you said "[YachtCruz] had to pass through part of Mexico notorious for pirates." Just curious, what part is that? I never heard about any pirate problem in Mexico before.

It is a sad story; I just wanted to make sure there was not something I have not heard about yet in Mexico. I have been in and out of La Cruz for 25 years now. I keep my ears pretty close to the ground when it comes to news about Mexico. While I am very concerned about the direction the country is headed, thank goodness it has not hit the sailing community yet as far as I know.

Hans Petermann
Vamonos, Catalina Morgan 440
La Cruz de Huanacastle, Mexico

⇕ **BUT SERIOUSLY, PIRATES? (NO)**

I (and, I must say, others here) was amazed to see the comment [in a] by [one of YachtCruz's] friends:

"They were headed home toward their new boat slip in Chula Vista but had to go through a part of Mexico notorious for pirates and they were worried about it."

It's such a sad story, since they are almost certainly lost at sea, but this area down the Baja is definitely *not* an area where one expects to meet up with 'pirates' (and certainly not 'notorious!'), although there are several places (Isla Cedros included) where one would not wish to be caught close to a rocky lee shore in bad weather.

Maybe they had not spent enough time sailing in Pacific Mexico to appreciate it fully? From comments I've heard, it seems weather could have been a contributing factor since a system was possibly going through the area at the time, but any other comments are speculation.

I normally go outside Isla Cedros, but last year, headed north from Cabo to Ensenada, I went inside for better protection from a prevailing swell. Clearly, good charts and careful navigation are essential for safe passage in the area, which has plenty of places where caution is needed.

It would be of interest to have information on the exact weather in the area at the time, but for now my deepest sympathies go to the family of the couple.

I'm in La Cruz now, surrounded by cruiser friends and enjoying the warmth of Mexico's people and climate. I'm planning to exercise my neck and body in the hope of recovering well over the next few months so I can get sailing in B.C. when I return to *Nereida* in May, ready for taking off again in early October. I hope you are keeping well.

Jeanne Socrates
Nereida, Najad 380
Victoria, BC

Everyone — We are incredibly sad to have learned about the story of YachtCruz. In our reporting, we were unfortunately caught off guard by an unverified claim on social media. Alert and knowledgeable readers were quick to correct our mistake. When YachtCruz went missing — the news of which began to trickle in around mid-January — we scrambled to put a story together. Friends of Sandi Foree posted some information on their Facebook pages that the Irwin 52 ketch had gone missing, and that some debris, including their EPIRB, had been found washed ashore in Baja California.

And we posted a comment from one of Sandi's Facebook friends saying that YachtCruz was "headed home toward their

It's Beautiful... It's Private... It's Home



Making boating easier – and more fun! – is what Oyster Cove is all about. That's why we rate number one with many Bay Area boaters. Oyster Cove is an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. **Oyster Cove is the private Peninsula marina closest to bluewater boating.** No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(650) 952-5540

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Five Minutes from SFO
- Close to Mass Transit
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice

www.oystercovemarina.net

BOAT LOANS

Rates as low as 3.37%*

Unbeatable rates.

Call Sally Kraft today
for a free quote.

(925) 963-2926



*\$350k loan amount. Monthly variable.
Rates subject to change. Call for complete details.



www.seacoastmarine.net

A division of Seacoast National Bank.

MARINA CORTEZ
LA PAZ

Mexico's Premier Marina

50 slips, accommodating even the largest vessels.
Electricity at each slip and Wireless Internet Access.
The most modern Marina Design in Mexico.

www.MarinaCortez.com

Email: dockmaster@marinacortez.com • Office: +52+612 123 4101
Fax: +52 612 125 4212 • From the USA: +52+1+612 157 0013

VOLVO PENTA

ENGINES • PARTS • SERVICE
1-800-326-5135

We Ship
Anywhere

(415) 453-1001

FAX: (415) 453-8460

www.helmutsmarine.com

619 Canal Street
San Rafael, CA 94901



MARINE SERVICE INC

AUTHORIZED POWER CENTER

MODERN SAILING SCHOOL AND CLUB



Learn skills and gain confidence to
charter internationally on multi-hulls!



BAREBOAT CATAMARAN CRUISING

get certified for both ASA 104 and ASA 114

5 days / 4 nights, Mon - Fri
on san francisco bay

This combination course will get you certified in both levels in just 5 days. Topics include planning and provisioning for multi-day trips, sailing and anchoring at night, boat systems and troubleshooting, navigation. You will be learning on both a monohull and catamaran.

Cost for Members: \$1475 / Cost for Non Members: \$1695
Prerequisites: BKB (ASA 101), BCC (ASA 103), 6 On-The-Water Days

There are three ways to sign up for this course:
by phone, email, or by visiting our website.



SAUSALITO, CA
(415) 331 - 8250

www.ModernSailing.com
office@modernsailing.com

LETTERS

new boat slip in Chula Vista but had to go through a part of Mexico notorious for pirates and they were worried about it."

Oops. The Grand Poobah and Doña de Mallorca have done this passage many dozens of times and have happily escorted more than 3,000 boats through these waters on 24 consecutive Baja Ha-Ha's. If he were still in the office, the Poobah's long history of cruising Mexico would have saved us from posting the comment. In addition, so much knowledge we share in *Latitude* has come from our experienced and highly qualified readers, to whom we are eternally thankful. The Grand Poobah called and emailed us within minutes with a course correction, so we were able to remove the ill-chosen words within about a half hour after the story went online.

We shift gears between a monthly magazine that generally allows more thoughtful writing, to a three-times-a-week blog that is often done at a hastier pace. While we strive to find the facts, the pace of online reporting is a little trickier to navigate. In the end, this turned out to be a terribly unfortunate story. We want to understand, as best we can, what happened to YachtCruz and give our heartfelt condolences to the family and friends of Patrick Wolfgang and Sandi Foree. — th/ja

↑↓ YOU WERE A LITTLE HARSH ON THE KEHAAR



The 'Kehaar', as seen by the Coast Guard in early January. Larsen's arrival prompted a few knee-jerk reactions — even from us — before prompting admiration for an unconventional but very accomplished sailor.

Your unkind reporting of the *Kehaar Darwin* [in the January 3 'Electronic Latitude] disappointed me. I thought you were better people than that.

In 2009 I watched the *Kehaar Darwin* sail unassisted through some winding reefs into Bonbonon Harbor, Philippines. I was leaving in the morning and only had a chance to exchange a wave

of greeting with Kris Larsen, *Kehaar Darwin*'s solo skipper, who has a standing with the British Junk Rig Association.

Last July I was anchored in Linton Bay, Panama, and watched Kris arrive from offshore and set his anchor under sail. We spoke a few times. I asked how he had managed from Richards Bay to Cape Town without an engine. He shrugged it off. Kris was on his way home, to Darwin. I wondered how on earth he was going to get an unpowered full-keel sailboat to the other side of Panama.

And then I see in *Latitude 38* a most insensitive and unkind slam on Kris, a fellow world traveler and sailor. We all have so much stuff. Kris has taken it a bit far in his avoidance of stuff. But, at the same time, I sort of get it. And, besides, every man and woman who owns a boat loves their boat above others. It is just not good manners to disrespect another person's boat.

Roger Wilson
Hanoah, Amel Sharki 41
Brunswick, ME

↑↓ OK, I JUMPED TO CONCLUSIONS, TOO

I was, at first, sucked in to the usual "OMG, somebody get that jetsam out of the water before it damages a reef!"

But, when I read the follow-up article today in [the January



MARINA CORAL

ENSENADA, BAJA CALIFORNIA

**WORLD-CLASS MARINA
IN ENSENADA OFFERS:**

- 353 slips up to 110'
- Ensenada's only fuel dock-diesel & gasoline
- Check-in clearance assistance with Immigration, Port Captain and Customs.



**ALSO, FEATURES A
FIVE-STAR HOTEL WHICH
ACCOMMODATIONS INCLUDES:**

147 suites, pools, spa, restaurants, bars, transportation to San Diego, trips to the vineyards and outstanding landscapes for weddings and events.



Visit **Mexico's First Port**
of entry south of the border

CONTACT US VHF CHANNEL 71 Latitude 31°51'38.59" N • Longitude 116°39'36.342" W
USA 1 (866) 302-0066 • marina@hotelcoral.com • www.hotelcoral.com



Sure Marine Service



At home comfort on the water!

We deliver innovative high-quality air and water heaters with output ranges from **2 kW to 35 kW**. We have the **Webasto** heating solution for every need.



The Heating/Cooling Professionals
at
Sure Marine Service
Can Extend your Cruising Season!

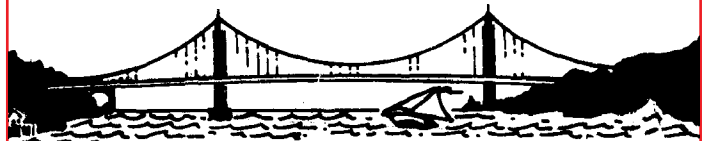
Sure Marine Service, Inc.



5320 28th Ave. N.W.
Seattle, WA 98107
(800) 562-7797 or (206) 784-9903

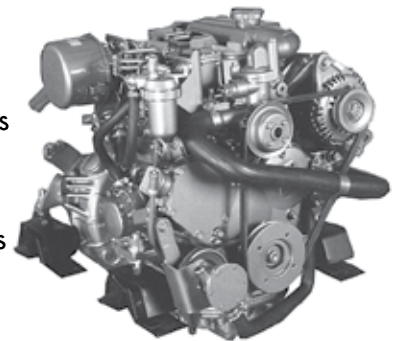
Shop Online: www.suremarineservice.com

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks



YANMAR

P.O. BOX 2008 / 69 LIBERTY SHIP WAY • SAUSALITO, CA 94966
Adjacent to Schoonmaker Pt. Marina

415 • 332 • 5478

www.listmarine.com

WHEN YOU GET SERIOUS ABOUT CANVAS, CALL US!



**STARBUCK
CANVAS
WORKS**

67 Libertyship Way
Sausalito, CA 94965
saintar buck@sonic.net
415•332•2509

Stem To Stern LLC

510) 681-3831
stemtosternsf.com

TAKE GOOD CARE OF YOUR BOAT THIS WINTER!

- Not going down to the boat much now?
- Need to repair from last season?
- Upgrading for next season?
- Yard period project?
- Storm check up?
- Engine start up?
- Wash?
- Dive?



Schedule your winter projects early to ensure proper weather preparation and to avoid weather-related project delays.

We Take the Work Out of Owning a Boat

LETTERS

10] *'Lectronic Latitude*, my opinion and awareness changed dramatically. As soon as I read that Larsen built his boat and sailed to and through the Great Barrier Reef, with no GPS, I thought, well, *this* is a true sailor in every sense of the word. What he's done since is added proof he is light years beyond all but the most fervent sailor. The fact that he's apparently humble is icing on the cake.

Fred Reynolds
Planet Latitude

↑↓ I'D TAKE KRIS ON THE LIST ANYTIME

Kris came into our loft in Maui (West Maui Sail and Canvas) after crew from the *Trilogy V*, who 'referred' the Coast Guard to give him a tow, said he might get some help from us. He was never "disoriented" [as a *Coast Guard Press Release* had stated]. He was just asking where a good place to anchor might be. When he was told there would be no charge to help him get in to a place where he could put his pick down, he took the tow. He said the Coasties were professional and helpful.

He wanted to get some used sail material to repair his sail. I'm a fan of junks myself (just finished a scow bow cruising junk with Jim Antrim we hope to build soon) and when he noticed the drawings hanging on the wall it started a great gab about the practical experience he had. What a wonder for me to get all that real info! And we had some old scrap under the floor that suited his needs perfectly. He wanted to carry the big bundle on the bus back to Maalaea, but I offered to drop it off by his beached dinghy on my way home from work.

His boat may not be like people expect to see cruising the world, but he was perfectly fit, happy, and a lot of fun for someone who just spent 104 days at sea. Especially in a boat without motor or electronics, and I know that one because I sailed my own home-built Ingrid for years without an electrical system.

As for being a 'seaman', I'd take Kris on the list anytime compared with today's button-pushing, app-enlaved cruisers, many of whom probably have never touched a sextant, let alone used one properly.

Kris was excited to be off for the Philippines to meet up with his American wife, and planned to leave as soon as he took stores, using the bus I'm sure. He said he had a big fishing schooner waiting for him in Darwin, had done 94,000 sea miles so far in his life, and just beamed with happiness talking about kicking the 100,000 mark on this last leg.

I don't think anyone has to worry about this guy. He's definitely no Rimas [Meleshyus], regardless of what his boat may look like. The junk rig is an amazing concept with thousands of years of development and, like scow bows, will be seen more in the future.

Barry Spanier
West Maui Sail and Canvas
Lahaina, HI

↑↓ WE NEED MORE KRIS LARSENS

Independence and resourcefulness personified. Wow, no compass — guess that is not necessary if you are not particularly picky about where you are, where you are going, or when you get there. Kris is not afraid of manual labor, it seems. Kris's confidence and humility are very attractive.

We need a few more sailors on the Bay with that approach to life. Our national leadership could learn life lessons from this outstanding person. Cheers.

Charles Cunningham
San Saggio, Catalina 400
Brisbane

LETTERS

I wish there were more like him. Me included.
Fred Hodgson

↑↓ TO JUDGE AND CONTROL

Great article in the January 10 *Electronic Latitude* [Larsen and the *Kehaar Darwin*] and I agree with your very last sentence: "While some people are fussing ashore, they're off enjoying life as they like it."

While most societies push for more general freedoms, we have a tendency to judge and, worse, control those who don't care about all of society's comforts.

Nik Butterbaugh
Kailani, Benteau 440
Kailua, HI

↑↓ I WANT TO READ MORE ABOUT LOW-TECH SAILORS

With all the rescues of high-tech boats with low-skilled skippers these days, these low-tech boats with high-skilled sailors are worth a closer look. I find them fascinating and would love to read more in-depth interviews.

Anonymous
Planet Latitude



JAMES BALDWIN

Kris Larsen, as photographed by James Baldwin in the '90s aboard the 'Kehaar' when she still had portholes. "Kris found that the portholes leaked and required constant repair, so he eventually welded them all over with steel," wrote Natalie Uhing, Larsen's wife. Baldwin interviewed Larsen at length in Madagascar. We highly recommend checking out www.atomvoyages.com.

↑↓ WHO'S UNCONVENTIONAL, AND WHOSE STANDARDS ARE WE TALKING ABOUT?

When a respected friend remarked on a vessel belonging to another friend, we under sail by that man's moored boat, he saying that it was to a low standard, or something like that, I replied, "He has very high standards; they're just not yours or mine."

Tom Woodruff
Palawan III, Colin Archer cutter
Portland, ME

↑↓ WHATEVER FLOATS YOUR BOAT

Literally, *whatever* floats your boat. Fair winds and following seas to those who sail to a different beat. I'm sure Joshua Slocum had as many naysayers.

Alameda: 800.343.SAIL
Sausalito: 800.553.CLUB
www.ClubNautique.com

You're at the helm!

Scan the QR code for a special Latitude 38 reader's exclusive offer.

Want to be the **BEST** skipper you can be?
Then find yourself at **CLUB NAUTIQUE!**



You deserve a tougher, more challenging curriculum than US Sailing requires taught aboard a newer fleet, at lower prices, from two convenient locations and by award winning instructors at an award winning school!

Why Club Nautique is better:

- ~Fun Social Events!
- ~Worldwide Flotillas!
- ~Yacht Club Membership!
- ~Most C/OPM Grads in the US!
- ~More Members!
- ~Half Day Charters!
- ~Largest and Nicest Fleet!
- ~California & Mexico Locations!



Club Membership

Our Club caters to yachtsmen & women who want access to a constantly renewing fleet, local inshore and coastal cruises, lighthearted races, fun flotilla events and reciprocal yacht club privileges when cruising in the Bay or internationally. Contact our Member Services Reps today to learn more about the incredible packages available in February!

Thinking about traveling internationally?
Becoming a member allows you to receive **EXTRA** discounts on international charter vacation packages!



To learn more about the vacation charter benefits, contact: Alameda (510) 865-4700 or Sausalito (415) 332-8001 today!

We're Hiring Instructors!!!
Power and Sailing Instructors: Contact Morgan Collins at (510) 865-4700 or SchoolDirector@Clubnautique.net

PASSIONATE ABOUT BOATS

You don't cut corners.
Neither do we.



We make beautifully crafted exterior covers that we'd want to use, too.

COVER CRAFT

560 W. Cutting Blvd., #2
Richmond, CA 94804
Inside the KKMI boatyard

(510) 234-4400

Quality
Yacht
Canvas

LETTERS

Ken Brinkley
Rumblefish, Cal 29
Portland, OR

↑↓ SHALL WE REMIND OURSELVES OF THE POINT?

Isn't the whole point that it isn't important what others think? By the way, I think [both Kris Larsen and 'simplified sailor' Glenn Tieman] are wonderful and I admire both men and their lifestyles.

Brian Timpe
Epic, Wilderness 1100 catamaran
Currently Nuevo Vallarta, Mexico

↑↓ TO BE DIFFERENT, OR NOT TO BE

To each his own. One of my favorite bumper stickers I've seen down in Guaymas, Mexico, said: "Everybody laughs at me because I am different, but I laugh the hardest because they are all the same!"

John Retzlaff
Planet Earth

↑↓ A FEW FACTS ABOUT THE KEHAAR AND KRIS LARSEN

First off, the name of the boat is *Kehaar*. Reporters are landlubbers and didn't understand that Darwin, written underneath the boat's name, is her homeport (Darwin, Northern Territory, Australia).

I might point out that, when forced to give up on his original plan to reach the Marquesas, Kris had just navigated from wherever he was, fighting wind and current, to within however-many miles of Hawaii, using a sextant. The last short bit into a harbor on Maui hardly deserves the term 'rescue'. Kris has sailed, unassisted, into dozens of harbors — including tight and crowded ones — all around Japan. In Hawaii he simply lost the wind behind the island and thought a bigger boat would easily tow him in. Many Aussie sailors are quite robust and easygoing about such things. Fear for one's safety is still not quite the holy sacrament it has become in the US. I don't think he expected the guys on *Trilogy V* to be so prissy.

Natalie Uhing
Darwin, Australia

Readers — When a Coast Guard report came across our desk from Hawaii in early January describing a "lost," "disoriented" sailor, it would eventually lead us to discover the incredible story of an adventurer whose travels reminded us of the opening lines of Moby Dick (quoted below).

After Roger Wilson told us there was more of a story behind Kris Larsen, we were curious, inspired and, once again, enlightened by our readers. People like Kris Larsen make sailing (and life) exciting. Many people dream — futilely — about living in a different time. Larsen has managed to animate his old-school ethos into the modern world by shunning conveniences such as motors and electronics, to say nothing of modern navigation.

*He also refused to go through the motions of the world's bureaucracies. Larsen used to coast into foreign ports such as Mauritius, Madagascar and Durban lacking the proper paperwork, like boat registration or certificates of inoculation. When asked for the required entry fees, port charges and cruising permit required to sail, Larsen would reportedly tell officials, "Sorry, no money. Rather than conform, Kris preferred to haggle and outfox the port authorities. He usually got away with it," wrote James Baldwin in his book, *The Next Distant Sea* (which is quoted at length in the aforementioned website www.atomvoyages.com).*

Before his travels began, Larsen had his share of bad

Sail away with ease.



FLEXIBLE FURLERS • MAINSAIL REEFING

sailcdi.com

CDI

LETTERS

breaks," which he now blamed mostly on a weakness for Aussie beer," Baldwin wrote. "He found himself divorced, broke, and homeless. Looking back on a decade of settled life with nothing to show for it, he did what many men in similar situations do: He decided to go to sea on his own boat as soon as he could arrange it. Most failed men also fail at making their escape. But Kris was not most men. He swore off alcohol, returned to work, and began saving money."

Baldwin went on to quote Larsen as saying that, "Every real man who lived his life in full can dig up moments he is profoundly ashamed of. Often it was not his choice, when life forced his hand. That is not an excuse, though. If a bloke tells you that he has nothing to be ashamed of in his whole long life, he is either lying, or he never really lived."

Baldwin said that, "From his adventures on a steel boat to his unique life philosophy, Kris reminded me of that rare breed of adventurer, the controversial sailor-guru Bernard Moitessier."

Our readers' comments again reminded us that, while some are drawn to the high-tech, all-carbon, foiling world of the sport, the vast majority come to sailing for simplicity and escape. Many people dream of simplifying their lives, shedding the excess of our existence, unplugging, and sailing toward the horizon — and some manage to actually do it, though the 'shedding' remains especially tricky.

Sailors like Larsen, Moitessier and Slocum have set aspirations for the rest of us to chase. Even if we don't go fully 'Amish' on the water, just reaching for some ideal usually brings us closer to where we strive to be. We'll admit, we feel a small connection to all of those 'sailor gurus' — even if it's a contrived notion and we're just fooling ourselves — as we cast off the docklines of our Columbia 24 for a daysail on the Bay, because it refreshes our perspective and reminds us that there's more to life than the trappings that lie ashore. We tip our hat to Kris Larsen, and wish him a slow, adventure-filled sail toward home.

As promised, here are the opening lines of Moby Dick:

"Call me Ishmael. Some years ago — never mind how long precisely — having little or no money in my purse, and nothing particular to interest me on shore, I thought I would sail about a little and see the watery part of the world. It is a way I have of driving off the spleen and regulating the circulation. Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos [a period of depression, deep gloom, or morbid low spirits] get such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street, and methodically knocking people's hats off — then, I account it high time to get to sea as soon as I can. This is my substitute for pistol and ball. With a philosophical flourish Cato throws himself upon his sword; I quietly take to the ship. There is nothing surprising in this. If they but knew it, almost all men in their degree, some time or other, cherish very nearly the same feelings towards the ocean with me." — th/ja

We welcome and read your letters on all sorts of topics, though the ones we run in the magazine tend to be those of interest to sailors. Please include your name, your boat's name and model, and your hailing port.

The best way to send letters is to email them to editorial@latitude38.com, though the postal carrier visits daily, so you can still mail them — with your best penmanship — to 15 Locust Ave., Mill Valley, CA, 94941.

ULTIMATE POWER MANAGEMENT

The Most Reliable Power for Cruisers!



Dealer Inquiries Welcome



victron energy

- 3000W True Sine Wave Inverter
- 120Amp Four Stage Adaptive Charger
- Dual Battery Bank Charging



SWEDISH MARINE

1150 BRICKYARD COVE RD., SUITE B6
PT. RICHMOND, CA 94801 (510) 234-9566

HAPPY NEW YEAR!



Deep Draft
Great Location

Reserve today
(510) 236-1013
www.mbyh.com



Sean Alexander
Marine Services Inc.

Pile Driving
Seawall Construction
Dredging
Vessel Abatement
Environmental Remediation



We have long standing relationships with the West Coast's premier dock builders.

800.722.6789
sealmarine.com

Discovery Bay

Oakley

Mare Island

CL # 835169

robdelaacruz@sealmarine.com

B&G H5000



Teflon cable upgrade with Hercules systems

- * Start simple - expand later
- * Large color displays
- * NMEA 2000, Ethernet, Web
- * AIS MOB * GoFree Wireless * Polar wind data

B&G H5000 is a fast and accurate state of the art instrument & autopilot system. Rich features include MOB button input & AIS MOB, web page control, full wind calibration, award winning SailSteer and full integration with Zeus plotters. From Moore 24 to 100'ers, from the only Grand Prix approved reseller on the West Coast...

Farallon Electronics

Since 1989

www.farallon.us

415 505 6000

LOOSE LIPS

We were especially impressed with the entries for this month's Caption Contest(!). Due to the nature of the photo, things had the potential to get a little X-rated, but everyone kept it amazingly clean and clever. Aaaaaaannnnnd the winner is:



JIM TULL

The cocoon phase when a yacht pillar turns into a boaterfly. — Steve Marriott

"Now we can berth this baby without worrying about a fleet of Optimists in nine months." — Mike Turner

"The dodger project took on a life of its own." — Robert Johnston

"These pot greenhouses are popping up everywhere." — Roger Briggs

"You're seriously going to try to row that thing across an ocean?" — Scott Pyne

"Where do we mount the spoiler?" — Rudy Salazar

"Safe Boating." — Dan Baker

"Just peeking to see if it's spring yet?" — Sue E. David

"It's that hookah smoking caterpillar." — Wilson Partridge

"Howard Hughes' new boat *Contagion*." — Karen Wilson

"Why is it always so hard to get the packaging off these new toys?" — Matt Seidenzahl

The world's largest ship should be easy to spot, though it may take several long tacks to get around it. The Shell Prelude Floating Liquefied Natural Gas Facility will be deployed off Northwest Australia, and will be the largest floating structure ever built. At 1,601 feet long, the facility will be the length of approximately 10 Olympic swimming pools, and at 600,000 tons, weigh six times the bulk of the largest aircraft carrier. It will include 260,000 tons of steel, about five times more than was used to build the Sydney Harbour Bridge.

Some fun facts about this leviathan:

— Four soccer fields, laid end-to-end, would be shorter than the facility's deck.

— 175 Olympic-sized swimming pools could hold the same amount of liquid as the facility's storage tanks.

— 6,700 horsepower will power each of the three thrusters used to steer the facility.

— 50 million liters of cold water will be drawn from the ocean every hour to help cool the natural gas.

— 6 of the largest aircraft carriers would displace the same amount of water as the facility.

— 105 meters is the height of the turret that runs through the facility, secured to the seabed by mooring lines.

Next thing you know some Saudi prince will be trying to outdo this with his next megayacht.

LOOSE LIPS

With recent failed legal action against Point Buckler Club in the Delta — a private island for kiteboarding and duck hunting — and ongoing attacks on Westpoint Marina in Redwood City, the tactics of the Bay Conservation & Development Commission (BCDC) have come into the spotlight. Our coverage has inspired a number of 'tips' from people who, fearing retribution, are afraid to go on record, but want to point out what seem like absurd levels of regulatory oversight.

One such instance came in a letter about an action where BCDC's chief of enforcement found the following violations during an "unannounced site visit at a restaurant" on August 30, 2017. The citations included the following: "One movable public access sign was missing (the chief of enforcement did acknowledge that three other public access signs were visible)." Also, "There were 14 tables and 31 chairs in position in accordance with the approved plan." However, *all* of the tables should have been silver and round. Instead four were silver and square, and 10 were brown and round. The chief of enforcement also found that "There were two chairs and one table (brown, not silver) located in the public access area . . . and not in position per the approved plans."

While we do give the BCDC an A+ for attention to detail, and we're big supporters of the vastly improved Bay waters, marshlands and more sustainable development, we think sustainable fisheries would be better served if the BCDC worried more about habitat restoration rather than the tables the fish are being served upon.

For four decades, *Latitude 38* has received inquiries from would-be sailors wondering how to get connected with boats to crew on. Among the top answers is to use our Crew List and then, for those who enjoy a cold beverage and a little socializing, come to our Crew List Party.



LATITUDE / CHRIS

"Hey sailor, what's your name?" Mixing it up at GGYC.

In the 21st century the Crew List is online, and it's free. The Crew List Party that we hold each spring is a catch-all for all kinds of sailing, from yacht racing to long distance

cruising to casual daysailing, and all levels of experience are welcome. As they've done for many years, Golden Gate Yacht Club on the San Francisco Marina will host our Spring Crew List Party on Wednesday, March 7, from 6 to 9 p.m.

We charge \$7 (cash only) at the door (ages 25 and under with ID get in for just \$5). Included in that price are color-coded, detailed name tags, a munchies buffet, a door-prize drawing, a slideshow and guest experts. Drinks can be purchased at GGYC's bar. You don't have to be on the Crew List to come to the party, but the party can serve as a great neutral meeting place for making a first contact.

See www.latitude38.com/crewlist/Crew.html for more info.

BOSTON WHALER
The Unsinkable Legend

Select 2018 Models Have Arrived!

**Boston Whaler Celebrating Their 60th Anniversary
Presents The ALL NEW 2018 150 Montauk & 170 Montauk**



similar to illustration

60hp 4-Stroke Mercury, Galvanized Trailer, Colored Hulls Available Upon Order.

\$27,750.

In-Stock With Limited Availability.

115hp Rated, Built-In Fuel Tank, Separate Fish Box, 4" Longer & 5" Wider, Deep-V Hull, 25" Transom And Color Hull Options.

Packages Start @ \$33,500.



similar to illustration

Servicing and Dealer for these Major Brands






Outboard Motor Shop

(800) 726-2848

(510) 533-9290

1926 - 2017
Your Bay Area Dealer For 91 Years

**333 Kennedy Street
Oakland, CA 94606**

www.outboardmotorshop.com

All Prices INCLUDE Freight & Prep, plus tax & license only.



Westwind

**Washing, Waxing,
Varnishing**



"Your work on the boat this year has been amazing. It looks better than it ever has."

**— W. Hart Hunter 28
South Beach Harbor**



(415) 661-2205

Serving the entire Bay Area for more than 25 years.



westwinddetailing@sonic.net

www.boatdetailing.com



Adjacent to South Beach Harbor and AT&T Park

SIGHTINGS

randall reeves figure eights it out

"I'm going to get clobbered. I'm sure I'll get clobbered," Randall Reeves told us in April, months before embarking on the Figure 8 Voyage from San Francisco, around the Southern Ocean, across the Northwest Passage and back to San Francisco. Reeves was forced to make a pit stop in Ushuaia, Argentina, for repairs before resuming his

voyage on January 12. As we write, the Bay Area native has begun the three-month, nearly 15,000-mile loop of the Southern Ocean aboard his 41-ft sloop *Moli* (or *Mo*), heading east from South America and leaving Antarctica to starboard.

After sailing under the Golden Gate in late October, Reeves was chugging south, had spent about 50 days at sea, and was about 500 miles from Cape Horn when some bad luck hit in late December. "The first was plain bad luck," Reeves wrote us from Ushuaia. "A bit of water got in the pilothouse after a knockdown and somehow made its way through the protective covering on the autopilot junction box. The second was weird bad luck," Reeves said of

the freak loss of his Monitor windvane. A hinge sheared at the weld, suggesting "repeated stress at that strong point over years." Reeves said the anomalous damage may have been caused by previous owners. He added that he has full confidence in his Monitor self-steering, and sang the praises of Mike Scheck of Scanmar, the maker of the Monitor who "not only got the necessary parts together quickly, but arranged the paperwork and formulated a strategy for our approach [to Argentinian customs]." Reeves' wife Joanna acted as courier (and, later, happy tourist) and ushered the parts to Argentina.

After the loss of his autopilots, Reeves had to hand-steer 400 miles to Bahía Cook (Cook's Bay), which leads to the Beagle Channel — a narrow route connecting Chilean and Argentinian waters — all while getting throttled by low-pressure systems. "Day one of this quest about did me in," Reeves wrote on the Figure 8 blog on December 23. "Sailing *Mo* by hand in large swells is both delicate and brutish work. The rudder is large and the tiller is short; the swell (always at least 10 feet and breaking) wants me to go one way and the sail the other. I push and push on the tiller to get back to 60 degrees, my mark, and the next wave knocks me to 90. Pull hard. Sail jibes. Repeat. Within half an hour I was endowing *Mo* with a rich stream of expletives and was hoarse by the end of the day. Still, I got in two four-hour shifts on the tiller and one of two hours for a total of 55 miles."

After almost four days of this agonizingly slow work, a 45-knot front forced Reeves to hunker down and deploy his drogue for 24 hours just 150 miles from the entrance to Bahía Cook. When he was able to make his final push for the craggy Chilean coast the next day, Reeves worried that the big swell that had been running would make the mouth of Cook's Bay impassable. "But this [was] not the case. Mostly. That said, I don't want to lie ahull here overnight. Too dangerous for tonight's gale force winds from the NW. Gotta push on."

Reeves found time to appreciate the impromptu setting. "Night is coming on. I am both fatigued and elated. It's this place! Beagle Channel. Such history." Reeves recounted the exploits in these waters of Magellan, Captain James Cook, Captain Fitzroy on the *Beagle* (with Charles Darwin as a passenger) and Sir Francis Drake. "Somewhere near here, [Joshua] Slocum spread tacks on the deck of *Spray* as protection against marauding Fuegians." As night fell, the wind picked up to 25 knots, coming at first from the stern, then clocking around to the bow. Reeves was following his chartplotter, but "Too late I realize that the land form on the radar and on the chart do not agree. I feel a

continued on outside column of next sightings page

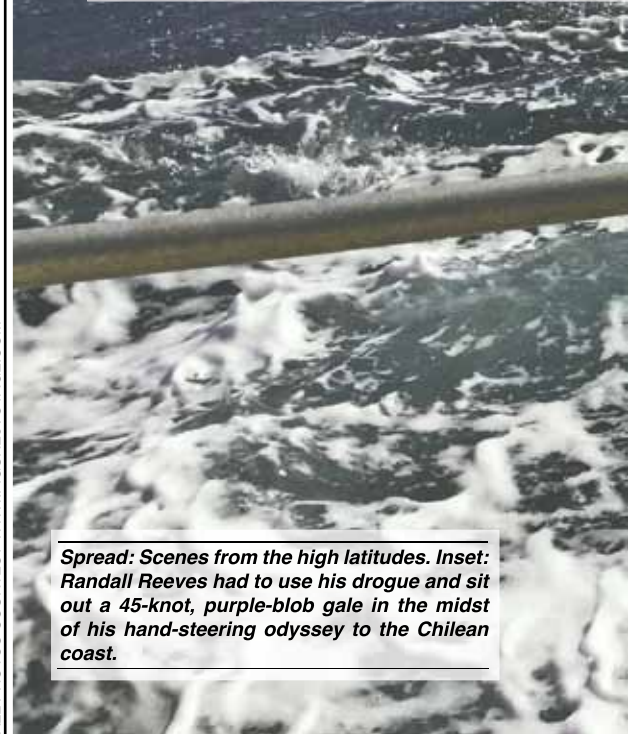
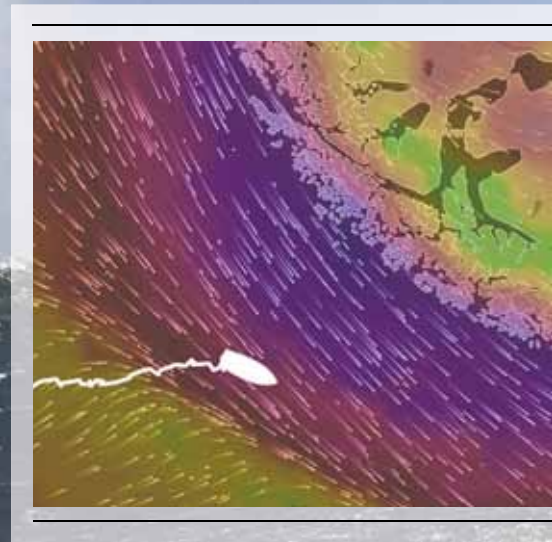


After six days and 400 miles of hand-steering, Randall Reeves arrived in Chile.

the joys of small-

About the liveliest eight days of my life were spent in a small boat on the west coast of Korea. Never mind why I was thus voyaging up the Yellow Sea during the month of February in below-zero weather. The point is that I was in an open boat, a sampan, on a rocky coast where there were no lighthouses and where the tides ran from 30 to 60 feet. My crew were Japanese fishermen. We did not speak each other's language.

Yet there was nothing monotonous



Spread: Scenes from the high latitudes. Inset: Randall Reeves had to use his drogue and sit out a 45-knot, purple-blob gale in the midst of his hand-steering odyssey to the Chilean coast.

ALL PHOTOS COURTESY WWW.FIGURE8VOYAGE.COM

boat sailing, part 3

about that trip. Never shall I forget one particular cold, bitter dawn, when, in the thick of driving snow, we took in sail and dropped our small anchor. The wind was howling out of the northwest, and we were on a lee shore. Ahead and astern, all escape was cut off by rocky headlands, against whose bases burst the unbroken seas. To windward a short distance, seen only between the snow-squalls, was a low rocky reef. It was this that inadequately protected us from the whole Yellow Sea

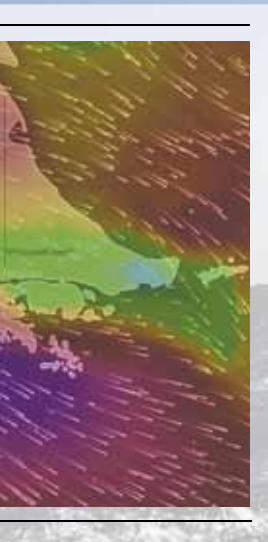
continued in middle column of next sightings page

randall reeves — continued

thump and *Mo* slows. We are aground on what vaguely appears to be a lee mud flat. I see a beach, I think. The wind is pressing us further in. I'm wet through. Cold, tired, confused. Is this how the Figure 8 ends?" *Moli* managed to slip out of the mud, and Reeves looked at his charts on a tablet, which then corresponded with his radar. After 20 hours at the tiller, he'd found the entrance to his anchorage.

Enjoying an unexpected reunion, Randall and Joanna were able to live the cruiser's life and explore Ushuaia while enjoying countless meals of "wood-fired lamb, beef, rabbit, chicken and chorizos of all types." After about two weeks, Reeves made his repairs and departed for Greenland via a circling of the Southern Ocean. He hopes to reach Cape Horn by late April.

continued on outside column of next sightings page



SIGHTINGS

randall reeves — continued

"The Figure 8 has but one goal: to get around the route and return home safely in one year," Reeves wrote on January 18. "But I had personal goals nested inside the bigger endeavor, like going non-stop from San Francisco to Greenland . . . there's the disappointment of having prepared so intensely only to be stopped . . ."

Reeves said he wasn't complaining. After a sailor in Ushuaia said, "What a beautiful cruise you are making!" Reeves translated the perspective. "Part of what he means is 'you lucky bastard, look at what you get to attempt.' I do understand my inexplicable good fortune to be out here at all. But I presume you are reading this because you are interested in what goes on inside the mind of a man who would try such a thing, and what goes on is not always guts and glory. So I am grateful to the south for dealing gently with me these first few days."

If you're interested in Randall Reeves' adventures, we highly recommend following him at www.figure8voyage.com/blog.

— tim

small boats

that thundered in upon us.

The Japanese crawled under a communal rice mat and went to sleep. I joined them, and for several hours we dozed fitfully. Then a sea deluged us out with icy water, and we found several inches of snow on top of the mat. The reef to windward was disappearing under the rising tide, and moment by moment the seas broke more strongly over the rocks. The fishermen studied the shore anxiously. So did I, and with a sailor's eye, though I could see little chance for a swimmer to gain that surf-hammered line of rocks. I made signs toward the headlands on either flank. The Japanese shook their



ALL PHOTOS COURTESY WWW.FIGURE8VOYAGE.COM

Spread: The Beagle Channel was an unexpected stop for Randall Reeves, but it lent itself to some spectacular scenery. Clockwise from top left: Scenes from Ushuaia; Reeves and his wife Joanna rented a cabin in the woods, and hiked the Parque Nacional Tierra del Fuego.

— continued

heads. I indicated that dreadful lee shore. Still they shook their heads and did nothing. My conclusion was that they were paralyzed by the hopelessness of the situation. Yet our extremity increased with every minute, for the rising tide was robbing us of the reef that served as a buffer. It soon became a case of swamping at our anchor. Seas were splashing on board in growing volume, and we bailed constantly. And still my fisherman crew eyed the surf-battered shore and did nothing.

At last, after many narrow escapes from complete swamping, the fishermen got into action. All hands tailed on to the

continued in middle column of next sightings page



a tragic start to the year for sailing

We were saddened to report the loss of Sandi Foree and Patrick Wolfgang of *YachtCruz*, which apparently went down off Ensenada in mid-January. As of this writing, the remains of Patrick Wolfgang have been identified, while the identity of a woman's remains has yet to be confirmed. Wolfgang was the partner of Sandi Foree, and the couple had spent several years cruising Central America in their Irwin 52 ketch. They were en route to San Diego County. The wreckage of *YachtCruz* has not been found, and it's not at all clear what happened.

According to reports from *Ensenada.net*, *YachtCruz* ran into trouble late at night on January 7. A distress call was received by the Mexican Navy, who launched a search operation that eventually included the United States Coast Guard. *YachtCruz's* EPIRB was recovered, as well as lifejackets and some debris.

Family and friends of Foree and Wolfgang started organizing memorial services and "celebrations of life" at the end of January. "I'd only met Patrick and Sandi during their brief stop in Barra de Navidad, but their exuberance still zings my heart," Lucie Mewes wrote us. "We'd enjoyed a long conversation about the beauty of the Rio Dulce, Guatemala, and the nature of the cruising lifestyle in general. Sandi and Patrick had spent plenty of time at ports when they wanted, but they were on a mission to get to San Diego where Patrick had work waiting."

"It was impossible not to fall in love with these two right when you met them," wrote Sara Julianna Hajdu. "I had the pleasure to spend some time [with them] in Honduras and Panama — they made life so much more fun!" The couple apparently spent some time at Shelter Bay Marina in Panama, where "Patrick ran the sail loft and Sandi worked at the club organizing social events," wrote Margie Benziger. "They were bigger than life personalities who loved the cruising world. I am shocked and dismayed."

"We were privileged to meet Patrick and Sandi at the Shelter Bay Marina in 2015," Benziger continued. "They were the kindest, most generous couple. They had such a wonderful outlook on life. They kept the club humming with activity and got everyone involved. Patrick was a skilled sailmaker and a computer whiz who helped us out numerous times when technology stumped us. The sailing community has lost two of its best ambassadors."

On the other side of the Pacific, another tragedy at sea unfolded in late January. Racing from Melbourne, the Volvo Ocean Race was approaching the completion of Leg 4 in Hong Kong. Vestas/11th Hour Racing was about 30 miles from the finish when they collided with a fishing boat, sinking it. Vestas reportedly pulled one fisherman out of the water who was later taken to a hospital by helicopter, but died hours later. "The other nine fishermen were rescued by a nearby commercial vessel," according to the South China *Morning Post*. (We originally reported that Vestas had rescued the other fishermen.) The man who died has not yet been identified.

Vestas retired from the leg and motored in with a huge gash on the port bow of their Volvo Ocean 65. "Our thoughts and condolences are with the families and all those affected by this tragic situation," said Vestas' Mark Towill in a statement.

— tim



FACEBOOK / GOYACHTCRUZ

Patrick Wolfgang and Sandi Foree.

sea lion bite survivor saved by sailor

We learn to sail, we practice our tacks, our jibes and figure 8 man-overboard maneuvers, but rescuing a swimmer from a sea lion attack is not a situation most of us would think to prepare for (it's every other skill we develop as sailors that readies us for whichever unexpected situation arises at sea). Interestingly, Christian Einfeldt, a San Francisco resident and avid Bay swimmer, had done some of his own preparation for the unlikely event of being bitten by a sea lion before it actually happened in December. The bite on Einfeldt was the first of three sea lion attacks at Aquatic Park, which forced officials to close the swimming spot shortly before the New Year.

After witnessing an attack at Aquatic Park in July, Einfeldt did a little research and learned that when sea lions want to strike, they'll generally approach from behind. "So every 30 strokes, I would turn around and just look to see what's following me." On December 14, Einfeldt turned around on his 30th stroke to find that he was in fact being followed by a sea lion. "He surfaced and was looking right at me, irritated. His mouth was open and he was displaying his teeth. I went into a ball, knowing that 80% of sea lion attacks are to the legs. So I pulled my legs up and just swam backwards, but that wasn't good enough for him."

At this point, Roger van Hertsen and his father Evrard were weighing anchor at Aquatic Park on *Grey Goose*, a Club Nautique Beneteau 37, when Roger noticed two heads in the water that were "not behaving like typical swimmers." When one of those heads disappeared, van Hertsen knew something was awry.

Meanwhile, Einfeldt was face to face with his attacker. The sea lion was "coming forward, going a little bit left, a little bit right, a little bit left, a little bit right. He was looking for an angle and displaying his intent on biting. It was sort of helpful because it prepared me for the onslaught. Then he came right for me, right for my throat. He was aiming right at me which was quite concerning. I had taken some martial arts, so I just blocked him with my forearm, and I watched the fang go into me." Luckily, the sea lion did not clamp down, Einfeldt spun around, but the attacker was gone, and he noticed a sailboat — the *Grey Goose* — approaching. Einfeldt called for help. "I told them I'd been bitten by a sea lion and needed to get out of the water."

Van Hertsen, who began taking lessons at Club Nautique last year, had a situation completely outside his control land squarely in his cockpit. He maneuvered the *Grey Goose* alongside, as Einfeldt assessed his wound while still in the water. "I could see the muscle; the blood wasn't spurting but it was welling at a steady rate. I was aware this was a serious bite . . . But the bite itself didn't hurt; you would think having your skin ripped is excruciatingly painful, but for some weird reason it just felt like a punch in the arm."

Van Hertsen circled and dropped the swim ladder, and Einfeldt was able to climb aboard on his own. It was not immediately clear how dire the situation was, but van Hertsen decided to hail the Coast Guard and received instructions to make way for Pier 45. Moments later, a Coast Guard boat was on scene escorting them into a fuel dock where first responders were waiting. En route, the pressure seemed to be building. Every time van Hertsen turned around, there was more blood on deck. Einfeldt was elevating his arm and applying pressure, but it wasn't enough. Arriving at the fuel dock, the first responders rushed Einfeldt to the hospital. An EMT applied a tourniquet, explained how serious the situation really was, and rushed Einfeldt away.

For Roger and Evrard van Hertsen, the situation was suddenly over — it had barely lasted 15 minutes. The first responders were gone, Einfeldt was no longer in his care, and all was quiet. The fuel dock attendant offered van Hertsen a deck brush, and he and his father began washing the pooled blood off the transom. By being in the right place at the right time and reacting quickly, Roger had saved Einfeldt's life.

continued on outside column of next sightings page

small boats

anchor and hove it up. For'ard, as the boat's head paid off, we set a patch of sail about the size of a flour-sack, and we headed straight for shore. I unlaced my shoes, unbuttoned my greatcoat and coat, and was ready to make a partial strip a minute or so before we struck.

But we didn't strike, and, as we rushed in, I saw the beauty of the situation. Before us opened a narrow channel, frilled at its mouth with breaking seas. Yet, long before, when I had scanned the shore closely, there had been no such channel. I had forgotten the thirty-foot tide. And it was for this tide that the Japanese had



ROGER VAN HERTSEN



ROGER VAN HERTSEN

— continued

so precariously waited. We ran the frill of breakers, curved into a tiny sheltered bay where the water was scarcely flawed by the gale, and landed on a beach where the salt sea of the last tide lay frozen in long curving lines. And this was one gale of three in the course of those eight days in the sampan. Would it have been beaten on a ship? I fear me the ship would have gone aground on the outlying reef and that its people would have been incontinently and monotonously drowned.

There are enough surprises and mishaps in a three-days' cruise in a small

continued in middle column of next sightings page

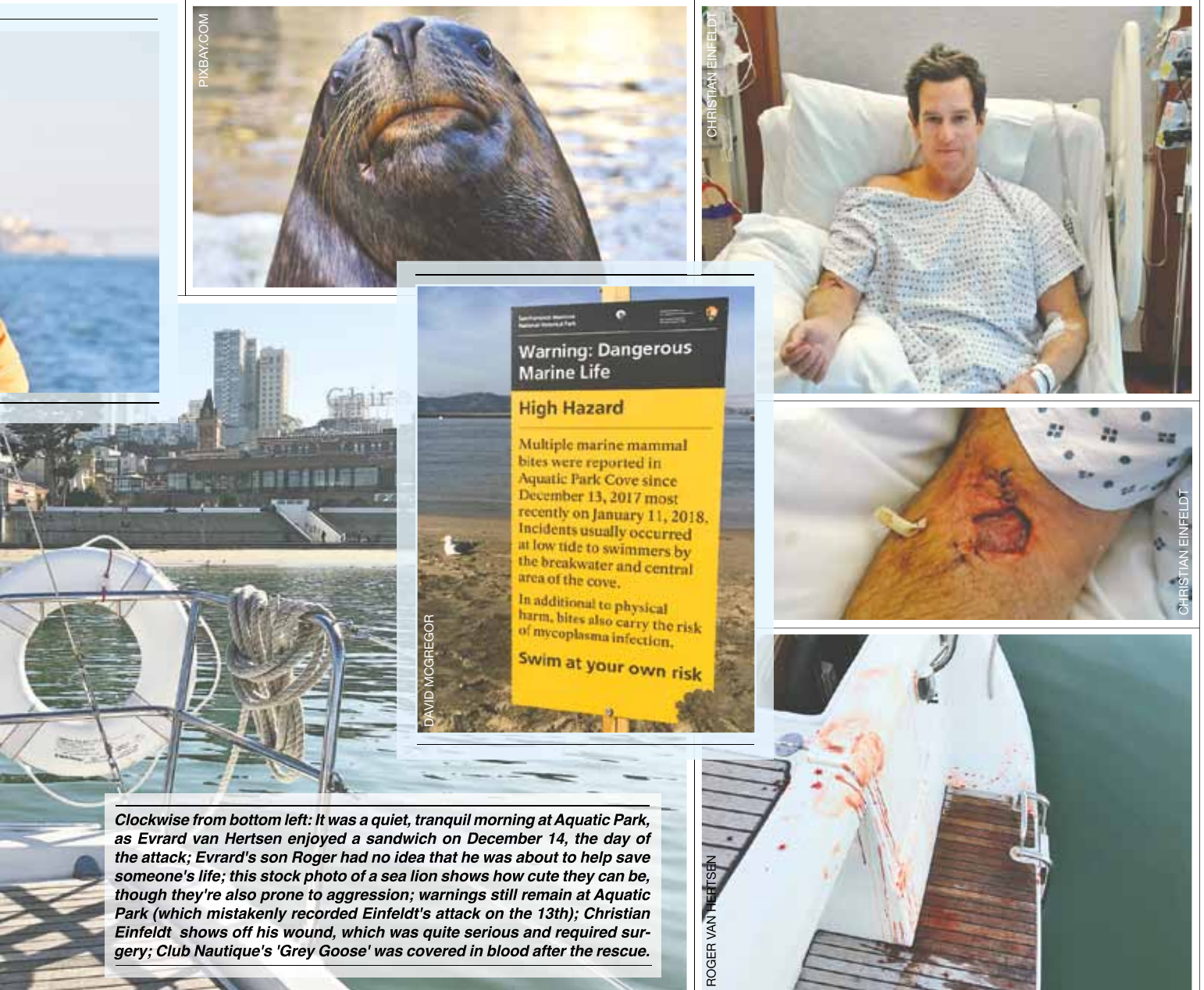
sea lion survivor — continued

Roger van Hertsen began his sail training at Club Nautique in May last year and quickly progressed through his bareboat charter certification. Van Hertsen said the time he spent learning and practicing at Club Nautique gave him the ability to act quickly and without hesitation. He credits simple things, like knowing how to lower the swim ladder quickly and having done a radio check earlier in the day.

After the ordeal, van Hertsen made a list of lessons learned. He said the most unsettling aspect was that when his father was tending to Christian, he was stuck at the helm, away from the radio located below. Van Hertsen said that in the future, he'll carry a handheld VHF so he can remain in constant communication if necessary.

And what about Christian Einfeldt? He told us that he's eager to get back to swimming in the Bay. "Aquatic Park is the fountain of youth. It's a wonderful place to swim. It's one of the jewels of San Francisco."

— david mcgregor



Clockwise from bottom left: It was a quiet, tranquil morning at Aquatic Park, as Evrard van Hertsen enjoyed a sandwich on December 14, the day of the attack; Evrard's son Roger had no idea that he was about to help save someone's life; this stock photo of a sea lion shows how cute they can be, though they're also prone to aggression; warnings still remain at Aquatic Park (which mistakenly recorded Einfeldt's attack on the 13th); Christian Einfeldt shows off his wound, which was quite serious and required surgery; Club Nautique's 'Grey Goose' was covered in blood after the rescue.

SIGHTINGS

rolex sydney hobart on a clipper 70

"The Rolex Sydney Hobart Race put the fun back into sailing," said Harmon Shragge, a San Francisco sailor who crewed aboard *Garmin*, one of 11 Clipper 70s still participating in Clipper Round the World 2017-18. Shragge, a 'legger' (as opposed to a circumnavigator), had previously sailed on *Garmin* for the brutal Southern Ocean leg from Cape Town, South Africa, to Fremantle, Australia. We reported on Shragge's experience, which he called "dismal," in last month's *Sightings*.

A Boxing Day tradition, the Sydney Hobart started at 1 p.m. on December 26 in Sydney Harbour. While most spectators focused their attention on the 100-ft maxis, the 11 Clipper 70s and two older Clipper 68s, all owned by Clipper Ventures, were back in the 102-boat pack. "*Garmin* had a terrible start; I don't know why," said Harmon.

small boats

boat to supply a great ship on the ocean for a full year. I remember, once, taking out on her trial trip, a little 30-footer I had just bought. In six days we had two stiff blows, and, in addition, one proper southwester and one rip-snorting southeaster.

The slight intervals between these blows were dead calms. Also, in the six days, we were aground three times. Then, too, we tied up to the Sacramento River, and, grounding by an accident on the steep slope on a falling tide, nearly



Spread: On January 5, the Clipper Race fleet of 70-ft one-design monohulls departed Hobart on Race 7, bound for the Whitsunday Islands.

SPREAD: CLIPPER RACE INSETS: COURTESY HARMON SHRAGGE

— continued

turned a side somersault down the bank. In a stark calm and a heavy tide in the Carquinez Straits, where anchors skate on the channel-scoured bottom, we were sucked against a big dock and smashed and bumped down a quarter of a mile of its length before we could get clear.

Two hours afterward, on San Pablo Bay, the wind was piping up and we were reefing down. It is no fun to pick up a skiff adrift in a heavy sea and gale. That was our next task, for our skiff, swamping,

continued in middle column of next sightings page

clipper sydney hobart — continued

"Garmin was almost the last boat out of Sydney Harbour." Around the halfway point in the 628-mile race they were in ninth place in their division.

"Where we really made up time was when we came to a crazy weather system." They'd been running with the spinnaker up, and they struck the kite before arriving at the very distinct, odd-looking system. As they sailed through it, the breeze dropped and got very light, then coming out of it the wind was on the nose. By the time they reached Tasmania early on the third day of the race, they were leading their fleet.

Harmon reports that about three quarters of the crew were the same as in the Southern Ocean leg he had sailed in previously. One addition was a member of the *Greenings* crew. As reported in *Electronic Latitude* on November 1 and 3, *Greenings* was the boat that ran aground on a reef the first night out of Cape Town. The crew was safe and sound, but the boat had to be dismantled.

"What was really different was having a professional first mate aboard, an Aussie," said Harmon. "Because of the drowning of Simon Speirs during the Southern Ocean leg, this is a new policy on the Clipper boats. But no one on *Garmin* had done the Sydney Hobart Race before."

The nearest competitor, *Sanya Serenity Coast*, was a hefty 10 miles astern when *Garmin* sailed into a wind hole off Tasman Island. Wendy Tuck, the Australian skipper of *Sanya Serenity Coast*, had raced in the Sydney Hobart 10 times previously. When *Garmin* stalled out Tuck and her crew were able to close the gap, but they didn't take the lead until the Derwent River. *Garmin* finished second, two minutes behind *Sanya*.

But wait — there's more to the story. *HotelPlanner.com* wound up atop the Clipper 70 podium after receiving two hours of redress. On the first afternoon of the race, a crewmember fell off one of the Clipper 68s. "I could see *Invictus Games 2018 Down Under* circling the man," said Connall Morrison, skipper of *HotelPlanner.com*. "They had given him some extra flotation. We maneuvered into position and lowered our rescue swimmer [Adrian Hemmes] over the side as I have only ever

done for a dummy in the past. Everything went well and we recovered the crewmember." The MOB was retrieved within 15 minutes, and after the onboard medical assistant determined he hadn't suffered any injury, he was returned to the Clipper 68 and both boats resumed racing. Sir Robin Knox-Johnston, founder of the Clipper Race, was navigator onboard the other Clipper 68, *Invictus Games 2018 Game On*. (Invictus Games is a British organization that involves injured and disabled veterans in adaptive sports.)

The Clipper Race fleet continued their trek around the world with a race to the Whitsunday Islands; when this issue comes out the fleet should be en route from Airlie Beach, Australia, to Sanya, China. Harmon Shragge will not be aboard; his next planned leg will depart Seattle, WA, on April 29, bound for New York via the Panama Canal — though he may do only one half of that leg, as it's a challenge to take two whole months off from work. To follow the Clipper Race in the meantime, see www.clipperroundtheworld.com.

— chris



Inset left: A strange weather front along the Sydney to Hobart racecourse. Inset right: Harmon shrugs as 'Garmin' leads the fleet into a wind hole off Tasman Island during the last day of the Rolex Sydney Hobart Race.

westerly builds for the nyyc

The East Coast may be deep in a frigid winter right now, but at the New York Yacht Club, there are dreams of summer racing to come. The NYYC is anticipating its second decade of the Rolex NYYC Invitational Cup in 2019, which will sport a new class of boats made just for them by Westerly Marine in Santa Ana, California.

The IC37, drawn by Mark Mills of Mills Design in Ireland, was chosen from 18 entries submitted by top naval architects worldwide. Mills grew up on Marina Blvd. in San Francisco, and, in a strange bit of trivia, watched the St. Francis Yacht Club burn down in front of him years ago. His family moved to Ireland in 1980, but Mills came back for school, raced summers aboard Olson 30s on the Bay, and interned for Tom Wylie. After school, he took a year off to sail his Moore 24 out of Brickyard Cove.

Mills' IC37 has a flush deck, open cockpit and a square top, reflecting Grand Prix inshore racing parameters. The design emphasis is on series production for maximum affordability. "It's definitely a planing downwind design," said Mills on the Mills Design website. "We tried to find a displacement that produces outcome, but still provides a boat you can build within the cost envelope and doesn't leave you lacking stability going upwind. It will be an exciting boat to sail."

The project is a big deal for Westerly, the last SoCal boat builder standing from the plastic boat heyday of the 1960s and '70s. A declining interest in sailing, escalating costs of owning a boat, and the mad-deningly solid construction of the Plastic Classics have put the majority of SoCal boat builders out of work. But Westerly has found their niche and are going strong. Westerly Marine was founded in 1970 by co-owners Lynn Bowser and Steve Lee, who became friends as teens scrounging around boatyards for information and parts to build their first boats. Little did they know that they would go on to manufacture high-performance sailboats, including America's Cup Class monohulls, offshore catamarans and TP52s.

For the Rolex Invitational Cup, the NYYC race committee wanted both the competition flagship boat (the IC37) and the race rules to be as economical and inclusive as possible. With the exception of the captain, all crew members are to be "Corinthian" (or amateurs), with women sailors required on each vessel. The NYYC has a distinguished history dating back to 1844 (to say nothing about a certain 132-year America's Cup winning streak). Their clubhouse, a six-story Beaux-Arts-style building built for them in 1900 by their commodore, John Pierpont Morgan, is on 44th Street in Manhattan. They also keep an on-the-water club in Newport, RI, where the Rolex NYYC Invitational Cup will be hosted. Despite the grandeur, the NYYC is focused on the health and active continuation of the sport they love.

Westerly's own distinguished history started on historic Placentia Street in Irvine — the hub of SoCal boatbuilding at the peak of the fiberglass frenzy. Westerly was eventually pushed out along with other builders by encroaching residential construction, but found a new home in an industrial section of Santa Ana. The street view of Westerly Marine's boatyard is unassuming, with no indication of the production going on inside. Each huge room contains one step of the process, with meticulous care put into maintaining excellent air quality and low dust. Westerly uses a pre-preg, or pre-resin-impregnated fiberglass that is laid on by hand and then oven-cured. Several ovens that range in size from a small tester oven to one large enough to hold an entire boat hull dominate the space.

Westerly's staff of 35, most of whom have been with the company in excess of 10 years, will be working on the IC37s. Bowser anticipates a production speed of two boats per month. Twenty will be sent to the NYYC by spring 2019, and 10 more will be made for West Coast waters. Orders for the IC37 will be available to private owners and other clubs starting in late 2018. In a statement from the NYYC website, Sailing Committee Chair Paul M. Zabetakis offered the "hope that the

continued on outside column of next sightings page

small boats

parted both towing painters we had bent on. Before we recovered it we had nearly killed ourselves with exhaustion, and we certainly had strained the sloop in every part from keelson to truck. And to cap it all, coming into our home port, beating up the narrowest part of the San Antonio Estuary, we had a shave of inches from collision with a big ship in tow of a tug. I have sailed the ocean in far larger craft a year at a time, in which period occurred no such chapter of moving incident.

After all, the mishaps are almost the best part of small-boat sailing. Looking



Westerly Marine founders and co-owners Steve Lee, left, and Lynn Bowser, stand in front of the very first IC37.

C. SHELTON

— continued

back, they prove to be punctuations of joy. At the time they try your mettle and vocabulary, and may make you pessimistic as to believe that God has a grudge against you — but afterward, ah, afterward, with what pleasure you remember them and with what gusto do you relate them to your brother skippers in the fellowship of small-boat sailing.

A narrow, winding slough; a half tide, exposing mud surfaced with gangrenous slime; the water itself filthy and discolored by the waste from the vats of a nearby

continued in middle column of next sightings page

westerly — continued

momentum provided by the club's investment [in the IC37] will establish a class that will reinvigorate a general interest in Corinthian yachting in larger boats."

Interest in the new design has extended over the border to the North, where the Canada's Cup Committee has chosen the IC37 as the boat to beat in their prestigious Great Lakes, Canada, vs. the United States defender/challenger competition. In the 24 times this event has taken place, the Americans have won 13 times. The next Canada's Cup race will be hosted by the Royal Canadian Yacht Club in 2020, plenty of time for the new IC37 to be tried and tested.

Splashdown of the first of the IC37s will be open to the public. We'll let you know on *'Lectronic Latitude* when the first boat is ready to hit the water.

— c. shelton



rescue on the southern ocean

San Francisco Bay Area sailor Donald Payan recently 'crossed tacks' with French multihull sailor Yves le Blevec. Le Blevec, 52, departed La Trinité-sur-Mer, France, on November 24 in an attempt to set a new world record sailing solo the 'wrong way' around the world aboard the maxi-trimaran *Actual Ultim*. He planned to sail down the Atlantic, hang a right at Cape Horn, and continue westward through the Southern Ocean. All did not go as planned. On December 14, after rounding Cape Horn, the giant tri flipped while sailing to weather in 50-knot winds and 20-ft seas. Le Blevec reported later that he had (translated from the French) "adapted the sails to the conditions; these were normal conditions. The boat fell down a wave, it made a dirty noise plus other noises, and I felt the boat heel in an abnormal fashion: I understood right away that there was a major breakage."

The ensuing rescue operation was observed, strangely enough, by Don Payan. Don is an active Bay sailor — he won the 2014 Rolex Big Boat Series with his McConaghy 38 *Whiplash*, owned the Kernan 44 *Volpe*, and won the BBS twice with his J/120 *Dayenu*. In December, he and his wife, Gloria Chang, were passengers aboard a cruise ship, *Stella Australis*. He filed this report from 56°18.514'S 067°12.562'W:

"My wife and I have just witnessed the rescue of a solo sailor from a capsized trimaran in the Southern Ocean by the Chilean Navy.

"We were on holiday on the *Stella Australis*, doing an ocean segment around southern Patagonia on our way to Cape Horn, when, in the early hours of December 14, 2017 (0400 local time), we were awakened by our captain saying he had been asked by the Chilean navy to proceed farther south to 'assist in the rescue of a mariner in distress.' We diverted west-southwest and then, because of updated information describing the drift of the vessel east, headed south into Drake's Passage. Seas were 10-14 feet and the wind was a steady 35 gusting to 45 off our starboard bow. Our 'cruise' ship, which is designed for passages amongst the Patagonian archipelago, was not designed for ocean voyaging under these conditions! A lot of rolling, but otherwise we were OK.

"By 0600 we could see a spotter plane circling an area about 5 miles ahead, and soon the capsized trimaran came into view. We were informed he was a French solo navigator, Yves le Blevec. By my observation his port pontoon had broken/failed and was floating by the hull. A piece of mast was also in the water. Later I was told his sail was also floating in the water on the port side. Our vessel was told to prepare for a rescue, but to stand by as a helicopter was on the way. The ship positioned itself to leeward. Within about 20 minutes, a navy helicopter appeared, circled the boat, and then came in at about 50-80 feet. Two rescuers were lowered and hovered over the trimaran waiting for the right time to descend, as the vessel was rising and falling (with keel and rudders pointed upwards as daggers) with the swells in a manner that made descent a dangerous maneuver. Two navy personnel descended onto the starboard support strut, and shortly thereafter Yves appeared, from what I assume was a starboard emergency exit port, and, with one of the men, was raised into the chopper. The second man followed shortly. Given the serious wind and sea conditions, this was a master class in sea rescue! It took all of 5-10 minutes. We later learned he was not injured.

"Details of what precipitated this event are a little sketchy, as I write 24 hours later, as our boat has no Internet. But I gather at 0200 he either pitchpoled or came off a wave at high speed and slammed into the next wave, and the port strut failed, and he flipped over. The French sponsor received a distress call from his activated EPIRB. They then contacted the French MRCC, who figured out where he was and notified the Chilean navy. The closest vessel to render assistance was the *Stella Australis*. Yves, using his communication gear, contacted a colleague in France, who then got in touch

continued on outside column of next sightings page

small boats

tannery; the marsh grass on either side mottled with all the shades of a decaying orchid; a crazy, ramshackle, ancient wharf; and at the end of the wharf a small, white-painted sloop. Nothing romantic about it. No hint of adventure. A splendid pictorial argument against the alleged joys of small-boat sailing.

— jack london

This was the third and final installment of an abridged essay published in the August 1912 issue of *Country Life in America* magazine. Stay tuned for more from Jack London in future issues of *Latitude*.



In tandem with a rescuer, Yves le Blevec is hoisted up from his trimaran to a Chilean chopper.

Spread: Yves le Blevec is assisted by his two rescuers. 'Actual Ultim' (ex-'Sodebo') capsized on December 14. The 102-ft VPLP trimaran had rounded Cape Horn from east to west the previous night.

— continued



rescue — continued

with our boat and gave additional details of the person and boat.

"The hull, which looks intact to me, as well as the starboard pontoon, are now floating east. Salvageable with imagination and money! If I were the boat builder and designer, I would want to see what things look like." As of press time, the boat had not been recovered.

"The captain told us this is the first time in his 20-plus years of doing these tours that he has had to perform this kind of rescue. This is the farthest south he has ever been. The crew of our boat were exemplary in their discipline, especially since so many onboard were sick due to the challenging sea conditions."

For more info, see Team Actual's website www.teamactual.eu (en français), and check out December 15's *Lectronic Latitude* at www.latitude38.com.

— chris



'Actual' lookin' good, sailing in the *Transat Jacques Vabre*.
— photo Thierry Martinez / Sea & Co.



The chart and route from *'Stella Australis'*. "We were supposed to go to the east of the Cape, but headed west for the rescue, then diverted south," writes Donald Payan. "I have never been so far south!"



ALL PHOTOS DONALD PAYAN EXCEPT AS NOTED

DORADE —

This year's Rolex Sydney Hobart Race had the usual fanfare we expect to see at such a prestigious event. Big, carbon-fiber boats blasted across the 628-mile race course, records were smashed, and there was a little protest drama between the super-

maxis. Taking second in IRC Division 4 was the oldest boat in the regatta, the 86-year-old *Dorade*, a Sparkman & Stephens wooden yawl. While such a feat for such a boat might seem extraordinary, *Dorade* is no stranger to the podium, and owner Matt Brooks is laser-focused on his unique ocean-racing program.

"I'm interested in a beautiful classic boat, and making it compete in the modern world against modern boats," said Bay Area native Brooks, who co-owns *Dorade* along with his partner, Pam Rorke.

But *Dorade* was on a tear long before Brooks and Rorke took ownership; she's been burning up ocean racecourses since the 1930s. *Dorade* was designed in 1929 by Olin Stephens as his personal yacht to be sailed and raced with his family. She was design number seven.

Below: 'Dorade' shows her skinny lines as she slices through Australian waters in December.



PHOTOS ROLEX / STUDIO BORLENGHI
UNLESS OTHERWISE NOTED



'Dorade' owners Pam Rorke and Matt Brooks.

Dorade competed in a number of prestigious Atlantic races, including the 1931 Fastnet, which she won, and the Transatlantic Race that same year, which she won "in decisive fashion," finishing two days ahead of the next boat. *Dorade* went on to win the 1932 Bermuda Race, the Fastnet again in 1933 and the Farallones Race in 1936, as well as the Transpac that same year. We can't think of a modern boat that's boasted such dominance (perhaps *Phaedo3*).

Dorade's record includes just two races in the 1940s and one in the '50s. She was raced again in 1997, but was just an Another Old Boat when Brooks and Rorke bought her in 2010.

"Matt and I had not been together very long, and we were trying a whole bunch of activities together," Rorke told us in June, when we met her and Brooks at the St. Francis Yacht Club. "He had taken me to the [climbing] gym a few times, and that was . . ."

"She's afraid of heights," Brooks laughed.

Rorke said she took Brooks to the symphony, but "He fell asleep before the curtain even went up. So, we actually went out with some friends out on the Bay for a little daysail." After their



successful jaunt on the Bay, Brooks and Rorke immediately started looking for a boat.

"What kind of boat?" asked Chrissy Kaplan of City Yachts, who met the couple at Gashouse Cove. On the walls, Brooks saw several pictures of Fifes in full race mode. "Something like that," he said. Was there ever any thought of a more modern vessel?

"No, Brooks told us. "I'm not interested in making it easy."

Rorke said that at first, their classic S&S presented a formidable learning curve. "Neither one of us had any experience on classic boats, and neither one of us had any experience with ocean racing," Rorke said. "So we had absolutely no idea what we were in for. It only took a couple of days sailing on *Dorade* before we realized that she was not meant for Newport Harbor. We could barely get on the mooring, even with an experienced crew. She's not a maneuverable boat; she's not meant for buoy racing. She

DOWN UNDER



holds world records for distance without landing, and a speed record for distance around the world.

"All the records are for going westward, which is, of course, the wrong way," Rorke said. "It's the slow way."

"It hadn't been done," Brooks said with the matter-of-fact, gritty climber ethos of "Because it's there."

"I think that is a pretty good indication of what Matt is attracted to in terms of challenges," Rorke added.

"I'm interested in a beautiful, classic boat, and making it compete in the modern world against modern boats."

Dorade's Blue Water Campaign has been wildly successful. They've ascended the podium in every race they've entered, and won Transpac in 2013, 77 years after the S&S first took honors in the regatta. Returning to the East Coast the following year, *Dorade* grabbed first in class in the Newport Bermuda Race, and in 2015, took second in an especially rough Transatlantic Race.

"So the next big challenge is that we're taking the boat to Australia and doing all of the races leading up to the Sydney Hobart," Rorke told us in June. *Dorade* was shipped to Australia, where she entered the Brisbane to Keppel race, and took

wants to run. She wants to go in a long, straight line. So that's where Matt's crazy idea came from, really, within just a few weeks of buying the boat."

That 'crazy idea' was to treat *Dorade* as if she were a TP52 or other contemporary race boat. They called it the Return to Blue Water Campaign, the goal of which was to repeat *Dorade's* record in the 1930s by "matching or bettering" her performances in the Transatlantic, Newport-Bermuda, Fastnet and Transpac races.

"Of course, what that meant was that she went immediately back into the shed for a refit." *Dorade* would spend a year at Joe Loughborough's yard outside of Newport, Rhode Island.

Brooks grew up sailing at summer camp in Monterey, and raced small keelboats on the Bay in the '70s and '80s, but said he wasn't a "serious racer." He was however a serious climber and

mountain guide for over 30 years. Brooks co-founded of the American Mountain Guide Association, and in 1995 founded Brooks-Range Mountaineering. Brooks is also a record-setting aviator, and

Spread: Sailing in Tasmania looks as though a boat has gone back in time (or to another planet). Below: 'Dorade' has made her own unique splash down under, and continues to collect the hardware.



DORADE



A classic boat that would be coddled by most owners, 'Dorade' is surely one of the prettiest boats on any race course.

third in class. *Dorade* then headed for the Whitsunday Islands in Queensland for the Audi Hamilton Island Race Week and claimed second in her division. At the Gaffers Day Race in Sydney in October, *Dorade* took first in the Bermudian 1 PurHC Division before gearing up for the Rolex Sydney Hobart.

Brooks told us in June that he didn't think *Dorade* would do particularly well in the famously grueling regatta. "It's not our race; it's a lot of upwind work. But it's worth doing — if we can finish, I think that would be something," *Dorade* exceeded expectations, which seems to be her MO since coming back onto the racing scene.

If you think an older vessel might be 'fragile', think again. "Olin Stephens built this boat as his yacht, and he was campaigning it with his family," Rorke said. "So the frames are on nine-inch centers, as opposed to every other boat he built, which were built on 12 or 15. It was really, really overbuilt, because he wanted it to be sturdy and he also wasn't that experienced, so he wanted to err on the side of safety. So we know that we have a really safe, solid, robust platform."

Is *Dorade* the only 'antique boat' competing on the modern circuits? "There are more and more classics talking about doing these races," Brooks said. "The

Transatlantic race is going to be held again in 2019 and the organizers — the Royal Ocean Racing Club, among others — have told me that if five or more classics sign up, they'll have a classic class. That would really be something."

Among the many hats that Brooks wears, he's also the president of the International Six Metre Association where his goal has been to build participation in the class. "The meter rule boats all have similar challenges and interests, and the concept was to try to get all the meter sailors together."

"No, I'm not interested in making it easy."

The 'Meter' boats include sixes, eights, and 12s, according to Brooks. "And there's the 2.4 Meter," he said. "They're not technically a Meter class, but they're part of the Meter Fest." The 2.4 Meter is a keeled dinghy that looks like a miniature America's Cup 12-Meter.

"The 2.4 is actually very interesting. You don't have to be handicapped to sail it, but a lot of handicapped people do sail them, and they're a bunch of really good, enthusiastic sailors. It's a class that needs and deserves to be supported,

so I'm very happy to be a part of that."

Brooks is also a trustee at IYRS Boatbuilding and Restoration in Newport, Rhode Island. "We've been involved with IYRS since we first got the boat," Rorke said, "since that was our point of entry into the Newport boating community. They have three programs: the wooden boat program, which is what they started with; then they have a composites and a marine systems program."

Brooks said that IYRS has seen a significant increase in their enrollment, as wooden boats and boatbuilding are enjoying something of a resurgence. "It's all about restoring boats, maintaining boats, as well as introducing new systems into the boats." A new building — named after Brooks' father, a Rear Admiral in the US Merchant Marines — was recently opened as part of the main campus at IYRS. "This is bringing it all full circle," Rorke said.

Will *Dorade* be back in the Bay anytime soon? "Hopefully in 2020," Brooks said. "Because in 2019 we're doing the Transatlantic Race. In the meantime, Brooks and Rorke will race *Dorade* in the Rolex China Sea Race in March. We asked a longtime climber, why sail in the China Sea Race?

"Well, we'll be there, and I've always wanted to do it."

— *latitude / tim*

SPAULDING BOATWORKS

Quality Workmanship for Over 60 Years • Open to the Public



Now an
authorized
Spectra
Watermaker
dealer

600 GATE 5 ROAD, SAUSALITO CA 415-332-3721

QUALITY CUSTOM SAILS FOR LESS!

EVERY LEE SAIL IS CUSTOM MADE BY TAKING YOUR BOAT'S EXACT MEASUREMENTS.

SAILS ARE MADE FROM THE FINEST MATERIALS AVAILABLE TO ASSURE PERFECT FIT, TOP PERFORMANCE AND LONGEVITY. WE ARE CURRENTLY OFFERING A 10% DISCOUNT! FREE QUOTES GLADLY.



(510) 599-1795

Peter Nevada, California representative
leesailsnc@yahoo.com

SAILMAKER TO THE WORLD SINCE 1947

Innovative marine products



Mastlift & Accessories

Safest way to the top of a mast, you are in total control of your ascent and descent, work with both hands free, use as hoist for the dinghy motor, safely transfer mobility-challenged persons aboard, use in MOB rescues.



Anchor Buoy Self adjusting

Do you know where your anchor is? You would with the self-adjusting Anchor Buoy from SWI-TEC! Precisely marks the anchor's set position and keeps other boaters at a distance. Can be used to a maximum depth of 65 ft.

Contact SWI-TEC America for
• WASI Power Ball • PropProtector
• WinchRite • Räber Meteograph

SWI-TEC America

INNOVATIVE MARINE PRODUCTS

www.swi-tec.us



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com

100 Gate Six Road, Sausalito • Fax 415 332-5812

SHIPWRECKED IN AFRICA —

We bring you part one of the full version of the loss of *Rise and Shine*, which we teased last month in *Cruise Notes*.

It is with a heavy heart that I report the loss of *Rise and Shine*, my home since 1987 and my traveling companion for the last 22 years. She was lost on the coast of

would be a very strong one — minimum of 45 knots and perhaps up to 75. To make things much worse, the 15-knot northerly that was pushing us toward Inhambane was expected to increase to a 45-knot gale at about 1500 hours that same day. That meant we could not shelter at Inhambane while awaiting the southwester.

The net controller could only suggest that we try to find shelter behind the Linga Linga Peninsula — with the emphasis on "try." This was because we would still have to get over the bar at the mouth of Inhambane Bay before heading several more miles across the northern part of the bay to the peninsula. The cruising guide and coast pilot were not encouraging. But the alternative would be to try to ride out a potential 75-knot gale blowing against the 4-knot Agulhas/Mozambique current. Visions of 40-foot breaking waves danced in my head — and made the choice for us. If we put on all speed, we could reach the bar just before the NNE gale was due to arrive at 1500 hours.

All of the information and sources insisted that a boat could only pass over the bar on a rising tide. We did not have a tide table for the Mozambique coast, but with the assistance of Bowditch and the Nautical Almanac, I determined that low slack would be right around 1500. It was our first glimmer of good luck.

The chart showed an entrance, or 'safe water', buoy near the seaward side of the bar, and channel buoys leading into the bay. The book also said the buoys were hard to see and that it was wise to stay in deep water until they were identified.

We arrived near the location of the entrance buoy right at 1500, but try as we might, we could not find the entrance buoy, nor could we see any of the channel buoys. So we plotted the position of the buoys on the chart and entered them as waypoints



Bonnie and Nick Nicolle.

Mozambique while seeking shelter from what has been called the "Durban Storm of 2017." This storm, which struck on October 10, killed eight people, put two 125,000-ton cargo ships ashore, and damaged scores of yachts in Durban.

Bonnie and I had departed Moramba Bay on Madagascar with a good 10-day weather forecast for a passage to Richards Bay, South Africa. Unfortunately, our buxom gaff-rigger would take two weeks to make the passage, so the last four days would be a crapshoot. As predicted, the weather held good until we were approaching Inhambane and I noted a falling barometer. The wind moved from NE to NNE, and the clouds changed in a manner that predicted a southwest gale.

We were about six hours from the point at Inhambane that would provide shelter from the southwest. The trick would be to arrive just as the NNE wind died and

under the keel! We turned into the rising wind and fled. I could see by the color of the water that the bar was only about three boatlengths wide, but from the back of the waves, it was impossible to tell whitecaps from the surf over the shallow water of the bar.

We studied the color of the water and tried a likely place. We went soft aground. We backed her off and tried again, with the same result. Four times we went soft aground and four times we got off. The fifth time we stuck.

In the rising wind, *Rise and Shine* was immediately laid on her beam ends and waves started breaking over her. The propeller struck the hard sand, bending the shaft. Her engine seized when it lost oil

pressure, and the rudder was sheared off. We were about a mile seaward of the Linga Linga Peninsula.

As I had done previously when it looked like we might get into trouble entering an anchorage, I had packed a 'bailout bag' with our important papers and a few survival necessities.

I told Bonnie to fill some bottles with drinking water and put them in the bag.

I was preparing to launch the liferaft with the intention of drifting ashore when I noticed that even though we were lying on

'Rise and Shine' was laid on her beam ends and waves started breaking over her. The propeller struck the sand. Her engine seized and the rudder sheared off. . .

before the SW arrived when the anchorage would become tenable. (We had been told that the anchorage would be uncomfortable but not dangerous in 10 to 12 knots of northerly wind.) But when we tuned in the South Africa Maritime Mobile net, we learned that the southwest gale coming

on the GPS.

By this time, the northerly wind had increased markedly. As we approached the charted position of where the first buoy should have been, the water began to shoal. Bonnie was calling out soundings as I steered: 20 feet, then 14, 9... 3 feet

THE LOSS OF RISE AND SHINE



SPREAD COURTESY RISE AND SHINE

Above: 'Rise and Shine' in happier times. Inset, these Sri Lankan fishermen are among the many wonders Nick and Bonnie saw in more than 20 years of cruising the oceans of the world.

our side, the rapidly rising tide was lifting the hull an inch or two, even though the keel was on the sand. The horrible pounding cracked the hull in at least two places, but it gave me an idea.

I went forward and set the staysail. The gale force wind now moved us a few inches forward every time the hull lifted. After about an hour, we crossed the bar and the boat slipped into deeper water. We were floating again! I was able to "sort of"

'Rise and Shine's' intended track, and the place they ended up when the weather turned bad.



steer with the sails until we were about a quarter of a mile offshore of Linga Linga, when I dropped the sail and released an anchor. We were moving so fast that, when the anchor took hold, it broke the snubber. Then it broke a second snubber. The third snubber held but I didn't have time to put chafing gear on it. So I set a fourth snubber and deployed a second anchor.

The hull cracks were above the waterline. After pumping out the water she'd taken aboard while on her side, we found that she was not leaking! A few quick bearings confirmed that the anchors were holding. We finally had a chance to catch our breath and assess our situation.

By now, the wind was screaming but it was onshore, so getting to the beach in the dinghy would be easy. I figured that we would have to paddle and drift. Our 2-hp outboard had been banged around and drenched numerous times by waves breaking over the boat, so I couldn't count on it to run. And even if it did, it could not push the loaded dinghy against a gale. And anyway, there was very little fuel in the integral tank and the main fuel jug had been washed overboard.

I could only find one oar. It would be dark in less than an hour. We obviously preferred landing during daylight hours.

However, if the predicted southwest wind arrived before morning, we could never make progress against it and we and our dinghy would be blown out to sea. After much discussion, we decided to wait until first light the next morning. In the meantime, we discussed what would happen once we got ashore.

Examining the coast with binoculars before dark revealed no sign of human habitation. We figured that it might take a few days of hiking to get to a place where we could find shelter and transportation to a town. So light camping equipment became a priority, along with food and water. We chose some clothes and a few small 'treasures' that we could not bear to lose. It filled eight canvas bags.

And then there were the guns. For 22 years, I had carried a 12-gauge shotgun and 9-millimeter pistol. I had never had occasion to use them. But now I had to make a decision. We might be walking for days in Africa! Wild animals. Unfriendly natives. The prospect of being armed was comfort-



GOOGLE

This satellite view shows the extensive shoaling at the entrance to Inhambane Bay because of severe weather.

ing (even though a shotgun wouldn't do much against a rhino). But I sure as hell did not want to be caught by the authorities while in possession of firearms. Our biggest fear during our ordeal-to-come was being arrested and separated. I would decide on the guns in the morning.

In the big picture, we knew *Rise and Shine* was a total loss. However, it would be necessary to maintain the fiction that we intended to salvage her and remove her from Mozambique. Otherwise we might be required to pay 'import duty' on her

SHIPWRECKED IN AFRICA

and that would entail endless interaction with the authorities and God knows how much wasted money. We would tell the authorities that our plan was to fly to Durban where we would contact our yachtie friends and arrange to return to our boat and tow her to Durban.

The wind was still blowing toward shore at first light. We launched the dinghy, shipped the outboard, loaded our bags and jumped in. The outboard started on the first pull. Good old Yamaha — the best outboard motors in the world. I had decided to ditch the guns, but I didn't want them found under *Rise and Shine* in case divers were sent to check her for contraband. So I jettisoned them halfway to the beach. We would face down any attackers with just a machete. (Fortunately, as it turned out, no weapons were needed.)

Now we faced a new challenge: 45-knot winds blowing all night had kicked up a large and ragged surf and we would have to land through it. But 50 years of surfing experience paid off when I selected a big wave and rode it in and up onto the sand.



'Rise and Shine' wasn't the only victim of the Durban Storm of '17. This shot shows the aftermath at a marina in Durban where boats — or entire docks with the boats still attached — came adrift and got tangled up.

We quickly unloaded the dinghy and, in order to give the impression that we were coming back, we carefully carried it up into the dunes and set an anchor.

Welcome to Africa.

— nick nicolle

*Next Month: Things get really crazy. A local chief holds the dinghy for ransom; a ride through the forest in *The Thing*; lying low in a 'guesthouse' surrounded by razor wire, and the Mozambican general who saves the day.*

Great Sailing.
GREAT SAVINGS.

GEICO
Local Office

See how much you could save on boat insurance.

geico.com/thepeninsula | 650-288-0243 | 1220 South El Camino Real

Some discounts, coverages, payment plans and features are not available in all states or all GEICO companies. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. GEICO is a registered service mark of Government Employees Insurance Company, Washington, D.C. 20076; a Berkshire Hathaway Inc. subsidiary. GEICO Gecko image © 1999-2017. © 2017 GEICO

Gateway to the
Bay & Delta



The North Bay's Only Full-Service Marina!



- Slips starting at \$7.21 per foot!
- Concrete and wood docks
- Kayak storage space available
- Night security guard

(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

www.ci.vallejo.ca.us



VENTURA HARBOR BOATYARD



**For All Your Haulout Needs
Two Travelifts ~ 160 & 35 Tons
Full Line of Marine Services**

**(805) 654-1433
www.vhby.com**



WHITING & WEDLOCK



**Two Independent
Marine Surveyors
at
One Convenient
Location**

- Vessel surveys
- Consulting
- Deliveries

Serving the
Bay Area since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

Berkeley Yacht Club

*"The best yacht club in the
East Bay's Best Marina"*

- Open to members 7 days/week
- Initiation fee waived for new Berkeley berthers
- On-site kayak, paddleboard and OC-1 storage
- Spectacular view, great food, friendly sailors

1 Seawall Drive, Berkeley 94710
membership@BerkeleyYC.org
www.BerkeleyYC.org
510-843-9292



kite photography by Cris Benton

THE LATITUDE 38 INTERVIEW

Morgan Larson

A professional sailboat racer who still sails a Moore 24 for fun, Morgan Larson's list of accomplishments is so long that we had to put them in their own box (see page 76). The 46-year-old Santa Cruz native is now living in Oregon, but Morgan's family still has a house in Capitola. We caught up with him there during the last week of December, while his wife and kids frolicked on the beach in the toasty winter sunshine.

Latitude 38: Your parents, Jane and Bobbo Larson, were a part of the Santa Cruz legend, and your dad worked for Bill Lee, is that right?

Morgan: Yeah.

38: So it's not hard to see how you would've gotten into sailing at a young age. Did you start out in El Toros, like the rest of the kids?

ML: Jesters. We didn't really have El Toros for the most part down here.

38: Did they have a junior program at the Santa Cruz Yacht Club that you participated in?

ML: Yeah, they had a pretty good one. There were a few different parents through the years, when I was pretty young; and, you know, it was just a volunteer job, and Dave Wahle, who was probably one of the more prolific Santa Cruz sailors at the time, he sort of took it on. He didn't have kids, so he had some extra time to put into it, and he really built the program. It still exists today, and there are still some pretty talented kids coming through it.

38: Do they still sail Jesters?

ML: There's still Jester sailing going on. It's not

Morgan Larson, age 3, down by the water in Capitola.

like it used to be, when you'd get 30 or 40 of them out racing, but there was always a Boxing Day Race. Mike Holt, the 505 sailor, sends a message out to everybody, and that happened on the 26th, so we got to join that. It was cool. They're neat boats. You know, I was sailing the other day — it'd probably been 15 years since I'd stepped foot in one — they're tricky little boats.

38: You were sailing one in Santa Cruz Race Week in 2013.

ML: That's right. I did get in one then. Good memory.

38: How did you go from being in the junior sailing program to racing and sailing competitively?

ML: I think my parents love the racing, and it was just another outlet. If you grow up here, you pretty much spend all of your time in the water surfing, and all my friends were great surfers, so my folks would spend time at the yacht club, whether they were racing or for a social event or something, and I just happened to be hanging out there, so I might as well go sailing. I sort of picked it up from there.

38: When did you start sailing Moore 24s?

ML: Wow. Well, my parents had #88, and prior to that I'm sure I was sailing on a few different Moore 24s. I remember Walter Olivieri — he had #5 — I crewed for him a little bit. And Lester Robertson from Tahoe had *Legs*, which I think was maybe #27. It's funny how all the Moore sailors go by their number.

38: Yeah, Lester still has *Legs*. [*Legs* is #29.]

ML: And I think he has a second boat. He always had a second one from time to time. And Lester, Greg Dorland, the Baylis brothers... those were the guys that sailed Moore 24s, Dave Hodges, a couple different fellas.

38: Was that when you were a teenager?

ML: No, not even. I was probably 10.

38: In order to support your sailing habit, did you end up going to work in the sailing industry?

ML: I guess I did a little bit. I swept the floor at Larsen Sails, which isn't any relation to us; it's spelled differently. Kurt and Sue Larsen still have it here: more awnings and things now. That's where Dave Hodges worked for many years. Yeah, I swept the floors. Sometimes they let me stick numbers down. At the end I might've been sewing a little bit.

38: And then you went to Charleston for college? Was that because of their sailing program?

ML: Yeah. I applied to all the good schools with great sailing programs: Berkeley, Stanford, Yale, Brown, University of Washington — a lot of good schools, but I didn't get in. I didn't have the grades. I was sort of a B+ student, and it wasn't good enough for those schools. But I almost got into Stanford and that's solely just because of sailing and the pull the coach had there. When I didn't get into any schools, by the time I got the last letter, it was probably June, and it was too late to apply anywhere. Dr. Wood called me from Charleston and said, "I can still get you in if you want to go." I said, "Alright, I'm going." I only went for a year, though.

Adult Jester sailors race in late afternoon sunshine in the harbor during Made in Santa Cruz Race Week in May 2013.



I loved it; it was cool. And going back to Charleston now, I think I was crazy to not stick it out, because what a great place. I think that growing up on the beach here, that socially it was a pretty different place. And I wanted to try to go to the Olympics, so I came back, got a job and went to community college, and started working hard toward that.

38: What was your job?

ML: I worked for a contractor in Silicon Valley and did a lot of building for Apple and a lot of tech companies. I did two years of working in the mornings — I'd go in early and leave at midday, go sailing in the afternoons, and to school at night.

38: Sounds like a good schedule.

ML: It wasn't bad. I thought it was hard at the time, but now looking back at it, I'm like, "That was easy." [Laughs.]

38: Was the 470 your original Olympic boat?

ML: Um-hm.

38: And did you get to the Olympics?

ML: No, I didn't, but I did go as sort of a training partner for Pam Healy. And JJ Iser; we teamed up. Paul Kerner from the Bay Area and myself, we went as their training partners, and it was a great experience.

38: What Olympics was that?

ML: It was 1992, in Barcelona.

38: And then the 49er came out, and you switched to that. It became an Olympics class boat. How did that campaign go?

ML: I went back to school after 1992 and went to University of Hawaii for two years. I was still sailing, and I was starting to do a little bit of it professionally, but at a low level. I think I was just sort of finding my way out of sailing at the time. Charlie McKee called me up, and he said, "You know, we're getting these boats called 49ers; they're gonna be really fun; you've gotta get one." And I was like, "Gosh, I'm not really... well, one, I can't afford to buy a boat, and two, I'm working my way out of the sport a little bit." And he said, "No, you're gonna get one of these things. Figure it out. I'm putting you down for one." He's a pretty demanding guy. [Laughs.] And I thought, "Well, OK, I'll check this out." I saw a few videos and pictures, and I thought, "Well, I'll give this a try." So I got a 49er and showed up at Cascade Locks in the Gorge, pretty much where I live now, and rigged it up for the first time and headed out. Kevin Burnham, who had just finished the 1996 Olympics, came and crewed for me, and we had a blast. We had so much fun. I don't think I looked back. So 49ers all the way until, really, off and on until 2004.



Morgan Larson was clad in dark shades, a T-shirt, shorts and flip-flops when we met up with him on December 28. Gotta love the climate in Santa Cruz!

38: And did you make it to the Olympics?

ML: No. Runner-up a lot of times for the Olympic trials. [Laughs.] And always going into the trials, you know, maybe not the favorites, but one of the favorites, and I had some great partners, but for whatever reason that event always sort of evaded us.

38: So how did you make the leap from Olympic sailing and recreational competition to being a professional?

ML: It really was never on purpose. I think probably professional sailing was becoming viable at the time, and it just happened my age was the perfect age for it. You know, I was really trying to get a respectable job. [Laughs.] And I

loved sailing. I wanted to be a weekend sailor. I wanted to get off at five and sail for fun. But I got little job offers here and there, and they just kept getting better, and every time I thought, "There's not enough money to substantiate this habit and I need to get a job." Then another offer to go racing somewhere fantastic for a little bit more money came along, and at some point I was really thinking, "This can't be a future, so I'm gonna get a job." So somebody said, "Well, just double what people are offering you now when they call, and if they say no, then go get a job." And nobody said no, so... [Laughs.] It was a very viable career.

"I was really trying to get a respectable job. I wanted to get off at five and sail for fun."

38: Was the 2000 America's Cup your first professional sailing job, or was there something else leading up to that?

ML: I'd done quite a bit leading up to that. I'd crewed for Dee Smith quite a bit, and as he's such a prolific — what's the right word? People either love him or hate him. I was sailing with him a lot, and he would end up getting fired, even though we would be winning some major events somewhere in the world. He would have strong words with the owner and get fired, and I was the strategist really for him. They'd look to me and say, "Hey, can you just finish out this regatta?" And that's how I got most of my work, just taking jobs that Dee Smith had gotten fired from. [Laughs.] And he was a great friend of my dad's

the latitude interview:

— still is — and still a fantastic friend of mine. I learned a lot of what I know from Dee. Your question was about the 2000 America's Cup...

38: Yeah, the Americas Cup... How did you get hooked into that? Was that with the St. Francis YC team and Paul Cayard?

ML: Yeah, I didn't know Paul very well, but I knew John Kostecki quite well and a lot of the other crew. John and I, I'd been lucky enough to crew for him on a lot of successful teams. He said, "Why don't you give this a try?" It was a tough time, because my

partner Kevin Hall and I were really trying to go to the Olympics in Australia. In some way, it was probably a mistake that we did go to the America's Cup and didn't put that little extra effort into the Olympics, because I think we would've been successful. We were one of the top three in the world leading up to the Olympics, and maybe we got distracted a little bit, from doing the America's Cup. But I think that doing something at such a high level with so many talented people probably helped us in a lot of ways, too.

38: Yeah, it probably helped your career as a pro.

ML: True.

38: If you had to give advice to young people in their teens or early 20s, who want to make sailing a profession, what would your advice be?

ML: Probably to just keep following your dreams and your passion, and don't stop. Don't take no for an answer. Listen more than you speak. And really, probably the biggest element



Larson in action on a GC32 catamaran in the Extreme Sailing Series.

is, don't worry about the financial side. Young guys, you're scraping enough money together, whether it's to pay your auto insurance or gas money, whatever it is. You don't need enough money to buy a house or money to buy fancy toys — just keep sailing with the best people you can. Don't worry about the money, because as you get better, it will naturally come.

38: You've been really successful in the Extreme Sailing Series. How was it making the switch from monohulls to catamarans?

ML: I was intimidated by it, but it was a lot easier than I thought.

Saying that, the real top catamaran sailors, I hold them at a much higher level than I ever got to be. Probably at the time I started sailing catamarans, the events like Extreme Sailing Series became more arena events, with short courses and rules; sort of more of the chess game came into play. It was a good mix of the speed and being able to sail multihulls fast, as well as the little tricks that we learned in high school and college sailing.

38: The strategy of it?

ML: Yeah, I think that's true today. Any top high school or college sailor will ultimately be as successful as somebody, say a European, that came from catamaran sailing and won a gold medal for catamaran sailing. They race in big open courses and they really learn skills to make the boat go fast; but when you mix it in with the arena sailing, then I think that's where the American sailors shine.

38: When and why did you move to Oregon?

A CHEATSHEET OF ACCOMPLISHMENTS

1988	.....	Sears Cup Junior Championship, J/22, Houston, TX.....	1st	
1989	.....	Moore 24 Nationals.....	San Diego, CA.....	1st
1989	.....	College Singlehanded Nationals, Laser, Annapolis, MD.....	1st	
1989-'90	...	College of Charleston.....	Collegiate National Champion and three-time All-American	
1990	.....	Laser PCCs.....	Long Beach, CA.....	1st
1990	.....	Laser Radial Nationals.....	San Francisco Bay, CA.....	1st
1990	.....	Moore 24 Nationals.....	Santa Cruz, CA.....	1st
1990	.....	USYRU O'Day Trophy, Laser..	San Diego, CA.....	1st
1990	.....	Sir Francis Chichester Circumnavigation of Alameda, Laser..	1st	
1991	.....	Pan American Games, 470, Havana, CUB.....	3rd	
1993-'94	...	University of Hawaii.....	All-American	
1995	.....	Prince of Wales US Championship, Hingham, MA.....	1st	
1995	.....	IYRU Nations Cup.....	San Francisco, CA.....	2nd
1995	.....	5.5-Meter Worlds (tactician).....	Hanko, FIN.....	1st
1995	.....	J/24 NAs (tactician).....	Montreal, CAN.....	1st
1996	.....	Brut Cup.....	San Francisco, CA.....	2nd
1997	.....	49er Worlds.....	Perth, AUS.....	3rd
1998	.....	49er Worlds.....	Bandol, FRA.....	3rd
1999	.....	49er Worlds.....	Melbourne, AUS.....	3rd
1999	.....	49er Nationals.....	Florida.....	2nd
1999	.....	49er NAs.....	Sonora, MEX.....	1st
2000	.....	Australian Match Racing Championships, Perth, AUS.....	1st	
2001	.....	Transpac on R/P 75 Pegasus.....	Barn Door Trophy	
2003	.....	49er World Cup.....	Cannes, FRA.....	1st

Readers: This list is certainly incomplete, but you get the idea...

2004	.....	505 Worlds.....	Santa Cruz, CA.....	1st
2005	.....	Rolex OCR, 49er.....	Miami, FL.....	1st
2005	.....	49er Europeans.....	Vallensbaek, DEN.....	2nd
2005	.....	Moore 24 Nationals.....	San Francisco, CA.....	2nd
2006	.....	Holland Regatta, 49er.....	Medemblik, NED.....	1st
2007	.....	Moore 24 Nationals.....	Hood River, OR.....	1st
2007	.....	49er NAs.....	Miami, FL.....	1st
2007	.....	Rolex OCR, 49er.....	Miami, FL.....	1st
2008	.....	Farr 40 Worlds.....	Miami, FL.....	1st
2008	.....	TP52 Worlds.....	Lanzarote, ESP.....	1st
2008-'11	...	Double Damned Race, Moore 24 Bruzer.....	1st overall	
2009	.....	TP52 Worlds.....	Palma, ESP.....	2nd
2010	.....	Moore 24 Nationals.....	Santa Cruz, CA.....	1st
2011	.....	Moore 24 Nationals.....	Columbia River Gorge, OR.....	1st
2012	.....	Melges 32 Worlds.....	Newport, RI.....	3rd
2012	.....	Extreme Sailing Series, Oman Air.....	2nd	
2013	.....	Extreme Sailing Series, Alinghi.....	2nd	
2013	.....	Moore 24 Nationals.....	Santa Cruz, CA.....	2nd
2014	.....	Extreme Sailing Series, Alinghi.....	1st	
2014	.....	TP Super Series, Rán.....	Barcelona, ESP.....	1st
2015	.....	TP Super Series, Rán.....	Valencia, ESP.....	1st
2016	.....	Key West Race Week on TP52 Quantum Racing.....	1st	
2016	.....	Extreme Sailing Series, Oman Air.....	2nd	
2017	.....	Transpac on Merlin.....	L.A. to Honolulu, HI.....	2nd
2017	.....	Round the County.....	San Juan County, WA.....	1st

morgan larson

ML: I'd been trying to move there for 25 years. In 1988, I went there for the first time. I drove up in a truck with Pamela Healy, and we went up there to practice heavy air sailing on the 470s. And then I met Courtney Becker-Dey, an Olympic sailor from the East Coast who moved out there with her husband to windsurf. We did some Europe dinghy sailing out on the river, and I just fell in love with the place, and thought, "Someday I'm going to live here."

And finally, one summer I met a girl from Hood River who was going to the Maritime Academy in Vallejo, Christa Scheer, and we fell in love, got married, and had kids. Prior to having kids, she fell in love with Santa Cruz. We spent a lot of time here, and she fell in love with surfing. I was saying, "What's the story? I fell in love with a girl from Hood River, don't I get to finally live in Hood River?" [Laughs.] So it took us a while till we got back up there; it just made sense for raising kids. We have a 5-year-old daughter — she turns 5, actually, tomorrow — and a 4-year-old son. We adopted our son from Ethiopia. They love the beach and the water — they're down there at the water now.

38: You keep your Moore 24 up there in Oregon?

ML: Yeah, I used to go back and forth a little bit, but now we're up there more permanently, and we love sailing up and down the river.

38: You did the Double Damned a few times, and I think you set an overall course record twice? Three times?

ML: Maybe, yeah. And then a Melges 24 finally survived the race and smashed the record. This year we did the 'round San Juan Islands, Round the County Race, which was awesome.

"I think I'd like to do one more America's Cup."

38: Had you ever done that before?

ML: No. I think I just thought all the people that would sail up there in the wintertime were crazy. Why would you sail in the freezing rain?

38: Yeah, we posted some pictures from that on *'Lectronic Latitude*, and everybody was all bundled up. But it looked like fun.

ML: It was a blast. We'll go back.

38: This summer you went on the Transpac with *Merlin*. Had you been part of the *Merlin* crew previously when it was here?

ML: No. My dad was part of the team. He was a bowman in 1977 when they set the Transpac record. And Bill Lee, Jack Halterman, and a lot of the characters from that crew helped me along the way in my sailing. When Bill asked me to do the Transpac, it was with a few of the original crew and a few 505



Christa Scheer (bow), Morgan Larson (helm) and Trevor Bozina (trim) sail 'Bruzer' in the 2014 Double Damned on Hood River in Oregon.

sailors. I thought, "Damn right I'm going to do it." That was great. It was a magical boat.

38: Was it all it was cracked up to be? Did it meet the expectation?

ML: Totally. It was a lot of work. It was probably the most work I've had to do on a race, just because it's an old boat, and things were breaking, so there was a lot of work going on. There were a few of the senior crew who weren't as fit as they used to be. Some of us — and I don't think of myself as young — but some of us younger guys had to do more of the heavy lifting. [Laughs.]

38: Was your dad originally supposed to go?

ML: Yeah, we were going to go together, and I think he decided that Bill was putting a fair amount of effort into it, and he wanted the crew to be competitive.

38: A lot of this stuff that you've done is on people's so-called bucket lists — I'm wondering, what's left on your bucket list?

ML: That's a good question. I've taken sort of the last two years

and have really slowed down my sailing to spend time with family. Having two young kids is a lot of work. I take my hat off to all the parents who have successfully stayed together and raised healthy kids, because it's not easy. This is my focus, and if I can get good enough at being a dad where I can start carving out some time to go sailing again, then I'd like to do some more offshore sailing, and I think I'd like to do one more America's Cup.

My parents live in New Zealand and the next Cup's going to be down there. The boats are gonna be beasts, but I think there might be room in there for a guy like myself.

38: Is there any particular team at this point?

ML: No. I like sailing for my own country, though, and if the chance comes to sail with an America team — and right now there's only one — then I think I'd jump on that opportunity.

38: You actually sailed with Doug DeVos in the Quantum Key West Race Week in 2016. You guys won IRC 1. So that's a connection to that American team...

ML: Yeah. And Terry Hutchinson's the skipper, and he was our chief main trimmer with AmericaOne. We're good friends. But you know, ultimately they're after young talent, and if they find the right guys then great, and if not, they might have to lean on some of the more experienced older salts. [Laughs.] But I think physically I could still do it. I think it'd be a posi-

AMERICA'S CUP TEAMS

2000	.....	AmericaOne	.....	StFYC	.....	2nd, Louis Vuitton Cup
2003	.....	One World Challenge	...	Seattle YC	.....	3rd, Louis Vuitton Cup
2007	.....	Victory Challenge	.....	SWE		
2010	.....	Mascalzone Latino	.....	ITA		

morgan larsen

tive thing. It's gonna take a lot of skilled sailors to really figure those boats out, but I think it's cool.

38: The foiling monohulls are kind of a whole new thing, so everybody's maybe starting at the same level playing field.

ML: Yeah.

38: Are you going to do the Delta Ditch Run this year?

ML: I love doing that race. [Laughs.] And obviously the Moores, there are so many of them doing it. We did it on the 49er one time — that was a blast. I'd love to do it on a multihull. Peter Stoneberg has asked me a few times to do it with him, so maybe this year I'll jump on with him. It's a challenge; that's a physical day to do on a fast boat. I love doing it on the Moore. The Moore is such a perfect boat.

38: That's a great boat for that racecourse.

ML: And there's more than 30 of them.

38: Oh yeah, so fun to have all those other boats to compete against. And the thing they're doing now is doublehanding, be-



Larsen at the helm of Bill Lee's 1977 68-ft sled 'Merlin' at the start of the 2017 Transpac from L.A. to Honolulu. — photo Doug Gifford / Ultimate Sailing

cause it's a little lighter. That's hard.

ML: That's more than I want to do, but three or four is fine. Somebody gets to pass up the beers. [Laughs.]

38: And Santa Cruz Race Week; they're gonna have another one this May.

ML: Yeah, it's coming together. I don't know if the Moores have decided to join it or not yet. It's usually this time of year the Moores' schedule comes out. If the Moores join it, we'll come down. If we don't sail the Moore, maybe we'll help out our friends. Shepard Kett put a lot of work into *Octavia*, the Santa Cruz 50, so I know he's keen to get out and race.

You go down to Santa Cruz Harbor; it feels like when I was 14 years old riding down from Capitola to go sailing down there on my Jester, and all the same boats are parked there.

38: Yeah, there's *Pacific High* in a position of honor.

ML: Exactly, exactly.

— **latitude**/chris

Looking for crew?

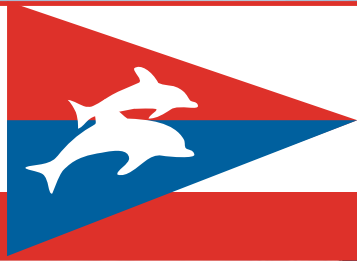
(or want to sail?)

The *Latitude 38*
Spring Crew Party
is your crew connection

Wed. March 7 – 6-9 p.m.
Golden Gate Yacht Club
San Francisco, CA

WARNING: This is not a social media app. It is attended by real live sailors in a sociable yacht club.

We do have an online crew connection list at www.latitude38.com



2th PACIFIC CUP

The FUN Race to Hawaii

THE ADVENTURE
OF A LIFETIME
STARTS NOW!

JOIN US FOR THESE UPCOMING EVENTS

- Feb 24: Pacific Offshore Academy: Course #4: Medical
- Apr 14/15: Advanced Safety at Sea (Hands-on)
- July 1-8: Pacific Cup Village
- July 7: Skippers Meeting
- July 9-13: Pacific Cup Starts
- July 23-27: Finish line festivities



Photo by Leslie Richter / www.rockskipper.com

www.PacificCup.org

BALLENA ISLE
MARINA

Best prices in San Francisco Bay

Located in a private harbor

Brand new 50' docks

Member events & activities all year

Call to learn more: **510.523.5528**
BALLENAISLE.COM
1150 BALLENA BLVD # 111 | ALAMEDA, CA 94501

 **SAFE HARBOR MARINAS**

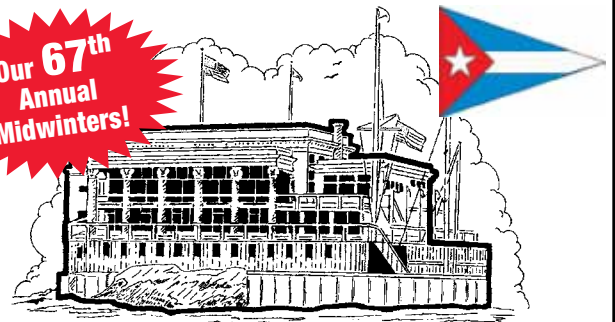
CYC 2018 MIDWINTER SERIES

Sign up on our website: race.cyc.org

February 17-18

Post-Race Festivities –
Music and Racers' Buffet - Don't Miss It!
February 17

Our **67th**
Annual
Midwinters!



Corinthian Yacht Club

OF SAN FRANCISCO

43 MAIN, TIBURON, CA 94920 • (415) 435-4771

EYE ON SAN DIEGO BAY —

Some people's approach to traveling seems to be to visit as many destinations as possible within the shortest period of time, as if the goal were simply to tick them off a list. You know, "Been there, done that, got the T-shirt."

But as every experienced cruiser knows, it's only by traveling slowly and

I'd never before experienced all that San Diego Bay has to offer visiting cruisers who are traveling independently. Both my wife Julie and I came away genuinely impressed.

Port's easy-to-navigate website, www.portofsandiego.org.

To us, it's clear that government bodies in our state's southernmost port must understand the seemingly obvious correlation between making visiting boaters feel welcome and a substantial quantity of 'boat bucks' trickling down into many aspects of the local economy, from dining and entertainment to boat repairs, upgrades and provisioning.

San Francisco Bay's Gold Rush-era legacy arguably trumps San Diego's maritime heritage. But it's long been a head-scratcher to observers like us, why generations of SF Bay governments have failed to fully embrace the significance of the region's nautical roots, especially in terms of supporting special yachting events such as tall ship festivals, as San Diego does, and promoting 'nautical tourism' to West Coast mariners.

The layouts of both cities focus on their respective waterways, of course. And it's probably fair to say that at both places, simply gazing out over the water as sleek sailboats scoot along on the afternoon breeze enhances the quality of life for locals and visitors alike — even if they never actually set foot in a boat. In San Diego, city leaders as well as port commissioners seem to get that, demonstrated by the variety of berthing options available for visiting cruisers like us.

Boaters from out of town can reserve space online in any or all of three free anchorages as far as a year in advance or the day before their arrival. And, believe it or not, a real live human will actually answer the phone at the Mooring Office (619-686-6227) between 8 a.m. and 5 p.m. on weekdays (except every other Friday). If you miss them, or you've got an after-hours problem, you can also call the Harbor Police for assistance (619-686-6570).

Over the years we've heard some grouching about these well-funded water cops from both local boaters and cruisers. But in my own dealings with them, I've always found them to be courteous, ef-



JULIE TURPIN

Even without its holiday lights, the 205-ft tall ship 'Star of India' is the centerpiece of the downtown cityscape.

lingering at stops along your route that you get to know the true nature of a place and its people, and gain a full appreciation for all that it has to offer. That fact holds true whether you're visiting exotic, far-flung destinations halfway around the world or cruising grounds that lie just a few days' sail from your home waters — such as San Diego Bay, where we recently made a three-week pit stop while en route to Mexico.

Having participated in more than 20 Baja Ha-Ha rallies, I already knew where to buy fuel, propane, groceries and excellent sushi — and I probably could have located West Marine's Shelter Island superstore blindfolded. But

Built around an eight-mile bay, San Diego is a city of contrasts where skyscrapers and tall ships might share the same photo frame.

We like to think San Francisco Bay is the most sailing-obsessed port on the West Coast, with San Diego being the indisputable runner-up for that salty distinction. But when it comes to cruiser-friendly infrastructure, SF Bay

This quiet natural cove is well protected from wakes, wind-blown chop and the hubbub of the city.

government bodies and sailing organizations could learn a lot from the way our southern cousins lay out the welcome mat for visiting sailors all year round.

In addition to the dozen marinas that may have guest slips available for transient boats on a short-term basis, the Port of San Diego, in cooperation with the local Port Tenants Association, has gone to great lengths to organize a clear-cut system of anchoring, mooring and berthing options that are laid out on the



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



THE WELCOME MAT IS OUT

ficient and helpful — and they've shown great support for the Baja Ha-Ha's annual boat parade through the harbor, which kicks off that rally every October.

With that introduction, let's take a look at the berthing options for potential visitors like you.

A5 Glorietta Bay — One of the goals on our current southbound cruise aboard our Cross 42 trimaran *Little Wing* is to be as spontaneous as possible, so we didn't commit to a berthing plan until we were about to leave Dana Point — a day's sail north of San Diego. When we went online to check availability in the Port's cruiser anchorages, we were pleasantly surprised to find that all were available. It took about two minutes to sign up for three *free* nights at Glorietta Bay (the max per vessel within a *calendar* year).

As we motorsailed deep into San Diego Bay on that clear late-December night, the cityfront seemed magical with its skyscrapers decked out in Christmas lights, as were the tall ships berthed along the wharf at the Maritime Museum of San Diego. About halfway

Below: Even in January, sailors on the classic woodie 'Frolic' head out barefoot wearing T-shirts. **Inset:** The landmark Hotel del Coronado.



Bordered by a verdant golf course, the Glorietta Bay anchorage is a splendid place to drop your hook. Beautiful beaches of Coronado are near.

down the eight-mile-long bay, the Coronado Bridge arcs from downtown to Coronado Island, a skinny strip of land that forms the seaward edge of San Diego Bay. Just past the bridge, a well-marked channel leads to Glorietta.

This quiet natural cove is well protected from wakes, wind-blown

chop and the hubbub of the city. It's bordered to the northeast by a heavily wooded golf course, and to the southwest by residential development and a top-notch community center that features two huge heated pools. Seven bucks gets you all the pool time and hot showers you want, as well as a chance to test your strength and finesse on a cleverly laid out climbing wall that's equipped with mechanically activated belaying ropes. Amazingly, we both successfully clawed our way to the top.

There's a free dinghy dock at the public launch ramp, while pumpouts and water are available at the cove's Glorietta Bay Marina.

A few minutes' walk from the dinghy dock reveals miles of sandy beaches, and a variety of shops and restaurants are within walking, biking or Ubering distance. But the must-see address here is the landmark Hotel del Coronado. Built of wood in the gingerbread Victorian style, it was the largest resort hotel in the world when completed in 1888, and remains today both a national landmark and a very cool place to enjoy an ocean-view meal or cocktail.

A1 La Playa Cove — After three mellow days at Glorietta, we sailed four miles northwest to the La Playa Cove anchorage, located smack dab in the heart of Shelter Island's active, year-round yachting scene.

It took about five minutes to realize why this is a weekend-only anchorage with a three-day max per calendar year. Without that rule, half the liveaboard sailors in SoCal would probably stake a claim here, as it's not only calm and well protected, but is within walking distance of marine suppliers, shops, restaurants and sailors' bars. Young skiff sailors from the nearby San Diego and Southwestern Yacht Clubs provide entertainment, as does the daily parade of wildly diverse sailing craft coming from and going to the surrounding marinas. Our only disappointment was that



EYE ON SAN DIEGO BAY —



there's no public dinghy dock for the anchorage, so if you don't have reciprocal yacht club privileges, your only option is to beach your dinghy on an adjacent strip of sand.

A9 Cruiser Anchorage — There's no shortage of Uber drivers in San Diego to help you run your errands. But, if you're making the rounds of the free anchorages, as we did, you might want to save your visits to downtown for your stay at the A9 Anchorage, which lies opposite the airport, right off the waterfront near the Coast Guard air station. From the easternmost of three public dinghy docks, it's less than a mile's walk or bus ride to the city center, where, of course, you'll find shopping and entertainment opportunities of all sorts — including 3D movie theaters and live-music venues. The massive Balboa Park is a short walk inland also, home to the famous San Diego Zoo, Botanical Gardens and 17 museums.

We're not sure why the Harbor Police need so many patrol boats, but they respond quickly to emergencies, and keep the anchorages free of chaos. Just behind this lineup are two rows of dollar-a-foot guest berths.



Located in the idyllic Shelter Island Yacht Basin, the Police Docks give you a front row view of the passing parade of sailboats.

A9 is available for visitors to stay free for up to 90 days within a 365-day period (not calendar year). But unlike Glorietta and La Playa, before arriving your boat must first undergo an inspection by the Harbor Police at their Shelter Island docks. It only takes a few minutes, as the officers basically want to see that you have a holding tank with its overboard discharge disabled (i.e. cable-tied), and that you have all the basic safety gear normally required by the Coast Guard.

From the water at night the centerpiece of San Diego's downtown cityscape is the 205-ft (LWL) barque *Star of India*, built in England while America's Civil War was raging. Berthed alongside her are other vintage (and replica) vessels of the popular Maritime Museum of San Diego. Farther along the wharf, the WWII-era carrier *USS Midway* is a

proud reminder of the bay's longtime US Naval heritage.

If you're headed to Mexico, as we were, you can take the famous red trolley to the border, walk across the "PedWest" bridge (on the west side of the traffic lanes), and get your boat's required Temporary Import Permit in less than an hour at the government bank (Banjercito), which is located

right at the end of the PedWest span.

Lest you think we were hired by the San Diego Chamber of Commerce to write this glowing profile of San Diego, we should tell you that while A9 has a spectacular view of the cityfront, the frequent roar of jets taking off and landing is impossible to ignore. You get used to it, though, and by official mandate

The option of staying up to 15 consecutive nights at this prime location is a great benefit to visiting cruisers.

there are no flights whatsoever during the middle of the night. The waterfront highway adds to the din, of course, but we honestly weren't bothered much by that either. And, hey, it's a free public anchorage, right?

While we're on the subject of potentially annoying ambient noise, friends have asked if we were bothered by the frequent sound of helicopters patrolling the waterways. We weren't. Besides, as any of the thousands of naval personnel stationed in various facilities around the bay might say, "Are you kidding? That's the sound of freedom."

Personally, we like just about everything about the US Navy — especially that they protect us from the bad guys — but we can't resist poking fun at them for this: Every day at precisely 8 a.m. some naval facility here begins blasting *Reveille* over their loudspeakers, which can be heard miles away. Trouble is, about two seconds later another facility within earshot launches the same recording. So, instead of arousing your latent patriotism, the combined effort

THE WELCOME MAT IS OUT

degrades that noble bugle call into a discordant overlap that reminded me of a typical practice session during my Beginning Band class in junior high. Same thing happens every day at 5 p.m., yet with a different tune.

Shelter Island Police Docks

— Berthing at a place called the Police Docks may sound a bit more like a punishment than a privilege, but the option of staying up to 15 consecutive nights at this prime location — for a dollar per foot per night — is a great benefit to visiting cruisers.

Located at the western end of Shelter Island, this is where cruisers clear in when returning to the US. But it also serves as an essential resource when you're hopping between free anchorages, as there are free pumpouts and showers, and slips come with free electricity and water — not to mention that the swank Kona Kai resort abuts the property and has a great bar for



As twilight settles on San Diego Bay, we tie up at a public dinghy dock and head into downtown for a night out.

happy hour.

Similar to anchoring at La Playa, the daily procession of sailboat traffic passing by will have you turning your head often and perhaps even reaching for your camera.

We should add, though, that because the Police Docks are a publicly funded facility, they serve everyone from world cruisers on proper yachts to boat hippies and other ultra-low-budget liveaboard boaters — some of

whom, we suspect, might be homeless otherwise. During our stay in San Diego a powerful rainstorm pummeled the region, driving at least a half dozen boats ashore in the open roadstead outside the bay called The Zoo. When the bedraggled survivors limped in to the Police Docks the next day to dry out and regroup, it reminded us of a scene out of *Waterworld*. But they didn't

cause any serious trouble, so the cops gave them the same respect they'd give to well-heeled yachtsmen, for which they scored points in our book.

All in all, our visit to San Diego Bay was a delight. Even in the 'depths of winter', the region's mild climate gave us mostly warm, sunny days, and we came away feeling as if we'd been 'schooled' in how laying out the welcome mat for visiting boaters can be a win-win situation for all.

— *latitude/andy*



Alameda: (510) 521-1327
 Sausalito: (415) 269-4901
 San Diego: (619) 681-0633
 Marina del Rey: (310) 821-8300
 Newport Beach: (619) 681-0634

CruisingYachts.net

WEST COAST DEBUT! JUST ARRIVED IN SAN DIEGO. THE 2018 ELAN GT 5 & THE 2018 ELAN IMPRESSION 45



Appointments now being taken for private showings!



sistership

'97 Jeanneau 45.1 \$109,000



'11 Beneteau 36.7 \$124,750



sistership

'15 Jeanneau 64 €995,000



'16 Hunter 37 \$238,000



'89 Catalina 34 \$49,900

Additional Brokerage Listings

2015 Jeanneau 64	€950K
2006 Catalina 42	\$169K
1996 Catalina 36	\$70K
1990 Pac. Seacraft 34	\$79K
1987 Catalina 34	\$47K

RONNIE'S REFIT —

ALL PHOTOS RONNIE SIMPSON

Almost every boat I've owned has gone through several phases and constantly evolving levels of preparation before I finally shoved off and sailed across a big patch of blue water. It's the nature of being a sailor whose dreams are far bigger than his pocketbook. Buying a boat that is 'ready to go' just isn't a realistic option for me. Instead, I require months and sometimes years of money and effort to bring a tired old boat back to her glory days.

There's that first phase, where you've traded a wad of your own hard-earned cash in exchange for someone else's single biggest headache. You're on an unfamiliar dock scratching your head, trying to figure out how to get the boat home. There's likely an old, rotted halyard here and maybe a broken shroud there. The bottom needs a good scrubbing, and the motor may or may not be functional.

But sooner or later you're ready for the maiden voyage, and with just a bit of luck it's a good one. Then there's that first overnighter where you fix the broken electrical connections to get the running lights working and make sure your ground tackle is all in order. Then that first big solo trip, where you've just

'Quiver' tucked in at Hawaii Yacht Club's 'Aloha' dock in January. Inset above: With some help, I was able to re-rig 'Quiver' in the slip.



installed a new autopilot and had a couple of fun and sometimes humbling sea trials. Then the first _____. You get the idea.

My Peterson 34 *Quiver* has now been through several of those phases, with just a couple more to go. From 'straight outta Craigslist', to getting her dialed in to live on, to cruising the length of the Hawaiian Islands, *Quiver* and I have come a long way.

During the first week of January, I was wrapping up my final winter break from my studies at Hawaii Pacific University while simultaneously getting ready to drop the mast back into the boat. After a two-week-long refit of the rig complete with days of getting dirty in a boatyard, the constant shuffling of funds on my smartphone, and countless runs to West Marine and the machine shop, we were finally ready to step the mast. As the crane lifted the rig and I watched it go vertical before being set down on the mast step, I got goosebumps.

This isn't my first rodeo (far from it), so when I watched that mast go back in the boat, I knew that I had just punched my ticket to go somewhere far away under sail. In this case, my first major bluewater passage with *Quiver* will be sailing to Tahiti and back this sum-



mer on my final summer break before graduation. After I get my diploma next December, it will be time for an extended surf-focused cruise via several Pacific atolls and Indonesia, with the potential for a fairly quick circumnavigation.

Since relocating from San Francisco Bay to Hawaii on my old Cal 29 *Loophole*, I ended up selling the Cal and somewhat impulsively replacing it a few months later with the Peterson 34 *Seabiscuit*, which soon became *Quiver*. Five days after purchasing the boat, I nearly dished while sailing in our first Friday night race when a lower headstay toggle (which lived inside the roller furling drum) failed catastrophically. It was the only rigging component that couldn't be seen from a simple visual rig inspection, and as Murphy would have it, it's the one that was a ticking time bomb.

Miraculously, the rig stayed up and we motored back to the dock to begin removing the headstay to figure out what

'CONSTANTLY EVOLVING'



now, and one of my first priorities with *Quiver*. I had the good-condition furling genoa and decent-condition furling 110 converted to hanks and then purchased a new #4 from Ullman Sails in Newport Beach and a new storm jib from Quantum in Point Richmond. With my slightly undersized asymmetrical cruising kite and pretty-good-condition main, my 'quiver' of sails is nearly complete. I plan to add a used J/105 kite to my inventory as a light-air runner, and then *Quiver* should be well sorted. A recent project was to add a removable inner forestay which will allow me to both prevent rig pump upwind and fly my storm jib as a staysail when downwind and reaching.

New sails are great, but being able to handle those sails efficiently is even better. One by one, I removed various winches near the mast and then moved everything back to the cockpit with Harken deck organizers, running rigging and seven Spinlock rope clutches sourced from Oakland's Ryan Nelson of Rogue Rigging.

The deck layout and placement of hardware has been a constantly evolving

'Quiver' in after and before stages of her refit. Right: at the Phoenician Boatyard in Western Oahu in September.

piece had failed. The broken toggle was replaced the next day, but I didn't sail the boat for several weeks, until I had had a chance to replace all of the standing rigging. *Quiver* and I had gotten off to a rough start, but after I measured the rigging, called my boys at Rig Works in San Diego, and then finally installed all of the new shrouds, *Quiver* was back in the game.

Once the standing rigging was installed, I set out to make the boat more efficient to sail shorthanded, and for cruising in general. Obviously, one of the first projects was to add an autopilot, which I did just before our first interisland passage a year ago. I called up my old friend Brian Boschma — owner of the Bay Area-based Olson 34 *Red Sky* and founder/creator of Pelagic Autopilots — and purchased one of his

units. *Quiver* is a tiller-steered boat, and with a previously-installed tiller pilot, the installation of the Pelagic unit was very straightforward.

Next was to ditch the roller furler and switch to hank-on sails; something I've found myself doing on multiple boats

Left: The failed headstay toggle that almost brought the whole rig down. Right: A new box of running rigging and deck hardware.



RONNIE'S REFIT —



Another sunset at Haleiwa on Oahu's North Shore, one of my favorite places to keep the boat. Transient slips are generally available.

project, but with a new manual crank windlass (to replace the current electric one) and bolt-on bowsprit similar to a Selden unit to be installed soon, I feel we're closing in on our final layout and can paint the deck and put the finishing touches on a few things.

At sea, 'Quiver' will primarily be steered by the Navik windvane "Armel le Cleac'h."



Renewable energy is always a top priority on my boats, and so, quite fittingly, one of the very first things I did after buying the boat was to call Rob Tryon of SouthBound Solar and order a couple of solar panels and a charge controller. With Hawaii's tropical climates and abundance of strong sunshine, just two 55-watt solar panels and two 100 aH batteries allow me to live completely off-grid, including LED lights, fans, stereo, sailing systems and Engel refrigeration.

Plugging a boat into land to make it functional defies every single belief I have about sailing, and so as soon as the solar panels were installed, I removed anything and everything related to shorepower charging and ditched the huge yellow cord. A liberating first project on *Quiver*, and very much to our ethos; we're going places together, let's not get too comfortable being tied to a dock. Overnight passages and cloudy conditions have proven our Achilles' heel however, and I have decided that I will add a small wind generator before sailing to Tahiti.

With the setup of the boat constantly evolving, I sailed *Quiver* to five dif-



New B&G electronics and instruments, as well as a matching Ritchie bulkhead compass.

ferent islands in Hawaii last year, cruising the length of the chain from Kauai to Kona. With a big double-spreader rig, solid-built quality and exactly 50% of her weight in the form of a deep, bolted-on lead fin keel, the Peterson 34 has been a great boat to take offshore and upwind across Hawaiian channels, usually laying her next destination on just one long port tack.

A powerful, tiller-steered late '70s IOR racer/cruiser, the boat — while

'CONSTANTLY EVOLVING'

bought impulsively — has proven to be exactly what I wanted in my next cruising boat. Seven knots is a common cruising speed, and the bumpier it gets, the more *Quiver* begins to shine. When upwind conditions aren't something to be feared, a whole new freedom to cruise can occur.

The entire goal of buying *Quiver* was to take my constantly evolving 'quiver' of surfboards and SUPs (stand-up paddle boards) to remote islands to look for good surf, and I look forward to finding a locale even better than here. Hawaii is a surf mecca, and from a perspective of combining sailing and surfing, it can hardly be beat.

On Kauai, Oahu, Molokai, Maui, Lanai and even the Big Island of Hawaii (so . . . pretty much every island), it is entirely conceivable to anchor or moor



One of 'Quiver's' priorities is to carry the maximum amount of SUPs and surfboards, including two in the main salon.

the boat and either paddle right into the surf or go surf right in front of the harbor. On my home island of Oahu

alone, you can anchor or moor in one of four major harbors — Ala Wai Harbor, Kewalo Basin, Pokai Bay/Waianae and Haleiwa — and score amazing surf, given the proper conditions, of course.

While many downplay cruising in Hawaii [see December's *Letters*] I still find it to be an amazing place and consider myself very lucky to live here. There are certainly plenty of jobs left on the list before setting sail for Tahiti in May, but as I've learned repeatedly in life, the journey is just as beautiful as the destination.

Aloha from Hawaii — wishing *Latitude* readers a happy and healthy 2018, and looking forward to meeting some West Coast cruisers after the Pacific Puddle Jump this (northern hemisphere) summer.

— ronnie simpson

- » Marine parts and supplies
- » Complete haul and repair
- » Engine Repair and service



Authorized dealer for

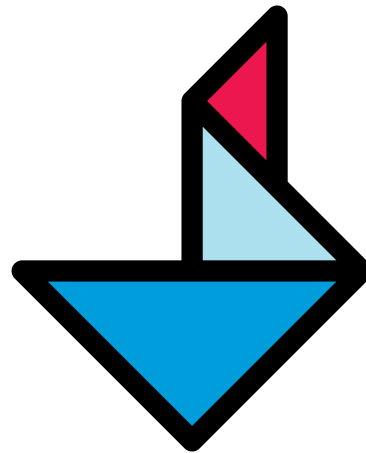
YANMAR

marine services
for power & sail

415.626.3275

info@sfboatworks.com

835 Terry Francois St.
San Francisco, CA 94158



**SAN FRANCISCO
BOATWORKS**

WINTER SPECIAL STARTS NOW! CALL FOR WINTER RATES

San Francisco's boatyard | www.sfboatworks.com

2018 PACIFIC CUP

It's interesting to find out what possesses some folks to travel long distances to participate in the Pacific Cup. In the 2014 edition, you may recall that it was Rob Date and crew who made the event a part of *Scarlet Runner's* around-the-world cruising/racing journey from Melbourne, Australia. The R/P 52 won that Pac Cup overall, winning the *Latitude 38* Performance Award and taking first place in ORR with a course time of 7 days, 14 hours, 25 minutes, 18 seconds.

Although *Scarlet Runner* may have traveled the farthest ever to participate in the Pacific Cup, two entries stand out for their determination to partake in the 2018 race — Andy Sponseller's Santa Cruz 27 *Low-down*, hailing from Flathead Lake, Montana, and Michael Schoendorf's *Blue*, a Riptide 41 from Milwaukee, Wisconsin.

These adventures require significant time, energy, money, skilled crew and spousal support — elements that can take years to align. But, it also comes down to a simple phenomenon: the realization of a dream planted in one's mind at an early age — to sail.

In Andy Sponseller's case, that seed was planted by his mother, Jeanne. "I was 10 years old when my mother gave me a sailing encyclopedia poster," says Andy, who is 62 now. "It hung in my room for years and caused me to become a sailor." Although Andy has years of experience sailing on Flathead Lake (a challenging venue in its own right), this particular journey has been in the works since about November 2015, when Andy first heard about the Pacific Cup.

"I like the support from the Pacific Cup Yacht Club," says Andy. And even though this is his first long-distance ocean race, his priorities are not modest. "So far, it seems like sailing well is as important as winning. We'll keep the spinnaker up as much as possible and

"It will be intense, but I'm used to living without and making do with what I have."

sail in the best wind we can. Geezer Power!" Two more things Andy sees going his way: "buying the best-prepared boat from 2014, and Jim Kautz is the best first engineer a skipper could have on the boat."

Andy will doublehand *Low-down* with Jim Kautz, a 66-year-old former smoke-jumper and Forest Service photographer. *Low-down's* tight quarters and slim ame-



nities don't worry Jim. "I'm really looking forward to sailing the Pacific Cup," he says. "It will be intense, but I'm used to living without and making do with what I have, so I think it should be all right." And although his wife initially had some reservations, "She's been really encouraging and pleased with the PCYC's organization and overall race support, and she plans on meeting us in Kaneohe Bay for our post-race vacation."

Low-down is a 1979 Santa Cruz 27, hull #118. "I am the fourth owner," says Andy. "She's formerly *Wharf Rat*, San Francisco's 1994 class champion. Her second owner was a couple in British Columbia who cruised her, and then Stan Perkins owned her for 16 years and sailed her in the 2014 Pac Cup as *Mirage* (she won Best Prepared in 2014, finishing in 15 days, 10 hours, 46 minutes). I bought *Mirage* in 2016 and renamed her *Low-down*. I am honored to be sailing a Bill Lee boat, especially the 27, which in my mind is one of the breakthrough boats in sailing."

Relatively new to ocean racing, Andy and Jim have ambitious sailing plans. They'll tow *Low-down* from Missoula to Point Richmond, sail the Doublehanded Farallones race this March 24, and then

return home. They'll do another 1,200-mile drive back to the Bay prior to their Pac Cup start. *Low-down* will return to California via Pasha Shipping, and then be towed back to Missoula. Returning to the Bay in 2019, Andy would like to do the 2020 Singlehanded TransPac and from there head on to Sydney, Aus-

Andy Sponseller, skipper of 'Low-down'.



WENDY KAUTZ

DRAWS RACERS FROM AFAR



KAREN I. HIRSCH / WWW.KIHPHOTO.COM / WWW.KARENHIRSCH.COM

to sail. I've been blessed to be able to participate with the design and ultimate construction of the Riptide 41, *Blue*. It's way over the top to be able to sail *Blue* with some real cool people in some amazing places. To balance that out we use our blessings to raise some funds to help people around the world get fresh water. So many millions of people hardly get a fresh cup of water a day to drink. We've helped in Haiti, Ghana and New Mexico, getting fresh, potable water. Most of the

"It's way over the top to be able to sail with some cool people in amazing places."

funds have been used to install sustainable systems for these people.

"BlueH2O is a good reminder for the crew of *Blue* and our supporters that we are all part of a larger community that has some real needs."

In terms of racing, the Pacific Cup ticks off a lot of boxes for Mike. "Many things come together for this event: length of race, starting location on San Francisco Bay, great downwind sailing, and finishing at Kaneohe Bay on Oahu in the middle of the Pacific. And, the Riptide 41 has good design characteristics for downhill sailing."

Getting *Blue* from Milwaukee to the West Coast is no small feat, and not typically something you do for just a summer or for one race. "The Pac Cup is part of a larger program to have *Blue* sail in the Northwest, on the West Coast and in blue water. Our five events include the Round the County Race in the San Juan Islands, the Southern Straits Race in the South Georgia Bay in West Vancouver, the

Swiftsure Race out of Victoria, BC, the Pacific Cup and finally the Rolex Big Boat Series in San Francisco.

"We trucked *Blue* from Milwaukee to Anacortes, WA, to Jim Betts' yard in October 2017. We re-rigged and launched *Blue* later that month, and practiced for a few days before the Round the County Race on November 10-11. *Blue* and crew performed well. We finished in elapsed order where we should have, and now *Blue* is back out of the water at Betts Boats for some work to prepare for Pac Cup, getting some electrical upgrades and such. We will sail *Blue* down to San Francisco in mid-June from Victoria, BC."

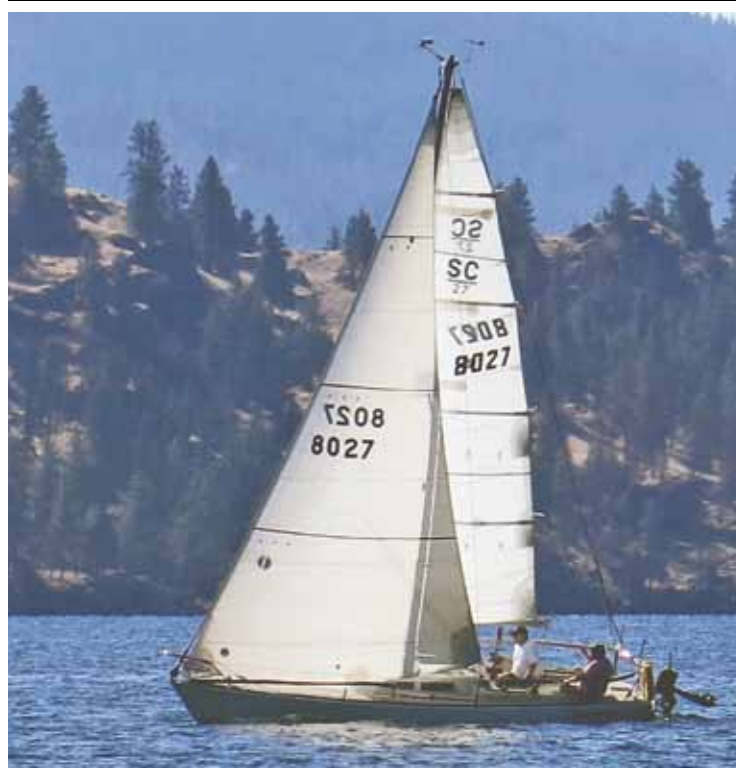
Building a boat, traveling all the way to the Pacific Northwest and managing the logistics and all the other elements raises the question — who's crewing with Mike? "We've been building a Pac Cup team and Northwest adventure team for a number of years," he said. "*Blue* was completed in 2013 and has been sailed and raced for five years. Brian Huse from Victoria, BC, is our captain's assistant and navigator. Fritz Lanzinger from

tralia. Among other races, the Bridge to Bridge race, the Oregon Offshore, a circumnavigation of Washington, the Delta Ditch Run, the Swiftsure and the Double Damned are a few events on his list. And to think — it all started with a sailing poster.

Like Andy Sponseller, Mike Schoendorf, 57, dreamed of sailing at an early age. He'd been following Pacific Ocean races since the 1970s. "I was racing on offshore boats on the Great Lakes and had heard of *Ragtime*, *Merlin*, *Windward Passage* and *Kialoa*. Such wonderful stories and yachts," says Mike. "Thinking of far-off places, multiple days on a racing yacht, and sledding downhill made daydreaming in school fun!"

Over the years, two worlds in Mike's life began to come together: his dream of sailing in the Pacific Ocean and raising awareness for the world's neediest populations requiring clean drinking water — the purpose of his nonprofit, BlueH2O (www.blue4water.org). It's not often one can combine such disparate worlds, but Mike has.

"I think it really came down to having some balance. I feel extremely fortunate



WENDY KAUTZ

Andy Sponseller and Jim Kautz sailing 'Lowdown' in ideal conditions on Flathead Lake, MT.

Seattle is a wonderful all-around sailor with good feel and balance with some solid offshore and one-design experience. Kris Bundy from Bellingham, WA, is an accomplished I-14 sailor with real

2018 PACIFIC CUP

solid offshore experience. Two of the crew are from the Great Lakes. Mark Keast is our courageous bowman who is tenacious in completing tasks and maneuvers. Eric Cooper has been with me since the design and building stage of *Blue*. He will be managing the pit and acts as our general engineer and handles project management. I'm hoping that Jonathan McKee can join us too. He has been an instrumental mentor for me in the design, build and operation of *Blue*. His schedule may prevent him from joining the fun."

When asked about how they plan to sail the race, Mike brings some thoughtful concepts to mind — beyond just sailing fast. "This is always a good question. For me the answer is about the same for each event and adventure we take: Safe, Tidy, Fast and Fun," he says. "It's my primary responsibility to have a safe, well-prepared vessel for every event and delivery we do. We



Mike Schoendorf, skipper of 'Blue'.

need to get home in healthy condition. I try and have a well-prepared, provisioned and equipped racing vessel for each race. In turn I ask the crew to take care of the asset. I don't mind racing *Blue* very hard. I just ask that the boat, gear and equipment be treated with respect. It

is a racing program, so I also ask that *Blue* be pushed well around the race course all the time." It doesn't matter to Mike if they get first or last place, the attitude's the same. "Stay focused on our task at hand. Beers taste much better that way regardless of where you finish in the standings."

Racing for Mike is a means to pursue an adventure in a competitive environment. He and his crew aim to enjoy the deliveries as much as the racing, to enjoy the sailing experience. "That's why *Blue* was built."

The 20th Pacific Cup will start the week of July 9 off the race deck of the St. Francis Yacht Club. For more information and the latest updates, go to www.pacificcup.org.

— ross tibbits



**KEEPING
CALIFORNIA
ON THE WATER**
WITH SAILS, SERVICE & EXPERTISE



SAN DIEGO

2832 Cañon St.
San Diego, CA 92106
T 619 226 2422
sandiego@quantumsails.com

SOCAL

1620 Cowles St.
Long Beach, CA 90813
T 562 624 4325
socal@quantumsails.com

SAN FRANCISCO

1230 Brickyard Cove Rd. #200
Pt. Richmond, CA 94801
T 510 234 4334
pacific@quantumsails.com



MARINERSTM Insurance

Since 1959

Insuring Personal/Commercial Vessels, Marinas & Shipyards World Wide

*From California to Maine
Alaska to Florida*

Retail & Wholesale Divisions

*Home – Auto – Umbrella
Coverage*

www.marinersins.com

Contact us for a quote at 800-992-4443 or visit us on the web



San Diego, CA – Newport Beach, CA – Bradenton, FL Ins. Lic. #0D36887

READY TO OUTFIT FOR CRUISING?

**NEW SPECTRA WATERMAKERS SERVICE AGENTS
SCHEDULE A FREE CONSULT NOW!**



**WWW.SPAULDINGMARINESTORE.COM
+1 (415) 332-3179**

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!

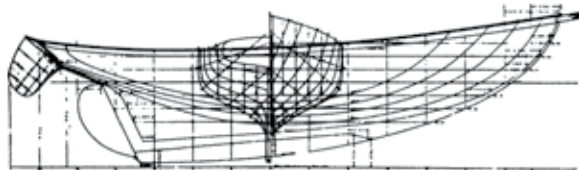
MarineLube 877 744-2244

www.MarineLube.biz



Fuel Polishing

Tank Cleaning



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

www.flopstopper.com



**Extremely durable
marine-grade aluminum**

GREATLY reduces side-to-side rolling

Makes every anchorage comfortable

Works on any boat – power or sail

**Hang from a pole, or right off the rail
3x more effective every 2x off centerline**

**No delay in roll-damping function
Blades close and roll-damping begins instantly**

**Largest platform but smallest stow size
8.4ft2 / 1 ton of resistance
Tuck-away stowable = 10x36x4**

**Only 1 needed for most boats
Up to about 40' / 10 tons
But 2 is better, and a pole is better.**

**ESSENTIAL CRUISING EQUIPMENT –
DON'T LEAVE PORT WITHOUT ONE!**

Every year, in the depths of winter, my company sends me to a conference in some faraway city. It's always a city carefully chosen by my Professional Society to be an enticing destination venue. Every city has its attractions, and we are supposed to look forward to these all-expense-paid junkets. But the truth is that the inside of a hotel conference room looks pretty much the same as the inside of any other hotel conference room, and the only sightseeing we have time for is the shuttle ride from the airport to the hotel.

Fortunately the presentations have improved over the years, what with middle school kids learning to use PowerPoint to good effect. But we still get the occasional speaker who thinks the highest and best use of projected images is to show a list of bullet points on the screen so they can be read back to the audience, substituting for the speaker's notes. We had two of these in a row, and by 3 p.m. I had had enough. I quietly slipped out of my chair, tiptoed over to the beverage table for a glass of water, and then slinked out of the hall instead of returning to my seat.

Our conference was not the only game in town that weekend. In the next room over was something that looked a lot more interesting: It was a meeting of the Society of Naval Architects and Marine

Engineers, and the lecture in progress, according to the sign on the door, was "New Developments in Computational Fluid Dynamics."

There was a serving table in the lobby with muffins and coffee, just what I needed. It was not clear which meeting the spread was intended for, but the lobby was deserted except for an attractive young woman in a business suit who was adding a third bran muffin to her plate.

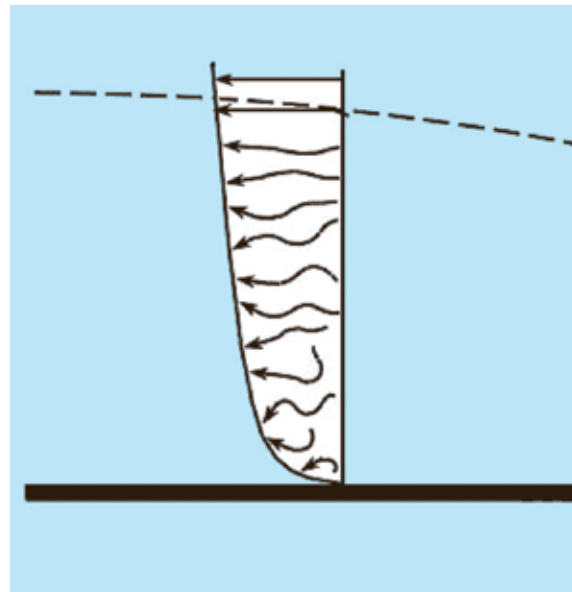
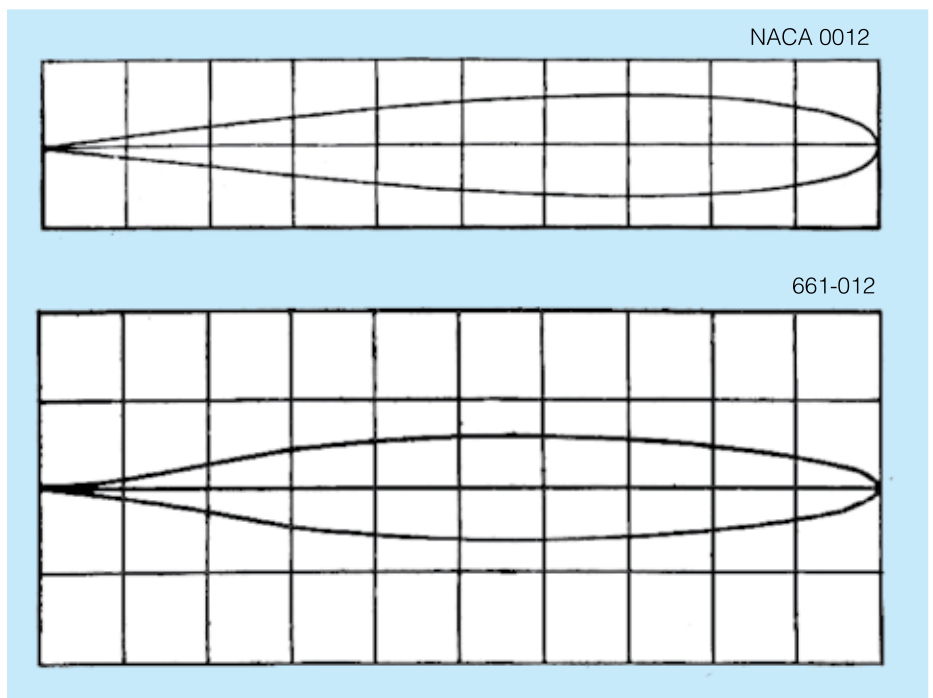
"They say laminar flow when they really mean attached flow, and they say turbulent flow when they really mean separated flow."

"You're a dead ringer for someone I sail with back in San Francisco Bay," I said, when I realized it was Lee Helm. "Although, she doesn't dress nearly as nice as you do."

"Like, I clean up pretty good, huh Max?"

She didn't have any trouble figuring

Two symmetrical NACA airfoil shapes, the non-laminar 0012 compared to the 661-012 laminar foil. By moving the maximum thickness aft, the flow continues to accelerate and the pressure continues to drop for a longer distance along the surface. Decreasing pressure helps to maintain laminar flow and minimize frictional resistance.



out what I was doing in this city far from the Bay. But why wasn't she in the lecture on fluid dynamics?

"Lee, isn't this right up your alley?"

"For sure, but, like, they're just talking about the usual applications for the programs. No mention of the algorithms. I was hoping they'd give us a look under the hood. It's a yawner."

"My lecture too," I commiserated. "Let's go to the hotel bar. I'll buy you a carrot juice."

"Deal!" she said, and we made our way toward the main lobby.

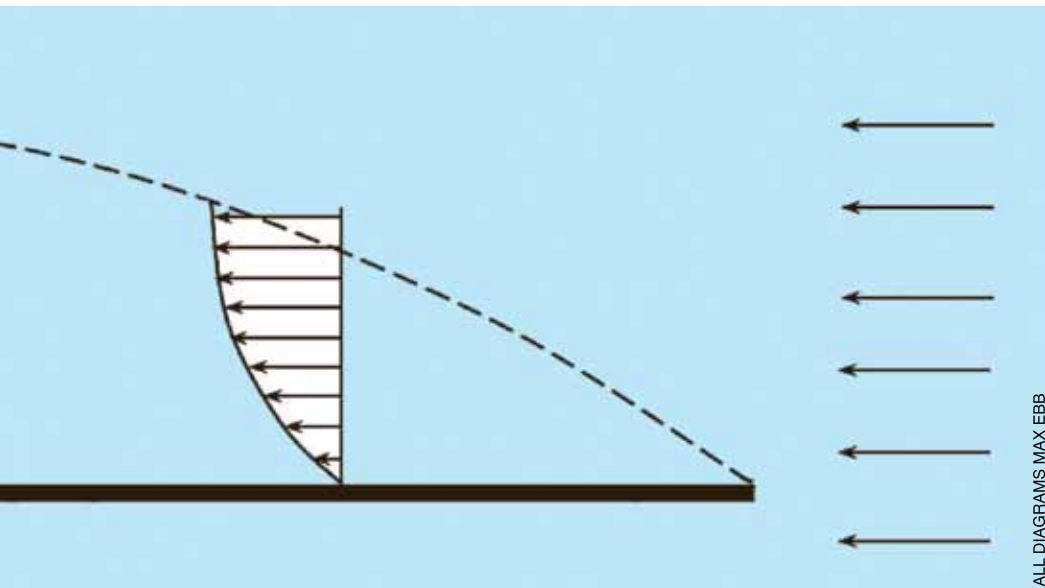
But there was one other group meeting in the conference center that day. Our course took us close by the open double doors to a seminar on racing tactics and sail trim, put on by the local branch of a big international sail loft. The speaker was a recognizable name: an Olympic gold medalist and an America's Cup skipper.

"This looks interesting!" said Lee, her face suddenly showing enthusiasm.

I noticed that Lee and I both had the same color badges. Only the names of our respective professional societies, in a small font, determined which lecture series we had paid to attend. And, Lee was quick to point out, the badges worn by the folks in the sailing lecture were also that same color.

"Worst that can happen is they'll throw us out," I shrugged as we discreetly walked in and found two chairs in the back row.

"Pinching," said the speaker. "Sometimes you have to pinch for tactical reasons, if you can pinch your way out of bad air. Better than a clearing tack if you know you have a speed edge once



Transition of the boundary layer from laminar flow to turbulent flow. The turbulence brings faster-moving water much closer to the surface, causing higher shear stress and a large increase in frictional resistance. At 6 knots in sea water, it's very difficult to maintain laminar flow beyond the first foot of hull or foil. In air at 20 knots, transition will occur within about the first five feet of the sail or wing. But the flow is still "attached" and the foil is not stalled.

you're clear, and if you're already on the tack leading to the expected header. The defense is easy — the boat in clear air can pinch up more than the boat behind without stalling. That's when you lose the laminar flow on the back side of the sail because it's overtrimmed. Same thing happens to the keel or centerboard. If laminar flow is lost, the foil stalls."

Lee was wincing.

"So you have to keep your eye on the driver in the forward boat," the speaker continued. "Take your bites to windward when they're not looking. But don't lose laminar flow over your sails and foils."

"How can such a good sailor have this so wrong?" Lee whispered.

"Pinching is also bad if you know you are sailing toward a favorable wind shift," he reminded us. "The rule is: Foot to the headers. I'll explain why that's true with a ladder diagram . . ."

"This is, like, way too intermediate," said Lee. "Let's go for that carrot juice."

"What was so wrong about avoiding stalled sails and stalled foils?" I asked as soon as we were back in the lobby and could talk at normal volume.

"Laminar flow has nothing to do with it!" exclaimed Lee. "But it's a mistake almost everyone makes. They say laminar flow when they really mean attached flow, and they say turbulent flow when they really mean separated flow. On a sailboat, the flow is almost always turbulent. These are terms of art that refer to the flow characteristics within the

viscous boundary layer. The Reynolds numbers are way too high for laminar flow, not even counting the background turbulence from waves and whitecaps."

"Can you explain the difference?" I asked cautiously.

"Sure. Liquids have viscosity, meaning that it takes some force to move one layer of water over another layer. And water is sticky, so the water immediately in contact with the hull or foil does not really move at all. There's a region of increasing velocity, from zero right at the hull to something close to boat speed at the outer limit of the boundary layer."

"Kinematic viscosity? How is that different from plain old viscosity?" "It's plain old viscosity divided by density."

"OK, that's more-or-less intuitive," I said. "But doesn't the outer limit of this boundary layer gradually approach the boat speed, with no sudden boundary?"

"Right. Typically 99% of free stream velocity, which is about the same as boat speed, is arbitrarily considered the outer limit of the boundary layer. Anyway, there are formulas to calculate the boundary layer thickness: $0.37 L$ divided by Reynolds number to the one-fifth power is a good approximation

for turbulent boundary layers, where L is the distance from the bow or leading edge of the foil. And, like, Reynolds number," she explained in response to my confused expression, "is just speed times distance from the bow divided by kinematic viscosity."

"Kinematic viscosity?" I asked. "How is that different from plain old viscosity?"

"It's plain old viscosity divided by density," Lee explained. "To make this more intuitive, you can move density to the top of the formula and you have speed times distance times density divided by regular viscosity. This works out to be a non-dimensional number, and it compares the importance of inertial forces — the speed times the distance times the density — to viscous forces, as indicated by the viscosity value. I can show how all the dimensions cancel out . . ."

"No Lee, you really don't need to . . ."

But there was no stopping her. "Viscosity is just the shearing force necessary to produce a velocity gradient in the fluid. I'll use English units, Max, considering your age: Start with shearing stress, in pounds per square foot . . ."

Lee grabbed a pad of note paper from the corner of the muffin table, and swiped another hotel pen while she was at it, even though I noticed she already had several in her jacket pocket.

We get:

$Pounds/ft^2$ for the dimension of shearing stress.

Remember that a pound is a force unit, the slug is the mass unit, and since force = mass times acceleration, replace pound with slug-ft/sec² and we have:

$(slug-ft/sec^2) / ft^2$ for shear stress.

Divide by the velocity gradient, which is: $(ft/sec) / ft$

And we have:

$(slug-ft/sec^2) / ft^2 / ((ft/sec) / ft)$ as the units of viscosity.

"Check my work, Max. I think it simplifies to slugs/foot-second.

"Now check the numerator in the Reynolds number formula: speed times length from the bow times density:"

$(ft/sec)(ft)(slugs/ft^3)$

"Which also simplifies to slugs/foot-second, so the Reynolds number is non-dimensional. The numerator represents inertia, and the denominator represents

viscosity. Therefore at low Reynolds number, viscosity dominates. At high Reynolds numbers, characterized by larger objects and higher speeds, inertial forces dominate."

"OK, but how does that affect laminar versus turbulent flow?"

"In highly viscous flow, like, for example a butter knife moving edge-on through honey, there's no evidence of turbulence at all. Very low Reynolds number. Each layer of fluid stays

at the same distance from the surface. This means that the velocity gradient acting on the surface is low, so frictional drag is low."

Lee drew another diagram, showing parallel arrows representing organized layers of flow.

"When the Reynolds number gets up to, like, a million, the flow becomes turbulent, and there's random motion with components at right angles to the surface. This keeps bringing faster flowing liquid close to the surface, so the shear stress on the water closest to the surface, and the shear stress or drag on the object surface, is a lot more than when the flow was laminar. That's why laminar flow on foils and airplane wings is desirable. Frictional drag dramatically increases when the flow transitions to turbulent."

"So the guy was right," I said, wondering why we went through that exercise. "Avoid turbulent flow."

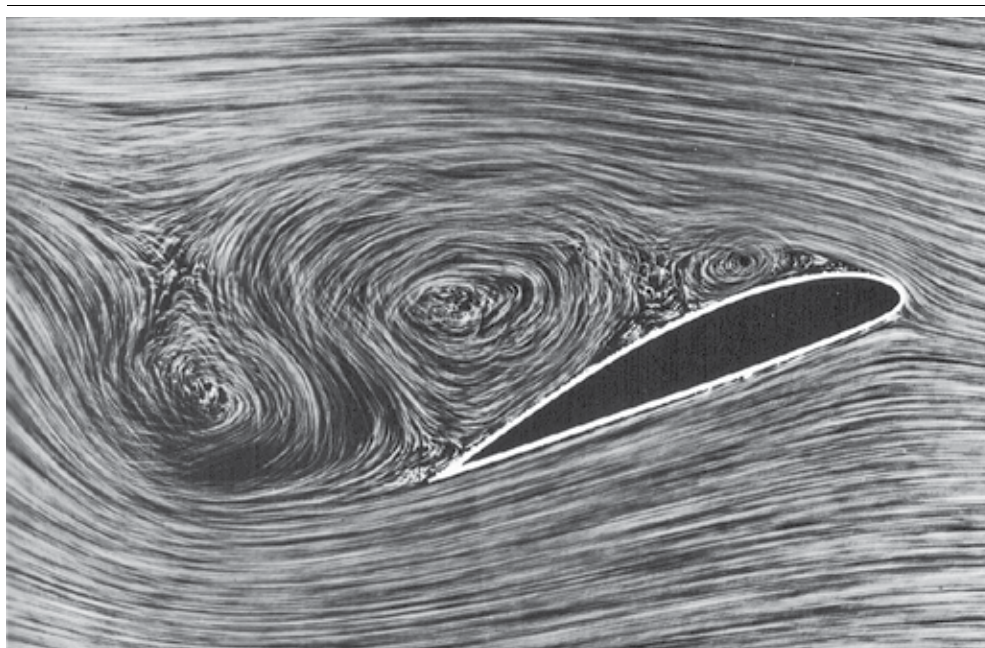
"But he was talking about stall, where the flow separates from the surface, with loss of lift and increasing drag. That's a whole different phenomenon."

"But still, if I could maintain laminar flow on my hull and keel . . ."

" 'Cept you can't," replied Lee. "Do the numbers: Kinematic viscosity of sea water is about 1.28 times 10-to-the-minus 5. At six knots — about ten feet per second . . ."

For this one she had to take out her phone and start the scientific calculator app.

"The Reynolds number is already up to 10-to-the-sixth by the time the water is only 1.3 feet back from the bow. I



Flow visualization of a fully stalled airfoil. The flow is separated and produces large-scale turbulence, but this is a very different phenomenon from the transition from laminar boundary layer flow to turbulent boundary layer flow.

mean, with the right shape foil, to create a favorable pressure gradient, you can sometimes maintain laminar flow farther back across a foil. But in practice it's hard to make it work when the foil also has to generate a lot of lift. So, like, we're always in the turbulent flow regime for the hull, keel and rudder, except

"Ever notice those little angled tabs on the top of airplane wings? They generate turbulence in the form of vortex tubes."

sometimes for maybe the first foot, if the water is smooth, and the speed is low, and it has very little to do with stalling and separated flow. Faster than 6 knots, and the region of laminar flow is even shorter because the Reynolds number is that much higher."

Thanks to a little coaxing and other body English I had been able to get Lee walking toward the hotel bar once again.

"A little extra turbulence, of the right scale, can help keep flow attached and delay separation and stall. Ever notice those little angled tabs on the top of airplane wings? They generate turbulence in the form of vortex tubes that bring

faster air closer to the wing surface, so the overall flow is less likely to separate at high angles of attack. Like, if anything, turbulence suppresses stall, it doesn't cause it."

Every hotel bar should include a vegetable juicer. Lee took straight carrot, I had carrot and celery with some mango to sweeten it up. Then we cruised back to the sailing lecture to see if they had moved on to more advanced

topics. It turned out they had.

"Here's a trick that almost always works," said the speaker, "especially if you are sailing in cold water and relatively warm air. That mix produces a stable marine layer that does not like to flow over things. Stable air goes around obstructions, so you have big wind shadows and persistent geographic shifts."

"Sounds like this guy has just discovered San Francisco Bay," I remarked.

"Consider the wind flow at a crowded starting line," he proposed. "You might have checked wind direction during your pre-start tests and found the line perfectly square. But, with a big fleet starting, the wind is blocked along most of the line, and has to flow around that mass of boats, so on starboard tack there's a lift at the left end, a header at the right end. The pin-end start can be favored by half a boat length, sometimes more."

"Good to know," I whispered.

Then there was a question from the audience about sail trim to control weather helm on windy reaching legs.

"Gotta keep the boat flat on a power reach," he answered. "Remember that heel angle controls helm balance more than anything else. Also, on a tight reach, sometimes a little overtrim on the main can put some upwash flow into the spinnaker to help it point higher. But the main thing is to keep the boat flat; keep the weather helm under control so the rudder doesn't cavitate."

Lee rolled her eyes. "He means ventilate," she sighed. "But like, let's just go with it for now. This guy is good."

— max ebb

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



**DREDGING
COMPLETED**

AMENITIES

- Park and Recreational Area
- Poplar Creek Golf Course
- CuriOdyssey Museum
- Coyote Point Yacht Club

FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs
- 22' side ties @ \$125 per mo. Available

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594



Check
out our
"Must-See"
website!!

The Iverson's Dodger is now available in the Bay Area!

Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com



ATN GENOA SLEEVE

.....
*Will protect
your furled
headsail from
the sun and
pollution*
.....

- Unique non-flogging design
- Hundreds manufactured
- Available in all colors



SERIOUS SAILING EQUIPMENT

800 874 3671 | atninc@hotmail.com

www.atninc.com

THE RACING

*The wind presented challenges for racers in California north and south, to wit, our reports on the **CYC, BYC and TYC Midwinters, OYC Sunday Brunch Series, EYC Jack Frost and DRYC's Malibu and Return. SYC's Chili Midwinters** enjoyed better breeze. A photo spread of the **GGYC Midwinters**, an enticement to the **America's Schooner Cup**, and a couple of **Race Notes** round out this month's 'Sheet'.*

Corinthian Midwinters

The Corinthian Yacht Club in Tiburon offered racers a full weekend of on- and off-the-water activities on January 19-21. The Friday night kickoff consisted of an informative and entertaining talk/discussion about 'Midwinter Race Strategy, Starts and Tactics' conducted by Marin County sailor Liz Baylis, US Sailing's 2002 Yachtswoman of the Year and executive director of the Women's International Match Racing Association. About 50 people attended, getting an edge over on the competition the following day.

Almost 100 boats entered the four-race, two-weekend series. CYC sorted them into a dozen divisions, which would take almost an hour to start — barring postponements.

But Saturday started with light, shifty breeze. No question about it, it was a #1 genoa kind of day. The race committee, out on the water west of Angel Island, used a 10-minute postponement to let the wind settle. They set the line to be

peaking flood, the wind shut off. PHRF 2 was unable to clear the line, so, while in sequence for the Express 37s, the RC abandoned PHRF 2 (Charlie flag) and postponed everyone else. After some time, the regatta chair came on the radio and apologized, saying that she should have made a general recall of Charlie. The flag shuffle was a bit complicated when it came time to start up the sequence again, but it was executed clearly and cleanly. Most divisions, except the one designs and non-spinnakers, were given Course 4, a 9.7-mile jaunt to Blackaller, around Blossom Rock and back to Little Harding, with a finish at the RC boat.

Abreast of the Golden Gate Bridge and on the run down the Cityfront, racers finally found the forecast wind, in the high teens. Overpowered on the close reach to Blackaller and dead downwind to Blossom in gusts up to 20 knots, with a swell running in from the ocean, racers had to focus to keep from rounding up or oscillating. The westerly never reached



PATRIK ARGAST PHOTOGRAPHY / WWW.ARGAST.COM

Finishers found that the race committee boat had moved farther north. Crews battled the ebb to get back to the finish, many flying spinnakers but backsliding anyway.

"The forecast called for 10-15 knots. The forecast called for 1.6 knots of current. Nope. Less wind, and more current made for a really, really challenging finish," wrote the anonymous author of Saturday night's email to racers. "If it were any regatta but Midwinters, it would have demanded an immediate abandonment. Boat after boat swept by the finish line in a ripping ebb (we were farther into the Racoon Strait river than we meant to be)." A Santa Cruz 50 had snagged the rode and dragged the RC boat. "The amazing thing happened at 4:23. The wind picked up and brought almost everyone across the finish line!" The deadline to finish was 4:30.

Back at the club, racers rafted up and packed into the club to enjoy a buffet supper and tunes spun by DJ Rick, making for intimate festivities, but many partiers expressed nostalgia for the days of epic dancing to live bands in the upstairs ballroom and hope they return.



ERIK SIMONSON / WWW.PRESSURE-DROP.US

square to the first mark, Blackaller Buoy near the South Tower of the Golden Gate Bridge, rather than to the wind, which was predominantly from the west. After PHRF 1 and Sportboat 30 started in the

'Don't Panic' during a run down the Cityfront in the Corinthian Midwinters on January 20.

the corners of the Bay, however, and the beat back to the finish slowed as the fleet sailed out of the wind.

PHRF 2 start in the Corinthian Midwinters on Saturday, January 20. The starters struggled against the flood, and the RC called them back.



A chilly breeze from the south greeted racers at CYC in the morning. Headsail choices were debated before the breeze softened. The RC called for on-time starts — downwind! Spinnakers popped on the startline and boats headed to the Sausalito entrance daymark. The cur-

able to put their boats away before the incoming rainstorm hit.

The next and final installment of the CYC Midwinters will be on February 17-18. See www.race.cyc.org for standings or to enter the remaining races.

— *latitude / chris*

before some of the races in the club's Commodore's Hall. Prior to Race #1 on January 7, Ted Keech presented 'Seven Habits of Highly Effective Sailboat Racers'. Before Race #2 on January 21, Lauren Eisele spoke about 'Being Confident Crew', and prior to Race #4 on February

18, Kame Richards will present 'Estuary Racing Tactics: Starting Line and Sail Trim'. And then it's off to race...

And how's it been going so far? For Race #1 of the series, we just couldn't find the wind. Although there was a bit of breeze as boats were making their way to the start, it died, with only an

occasional whisper now and again. But all still had a good time, as banter was tossed between boats while crews waited in hopes the wind would fill.

After an hour postponement, the race committee decided to call it a day and the race was abandoned. With that



MARY COOLEY

A painterly view of the crowd amassing at OYC's Sunday Brunch race on January 7.

OYC Sunday Brunch Series

The 2018 Sunday Brunch Series is in full swing with 34 series racers, seven fleets and a whole lot of fun going on.

Oakland YC is hosting presentations

rent was not to be underestimated. It was a factor at all marks, especially as the breeze weakened further. A wimpy westerly tried to fill in through the Gate, but never made it all the way to Alcatraz. A greater number of skippers dropped out of Sunday's race, some hoping to be

THE RACING

MARTHA BLANCHFIELD / RENEGADE SAILING



ERIK SIMONSON / WWW.PRESSURE-DROPUS

Golden Gate YC Seaweed Soup on January 6, clockwise from top left: Paul Manning's International One Design 'Xarifa'; James 'Hippie' Clappier sights the startline from the bow of Zach Anderson's Schock 40 'Velvet Hammer'; Richard Courcier's Farr 36 'Wicked Sister' approaching the first mark.

decision, some boats headed to pick up the marks, as is the tradition in the OYC Estuary races; those crews are rewarded with a pitcher of beer or a bottle of wine. Others headed back to their slips, and most all showed up at the club for food, drink and a good time.

The second verse almost became the same as the first. For the second race on January 21, we again started with a postponement. After about 15 minutes, we went into sequence — only to again postpone during the final minute before the first division's start, as the little wind we had had vanished.

We watched and waited, and, after another 30 minutes, we could see a bit of wind, although inconsistent and fluky, filling by Jack London Square, the various flags starting to move, and we were in sequence. Yes, fluky it was, as some started and immediately popped a spinnaker and some stayed with white sails. Even in light breeze there was a little passing going on, as skippers watched the hulls and the puffs and other boats' positions to work their light-wind tactics.

See www.oaklandyachtclub.net.

— debby ratto

Berkeley YC Midwinters

On Saturday, January 13, 51 teams showed up at XOC and were greeted with a 12- to 15-knot breeze from the east. The sun was shining. We began the sequence on time, but there was a 20° wind shift during the first division's preparatory time. (Lucky us: It was the first division of eight.) We postponed, moved everything, and were off and running in just 15 minutes. A double windward/leeward course was chosen. There was some minor confusion in locating our leeward mark for a couple of our racers. RegattaPRO's Winter One Design races (to the west of the BYC race) were using yellow buoys, and our leeward mark was also yellow. We promise to try to use only green buoys in February!

Looking at the results so far, we see that some of the ties from the December cumulatives have been broken. In Division A, Bob Harford's Express 37 *Stewball's* 10-second win over Reuben Rocci's J/111 *Swift Ness* stirred up the standings a lot. There is no longer a three-way tie for first.

Division B is still too close to call. First and second places have been swapped.

Pat Benedict on his J/105 *Advantage 3* has now taken first from Mike DeVries' Wilderness 30+ *Special Edition*. But there is just one point between them. Excitement builds.

The Division C tie from December is no longer. Joan Byrne's Olson 911S *Heart of Gold* took a first on Saturday. She had been fourth and now has jumped to second. Andy Newell's Santana 35 *Ahi* still hangs on to first.

John Gulliford's J/24 *Phantom* now has a little more solid lead for first in Division D. But Chris Nash on his Hawkfarm *El Gavilan* could still spoil this in February. The last of the handicap divisions, Division F, still shows Megan Dwyer in her Santana 22 *Mad Max* in the lead.

The two one-design divisions still have dominant leaders. The Cal 20s are led by Richard vonEhrenkrook in *Can O'Whoopass*, and the Express 27s are headed up by Will Paxton on *Motorcycle Irene*.

February should be fun!

Sunday, January 14, was the third of three race days when it was necessary to shorten the course for the racers. I am asking the racing community to help us out. Perhaps we need help from the 'Old Ones'? (These are the very, very old



ALL PHOTOS THIS PAGE MARTHA BLANCHFIELD / RENEGADE SAILING

weather gods. My requests for favorable wind conditions have been made to the more current wind gods and have obviously gone unheeded.)

Thirty entrants showed up to the starting area at XOC to be greeted by a very, very light but steady-looking breeze from the northwest. A green weather buoy was set at 270°. We opted to start the four divisions on time at noon. The wind went light, then went away, and then at 12:20 a new southeasterly arrived at XOC. This new wind didn't get to the green windward buoy for another 20 to 30 minutes. The first two divisions had rounded and were on the way to the leeward buoy with kites. The third and fourth divisions had set kites and were on the way to the green weather buoy. Kites were facing kites! Needless to say, this situation didn't last. The southeasterly prevailed for a while and then simply died. We took the committee boat 'up' (down?) to the green buoy and finished all but the two boats that had been over early at their start.

We look forward to February and hope we get enough wind to give the Sunday sailors a whole race. Complete standings to date can be found online at www.berkeleyyc.org/racing.

— bobbi tosse

More GGYC Midwinters, clockwise from top left: 'Wicked Sister' and 'Dark and Stormy' stick close to each other on the first beat; the first leeward mark rounding stacks up 'California Condor', 'Wild-Card', 'Zamazaan' and 'Chance'; the crew of Mark Thomas's Santa Cruz 37 'Wild Card' enjoyed the mild conditions; short-tacking up the Cityfront in PHRF 2.

New vs. Old at SYC Midwinters

Each New Year is celebrated by Old Father Time stooped over with his scythe welcoming a diaper-clad New Year's Baby. In the first race of its 76th year, Sausalito YC celebrated its own version of Old/New — in sailboat racing. Sunday's SYC Chili Midwinter Race #3 provided just that contrast, and proved the "old" is not going away quietly.

Reaching back over 90 years in age, Martin Koffel's Bird Boat *Kookaburra* whopped its younger competition by a whopping 6:40 minutes in the non-spinnaker Division D. So much for age giving way to youth!

In the Spinnaker C Division youth won, but by a much smaller margin. Jennifer Canestra's modern Melges 20 eked out a 34-second win over Ron Young's 1930s-designed IOD *Youngster*. Youth did win, but not by much.

In the Spinnaker A Division three J/88s showed the older crowd the way. No question about the younger crowd winning here, with all the oldsters trailing minutes behind.

In Non-Spinnaker D, Dave Borton's

older Beneteau 350 *French Kiss* prevailed over Scott Lampson's newer J/105 *Ma-maluc* by 40 seconds, once again demonstrating that an older boat can beat a younger model.

A prevailing 10- to 12-knot NNE wind provided an excuse for the race committee to send the two spinnaker divisions from a start/finish line near Yellow Bluff to Sausalito Day Mark #2 on a long spinnaker run across the Bay to Fort Mason, and a beat back to the finish. The two non-spinnaker divisions sailed a shorter version with Harding Rock as the downwind mark. A 2.2-knot flood helped make both courses tactical battles.

Back at the SYC clubhouse, dining on chili and warming up by the fireplace, skippers and crews commented that it was a great sail. There was plenty of wind, the sky was bright, and the water flat. The spinnaker boats sailed their 6.8-mile course in an hour and spare change while the non-spinnaker boats sailed their 3.5-mile course in around 45 minutes.

In Spinnaker A the J/88 sprit boats prevailed, with Gary Panariello's *Cou-*

THE RACING

LATITUDE / CHRIS



FRED FAGO

Left: Bytes wind up for a start on Keller Cove in Richmond YC's Small Boat Midwinters on January 7. A chilly northerly was replaced by a chilly nothingly, and the sun never came out. **Right:** Greetings from the tutu-clad crew of 'Meliki', waiting, hoping for some Santana 22 action at EYC's Jack Frost on January 6. Sunday's temperatures were a full 10° lower than Saturday's, barely cracking the 50s.

rageous winning by more than three minutes ahead of the others. Aya Yamouchi's *Benny* finished second and Jeremy Mondaca's *Juno* came in third.

In Spinnaker C Jennifer Canestra's *Boomer* placed first, Ron Young's *Youngster* second, and Pat Broderick's *Wyliecat 30 Nancy* third, five seconds behind *Youngster*.

In Non-Spinnaker D only two boats showed up, with Dave Borton's *French Kiss* beating Scott Lampson's *Mamaluc*.

In Non-Spinnaker E Martin Koffel's *Kookaburra* came first, with Randy Grenier's Newport 30-III *La Mer* second, and Josh Dvorson's Ericson 27 *Homslice* (ex-*Homus*) third.

Full standings are on the club's website at www.sausalito yacht club.org. The fourth Chili Midwinter Race is scheduled for Sunday, February 4.

— pat broderick

Jack Frost Melts in the Sun

No races were won or lost on Saturday January 6 on the Encinal YC Jack Frost racecourse. The sun was shining after a day of much-needed rain, but the fickle

winds of winter never filled in. Little puffs coursed through the area, raising hopes that immediately died away. The 17 entries who came out to race instead sat waiting, floating in the current, relaxing, enjoying a nap, while looking helplessly across the Bay watching the racers at Golden Gate YC set spinnakers. After two hours of postponement and no wind lines sustaining for more than a few moments, the race committee bowed to the wind gods and abandoned racing for the day.

The Jack Frost fleet will try again on February 3. See www.encinal.org.

— margaret fago

TYC Midwinters in the North Bay

On Saturday, January 6, Tiburon YC's Bob and Esther Mott Midwinter Series began. It was a pleasure to be out racing again after the holidays on a beautiful, partly cloudy and very chilly day, with light winds and flat water.

The first race had a short postponement due to the lack of wind. Soon, a light breeze of 2 to 4 knots filled in

from the north, and the race committee announced the course. The first mark was ISO, up toward the Richmond-San Rafael Bridge. The J/105 *Joyride* and custom 26-ft Beiley *Cinnamon Girl* were on the north side of the line and struggled through the 1- to 2-knot flood to get to the other side before the gun. Both over early, they were cleared and got back in the race. The Olson 25 *Lion* was first around the mark, followed by *Joyride* and *Cinnamon Girl*. The wind shifted south as we approached the final mark, TYC to starboard. First to finish was *Lion*, followed by *Joyride*, then *Cinnamon Girl*.

The breeze stayed fairly light and steady out of the southeast. The second race got off to a start. *Joyride*, *Lion* and *Cinnamon Girl* were all on port at the start; the C&C 29 *Siento el Viento* was on starboard and tacked onto port on the line. *Cinnamon Girl* was first off the line; *Joyride* was first around the weather mark (TYC). We proceeded to GRC and downwind to ISO. *Joyride* remained in the lead until the finish but could not save her time on *Lion* and *Cinnamon Girl*.

Races 3 and 4 will be held on February 3. See www.tyc.org.

— mariellen stern

Left: Boats mill around Santa Monica Bay before the start of the Berger/Stein race on Saturday, January 6. **Right:** Bob Lane's 'Medicine Man' ghosts around the Malibu turning mark.



BOTH PHOTOS TAMMIE RAE



Malibu and Return a Drift-fest

On Saturday, January 6, Del Rey YC hosted its 45th annual Berger/Stein Malibu and Return Race. This is Race 1 of the series and attracts 70+ boats each year.

The large turnout has had to endure relatively windless days, and this year the wind gods added mist and fog to the mix.

The winds briefly came up to about 4 to 5 knots at 12:30, but the sun remained hidden and the wind completely quit at the Malibu and Topanga turning marks. Lee Lewis and *Star Seal* were first to finish, sailing the shorter 13.2-mile Cruising course. *Pyewacket*, Roy Disney's Andrews 70, took first among the big AA boats, and Curt Johnson's J/80 *Avet* was the first PHRF boat, finishing the 22-mile course just before 11 p.m.

Negotiations are in place to have the option of shortening the courses. Stay tuned.

— andy kopetzky

DRYC MALIBU AND RETURN RACE, 1/6

PHRF AA-1 — 1) **Medicine Man**, Andrews 63, Bob Lane; 2) **Pyewacket**, Andrews 70, Robbie Haines. (5 boats)

PHRF A — No finishers. (14 boats)

PHRF B — 1) **Wolfhound**, Holland 11:Metre, Jamie Myer; 2) **Zephyr**, J/109, Jack Mayer; 3) **Mistral**, Tartan 101, Dan McGanty. (15 boats)

PHRF C — 1) **Avet**, J/80, Curt Johnson; 2) **Zulu**, J/29, Team Zulu; 3) **Redline**, Santana 2020, Derek Heeb. (7 boats)

Cruising A — 1) **Squall**, Catalina 34T, Gary Brockman; 2) **Star Seal**, Catalina 42, Lee Lewis; 3) **Rascal**, Hunter Legend 37.5, Kathy St. Amant. (14 boats)

Cruising B — 1) **Andiamo**, Catalina 38, David Stoltz. (10 boats)

ORCA — No finishers. (2 boats)

Full results at www.dryc.org/racing

Schooner Racing in San Diego

Silver Gate YC looks forward to hosting the 30th annual America's Schooner Cup on Saturday, April 7. The regatta

Sights from recent America's Schooner Cup races. Left: The Santa Cruz-based 'Mayan' sails past Point Loma. Right: 'Curlew', 'Maid of Kent' and 'Amazing Grace' off Point Loma.

will again benefit the military families of the Navy-Marine Corps Relief Society. From its inception as a match race between the famed West Coast wooden schooners *Dauntless* and *Bagheera*, the event has subsequently welcomed schooners of all sizes and construction. All come with great expectations that any one of them can win and etch a new name on the 'Cup' trophy. It's perhaps not the biggest regatta in San Diego, but it is certainly majestic in spirit, and the America's Schooner Cup is a leader in the area's charity boat races, with schooner men and SGYC members raising a little more than \$100,000 for military family relief over the last four years.

Planning for fresh springtime breezes on San Diego Bay, the America's Schooner Cup is designed for maximum public viewing in the harbor along Shelter Island, with the midday race start of three classes of vessels in front of Silver Gate YC. The public also has options to participate in the race, as many of the schooners this year, including *Californian*, *America* and *Bill of Rights*, will again be open to charter.

The schooners of this event are possibly the most beautiful boats to watch race in Southern California, but they're also historically exceptional — many are ageless examples of living history, and many will be coming from distant ports to face each other perhaps for the first time in decades.

In the past this event has featured the 1907 Crowninshield-designed schooner *Martha* and the Alden-designed *Dirigo II* (2015 Cup Winner), both from Port Townsend, WA. Past boats coming from the Bay Area include *Regulus* and *Mayan*. The call is out this year to entice the many schooners of San Francisco Bay to head south and join the fleet assembling to race in San Diego.

See www.americasschoonercup.com to keep tabs on fleet participation and

other news. Check out race charter availability at www.sdmaritime.org, www.nextlevelsailing.com and www.schoonerbillofrights.com.

— marcia hilmen

Race Notes

Cameron Feves of Long Beach has been chosen as one of Gary Jobson's eight Junior All-Stars. The 17-year-old started sailing 16 years ago aboard his family's Olson 30. By age 5, he was skippering a Lido 14. Last summer he and teammates Tristan Richmond and Brock Paquin won the Sears Cup sailing a Flying Scot in New Jersey. They placed first in five of the 10 races. Cameron is captain of the Long Beach Polytech High sailing team and plans to race in college.

West Coast finalists for US Sailing's 2017 **Rolex Yachtsman and Yachtswoman of the Year** awards were Drew Freides of Pacific Palisades, who won the Melges 20 Nationals and Worlds; Libby McKee of Kirkland, WA, who won the Taser World Championship again as crew with her husband, Jonathan McKee; and 16-year-old kiteboarder Daniela Moroz of Lafayette, 2016's Yachtswoman of the Year. On January 25, US Sailing announced that J/70 world champion Peter Duncan, 58, of New York, and Laser Radial sailor Erika Reineke, 24, of Florida, were selected.

— latitude/chris

For more racing news, subscribe to 'Electronic Latitude' online at www.latitude38.com

January's racing stories included:

- Volvo Ocean Race
- Jules Verne Attempt Dismasting
- 1,000 Races and Counting
- Previews of the Express 27 Pacific Cup fleet, race-related seminars, SSS Three Bridge Fiasco, February racing, and more.

*This month we offer a roundup of ideas for summer **Chartering Relatively Close to Home**, plus **Charter Notes**.*

Summertime Chartering That Won't Break the Bank

You may be wearing a wool hat and mittens while reading this, but the sunny days of summer will be here before you know it, so there's no time like the present to nail down your summer sailing plans.

Throughout the year we dedicate a lot of ink in these pages to profiling dreamy charter destinations in faraway places. But we know that for many budget-minded sailors the airfare and travel time required to reach some of them can be a deal breaker. So this month we'll focus on a menu of excellent charter venues that are relatively close to home.

The Channel Islands — The first destination on our suggestion list doesn't necessarily require *any* outlay for airfare. As every Southern California sailor knows, clustered close to the SoCal mainland lies the Channel Islands archipelago, one of the West Coast's unspoiled natural treasures. As a group, they form the Channel Islands National Park.

The most popular, Santa Cruz and Catalina, are reachable in a day's sail from charter bases (generally sailing

Unspoiled by modern development, the Sea of Cortez is a nature-lover's paradise. Its waters are clean and abundant with sealife.

schools or 'clubs') in Santa Barbara, Oxnard, Marina del Rey, Long Beach and elsewhere. Despite lying less than 25 miles from the coast, both offer a dramatic contrast to the buzz of suburban or big-city life, and can provide ideal practice for more ambitious chartering or cruising elsewhere. As we often note, Catalina's most popular anchorages, Two Harbors and Avalon, have well-maintained mooring fields for public use, but the backside of the island has many less-traveled anchorages, some offering excellent diving and snorkeling.

About 50 miles to the north, Santa Cruz Island — our favorite — has more than a dozen great anchorages as well as many amazing sea caves that can be explored by kayak or dinghy when surge from ground swell is mellow. Lying on the hook under clear, starry skies here, you'll feel as though you're a million miles from mainstream urban living.

Sea of Cortez — With countless well-protected anchorages carved out of rugged natural landscapes, Mexico's Sea of Cortez is another geographic marvel of the West Coast. Because there's almost no development throughout most of its island-studded expanse, the Sea is a nature-lover's paradise — but, conversely, a bad choice for vacationers who thrive on nightlife, fine dining and shopping.

One of the big attractions here is the wildlife, both above and below the surface. Bird life, fish and marine mammals are all abundant. That, combined with clear, clean water, makes swimming, snorkeling and diving here a high priority for many sailors. As wonderful as we think it is, though, the Sea has always been a sleeper destination for international charterers. So these days, Dream Yacht Charters' recently opened base in La Paz is the only game in town. (Book well in advance.)

Belize — This tiny Western Caribbean nation is an anomaly within Central America, as it was formerly a British — rather than Spanish — colony. The big attraction for most waterborne visitors is excellent snorkeling and diving in clear, warm, tropical waters. Navigation between the many islands and uninhabited cays is simple enough, as it's mostly done by line of sight — with one eye glued to the depth gauge, that is. It is probably



SPREAD & INSET: FRED LEBLANC / MAINE WINDJAMMERS ASSOCIATION

the only charter destination we know of where you can sail in 15 feet of water for hours at a time, which explains why both The Moorings and TMM primarily offer catamarans from their bases here.

The Salish Sea — If you're a regular reader you know that we profiled the Pacific Northwest's Salish Sea here last month. So we'll simply remind you that this lush mariners' playground offers a seemingly endless variety of forested islands, dreamlike fjords, and well-protected anchorages. As we noted last month, the May-to-September season is short, and, as a consequence, charter fleets are relatively small. So it's essential to book well in advance. (Please see our January article.)

Downeast Maine — Without a doubt one of the most stunningly beautiful sailing venues on the East Coast is Downeast Maine, where maritime traditions run deep. Sailing among lush green islands, coves and inlets where proud homes and cottages look out over the water may have you checking the real estate listings before you fly home.

Although some modern bareboats are available here — Morris Yachts is a long-time source — to us, the most enticing



LATITUDE / RICHARD

OF CHARTERING



Spread: "Windjamming" in the waters of Downeast Maine can be a great change of pace from bareboat chartering, and the scenery is spectacular. Inset: A traditional lobster bake is included in every cruise.

option is to book a berth on a historic (or replica) schooner from the local "windjammer" fleets. (Check the websites of the Maine Windjammer Association and the North End Shipyard Schooners.)

Trips of three to seven days are scheduled throughout the summer months, with many itineraries focused around festive gatherings called schooner gams, where many vessels converge on a picturesque, historic seaport.

Although hands-on participation with the sailing chores is not required, most who sign up for such trips are eager to help trim sails and take a turn at the wheel. Fine meals, often including fresh-baked goodies, are a highlight of such trips — and a traditional Maine lobster bake ashore is almost always on the itinerary of each trip.

The one caveat about windjammer cruises is that most of these vessels have relatively open layouts below decks, which translates to minimal privacy in your personal berth. While this openness

tends to build crew camaraderie, we'd suggest you bring ear plugs in case your crew includes a snore-monster or two.

The Chesapeake — Acclaimed as the USA's largest natural estuary, the maze-like waterways of the Chesapeake are fascinating and fun to explore, not only because of their natural beauty, but because every twist and turn is steeped in early American history. Although lush and green, the western shore of the

Chesapeake is dotted with urban centers such as Washington D.C., Baltimore and Annapolis (where bareboat charter bases are located). But by contrast traveling to the so-called Eastern Shore is like stepping back in time.

Picture-perfect antebellum-style homes look out across serpentine waterways where flat-bottomed crab boats have worked the shallows for generations. Quaint waterside towns such as Oxford and St. Michael were small but essential commercial ports even before the American Revolution.

The one thing that's a bit tough for West Coast sailors to wrap their heads around is that sooner or later you're bound to go aground — or at least tap the bottom — as the soft sand of the narrow rivers and tributaries here is constantly shifting, and consequently defies map-makers' best efforts to chart depths accurately. But as local sailors like to say, "You haven't been around unless you've been aground." In our experience, the soft sand was easy to back out of. Had it not been, we simply would have had to wait for the change of tide to get unstuck.

The Florida Keys — Needless to say, sailing and other watersports are big all over Florida, but for our money the most exciting place to charter is the Florida Keys, where bareboats and other crewed charter yachts are based. The fun-loving spirit of Ernest Hemingway's favorite town is pervasive year-round, and a variety of safe anchorages are within a day's sail away.

As with Caribbean islands in similar latitudes, daytime temperatures can be hot, hot, hot and humid, so the water is generally warm enough

Many Belizeans live a traditional lifestyle tied to the sea. It's a pleasure to explore their shallow waters aboard a modern charter cat.



WORLD OF CHARTERING

to swim or snorkel in for hours. The Keys are considered to be a year-round charter destination, with the May and September 'shoulder seasons' being our favorite times to visit due to smaller crowds of tourists.

We'll take a break here from this once-over-lightly survey of summertime charter possibilities, but we hope we've inspired you to do your own research and dig a little deeper into the possibilities, because, as we said, summer will be here before you know it. Wouldn't it be grand to flip over the calendar and see the notation "Charter with the family?"

— andy

Charter Notes

Our solitary Charter Note this month is on frequent flyer miles, about which we'd like to share some thoughts. If you're like us, you've probably amassed a mountain of them over the years through



Navigation in the Chesapeake isn't too tricky, as hazards are well marked. But don't be surprised if you touch bottom in the sandy rivers.

credit card purchases, and let them sit like a special bottle of wine for some special occasion.

As comforting as this reasoning may seem, most financial analysts would tell you that due to the annual fee for owning such credit cards, the whole frequent flyer concept pencils out to being a bad deal for you, as it takes years to amass enough miles to go someplace special — by which time you may have spent enough in fees to buy the lousy ticket

outright.

If we sound a bit sour on this subject, it's because we have twice had our entire stash of miles wiped out by a particular airline because we failed to keep track of the use-'em-or-lose-'em date. Yeah, stupid, we admit it.

In any case, we've decided the whole freaky flyer mess is a costly tease, the worst part of which may be that you're likely to sit on them for years waiting for a 'special-enough' occasion to cash them in. So we say why not pick a destination where you'd like to vacation — that is, a sailing vacation — and burn those miles before the administering airline goes belly up, or the sky falls in? Better yet, gift them to your kids and invite them to take a sailing vacay with you! Then the whole transaction would be money well spent.

— andy

DISCOVER THE **TMM** DIFFERENCE

NOW REOPENED! CHECK WEBSITE FOR AVAILABILITY

*The sun will shine, the warm breeze will blow. Services will be limited, but TMM will be chartering with new boats entering our fleet.

To book your charter go to www.sailtmm.com

For additional information please contact:
1-800-633-0155
or charter@sailtmm.com

TMM Yacht Charters

Representing these fine yacht manufacturers:

CATAMARAN CHARTERS & LESSONS

Discounts on Winter/Spring Classes & Charters

NEW Sea of Cortez Charter Base

Great Escapes Close to Home

Sea of Cortez & San Diego, California

WEST COAST MULTIHULLS

- Bareboat Charters
- ASA Sailing School
- Skippered Charters
- Learn to Sail Vacations
- Private & Group Charters
- Private & Group Lessons

www.charter-catamaran.com

(619)517-5630
sail@westcoastmultihulls.com



DeWitt

A Sailmaker's Dream!

Visit www.jimdewitt.com
for adorning your walls!

Also visit
[www.facebook.com/
DeWittFactoryOutlet](http://www.facebook.com/DeWittFactoryOutlet) for little
gems at an outlet price!

DeWitt Art Gallery & Framing ☎ (510) 236-1401 ✉ pam@jimdewitt.com
Online Stores: www.jimdewitt.com ✉ www.DeWittAmericasCupArt.com

Custom Interior & Exterior Cushions



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339
www.gianolacanvas.com

SAN JUAN ISLANDS



Bareboat Charter Sailing

Fly to Bellingham, WA, and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 33 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter. All are maintained to the highest standards of preventive maintenance in the charter industry worldwide! (Airfare SFO-BLI-SFO approx. \$425)

Ask for our "\$100 Off" Latitude 38 Special!

CHARTER
Exceptional Yachts
from 29 to 57 feet



FLOTILLAS
Guided, Princess Louisa
& Desolation Sound

35 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school on the West Coast!

360-671-4300 • www.sanjuansailing.com

CHANGES

With reports this month from **Migration's** Pacific Rim circumnavigation, **Alsager's** maiden voyage south, the cruising situation in the **Gulf of Thailand**, the adventures of Mexican sailor **Tulia Gonzalez**, and **Cruise Notes**.

Migration — Cross 46 Trimaran Bruce Balan and Alene Rice Tying The Pacific Rim Knot (Long Beach)

We begin this month's *Changes in Latitudes* with a doff of the editorial hat to Bruce Balan and Alene Rice of the Cross 46



Bruce and Alene of 'Migration' just completed a Pacific Rim circumnavigation.

Migration, who are (briefly) back in the Bay Area after completing a 12-year, 50,000-mile circumnavigation of the Pacific via Japan and the Aleutians.

It was way back in June 2005 that *Migration* sailed to the Bay Area from her homeport of Long Beach. She departed our local waters that September, and crossed her outbound track at Point Reyes on December 13, 2017. In between, Bruce and Alene visited 27 countries by boat ("That includes Alaska," says Bruce, "which is really its own country"), and a few more by land travel.

The farthest they got 'down under' was 41.38°S — in Cook Strait off New Zealand — and the farthest north at the top of

Like, far out, man. Back in June 2015, Enya of 'Mojo' turned 18 and Alene turned 52, so they celebrated their combined '70th' birthday together, complete with a '70s hippie theme. From left to right: Ondene, Mia, Enya, Alene, Bruce.



the world, Prince William Sound, Alaska. To the east, 98.20°E in Thailand, and 78°W in the Rio Sabana, Panama.

Favorite stops included Easter Island, the Tuamotus and Japan (where *Migration* was built in 1969).

A not-so-favorite one? Thailand, where *Migration* went through a two-year refit that should have taken half that long. (The litany of collapsing tents, crooked contractors, stolen paint, a military coup(!) and other trials were partially chronicled in past *Changes*.) But in the end, the job gave new life (and a new Gram Schweikert-designed rudder) to the now 49-year-old boat.

No matter how many hulls you sail, if you dream of cruising, *Migration's* website (www.brucebalan.com/migrations) is a good read — with one caveat: The newest entry is from mid-2016!

"We have found that living this life is more fun than writing about it," says Bruce. Spoken like a true cruiser!

As you read this, *Migration* will have been hauled in Napa for routine maintenance and paint. Bruce and Alene have used these past couple of months to catch up with friends. But not for long. Sometime this month, they'll be heading back out — for Southern California, Mexico this fall and back to French Polynesia in the spring of 2019.

— *latitude*/jr 1/8/18

Alsager — 42-ft steel sloop Stolze Family Starting The Cruising Dream (Sausalito)

Our cruise started in Sausalito in the middle of October, and since my wife, Tanja, and 3½-year-old son Mats (and dog,

Noah) are new to coastal sailing, we made a point of harbor hopping. Our steel ex-racer-turned-cruising-boat *Alsager* turns 50 in 2018, and since her old engine looks the part, we try to sail whenever possible.



Fortunately, she does that very well.

My greenhorns fared well, though no one enjoyed the breezeless mornings because of the rolling. We are all much happier with some cloth up.

We are also all happier with my decision to invite my old friend 'Kruiser' along, since he has some passagemaking experience. It helps smooth out those times when Mats requires Tanja's attention and I'm left to tend *Alsager* alone. Kruiser is an expat Canadian currently based in Nicaragua. He is a former professional athlete turned pro gambler. He is also an avid surfer, fisherman — and chef.

We really enjoyed the trip down the California coast. We had no moon and the phosphorescence was amazing. At times it looked like we were being torpedoed by dolphins, which helped to take Tanja's mind off her fear of night sailing. We had some engine overheating issues, which we were able to sort out in San Diego, but have been plagued with an ignition switch that



ALL PHOTOS MIGRATION

Spread: anchored in Belitung, Indonesia, for the 2016 solar eclipse. Left, underway off Tonga. Above, l to r, Bruce confers with a local on Rapa Nui; learning to blow toroidal (donut shaped) bubbles in Thailand; Blue Man Group . . . uh, we mean Friends of 'Migration' . . . get crazy at Minerva Reef.

chooses when it wants to work — which was better than the replacement we got that never worked at all.

We had planned to do the Baja Ha-Ha, but changed our minds since our primary goal is to take it easy, enjoy the trip, and stop at any anchorages along the way that offer the possibility of good waves. However, we ended up doing a straight shot to Turtle Bay from San Diego, since heading offshore promised more wind. Based on our conversations with some Ha-Ha boats, this turned out to be a good call, since we were able to sail 75% of the leg vs. the 90% motoring we were told they experienced near shore.

Noah was very happy to arrive — despite our encouragement, it took him until day three to 'do his business' on the foredeck!

The fishing was fantastic — we landed dorado and yellowfin tuna thanks to

Kruiser's efforts and expertise. We then enjoyed his seared ahi and amazing tacos, along with sashimi.

By coincidence, we pulled into Turtle Bay as the first Ha-ha boats were arriving. It was great to see so many cruisers in one place. We departed with them and enjoyed being in some wind with other boats for the first time. This was short-lived, since we broke off to head for Asuncion, followed by Punta Abrejos and then Scorpion Bay.

All three were great, but despite the small swell, we opted to go to shore by panga in Punta

Abrejos. It was also there that something rather large gave *Alsager* a literal "bump in the night." We rushed on deck to catch a glimpse of whatever it was, but there was nothing to be seen.

Scorpion Bay was amazing and we stayed over a week. We timed our arrival to coincide with a building south swell, so the surf was fun. Mats caught his first wave on a boogie board, and had a blast playing in the waves. We also managed to nail down our dinghy surf landing and launching techniques. Although we never had a real problem, at times it was still intimidating to launch and get back to *Alsager* in the pitch black. Tanja, who grew up far from water in a small village in Northern Germany, challenged herself (yet again, as for a landlubber the trip itself is a very big deal for her) and paddled out and caught some good waves on my SUP as all of us cheered her on.

We departed Scorpion Bay with some sore muscles, intending to stop in Santa Maria. But en route I was contacted about a delivery job bringing a large motor yacht from San Diego to Cabo. Being on a tight budget, I grabbed the opportunity. We then sailed straight to Cabo and checked in. The

Practice makes perfect — The 'Alsager' gang have been practicing their dinghy landing and launching techniques while in Mexico.



ALSAGER

CHANGES

next day I got on a plane. Three days later, I was back in Cabo checking in again! The delivery was a piece of cake, although we



ALSAGER

'Alsager's' Mats with best friend, Noah.

lost a nice marlin a few feet from the boat. Cabo had its highs and lows. The former included the exciting Extreme Sailing Series that was going on when we were there. But each time we tried to leave, either weather or engine gremlins held us back. After being calm for a couple of weeks, the anchorage turned nasty with onshore wind and swell. Several boats bailed out, but the timing was not right for us, so we set two anchors and I monitored the boat while taking the family to shore for a stay in a resort. *Alsager* fared well, while some other boats suffered minor damage like broken anchor bridles and bow rollers, etc. We finally took off, only to beat to weather in 18 knots to get to San Jose.

From here we will work our way around the East Cape to meet our friends and do some kitesurfing. Tanja is really excited for that, and *Kruiser* is eager to try his hand at it again, having started it in 2001 but stopped when he moved to San Diego. Then comes some island cruising, and off to Puerto Vallarta and Punta Mita for more



Spread: is this a great shot or what?! Drone's-eye view of 'Alsager' sailing the Bay. Below left (l to r), Tanya, Mats, Evan and *Kruiser*. Far right, Mats sizes up a pirate in Mexico.

waves. From there options include bashing back, the Pacific Puddle Jump or (more likely) a Hawaii to Victoria/Alaska loop. Time will tell. I'm very proud of my family

for supporting my dream and making it happen. We are "To Sail or Not to Be!"

— Evan
12/20/17

Readers — *Alsager's* crew (who also go by the moniker *Captain Teem*) also happened to be close to some breaking news, which we'll

bring to you in **Cruise Notes**.)

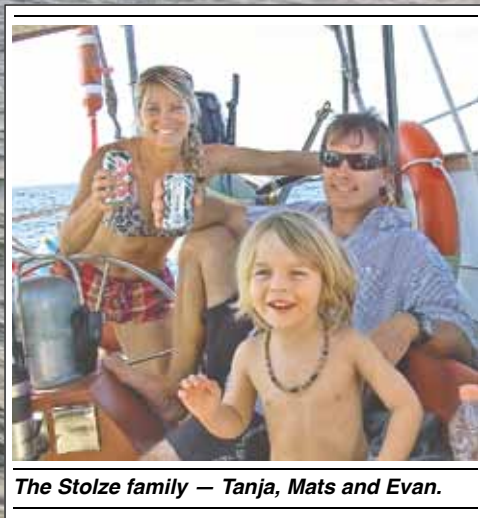
We've also been enjoying *Evan's* take on the cruising life. It's one thing to dream about sailing for the horizon, but finding the time and money to make it happen is the real trick. From the outside, most people think that sailing is a rich person's sport and lifestyle, and while there are certainly plenty of blue blazers and mega-yachts out there, most cruisers are working-class people with rich, extravagant dreams.

After *Evan* sent us the update on *Alsager's* travels, he wrote the following on www.tosailornottobe.com, talking about the realities of making the time to take a few years at sea:

We're three months into our adventure, and I'd like to share some thoughts and observations regarding our boat and the



ALSAGER



The Stolze family — Tanja, Mats and Evan.

ALL PHOTOS ALSAGER

it's because neither of us care about acquiring shiny new things. I made a choice long ago to spend my days doing what I love while being responsible, rather than beat to someone else's drum.

Why is this relevant? Because it speaks to our way of life, how we cruise, and how *Alsager* is equipped.

Being old, and made from steel and wood, she requires a fair share of maintenance, and I try to do whatever I can. Since we want our cruise to be about enjoying sailing and the places we go and the things we do there, I have chosen to keep her very basic. This minimizes the time I spend fixing things and the costs.

We have no watermaker, since they are expensive and require a lot of energy and maintenance. Instead, we carry 90 gallons of fresh water. This lasts four people and one large dog about two months. How do we do it? We use our saltwater sink pump for washing dishes, and bathe on deck with buckets or in the ocean. We use a little fresh water for a quick rinse sometimes. The water in most places we are going is warm, crystal clear and teeming with sea life. Granted, if we were somewhere cooler with less inviting water, we'd use our portable propane shower.

Coming from life in a marina and working in the sailing industry, I'm used to rinsing a boat down with fresh water immediately after each use, so it was a bit hard to get used to the idea of washing *Alsager* in saltwater. Yet, after three months and 1,800 miles, she doesn't look any different than the day we left the dock. With all of the time we spend on beaches, it's an effort to keep the sand out, but it's actually quite

lifestyle that comes along with it.

First, some background. *Alsager* is in her 50th year, but we trust her entirely. She is Dutch built in Corten steel, and co-designed by the late Frans Maas and Dick Carter. She is one of two sister ships to *Rabbit II*, which took second in class in the '67 Fastnet. She has tens of thousands of sea miles under her belt. Her systems are very basic and just what is necessary.

We are what I like to call 'upper class pikeys'. We own a couple of old boats and vehicles and a small apartment in Canada, and beyond the small mortgage remaining on that, we have no debts. We currently have no income, and are using our savings to fund our cruise. We live aboard our 1972 motor yacht in Sausalito.

I work as an independent contractor in the marine industry doing some boat work, but primarily as a captain on various yachts. I jump on deliveries when I get

the chance, and up until the Kiwis won the America's Cup in Bermuda last summer, I worked intermittently for ACRM as a mark layer since 2011. By industry standards I do well, but the income fluctuates with the work, and we live in a very expensive place.

Tanja quit working when Mats was born and raises him full time. I wanted him shaped by his mom, rather than a stranger. Whether by nature or nurture, he is an amazing little human who is a joy to have around — at least 95% of the time anyway! He spends days at sea without serious complainant, and has a very calm demeanor. By SF Bay Area standards we are poor — something I find quite amusing. How many people there can raise a child on one inconsistent income and are free to take off on a great adventure of indeterminate length? By global standards, I consider us to be very well off. Perhaps



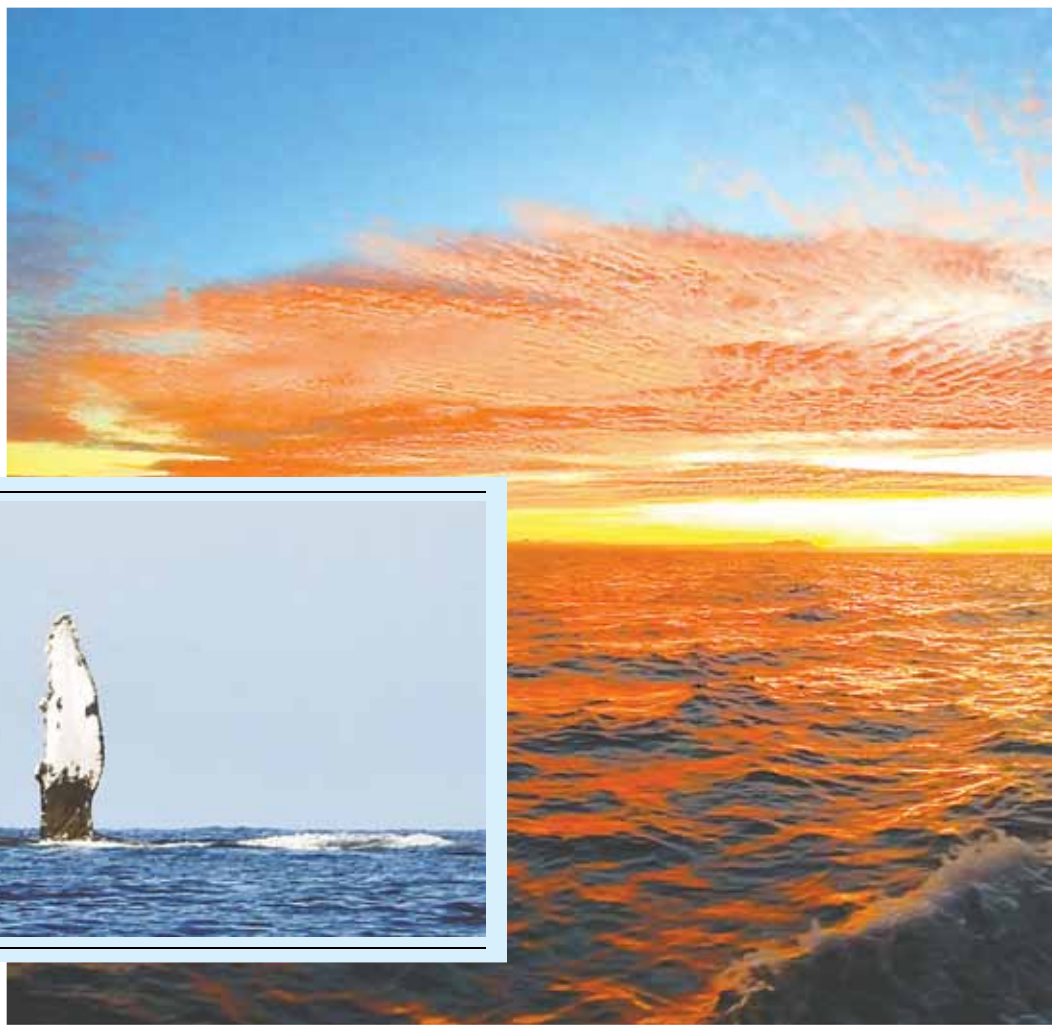
CHANGES

simple and the boat looks great inside and out. I like to say that "A little effort up front saves a lot of work on the back end." It really makes me think about all of the fresh water I've used endlessly rinsing down the boats I work on back home, not to mention the harsh chemicals that are used to keep them looking shiny.

Other essential systems include our depthsounder for uncharted anchorages, backed up by a handheld unit and then lead line. We also rely heavily on our old Simrad autopilot (and spare parts). While I love sailing, I don't like hand steering on long hauls. The autopilot makes short-handed sail handling much easier. We have plenty of ground tackle on board, as we spend 99% of our nights at anchor.

We back our primary anchor up with a large secondary Danforth, and, if in doubt, we set both off the bow. We also use our stern anchor frequently to keep us bow into the swell in what would otherwise be rolly anchorages.

Since our safety is at stake and the boat is not insured for loss, I take anchoring very seriously. That being said, if the anchoring is done well, I'm not afraid to leave *Alsager* unattended for a night or two so we can go have fun elsewhere. Our folding tender *Gooley* also plays a vital role,



Spread: an 'enhanced' shot of a sunset off '*Alsager*'. **Inset,** a whale off Mexico says hello (or maybe the whale is expressing an expletive?).

carrying all of us safely through many surf landings (except one). *Gooley* stores easily on deck, and powers well with only a 6hp outboard. Unless we are making a passage,

Gooley is used daily to get to shore and to go surfing, when we anchor her just outside the break.

Is there anything I would change? Not really, though the old lady would look a little nicer with new topside paint (next haulout). I'll also be happier when we get an overheating issue sorted. Of course I'd love to repower, but when it came to deciding whether to use our funds for that or going cruising, it was an easy choice. The freedom is unbeatable, and that's why I'm out here doing it instead of reading and dreaming about it like I have for years.

How long will we carry on? Perhaps another month or two, perhaps another year. Time will tell. It's great, but we also really enjoy long camping trips in our old van and want to go to Germany again, so maybe we'll put *Alsager* to bed for a while somewhere and come back to her next fall. And at some point, I'll need to earn a few bucks again, too.

MEXICO TOURIST VISA NEWS

The Mexican government recently announced a change in policy in how cruisers obtain tourist visas. In the past, cruisers have been able to purchase a tourist visa for everyone on their crew list via the online system, the receipt from which is then presented to immigration at the first point of entry. This method will no longer be available to cruisers entering Mexican waters who also wish to go ashore, but will instead be reserved for those transiting Mexico's maritime borders, such as fisherman or other mariners who might sail from San Diego, into Mexican waters and return.

The new system requires cruisers to check in at their first port of entry with immigration, followed by a visit to the Port Captain's office. You will need to pay for the tourist visas for each member of the crew at immigration — the receipt from prepaid visas obtained online will no longer suffice.

For information on where to find the proper dual facilities, go to www.inm.gob.mx/gobmx/word/index.php/baja-california-sur. If you're traveling from north to south, we highly recommend stopping in Ensenada to take care of the required paperwork, as both offices are located in the same building. If you're already in Mexico and have your tourist visas acquired with the receipt from prepayment made earlier, you're fine. If you paid for your visas online and haven't yet entered Mexico and are hoping a grace period will be allowed, the worst case scenario is likely that you'd just have to pay the 500 peso fee again.



Wishing for a Boat
John A
Cruising Cambodia
Sausalito

On a (non-sailing) trip to Southeast Asia late last year, we spent a few days on the small island of Koh Rong Sanloem off the southern coast of Cambodia. Despite classic tropical sailing conditions, there was a distinct shortage of sailing activity. The country's 270-mile coastline, wedged between Thailand and Vietnam, includes about 30 offshore islands.

As with several of them, Koh Rong Sanloem has a number of sandy coves with small cabin beach resorts — and ideal trade-wind sailing conditions from early November to late May. During our brief stay, the wind blew onshore every day at a steady 15 knots — conditions that, we're told, are typical that time of year.

Which made us all the more surprised to find — or rather, not find — a single sailboat to rent or borrow! In exploring the small island by foot, we spotted only one sailboat, about 50 feet long, anchored well offshore from the gently shoaling

Lazy Beach.

Of course, US history in the region doesn't exactly bring up the best of memories, and current politics in the area remain complicated. In early December, the US imposed travel restrictions on senior Cambodian diplomats due to a backsliding toward dictatorship.

Ashore, there was no shortage of travelers from Europe, Australia and New Zealand, along with a few fellow Americans. In a quick Google search, we did find a couple of one-boat charter operators — Yachting Cambodia and Sail Cambodia — that offer day- or week-long skippered or bare-boat opportunities from the mainland. But there

was next to nothing on the rules and regs of sailing in on your own boat. We're wondering if anyone has insights on cruising the Cambodian coast and the Gulf of Thailand.

— *latitude* / john 12/12/17

Readers — Shortly after this piece ran in 'Electronic Latitude in mid-December, we received a note from Al Moran, a former Bay Area sailor who lived for a time in Thailand and Cambodia and now makes his home in Viet Nam. Al sailed this area extensively until an aviation accident in 2015 left him partially paralyzed and relegated to a wheelchair. He hasn't sailed since then, "so some of this information might be a bit outdated," he says. He still keeps an interest and weather eye out for maritime goings-on. Here are some highlights from his report (edited for space limitations) on all three countries

bordering the Gulf of Thailand:

Thailand is the most Westernized: fast food joints, 7-Elevens, and armed police everywhere. There are modern marinas with modern services that are easy for Westerners to understand. The clearing-in and clearing-out procedures are also fairly comprehensible, but probably best done with the assistance of a local agent.

I believe a foreign vessel gets six months and needs to post a bond. Not sure of current fees but most costs in Thailand (payable in Thai baht; \$1 US = about 32 baht) are reasonable. There is an immigration office near the marina in Pattaya. Tourist visas are also inexpensive. For longer stays, again, go through an agent.

It's important to keep tabs on the political climates of all these countries in your planning. The recently deceased King Bhumibol Adulyadej was a nautical enthusiast, hence the Phuket King's Cup Regatta (held in early December) over on the Andaman side. He even designed and registered his own class of sailboat. The current monarch is still finding his way, and the country is ruled by the military these days — for how long, who knows? I have personally seen a few coups during my years there.

Cambodia is a kingdom like Thailand, but the government is Communist . . . with a capitalist tinge. The Chinese government is pouring billions into Cambodian infrastructure and politics. They are building warm-weather Chinese beach resorts and casinos at an alarming rate.

In addition to the Chinese tourists, English, European and Australian backpackers and expats are the norm. There are a few of us Yanks there as well. The food is great, and you will find many Western-style restaurants.

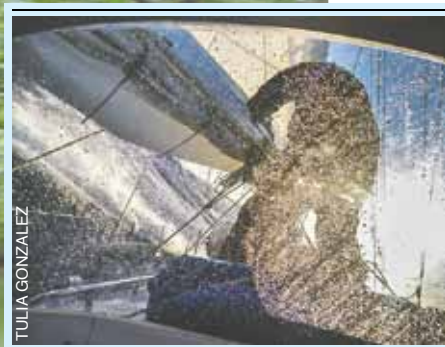
The cost of living in Cambodia is the most inexpensive in the region. The local currency is the riel (\$1 US = 4,000 riel), although the dollar is common currency (available at all ATMs). You can obtain an inexpensive visa and stay as long as you

In Cambodia, 'longtails' are common, but despite near-perfect sailing conditions, sailboats are rare.



LATITUDE / JOHN

IN LATITUDES



TULIA GONZALEZ

dream I would pursue that, months later back in Mexico, I packed my bags, told my mother I would come back in a couple of months, and took off to Puerto Vallarta.

I would not see her again for almost three years.

In Puerto Vallarta, I registered on a website that matches sailors seeking crew with people looking for boats. Here I met Paul 'Pablo' Moore, who owned an Ohlson 38 called *Romany Star*. Pablo is an American sailor with such an interesting life story and 25 years of sailing

experience. His crew had gone home and he needed help going through Cabo Corrientes. I came aboard for the first time, and learned the very basics of sailing. Soon, I sailed overnight (also for the first time in my life), with 20 knots of wind. Pablo was proud of my ability to sleep when the boat was flying over two-meter waves. He said if I could do that, I was capable of living and traveling on any sailboat.

At the dock at La Cruz, Pablo gave me some advice on finding another boat. I was already putting notes on the boards in the Marina and searching websites. He suggested writing a short script and reading it during the morning Net. When he asked to hear what I had come up with, the conversation went like this:

"Hello, I am Tulia Gonzalez, looking for a boat sailing to South America . . ."

Pablo interrupted. "Why you don't add 'South Pacific?' the season is coming and many boats are heading in that direction."

I had no clue what adding South Pacific meant or how far it was. But I added it.

When my little broadcast finished, the VHF came alive: "*Romany Star, Romany Star*, this is *En Pointe*, over."

In addition to learning the finer points of sailing aboard 'En Pointe,' Tulia also learned to play the guitar.



TOM VAN DYKE

Above: Tulia Gonzalez explores French Polynesia. Upper right, stormy sailing on 'Romany Star'. Upper left, 'Romany Star' in Banderas Bay (above) and 'En Pointe' in Puerto Vallarta.

Various Boats

Tulia Gonzalez

In Praise of Mexican Crew

Mexico City

Every sailor dreams about sailing to the South Seas. But what if the dream actually finds *you*, and not the other way around? That's what happened to me. One moment I was a total sailing novice, the next I was untying *En Pointe's* docklines in Puerto Vallarta to start a nonstop, almost 4,000-mile voyage across the Pacific.

Exactly how I got into sailing is a mystery that remains unsolved. I'm from the very center of Mexico — the state of Guanajuato — where most of my first 23 years were spent a safe 300 miles away from the shorelines of the Pacific. Even during my semester at UCSF in the Bay Area, I barely noticed sailboats in the distance.

In 2012, when I was 25, I was working at the World Health Organization in Geneva. I

thought that so many great achievements in public health and research were going to come. Politics, both inside and outside the organization, soon made me think otherwise.

It wasn't that I was totally disillusioned with the Western health system. I just felt I needed to step aside for awhile to reconsider the world, the idea of 'success' and the direction of my life. So I quit the job and headed out to see more of Europe. In Prague, after having dinner with friends, it came to me — I will sail the world! And I will start by watching YouTube tutorials!

I can't explain how or why this decision happened that night. It was as though the idea of sailing came flying around the dinner table and found me. But there I was, fully welcoming this idea of the risky unknown with an open heart.

I had never sailed before. That did not slow me down. I was so certain this was the

CHANGES

MEXICANS AS CREW

Not every Mexican sailor is Ramón Carlin, the "casual" sailor (as the New York Times called him) who won the first Whitbread Round the World Race. However, I feel Mexicans have certain personality traits that make them good crew.

First, food. We might not all be good cooks, but food is second nature to Mexicans. We love to talk about food, plan gatherings around food, show love with food. I believe Mexicans have an above-average sense of what tastes good, and it would be difficult to find a Mexican who doesn't know at least the basics of good cooking.

Mexicans are resourceful and hardworking. We like to smile, and we come already "pre-tanned." We are not overly fussy about personal space, and can tolerate minor discomforts like not having hot showers.

Finally, we are used to the unexpected, and used to things not happening swiftly or on time. Paperwork, public transport, repairs — almost all things require patience in Mexico, and we learn it young. Along those same lines, we are open to changes, and we don't really feel deadlines and tight schedules are that important (well, most of the time). Adaptability is part of our DNA, and I believe most skippers will agree that is a great personality trait for any crew to have.

— tulia

Here was Captain Tom answering my call — and the real sailing story began.

En Pointe is a 31-ft Searunner trimaran, and Tom VanDyke is a very talented photojournalist from California. After just a few days of preparation, I was untying

the docklines mentioned earlier. We left Paradise Village Marina on a very windy day in March, 2013. The next day the wind died completely, something that I actually enjoyed — after a rough first night, I appreciated the chance to relax and get

accustomed to the movement. But after a few days of light or no wind, Tom was getting a bit worried about our lack of progress — and all the water and food we were consuming. Our voyage to the South Seas was planned for up to 30 days, so I thought the food wasn't a problem.

We sailed for 27 days into dead calms, little storms, squalls, a shortage of electricity, great meals and tons of amazing sunsets. The silence of the ocean and the lack of distractions served as the perfect place to reconsider all my life. We arrived at Nuku Hiva on a Sunday, and the landfall in the Marquesas was the most amazing thing. By then Captain Tom (a total stranger before we left) had come to be a great friend.

Captain Tom and I went our separate ways in Fiji, he to Australia and me to New Zealand on the Lagoon 47 *Miss Goodnight* with Franz, Svetlana and their two young children. I ended up spending months on the boat as both crew and nanny. There were other boats, other harbors and other friends. I wrote daily and have edited those writings into a book.

Sailing the Pacific has changed me. I had

Your Boatyard in the Heart of Paradise

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Large, fenced, secure dry storage area



Professional boatyard in the heart of Paradise

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



Raiatea Carenage will make sure paradise is everything you expected.

Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 40 600-545 ~ Fax: (689) 40 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

Facebook : Chantier Naval Raiatea Carenage

read and heard this sort of thing before, but now I understand. We are no longer the same person after all those islands and experiences, all those friends and adventures, all those mangos and coconuts, bonfires and beautiful people. We look back, trying to remember and hold on to all that we were, but it vanishes, little by little. What remains is the feeling of freedom, and the sense of really knowing yourself when you are away from all the distractions of the shore.

Many things changed for me after my sea travels. I changed the focus of my work (to anthropology). I met my partner, Luz Savinon, while in New Zealand, and we are currently in the mid-stages of building a house by the Teotihuacan pyramids near Mexico City.

Luz and I finally came up to San Diego last October for the Baja Ha-Ha on Terry Raven's Oceanis 50 *Sweptaway*. The ride down was quite rough and cold, with 25 knots most of the way to Turtle Bay. This was the first cruising experience for Luz! However, the days after that were beautiful and seemed easy in comparison. We skipped Bahia Santa Maria and sailed di-

rectly to Los Cabos, then kept going in an 11-day journey to La Paz.

We look forward to our next sailing adventure!

— *tulia* 12/7/17

Cruise Notes

Ian and Karin Deas of Walnut Creek spent the summer sailing the Mediterranean aboard their Hanse 445 **True Blue**. Ian reports more yacht traffic in the Western Med, likely due to the political climate in Turkey and points east. They are wintering over in Palma de Mallorca, and plan to do more cruising in the Med this summer. In September, they'll head to the Canaries, then cross over to the Caribbean sometime in early 2019.

For the last 16 years, England's Philip James has kept his Leopard 45 cat



NANCY TOMPKINS

We are happy to note that Nancy and Commodore Tompkins are in the final stages of refurbishing their Wylie 39 'Flashgirl' at KKMI. You may recall that the boat was struck by lightning while at anchor in Hawaii in July 2016. They hope to get back cruising soon.

Tsabalok (Bantu for 'he who travels without a destination') at his waterfront home on a lagoon in Panama near the San Blas Islands. The boat and home are now up for sale. Thinking of cruising this area? Phil highly recommended **The Panama Cruising Guide**, now in its fifth edition, for its aerial photos and detailed cruising insights. The Guide is about \$50 at **Landfall Navigation**.

"This year, cruisers in Barra are joining forces with the local residents for the Second Annual **Barra de Navidad Mexican Fiesta**," writes Pat McIntosh of the Cheoy Lee 35 **Encore**. The Fi-

esta, which raises money to aid local school programs, is slated for the weekend of February 16-18 — the dates chosen to coincide with sailors heading north after



To find the best watermaker for you, call us at

415-526-2780

or to explore our energy-efficient and quiet watermakers visit

www.spectrawatermakers.com



"Spectra's most energy-conserving watermaker—the PowerSurvivor40E, drawing only 4 amps—will allow us to be completely self-sufficient aboard Celeste. We'll no longer have to depend solely on water from shore or on rain catchment, and we'll still be able to generate the electricity we need with our solar panels."

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

Shop for your Spectra Watermaker at:



www.emeraldharbormarine.com
206-285-3632
Seattle, WA



www.svendsens.com
510-522-2886
Alameda, CA



www.swedishmarine.com
510-234-9566
Richmond, CA



www.outboundyachtservices.com
949-488-0652
Dana Point, CA



www.seatechmarineproducts.com
619-222-9613
San Diego, CA

CHANGES



PAT MCINTOSH

Cruisers in Barra enjoy "an afternoon break from chores" aboard Pat and Carole McIntosh's Cheoy Lee 35 'Encore.'

SailFest in Zihuatanejo the week before. As well as a wide range of culinary delights ashore, this year's Fiesta will include a boat parade, and boat rides provided by who else? — cruisers.

The sailing part of the event will take place on Friday, February 16, on beautiful **Christmas Bay**, between Barra and Melaque. It will be similar to the annual boat parade that has been part of SailFest since that event started in 2002. "We're

hoping the boat rides will be particularly fun for local residents and other land-based visitors who have watched boats come and go, but have never seen Barra from the water," says McIntosh. "It will also provide cruisers with an opportunity to give something back to the local community that has welcomed us warmly for so many years."

For more information, contact **Pat McIntosh** (Ha-Ha class of '06) at cruisingnotes@yahoo.com

Speaking of SailFest at Z-Town, festivities for the 17th annual event are scheduled to kick off on Monday, February 5, and run through Sunday the 11th. We encourage any cruisers in the area to take part. For a little perspective on how events like this benefit local communities, here's an abbreviated rundown from www.zihuasailfest.com. Since 2002, nearly 5,000 young scholars have benefited from the annual **Zihua SailFest**. In partnership

with the local community, some 102 classrooms, playgrounds and other facilities for disadvantaged children have been built at more than 30 schools — including 14 brand-new schools.

SailFest 2016 raised 1,394,000 pesos (\$73,000). Local and international Rotary Clubs contributed an additional \$44,250 in support of SailFest's vision of providing an educational opportunity to all of Zihuatanejo's children, regardless of income level or social status. More than 100 scholarships have been awarded to deserving teachers and other educators.

Carol's Beans & Rice program (co-funded by our sister foundation, Los Niños, Inc. in the US) fed more than 30,000 nutritious meals to the very poorest of our students who would otherwise go hungry. Grade point averages increased dramatically.

The State Secretary of Education has declared that the Zihua SailFest is the most successful educational fundraiser in Guerrero. Our Municipal Director of Education estimates that approximately 2,500 disadvantaged children are attending school each year because of the cruisers' dedication to Zihua's bright-eyed

After hours pick up and a off available.



Specializing in Sail Repair.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
 Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

BEST COVERAGE

MARINE INSURANCE

For active cruising and coastal boats world-wide including Mexico, Hawaii, South Pacific and the Caribbean Sea.



CALL

(800) 866-8906

or visit

www.bluewaterins.com

Get a Quote – It's Worth It!

BLUE WATER INSURANCE

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour.

Reconditioned by Katadyn **\$1050**

Also available:

New Katadyn Survivor 35: \$2195

New Katadyn Survivor 40-E: \$3695

New Katadyn Survivor 80-E: \$4695



EQUIPMENT PARTS SALES

In the U.S.: (800) 417-2279 • Outside the U.S.: (717) 896-9110

email: rod@equipmentpartssales.com



MARINA DE LA PAZ

FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

Located Downtown • Protective piling & sheetpile breakwater
 Hardwood docks • Plug-in Internet • Cruisers' clubhouse
 Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646
 email: marinalapaz@prodigy.net.mx
www.marinalapaz.com
 Apdo. Postal 290, La Paz, 23000
 Baja California Sur, Mexico

young scholars.

Webb Chiles' plans have changed. The 76-year old sailor and author is still looking to complete his, ahem, **sixth circumnavigation** — this latest one aboard his Moore 24, **Gannet**. It just won't be this year. I had originally planned to head for Panama this spring," he writes from Marathon, Florida. "Then to San Diego to complete the circumnavigation I began in May 2014. I have now decided to defer sailing for Panama and San Diego until 2019."

Why? He and wife Carol are buying a waterfront condo on South Carolina's Hilton Head Island, and, says Chiles, "The process has been excruciatingly drawn out.

"Hilton Head is not my first choice for what is likely my last land home," he continues. "**New Zealand's Bay of Islands** is, but immigration rules prohibit my living there permanently. Hilton Head is too hot in the summer, has the occasional alligator walk across a golf course, and is subject to hurricanes, but it has serene beauty and many virtues, among them that I might integrate my wife and my boat."

So later this month, he'll sail from Marathon to the **Skull Creek Marina** (right



Webb Chiles departs San Diego in 'Gannet' in 2016.

outside the condo's balcony), where the boat will live for the next year while they undertake renovations for the condo.

Why doesn't Chiles just stop now? "While it makes no economic sense to sail from Hilton Head to San Diego via Panama, and then spend thousands to truck her

back across the country, that is the plan. The annual contract for the Skull Creek Marina slip will end on February 1, 2019, consistent with a January departure for Panama.

"There are those who will say that I am through. They may be right. I am 76 years old. I should have been through long, long ago. Everyone else is. But I am not everyone else and I am not yet used up. I have more to do, and it is my firm intention to complete this circumnavigation, time and chance permitting.

"You may recall that there were those who said before I left San Diego that I would quit when I reached Hawaii. That was 22,000 miles ago. I wish you a splendid 2018."

In **Mexico**, a sailboat found itself on the



Webb Chiles is determined to complete #6.

STEVE EARLEY

Puerto Lucia Yacht Club, the gate to the South Pacific

www.puertolucia.com.ec

2900 miles to Marquesas Island

Excellent climate year round, floating docks, fuel, laundry, Mediterranean-style moorings, Wi-Fi, Cruisers Lounge electric and water hook-ups.

Captains can now clear their own vessels. In Ecuador Puerto Lucia Yacht Club will act as liaison with local authorities.

Galapagos At only 500 miles from Puerto Lucia

2,13 S 80,55W

Panama Canal

Quito Guayaquil



50-ton Travelift
Long and short term dry storage. Maintenance and provisioning.



Ecuador has the Best Climate in the World

(Source: International Living, January 2005)

South Pacific Ocean

For Further information: 593-4-2783190 / 593-4-2206154 or email us: marina@puertolucia.com.ec, www.puertolucia.com.ec

CHANGES

reef just north of Punta Mita. We first heard about the boat from our friends on **Alsager** (who snapped the photo on this page). The boat has been identified as **Maluhia**, a 1992 Pacific Seacraft Crealock 37, owned by James Richards. It's not clear how the boat ended up on the rocks. "Some fellow cruisers ran into the owner who had singlehanded the boat," read a blog post on **To Sail or Not to Be**. "[He] seemed to be fine except for a black eye. However, he did go to a hospital to get treated for face injury."

TO SAIL OR NOT TO BE



The 'Maluhia' in a position that makes every sailor sad to see.

"**Modern African pirates** prefer machetes, machine guns and ransoms to cutlasses and parrots," the **Economist** said in a recent blog post. Less than 10 years ago, **Somalia** was the "the center of the maritime-hijacking world," and while most of us associate that piracy with such high-profile cases as the **Maersk Alabama**, a number of cruising sailors were also taken hostage. In 2008, German cruisers Jürgen Kantner and his partner Sabine Merz were held for 52 days in Somalia

"before their captors freed them, reportedly after a six-figure ransom had been paid," according to the *New York Times*. In 2011, Jean and Scott Adam and two of their crew were killed by Somali pirates, and weeks later, a Danish family of five (including three teenagers) were taken hostage.

But things have improved on the Horn of Africa. Once a failed state, Somalia has a new government and enjoys relative

stability (though it certainly faces new challenges with the rise of the terrorist group Al-Shabab).

"But 2017 was not a good year for buccaneers," the *Economist* wrote. "According to the **International Maritime Bureau (IMB)**, which monitors crime at sea, global piracy and robbery at sea dipped to their lowest points in over two decades. So what is happening to Africa's pirates?"

The IMB said that 'only' nine vessels were hijacked off the Somali coast last year, a reduction credited to an im-

provement in regional security, which in turn is credited, in part, to an anti-piracy effort in 2008. While the waters off Eastern Africa are considered to be safer, "The world's seas are getting more dangerous," according to Gerry Northwood, a retired Royal Navy captain who was interviewed by **Yachting Monthly** in 2016.

Current hotspots include Southeast Asia, the eastern Indian Ocean and West Africa, which are considered 'red-light' areas, or places that cruisers should avoid.

OCEAN LIFESTYLE

PRODUCTS AND SERVICES

Baja California - La Paz - Sonora - Guaymas - San Carlos - Sinaloa - Los Mochis - Nayarit - San Blas - Bahía Banderas - La Cruz de Huamantla

SHIPYARD · REPAIR SHOP · MARINE SHOP · SAILBOAT SERVICES · ENGINES

VOLVO PENTA POWER CENTER **KOHLER** **HEMPEL** **SUZUKI**

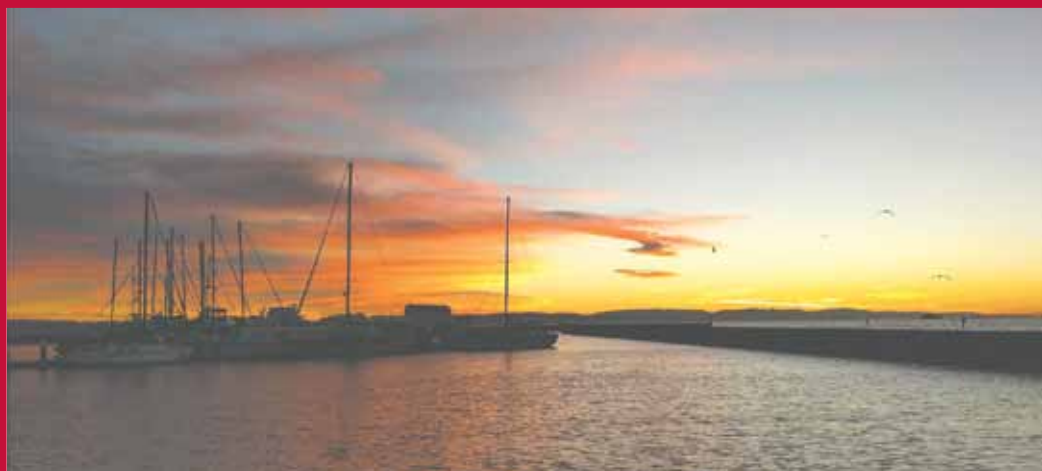
MARINA SAN CARLOS Marina · Dry Storage · Transport · Work-Yard
info@marinasancarlos.com | (622) 226-1061

info@starmarine.mx

STAR MARINE

MX: 01 (622) 226-1725
USA: 011- 52 (622) 226-1725
starmarine.mx | #OceanLifestyle

Brisbane Marina - LOW RATES + amazing LOCATION = your BEST harbor!



FRESH DREDGE – COMPLETED 2016

8' depth in all 75 foot wide fairways and channel

SUPER EASY FREEWAY ACCESS!

Take the Sierra Point Parkway exit from North or Southbound 101

NO TRAFFIC, AMPLE FREE PARKING

Plus Bay Trail bike path, picnic areas, laundry, WiFi, CALTRAIN shuttle

GREAT RATES!

Starting at \$7.28/foot – and we can accommodate **large CATS** or **100' end ties!**



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us

CABRALES BOATYARD & DRY MARINA

-Family owned since 1946-

Best Hurricane Protection In The Sea Of Cortes!



Full service boat yard uniquely located outside of the hurricane belt, near the Colorado River Delta

Puerto Peñasco Sonora, a two daysail from San Carlos
Just 60 miles south of the border

ASTILLEROS
CABRALES
Est. 1946

Space is limited, call for a reservation
(638)112-0204

scabrales@cabralescorp.com
Recinto Portuario 91-A, Puerto Peñasco, Son. Mexico
www.rockypointboatyard.com

www.hydrovane.com/true-stories



C2409

FEEL THE FREEDOM

With Hydrovane: Your Independent Self Steering Windvane AND Emergency Rudder

- ★ Your best crew ...steers 24/7
- ★ Have confidence for all scenarios
- ★ Install off center, with davits & gear



MID ATLANTIC, OVNI 395's
ODE TO JANE

"My name is Jane,
I'm a Hydrovane
I steer night and day
and don't complain.
Come wax or wane,
Sunshine or rain,
It's all the same, to Jane..."

★ **HYDROVANE** ★
STEERING THE DREAM

Classy Classifieds

PERSONAL ADS

1-40 words **\$40**
 41-80 words **\$65**
 81-120 words (max)... **\$90**
 Photo..... **\$30**

• Personal Advertising Only •
 No business or promo ads except
 Non-Profit, Job Op, Business Op

BUSINESS ADS

\$70 for 40 Words Max

• All Promotional Advertising •
 One boat per broker, per issue.

Logo OK, but no photos/reversals.
 Artwork subject to editor approval.
 Biz ads will not appear on website.

Here's What To Do:

Write your ad. Indicate category. Remember to put price and contact info.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary. You can mail your ad with check or money order, or...

For the best – and most exposure – of your classified ad...

Submit your ad safely online with Visa, MasterCard or AmEx at:
www.latitude38.com

DEADLINE is ALWAYS the 15th at 5pm

Latitude 38 • 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within 2 or 3 days of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

DINGHIES, LIFERAFTS AND ROWBOATS



10-FT WEST MARINE RIB 310. And 4hp Yamaha, 2009. Livermore/Alameda. \$1,750. Solid FRP rigid floor PVC inflatable dinghy. Stored indoors, used 10 times. 4hp Yamaha 4-stroke engine, professionally serviced. Contact (510) 812-2761 or Gwsparr2@gmail.com.



16-FT MONTGOMERY PANTHER, 1976. Fresno. \$800. Very fast, very rare. 23'6" stick, 6'11" beam. 138 sq ft sails (main and jib). Spinnaker included. Custom mahogany woodwork. New lines and sheets. Trailer included. Needs some glass work. (559) 287-3383 or menuimi@aol.com.



10-FT WALKER BAY, 2002. Rocklin. \$2,400. New sail kit and tubes, 6hp 4-stroke Tohatsu. Excellent condition, perfect tender. See West Marine catalog, \$4,900 new cost. Contact (916) 749-2878 or mgenejones@gmail.com.



24 FEET & UNDER



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.



14-FT TWO LASERS ON TRAILER. San Carlos. \$1,900/obo. Two older Lasers, '74, '77 on a Magic Tilt trailer. Two sails and all the spars and rigging. One is in good shape, one's a little tired but both are fun, the kids loved them. Trailer is great, just brought it back from Tahoe. Email mgrealish@comcast.net.



20-FT SCHOCK HARBOR 20. Eugene, Oregon. \$14,900/obo. This is a well-built, modern-keeled daysailer equipped with a class main and self-tacking jib. It is perfect for pleasure daysailing with 8 or for Class racing by 2. It is a sweet-sailing boat with a modern, fast underbody and is easily handled with nothing more than a mainsheet. The boat includes a custom-built trailer and a 4hp, 4-cycle Yamaha OB. View more photos on website provided: <http://photos.app.goo.gl/yqNeg-Pc2f6g532jP2>. Contact (541) 953-4989, (541) 342-8540 or jlfeugene@gmail.com.

23-FT AQUARIUS, \$250. Needs deck hardware, electric wiring, pop-top hardware. Fiberglass hull and deck are OK. Will deliver in California. (530) 410-1199.

21-FT SEA PEARL, 2000. Sacramento. \$10,000. Cat ketch sailboat. Good sails with battens, leeboards, oars, 2hp OB, Bruce anchor, line, main cockpit tent, running lights, compass, trailer, boat cover. (916) 712-9898.



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
 USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net

NEW ENGLAND MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
 Local closing facility for brokers or private transactions

Visit us on the web! www.nemarinetitle.com

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

EXPERT MARINE SURVEYOR Capt. ALAN HUGENOT

Alan@captainhugenot.com • (415) 531-6172

NAVAL ARCHITECT & MARINE ENGINEER - MASTER IN SAIL

ACCREDITED MARINE SURVEYOR (SAMS accredited Oct. 2004)

SNAME-ABYC-NFPA • ACCEPTS ALL CREDIT CARDS





24-FT MOORE, 1980. Monterey. \$22,000. Hull 52, always dry sailed, full refit, deck replaced, all new hardware, 2-speed winches, recessed self-tacking traveler, custom Barney post, flush mount hatch, new Lewmar deck hatch, faired hull, original white gel coat on hull, repainted interior, good sails and trailer. Contact (831) 402-5708 or dtemerson52@gmail.com.



25-FT CATALINA 250WB, 2006. Braito's Marina, Clear Lake. \$20,500. Very clean ready to sail. Furling jib, wheel steering, 2009 Nissan extra long shaft 9.8hp OB with electric start, 2014 150% jib, 2012 asymmetrical spinnaker. With trailer. Email codmthree4me@yahoo.com.



30-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 more at http://sailboatdata.com/viewrecord.asp?class_id=160. Call (415) 425-4300.



30-FT PEARSON FLYER, 1981. Oxnard. \$8,000. New battery and bottom paint, six good sails. Fun, fast and beautiful. Rates 134 random leg. Frequent racer. Inboard. For more info and photos contact John: wildflyer30913@hotmail.com or (805) 444-2435.

25 TO 28 FEET



25-FT NORDIC FOLKBOAT, 1976. Richmond. \$15,000. Well maintained fiberglass boat. New, low-maintenance aluminum mast. Great sails. Nissan 4-stroke 3.5hp OB with 20 hours. Ready to race. Check out our classified ad and fleet info at: www.sfbayfolkboats.org. Email dvdthmpsn@aol.com.

28-FT ISLANDER, 1976. Belvedere, SFYC. \$7,000/obo. Great beer can racer. Diesel engine. Hood sails in good condition. Bottom stripped to glass and painted in 2015. Interior needs work. (408) 888-4104 or david@evanshouse.org.



26-FT CROTCH ISLAND PINKIE, 1999. Clipper Marina, Sausalito. \$15,000. 26'x8'. Draft 2' board up, 5' down. Cat ketch sprit rig. Spars and sails for junk and gaff rig. Fir on oak frames. Yanmar diesel. Galley and cast iron wood stove heater. A strong, comfortable Bay, Delta, coastal cruiser. (707) 882-3248.



30-FT ETHELLES, #702. \$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 CATALINA TR BS, 1977. Alameda. \$22,000. A performance cruising yacht, upgraded with modern equipment. Universal diesel, 2 AGM batteries, 51A alternator, 100W solar, electrical, Strong Track, main and 2 jibs, rigid boom vang, whisker pole on mast, ST Lewmar jib and spin winches, dodger with connector to bimini, standing rigging and lifelines, tiller and rudder, Garmin 541 chartplotter, Autohelm 2000, FW pressure system, Nova Kool refrigerator, Sony stereo, oiled teak throughout. See photos on Craigslist. (510) 289-7818 or krrivee@gmail.com.



28-FT COLUMBIA, 1969. Richmond Yacht Club. \$1,400. A nice example of an enduring William Crealock design, *El Retiro* has good interior volume, with aspects, including an AC dehumidifier and refrigerator, that make this boat a good option for a small but capable liveaboard. Fin keel, spade rudder, wheel steering. She has a main and a self-tacking jib. When the wind is light, there is a working Atomic 4 gas inboard. Interior space includes a V-berth forepeak, a salon dinette which converts into a double, and two quarter berths. Could use some TLC, which is reflected in the price. Contact Tim: rycfoundation@gmail.com or (510) 331-7899.

29 TO 31 FEET



30-FT NEWPORT 30 II, 1978. Richmond. \$23,500. \$3,000 price reduction! Well maintained and continuously upgraded. \$30,000 invested in the last 3 years. A great racer/cruiser setup to race singlehanded or with crew in the Bay and ocean, or cruise the coast, Bay and Delta with your family. Great liveaboard. 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 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@intensiventrution.com.

32 TO 35 FEET



35-FT ROBB, 1963. Coyote Point Marina, San Mateo, CA. \$21,500. Teak planked Cheoy Lee, full-thickness teak decks all in excellent condition. Hauled July 2016 for bottom, topside, mast repainting and new mast wiring. Reliable Albin AD-21 diesel. Santa Cruz main with Hood 100% & 135% jibs all in good condition. Spinnaker fair. 2-speed self-tailing Andersen winches. New tiller pilot, DSC VHF. Inflatable dinghy. Two-year-old full boat cover. Hauled regularly, well maintained. Must see. Documented. (650) 223-9395 or contact@pontduvin.net.



30-FT CATALINA CAPRI, 1985. San Diego. \$10,500. Boat is well maintained, new bottom paint Feb. 2017. Fun fast boat, easy to sail. Set up for offshore single/doublehanded sailing. Singlehanded TransPac Vet. (2014-2016). Lots of upgrades and equipment. Email for a full detail list: barry19872000@yahoo.com.



DAVE'S DIVING SERVICE
Serving Southern Marin Since 1984

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries • Fully Insured and Marina Recommended
(415) 331-3612 • davesdivingservice@gmail.com



VESSEL MOVING

No ocean too big, no trip too small, no ship too large, no mast too tall.
Sail or power, we move them all! When you are ready give us a call.
Professional Service • cappytom@aol.com • (206) 390-1596

RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.
~ Problem solving and discount mail order since 1984 ~
www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.
Serving the San Francisco Bay and Delta.
RSharpe@SharpeSurveying.com • (510) 337-0706

35-FT J/105, 1998. Sausalito, Clipper Yacht Harbor. \$73,000. *Risk*, Hull #198. New standing rigging, repainted mast/boom, bottom job all completed in 2017. Race-ready and past fleet champion. Well maintained boat. (415) 297-0794 or jfwoodley@yahoo.com.



33-FT SOVEREL, 1983. Clear Lake Riviera. \$15,000. Clean Sovarel Florida-built, 6.6 Yanmar. On 2-axle trailer, clean/bottom paint ready. Fast fun. Full set of sails. Everything works, lowest price on market, health forces sale. Text for photos. (510) 693-0332 or philip.flovett@gmail.com.



33-FT BORRESEN. BB 10 Meter sailboat, 1982. San Diego. \$24,750. Fun family Danish daysailer/competitive PHRF racer. Roller furler, Upgraded boom. Running backstays. 8 winches. Saildrive, Copper-coat bottom paint. Trailer sold separately. (858) 270-4609 or pipewheezer@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 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.



34-FT SAN JUAN, 1981. Monterey. \$26,500. Fast, comfortable, safe, and ready to go. Well maintained by knowledgeable owner. Call or email for more information. Contact (831) 277-5602 or kaveinga@sbcglobal.net.



35-FT J/35, 1993. Long Beach, CA. \$48,500. Bathtub cockpit, newly painted mast. Great sail inventory, Harken three-speed primary winches, two-burner stove with oven. Pressure water, nice interior, 2 jumbos on mast. 72 PHRF. Contact (714) 403-2042 or E.mcclure@sbcglobal.net.



RIVAL 32 MK III, 1975. Alameda. \$19,000. Price reduced! 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. Call (866) 333-1138.



35-FT ROBB, 1961. Shelter Bay Marina, Panama. Present owners present copper rivet-fast paint. Mitsubishi maintained. Haulout, new bottom paint and cutlass bearing, November 2017.

36 TO 39 FEET



38-FT MORGAN 383, 1982. Sausalito. \$39,500. Classic yacht equipped for racing or bluewater sailing, yet comfortable for leisurely cruising and entertaining. Stout construction for safety. Sails well under all conditions. Meticulously maintained. Polished wood interiors, new cushions and canvas, beautiful brightwork. New standing rigging, newer sails, rigged for shorthanded sailing. Refurbished Perkins 50hp diesel engine. Upgrades include a state-of-the-art GPS/radar chartplotter and navigation system, refrigeration, stainless steel portlights, electric head, large battery power system with new batteries. Optional Offshore Safety Package, including emergency rudder, EPIRB, life raft, storm sails, etc. Berthed in Sausalito (slip available). Owner will deliver to any port in California. (916) 541-6607 or doug@dmahone.com.

39-FT FREYA, 1985. Morro Bay. \$85,000. Solid world cruiser, loaded. Beautiful interior. For photos, see FB link: www.facebook.com/Sailing-with-Laughter-1460745737303673. Contact Patrick: svlaughter@aol.com or (831) 238-5697.



36-FT ISLANDER FREEPORT. Plan B interior, 1980. Marina Bay Yacht Harbor, Richmond, CA. \$65,500. Will consider financing. This unique beauty is the perfect liveaboard and ready to sail to Baja, MX. *Camelot* has a brand-new Volvo diesel engine, fully equipped kitchen, head big enough for two, lots of navigation equipment, autopilot, radio, stereo, both sails are furling plus two additional sails hardly used. New batteries and new water heater. Queen-size berth, plus ability to sleep 4 in a master-size bed in the cabin. Recently re-finished rails on deck and re-caulked chainplates. See <http://sfbay.craigslist.org/nby/boa/d/beautiful-36-islander/6423335347.html>. Contact (415) 515-2774, (415) 221-2653 or neahanscomb@comcast.net.



36-FT CATALINA 350, 2003. Marina Bay Yacht Harbor. \$118,000. New aSeries Raymarine radar, color chartplotter and Tridata, thermal sonar included. Schaefer in-boom furler with full-batten main, Harken 2-speed electric winch, 125 gnoa, Dutchman boom brake, Universal MB 35 diesel, 395 hrs well maintained with log, maintenance-free AGM batteries, fully equipped galley, dodger, bimini, Magma BBQ, flat screen TV, stereo, Zodiac, 4hp Yamaha. Ready to sail and enjoy. Contact (775) 233-7082, (775) 233-5502 or deniseandwyatt@att.net.

37-FT NANTAI, 1978. Rio Vista, CA. \$20,000/obo. Health forces sale. Original mast, standing, and running rigging. Volvo Penta MD17C runs perfect 100 hrs. Lam sails. Sloop rig. Boat is in good, sound shape. Needs some brightwork is all. Please be serious if you contact me, no tire kickers. Call or contact for pictures. (916) 776-1378, (916) 776-1836 or jowen1@frontiernet.net.



37-FT TARTAN, 2000. Port Ludlow, Washington. \$148,500. Gorgeous Tim Jackett-designed cruiser in excellent condition. Professionally maintained. Tan deck and canvas over dark blue hull. Spacious interior with cherry cabinets and lockers over teak and holly sole. Yanmar 40-horse auxiliary. For photos and specifications, inquire at: (360) 931-5546 or svblackacre@gmail.com.



37-FT HUNTER 376, 1997. San Rafael. \$74,000. Well maintained. Instrument upgrades, new standing rigging 2011, two mainsails, approx. 900 hours, electric winch and windlass, AIS, 8D house batteries, inverter, bimini, new water heater, Raritan head, teak covers. Email serenisea@comcast.net.



Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net

STEVE'S MARINE SERVICES

MARINE SURVEYOR SAMS • ABYC

Consulting • Project Management

Serving the Bay Area Since 1980

(415) 497-9078 • steve.surveys.sf@gmail.com



BOAT WORK & CAPTAINING

Detailing, repair and maintenance including brightwork and waxing by two experienced sailors and boat owners. Engine troubleshooting/repair. Licensed 50-Ton Master captain for deliveries or boating. Free 30 minute consultation.
www.spiritmarineservices.com • sdavid12311@gmail.com • (910) 274-4884



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons.

Includes fresh water flush and a packet of treatment.

20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com



36-FT SOVEREL, 1982. Sausalito. \$25,000/obo. *Flying Tiger* has been well loved as an active charter boat on SF Bay. Custom built for Mark Sovarel's father. New custom rudder (2017), replaced Yanmar diesel, stove, rod rigging, roller furler, Autohelm, tiller, new refrigeration, updated wiring, re-bedded keel and re-built floor stringers. Solid Bay cruiser with racing pedigree. I have owned her for 23 years and have bought another boat. (650) 492-0681 or captkirk@sfbaysail.com.



TAYANA 37 MK II, 1986. Puerto Vallarta, MX. \$87,500. Beautiful, strong, maintained, fully equipped sailboat. Furuno plotter/radar, autopilot, water-maker, Yanmar, Racor, Dickinson heater, inflatable, Winslow life raft, solar panels, VHF, AGM, roller furling, dodger, cockpit cushions. (415) 385-2135.

40 TO 50 FEET



41-FT ISLANDER FREEPORT, 1975. Sausalito. \$75,000. Factory hard dodger. Spacious comfortable liveaboard in Sausalito for the last ten 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://phillittercpa.com>. Contact (707) 481-0984 or philr@sonic.net.



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 liferaft, Benmar autopilot and Monitor vane steering. Contact (650) 766-1894 or svwispern@sonic.net.



48-FT GERMAN FRERS KETCH, 1983. San Diego. \$159,000. Strong, fast cruising ketch in good condition. Electric winches, boom furling, bow thruster, new 110 Yanmar and much more. Many new items, and more. Contact (360) 431-8805 or pthnirvana@gmail.com.



47-FT CUSTOM PERFORMANCE. Cruiser, 1983. Bodega Bay, CA. \$175,000. Gary Mull design. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. See <http://muchogustosailing.wordpress.com>. (925) 948-5613 or ed.witts@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. Contact (559) 683-4837 or j-nick@sti.net.



41-FT GARDEN DESIGN, 2013. Long Beach. \$49,000/obo. This is NOT a fixer upper! All glass full keel ketch with all modern equipment equipped to sail anywhere. Stable pilothouse sailed single-handed 4000 miles by 74-year-old owner. 800hrs on factory rebuilt engine, 150gal fuel and water. Surveyed 2013 for 90k. Now 76 must sell. A bargain at 49k, slip the lines and head out. (562) 243-0773 or bobobrien09@yahoo.com.



42-FT HUNTER PASSAGE, 1993. Cabrillo, Long Beach. \$99,500/obo. Unique one-of-a-kind cruise-ready. Very motivated seller. Owner spent 15 years perfecting this boat. 20GPH watermaker, dive compressor, custom bedding, UHF/VHF, custom helm repeater electronics. Too much to list, must see to appreciate the value of the add-ons. Will consider reasonable offers. Not that it reflects much upon her current value, but we have over \$550,000 invested (I can't believe it!); asking all reasonable offers considered. If you want a pristine, actual cruise-ready boat, with the expertise of two avid sailors who will show you how to avoid the usual cruising pitfalls, look no further. See <http://sv-marilyn.com>. Contact (949) 254-4300, (949) 307-3901 or skykingtwo@gmail.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.



44-FT NORSEMAN 447, 1984. San Carlos/La Paz, Mexico. \$158,000. Exceptional aft cockpit that has been continuously updated. Fully vetted systems in a vessel that looks new and can take you anywhere. Details on website: www.svmeridien.com. Contact (206) 790-1288 or svmeridien@yahoo.com.



41-FT MORGAN OI, 1973. \$35,000. Currently in the Sea of Cortez. In good working order, ready for cruising. Contact Ed: teunisvanos@gmail.com or (619) 400-3906.

40-FT CHOATE, 1979. Puerto Chiapas, MX. \$10,000/obo. Volvo diesel needs work. Lots of cruising equipment. Hauled out in southern Mexico. For more email donaldstier@gmail.com.



44-FT KELLY PETERSON, 1979. Mazatlan, Mexico. \$112,000. *Donna Rose*. 7 sails. Full list of equipment and maintenance records upon request. Located Mazatlan, Mexico. Contact Captain Rick: captnick@hotmail.com.

43-FT CREALOCK/WESTSAIL 43, 1976. Langkawi, Malaysia. \$95,000. *Cuchara* is a spectacular cruising yacht for a couple. Her artist owners completely built a new boat in 2000. Nothing factory about this boat. Her teak and bamboo interior was featured in *Cruising World*. www.westsail.com/forsale/cuchara.htm. (415) 497-1765 or warrenandrobbin@hotmail.com.



40-FT SPARKMAN & STEPHENS. Center Cockpit Ketch, 1974. Sausalito. \$89,000. 80hp Westerbeke diesel engine, three new 8D batteries, autopilot, spacious solid teak interior, raised teak and holly soles, headroom, stove, refrigerator, 2 heads. Great cruiser and liveaboard. Excellent condition. (415) 383-1995.



40-FT ACKERMAN NEWPORTER, 1957. SF Bay - Emery Cove. \$46,000. Legendary stout and stiff full-keel go-anywhere pilothouse cruiser. Convertible dinette in pilothouse, updated main salon, galley. Fiberglass over mahogany with oak frames. Beautiful teak cap and taffrail, new Ballenger spars and standing rigging, fresh main and mizzen sails, Perkins 50, full electronics, pressure water, Raritan freshwater head. New prop, shaft, and packing gland. Livingston dinghy with Honda 4-stroke OB. (415) 302-2324 or swen1@msn.com.



MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.

(415) 763-9070

BEAUTIFUL BLUE-HULLED SLOOP-RIGGED SAILBOAT AVAILABLE FOR CHARTER OUT OF SAN PEDRO, CA

Two fresh water heads and 2 berths. Fully equipped for coastal sailing. \$600/day. Captain/food services available.

Please Contact Peter Geuther (310) 923-1845 to Inquire

OFFSHORE PAGESMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tare III*, drawing on their combined 658,000 miles and 81 years of experience.

www.mahina.com • (360) 378-6131

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting

Reasonable Rates • (415) 377-3770 • References Available



44-FT EDSON SCHOCK, 1956. Alameda, CA. \$65,000. *Lydia* was built by Chapman in Costa Mesa, California. Same owner for past 17 years. Wood construction. Mercedes diesel. New mast and rigging, 2007. Master Mariner Regatta winner. Complete maintenance records available. Ask for Bob. (510) 589-2609, (714) 322-1667 or bobhanelt@aol.com.

53-FT SANTA CRUZ 52, 1994. Richmond Marina Bay. \$359,000. SC52 #6 *Prufrock* (née *Ariel*). Tall carbon mast. Email Jim for copy of recent survey and other info. Email jrfreeland@msn.com.



65-FT CUSTOM CUTTER, 1989. Ft Pierce, FL. \$298,000. Safe, comfortable, fast around-the-world head-turner. 4 staterooms, 2 heads, huge galley saloon for entertaining. Easily singlehanded, 4 waterproof bulkheads, utmost safety. We chartered this boat in the BVI and Bahamas 8 years, income \$200,000+ most years. Recent hurricanes sank many charter boats. There should be real opportunity if interested in chartering. Sound, safe vessel needs some TLC. Great family circumnavigator. See more at <http://1stclassyachts.com/sy/aloahamalolo>. Contact (772) 626-9498 or captainericmail@gmail.com.



50-FT GRAINGER 480, 2006. Marina Palmira, La Paz, Mexico. \$575,000. *Taj* is a custom catamaran professionally built in Port Townsend, Washington, to the plans of Australian designer Tony Grainger. She is thoroughly equipped, maintained, and ready for the South Pacific. Lying Marina Palmira, La Paz, Mexico. See more at www.catamarantaj.com or email in.the.wind@icloud.com.



40-FT MERIDIAN 368, 2006. We are offering 6 individuals an opportunity to own this yacht for \$29,850 per share with a monthly expense of \$149. In addition, shareholders have access to the yacht for 56 days out of the year. The yacht is located at the Channel Islands Harbor and comes with 2 master bedrooms, 2 full bathrooms, a kitchen and a lot of space (which could be equivalent to a small oceanfront house). Shareholders will have access to the Yacht Club, which has a 3000-sq-ft clubhouse, a saltwater pool, Jacuzzi, gym, sauna, kitchen, an outside patio for barbecue and many great areas with ocean views. If you have any questions, contact me. (818) 370-8145 or gsaretsian@gmail.com.

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. Contact (604) 358-8968, (604) 354-5090 or westbynorth@gmail.com.



51-FT FORMOSA KETCH, 1977. Puerto Vallarta, Mexico. \$45,000. Thick fiberglass hull, fiberglass deck. Ford 120 diesel engine in excellent condition. Interior much improved over original with midship galley below deck, large salon, aft cabin with king size bed. Teak and mahogany throughout. Great liveaboard. Needs main mast replaced, cabin wood and systems repaired. Price will increase pending restoration process. Please inquire for additional photos and information. (209) 304-4193 or dr.lrichards@hotmail.com.

55-FT JEANNEAU, 1994. Brisbane Marina. \$139,000. 3-cabin Sun Odyssey. New foam core decks, 8hp OB, inflatable, autopilot, new thru-hulls, bottom KKM1 2016, clean and well maintained for 12 years by owner. Brokers welcome. Email or text: harold.b.lott@gmail.com or (408) 687-0677.

CLASSIC BOATS



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



36-FT PDQ 36, 1989. Sea of Cortez. \$92,000. PDQ36 sailing catamaran, out-fitted for cruising with watermaker, SSB, solar, 9.5-ft RIB with new OB. Ready to go. See <http://hardwil.wixsite.com/mysite> or pdq36@fastmail.fm.

POWER & HOUSEBOATS



107-FT ARMY TUGBOAT, 1955. Sausalito Yacht Harbor. \$1,499,000. Price Reduced. 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>. (707) 307-5476 or info@tugboatwatonna.com.



44-FT SAN FRANCISCO TRAWLER. 1979. La Paz, MX. \$95,000. Exceptional trawler fully set up for comfortable cruising. Extensive interior and exterior refit including John Deere engines. For complete specs and photos email. (303) 800-4121 (skype) or (612) 151-5879 (MX). Email mvAMIGA@gmail.com.



35-FT DUFFY, 2000. Seattle, WA. \$195,000. Cat 3126 engine. 1050 hrs. New Garmin electronics, new varnished interior, diesel heat. Super clean. Contact Tom. (206) 714-3445 or tomkappy@msn.com.



27-FT PONTOON WATER TAXI. \$59,000. USCG Approved passenger vessel. Twin Yamaha 50hp low-time motors with hydraulic steering. Covered and enclosed passenger seating. (415) 235-7488 or beech1975@gmail.com.

PARTNERSHIPS

BOAT PARTNER FOR SLIP. South Beach Harbor (A027) in San Francisco. Best offer. Partner wanted with 42- to 50-ft power or sailboat for premier downwind slip (A027) at South Beach Harbor in San Francisco. Cover monthly slip fees, insurance and any taxes. Long-term arrangement available. Minimum 2 years. Contact jackmcdermott1@gmail.com or (415) 314-4218.

Vessel Delivery Services ★ Motor and Sail to 500 tons All Oceans
Reduce unexpected delays and expenses, have your vessel delivered by a Master Mariner and Marine Diesel & Systems Technician. *Licensed & Insured.*
captainstevenphillips.com • (831) 334-5832 • captainstevenphillips@gmail.com



Get the Reliable, Powerful Wheel Pilot
Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption
831-687-0541 www.cptautopilot.com

Custom Boat Lettering

Creative and durable vinyl lettering and artwork. Dependable installation.
alphaboatsue@aol.com
Check out **AlphaboatGraphics** on Facebook!

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT



Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery.
(415) 785-4530 • www.bowyoga.com



SOUTH OF THE BORDER

PROFESSIONAL DELIVERY CAPTAINS.

San Diego-based, USCG Master 100 GT. Sail and power. ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists. More at website: www.yachtdeliverycaptain.com. Contact David. davidhbrotherton@yahoo.com or (619) 913-7834.

USCG LICENSED CAPTAIN. 100 Ton Master Power/Sail, experienced delivery captain. Available for deliveries from Mexican to US waters. Deliveries, instruction, management, charters, fishing. Captain Don Grigg. See <http://captainindomarine.com>. Contact captndon88@gmail.com or (980) 722-1674.



PLAN YOUR MEXICAN GETAWAY NOW.

At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Doña de Mallorca. (415) 269-5165.

GEAR

MISCELLANEOUS GEAR. Sausalito, CA. B744BL Triducer multi-sensor, extended stem length for vessels with steep deadrise or thick wooden hulls, measures speed, depth and temperature. Drill only 1 hole and run only 1 cable; \$150. Square Navtec-17 backstay hydraulic adjuster with 6-throw rebuilt with new seal kit; \$399. Used lines 20 to 100 various pricing of \$20 to \$50. Miscellaneous used sailboat hardware blocks, clutches and cars. (415) 331-3400.

USED SPINNAKER POLES. Sausalito, CA. All pole ends work. Pole #1: 15x3.5 Jaw-to-jaw pole ends; \$350. Pole #2: 17.2x3. One pole end is missing ID-2.75 OD-3; \$175. Pole #3: 16.6x3 Forespar pin-to-jaw pole end fittings; \$275. Pole #4: 13.11x3.5. One pole end is missing ID-3.25 OD-3.5; \$225. Pole #5: 13x3 One pole end is missing ID-2.81 OD-3; \$225. Pole #7: 7.10x3. Reaching strut in good shape; \$100. (415) 331-3400.

USED FURLERS. Sausalito, CA. All furlers can be easily lengthened or shortened; measurements are approximate. Furler #1: 48 Mk1 Unit1 Harken; \$750. Furler #2: 52 B35L Profurl missing drum legs; \$500. Furler #3: 44 Mk3 Unit 1 Harken; \$750. Furler #4: 47 Mk3 Unit 1 Harken; \$750. Furler #7: 60 Mk3 Unit 2 Harken; \$1,000. Furler #8: 45 Mk1 Unit Harken. (415) 331-3400.



ANCHOR RIDER - KELLET. Huntington Beach, CA. \$250 plus shipping (new). I have several new, in-box, Kiwi Anchor Riders from my previous business. They sold retail for \$572 at the boat shows. I need to sell these and get them out of my garage. CAB30 model, works with all-chain, chain and rope and all-rope. For chain sizes up to 1/2 inch and nylon rope up to 1-7/8 inch. They work great to increase the holding power of your anchor. Contact captainrandy@geckoyachtcharters.com or (714) 843-0654.

ELECTRONICS. San Rafael. \$222. Used B&G Zeus 2-12, Raymarine e120 with pod, e80, Ritchie binnacle compass, 24-12v DC/DC converter, Icom 802/at140, Raymarine ST60+ Wind, Tridata, Multi, Simrad AC42, B&G H2000 displays. Email info@farallon.us.

MISCELLANEOUS

LOST VELOCITEK. Sunday, November 29, San Pablo Bay: Blowing 20, ebb tide, spin sheet launched our unmarked Velocitek and the attached white companionway board. Please email: jvetter@vetterlawoffice.com.

CLUBS & MEMBERSHIPS

CLUB NAUTIQUE PASSAGEMAKER. Membership. San Francisco, CA. \$3,200. Passagemaker Membership includes all training from Basic Keelboat through Coastal Passagemaker. I need to sell my membership due to lifestyle changes. Normal retail is \$4,000 and the club is raising prices after the first. \$3,200 is a steal. Contact (916) 308-1858 or brianmaker21@gmail.com.

BYC ANNUAL SWAP MEET. One Seawall Drive, Berkeley. Sunday, April 8, starting 6:00 a.m. Marine flea market, bargains galore. Open house. Tour the Club. Enjoy the view. Space for sellers - \$20. More info on website: www.berkeleyyc.org. Call or email: swapmeet@berkeleyyc.org or (510) 648-9253.

BERTHS & SLIPS



SPECIAL PRICING FOR SLIPS TO 30'. Oakland Yacht Club, Alameda. Come join the fun. We own our harbor. Half price on small slips for a limited time. Membership required. Cruise. Race. Socialize. Schedule a tour today. See more info at www.oaklandyachtclub.net. Call (510) 522-6868.

60' SLIP SANTA BARBARA HARBOR. Marina 1, close to showers. Available now. For more information contact Chuck. (805) 895-5300 or cbkem@mac.com.

80-FT END TIE DOCK FOR SALE. Pier 39. \$100,000/obo. HOA fees are around \$700. Dock B. Draws deepest water in the SF Bay. (415) 604-6076.

CREW

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 658,000 miles and 81 years experience. See more info at www.mahina.com. (360) 378-6131.

PERSONALS

ADVENTUROUS WOMAN WANTED. Seeking adventurous woman for partner in small boat voyaging. Must be physically fit, emotionally stable, intellectually curious. If you appreciate the beauty of nature and want to do something uncommon, I look forward to hearing from you! Email doug.reynolds8@gmail.com.

JOB OPPORTUNITIES

DO YOU KNOW BOAT PARTS? Sausalito, CA. KKMI Sausalito is looking for a boat-savvy, detail-oriented individual to run our Sausalito parts store. Monday - Friday. Great pay and benefits. Awareness and understanding of boats a must. Will teach right person computer program. See more info at www.kkmi.com/kkmi-careers. Please email inquiries and include your résumé if available: hr@KKMI.com.



DIESEL MARINE TECHNICIAN. Sausalito Waterfront. Looking for full-time Diesel Marine Technician to add to our team. Position is year round and includes performing engine maintenance and repairs, troubleshooting and diagnostics on a variety of marine diesel engines. We offer competitive wages, health care insurance, Simple IRA Retirement plan, paid factory training and paid holidays and a fantastic Sausalito waterfront location. See <http://listmarine.com>. Contact (415) 332-5478 or listmarineinc@gmail.com.

CAPTAINS! San Francisco Water Taxi is expanding and looking for entry level to semi-retired captains to run our iconic yellow boats along the city waterfront. Minimum requirement Masters 25-ton. (408) 621-6405 or Sfwater taxi@yahoo.com.

LICENSED CAPTAIN WANTED. With towing endorsement for Vessel Assist on the San Francisco Bay and Delta. Preferred if you live on SF waterfront area or Bethel Island. See more information at www.vesselassistsanfrancisco.com. (925) 382-4422 or Philipdelano@gmail.com.

FLEET SERVICE TECHNICIAN. Berkeley. OCSC Sailing, in the Berkeley Marina, has an opening for our Fleet Service Technician position. We are currently seeking reliable and experienced Marine Technicians to maintain our fleet of 50 sailboats. Must have OB engine and sailing experience. Join a great team of employees working outdoors in one of the most scenic locations on the Bay. These positions offer eligibility for on-site sailing lessons and ample opportunity to advance in the industry. We are open 7 days a week; availability for weekend shifts is required. Hiring immediately! Email résumé and cover letter to tim@ocsc.com.

CLUB MANAGER. Berkeley. OCSC Sailing, in the Berkeley Marina, has an opening for our Club Manager position. This is a full-time sales and sails role. Your primary duties will be selling classes, advising students, and ensuring on-the-water operations are meeting safety standards. Full-time salary position, must be able to work weekends. Potential to lead adventure trips abroad. US Sailing classes through Basic Cruising included in annual training. Email résumé and cover letter to Mitchell: mitchell@ocsc.com.

SAILING INSTRUCTORS. Berkeley. OCSC Sailing has openings for instructors for its award-winning school. OCSC's curriculum is famous for turning out the best new sailors in the country. We provide a thorough training and coaching process to help you develop as an instructor. We provide help acquiring USCG license and US SAILING instructor certifications. P/T or F/T. Read what being an instructor at OCSC is like at our website: http://old.ocsc.com/about/people/sailing_instructor.php. Email résumé and cover letter to Trevor: trevor@ocsc.com.

CUSTOMER SERVICE REPRESENTATIVE. Sacramento, CA. Immediate opening! Great pay! Are you looking for that terrific career opportunity with growth potential? River City Staffing is partnering with Catalina Direct in Sacramento for a highly motivated Customer Service Representative. Must have some knowledge/experience with sailboats, high-level customer service skills and familiarity with computers. Competitive salary with excellent benefits. Please submit résumés to Dave Watson at: dwatson@rivercitystaffing.com.

SEAMSTRESS NEEDED. Sausalito, CA. The Canvas Works seeks talented individual to join our dynamic marine fabrication team. Premier services demand top-notch seamstress. Living wage, health care, bonus program, on-the-water environment, full-time work. Products for marine, residential and commercial applications. Contact (415) 331-6527 or mike@thecanvasworks.com.

INSTRUCTORS WANTED. Alameda & Sausalito. Join the captains at Club Nautique and start teaching US Sailing's most comprehensive curriculum of sail and power courses, both offshore and inshore, in the nation. We have openings now for USCG-licensed captains who exhibit exceptional communication and boating skills, and the willingness to train and work in a professional environment. Full-time and part-time positions available. See www.clubnautique.net. Contact Morgan. (510) 865-4700, ext. 308 or SchoolDirector@clubnautique.net.

Maintenance: Request a quote



Sail More Work Less

Serving the
Bay Area
Since 1986

Fully Insured
& Marina
Approved

510 428-2522 or 415 457-6300
www.seashine.net



MARINE BATTERIES LIFELINE

...the heart of your system®

Available at the following local marine chandleries and service distributors:

ALAMEDA

The Boatyard at Grand Marina
Star Marine
Svendsen's Chandlery

BENICIA

Cruising Seas Services

BETHEL ISLAND

Marine Emporium

DISCOVERY BAY

Energy Technology Systems

EMERYVILLE

Mathiesen Marine

MARTINEZ

Martinez Bait & Tackle

OAKLAND

Outboard Motor Shop

RICHMOND

Swedish Marine

Bay Marine

KKMI

AMERICAN BATTERY • Hayward, CA • (510) 259-1150

1,000 Sails In Stock

View Our Complete Inventory Online

NEW SAILS  **USED SAILS**  **CUSTOM SAILS**

- Furling Systems
- Furler & Sail Packages
 - Sail Covers
 - MacGregor Boat Covers
 - Sail And Canvas Repair
 - Sail Cleaning



831-646-5346 www.thesailwarehouse.com

USCG LICENSED BOAT CAPTAIN. WANTED. Pier 39, San Francisco. Licensed captain wanted for 28-ft RIB, Bay Voyager. The success of our company, rated #1 boat tour in San Francisco (TripAdvisor), relies upon a gold standard of customer service, safety, enthusiasm and knowledge of local maritime history. Job includes narration/interaction with guests. 2-5 years diverse maritime work experience. Previous RIB experience, other languages a plus. Flexible schedules, midweek and/or weekends. See www.bayvoyager.com. Email résumé, short cover letter: charles@bayvoyager.com or (510) 612-1251.

JOIN OUR TEAM OF INSTRUCTORS! Redwood City Marina. Spinnaker Sailing in Redwood City is looking for ASA-certified sailing instructors to teach out of our Redwood City Marina location. Part-time, flexible schedules, midweek and/or weekends. See more info at www.spinnakersailing.com. Please contact Rich or Bob by phone or email. (650) 363-1390 or office@spinnakersailing.com.

WATERFRONT COMMERCIAL. Property Maintenance. Marin County. Looking for general maintenance help on property that includes docks, piers and commercial buildings. Basic skills in plumbing, electrical, and carpentry needed. A live-aboard berth could be provided as part of compensation. Availability for after-hours emergency response, although not frequent, is part of the job description. Being able to do some light office/administrative fill-in would be a plus. Email Kensw656@gmail.com.

SF BOATWORKS IS HIRING. San Francisco. SF Boatworks is needing yard employees for bottom painting, buffing and polishing, cleaning up and also looking for engine technicians, gel coat and fiberglass techs. Please email your résumé to: info@sfboatworks.com.

YACHT SALES PROFESSIONAL. Pt. Richmond or Oakland. We are seeking a successful sales professional to join our team at America's oldest Beneteau dealer. This is an excellent opportunity for an experienced individual with: drive, passion and a solid work ethic. Our approach is to have a few successful people who can each make \$100,000. If you want to make a living selling sailboats, you should sell Beneteau. Qualified and serious candidates please submit a résumé to deb@passagenautical.com.

BOAT SERVICE TECHNICIAN. Point Richmond. We are America's oldest Beneteau dealer and we are seeking an experienced technician to help commission new boats, perform annual maintenance services as well as diagnostic and repair. Good working environment and steady hours. This is a full-time position. Please submit a résumé to deb@passagenautical.com.

SKILLED MARINE TECHNICIANS. Sausalito and Pt. Richmond. KKMI is the top-rated boat yard in the Bay Area. We are currently seeking skilled, experienced technicians to join both our Sausalito and Point Richmond teams: finish painters, carpenters, marine electricians, and fiberglass repair wizards. We pride ourselves on providing the best possible work environment with our competitive pay rates, benefits package and overall commitment to our team members' well-being and safety. Do what you love! Love where you work! Join our team today! To submit your résumé, go to: www.kkmi.com/kkmi-careers.

PROGRAM DIRECTOR. For Alameda Community Sailing Center. Encinal Beach, Alameda's South Shore. Alameda Community Sailing Center, (ACSC) a public access program in Alameda, needs a program director. Our mission: 'To provide opportunities to participate in sailing and other environmentally friendly activities on San Francisco Bay through access and education.' We operate two-week youth sailing camps throughout the summer, recreational sailing days, adult/family sailing lessons. We've enjoyed double-digit growth every year. The program director position is seasonal, F/T June-September, P/T October-May. Salary based on experience and qualifications. This is a position with great potential for growth in a young non-profit with big plans. See more at www.sailalameda.org. (510) 504-9077 or richardjepsen@gmail.com.

BUSINESS OPPORTUNITIES

WYLIECAT. SF Bay Area. "Two men, half a century, and an unwritten handshake." Boatbuilding operations for sale. Includes molds/tools and everything necessary to start production of the full line of Wyliecat sailboats. See www.wyliecat.com. Call Tom. (925) 376-7338.



The Navy specifies the use of Dr. LED's lights...Shouldn't you?

Dr. LED High-Quality Marine LED Products you can count on!
Designed in the USA and built to last.

www.DoctorLED.com

BAY MARINE DIESEL

Marine Inboard Diesel Repair
Surveys • Personalized Instruction

Cummins | Ford/Lehman | Hino | Perkins
Universal | Westerbeke | Yanmar



Marty Chin, Owner – (510) 435-8870
Email: Baymarinediesel@comcast.net

JUST YOU AND THE SEA...

...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos

Call now for reservations!

(415) 269-5165

www.puntamitabeachfrontcondos.com

ADVERTISERS' INDEX

Alameda Marina / Pacific Shops Inc.....40	City Yachts .....11	Flying Cloud Yachts ..128	Hotel Coral & Marina.....47	Marchal Sailmakers..116
American Battery .....126	Club Nautique .....49	Fortman Marina.....28	Hydrovane .....119	Marina Bay Yacht Harbor.....51
ATN .....95	Corinthian Yacht Club .....79	Geico Insurance.....27	Interlux Yacht Finishes .....31	Marina Cortez.....45
Ballena Isle Marina ....79	Cover Craft .....50	Geico Insurance Marlon Zatate .....72	Iverson's Design .....95	Marina de La Paz ....116
Bay Marine Diesel....126	Coyote Point Marina ..95	Gianola Canvas Products.....105	JK3 Nautical Enterprises .....17, 129	Marina El Cid.....43
Bay Maritime Group...21	Cruising Yachts .....83	Grand Marina .....2	Kissinger Canvas .....41	Marina Village .....32
Berkeley Yacht Club....73	Defender Industries.....18	H&M Marine .....12	KKMI - Full Service Boatyard.....132	Marine Lube .....91
Blue Pelican .....36	DeWitt Studio .....105	Hansen Rigging .....26	KTI Systems / Filter Boss .....24	Mariners General Insurance .....91
Blue Water Yacht Insurance ....116	Doyle Sails .....23	Helms Yacht & Ship Brokers .....39	Lee Sails .....69	Maritime Institute.....37
Boat Yard at Grand Marina, The .....15	Dr. LED .....126	Helmut's Marine Service.....46	List Marine Enterprises .....47	Marotta Yachts.....130
Brisbane Marina .....119	Equipment Parts Sales .....116	Heritage Marine Insurance .....43	Loch Lomond Marina ..43	Mazatlan Marine Center .....44
Cabrales Boatyard ...119	Farallon Electronics ....52	Hood Sails .....19	Makela Boatworks ....91	McDermott Costa Insurance .....41
CDI / Cruising Design .....50	Farallone Yacht Sales..10			
	FlopStopper.....91			

CONTINUED ➤



MEMBER
Boat Wizard
M.L.S.
YACHTWORLD.COM

Flying Cloud Yachts



6400 E. Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power
www.flyingcloudyachts.net
info@flyingcloudyachts.net

Phone (562) 594-9716
Fax (562) 594-0710



50' VALIANT CUTTER, '02 \$419,000



46' LYMAN MORSE, '83 \$169,000



45' LANCER, '83 \$68,888



43' NAUTOR SWAN, '77 \$119,000



42' PEARSON 424, '82 \$73,500



42' HYLAS SLOOP, '86 \$75,000



42' CHEOY LEE CUTTER, '83 \$54,500



40' CALIBER LRC, '05 \$269,000



34' CATALINA, '89 \$39,900



34' HUNTER H340, '98 \$62,900



34' GEMINI 105MC, '09 \$115,000



31' SEA EAGLE SLOOP, '79 \$55,000

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.net

ADVERTISERS' INDEX – cont'd

Modern Sailing School & Club.....46	Panama Property for Sale .....44	Sail Warehouse, The 126	Spaulding Marine Center .....69, 91	Twin Rivers Marine Insurance....38
Napa Valley Marina ..30	Passage Nautical 4-5	Sal's Inflatable Services.....39	Spectra Watermakers..... 115	Vallejo Marina.....73
New Era Yachts 129	Pettit Paint .....35	San Francisco Boat Works .....87	Star Marine Mexico..... 118	Ventura Harbor Boatyard.....73
Norpac Yachts..... 131	Pineapple Sails .....3	San Juan Sailing 105	Starbuck Canvas.....48	West Coast Multihulls 104
Northrop and Johnson..... 129	Puerto Lucia..... 117	Satellite Phone Store...25	Stem to Stern .....48	Westwind Precision Details .....53
Opequimar Marine Center .....42	Punta Mita Beachfront Condos 127	Schaefer Marine .....37	Suncoast Yachts .....36	Whale Point Marine Supply..... 16
Outboard Motor Shop .....53	Quantum Pacific .....90	Schoonmaker Point Marina .....22	Sure Marine .....47	Whiting & Wedlock Marine Surveyors ...73
Owl Harbor Marina ...37	Raiatea Carenage Services..... 114	Sea Frost.....42	Svensden's Marine .....20	Yachtfinders/ Windseakers .....39
Oyster Cove Marina...45	Richardson Bay Marina.....69	Seacoast Marine Finance .....45	Swedish Marine.....51	
Pacific Crest Canvas... 14	Richmond Yacht Club .....41	Sean Alexander Marine .....52	Swi-Tec America .....69	
Pacific Cup Yacht Club .....79	Rubicon Yachts 7-9	Seashine..... 126	TMM Yacht Charters 104	
Pacific Sail & Power Boat Show .....33	Sail California 13	South Beach Harbor...34	Tohatsu Outboard .....29	
			Trident Funding .....6	



57' ALDEN CLASSIC, '31
Own a treasure
\$20,000 Price Reduction
\$129,000



42' VALIANT, '97
Stunning World Cruiser
Listed by Meridian YS
\$268,500



32' ERICSON, '75
\$17,000



30' NEWPORT MK II, '78
\$15,500

GREAT DEALS IN HONDURAS



37' VALIANT ESPRIT, '81
\$65,000



39' PROUT ESCALE '93
\$69,500



36' CS 36, 1979
\$23,500



34' CATALINA, '88
\$34,500

**SELL YOUR
BOAT HERE**

We Need Listings
call to list your boat today



30' SANTANA 30/30, '82
\$20,000



2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • newerayachts@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

Locomotive
2011 Summit/Mills 40
TransPac 2017 Class Winner
Loaded - Turnkey Program
Offered at
\$244,000
Located in
San Diego



Call: 858-775-5937
View at: www.jk3yachts.com

LYDIA

44' Edson Schock, 1956



This classic cutter was designed by Edson Schock Jr. and built to very good standards by Chapman Boat Works in Southern California. She was eventually donated to the Maritime Museum Association of San Diego for a few years before purchased in 2000 by current owners who are experienced sailors and circumnavigators. *LYDIA* has been since restored, both structurally and cosmetically; the mast and rigging have been replaced in 2006.

Located in Alameda, California **\$65,000**

Ask for **TOM CORKETT: (714) 322-1667**

www.NorthropandJohnson.com



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com



65' CT SCORPIO, 1985 Beautiful Robert Perry-designed cruising ketch that's gorgeously traditional topsides and below. Lying in a PRIMO Sausalito YH slip that's potentially transferable. **\$359,000**

See at: www.marottayachts.com



42' CREALOCK TRAWLER, 1984
Rare Europa style trawler that's competitively priced by motivated owner. **\$79,000**

See at: www.marottayachts.com



HUNTER 40.5, 1996 Vessel is the most spacious you'll find for the size, in very nice shape, well priced and in a potentially transferable Sausalito Yacht Harbor slip. **\$79,000**

See at: www.marottayachts.com



39' CAL 39, 1979 Original owner has kept boat PRISTINE since new, Awlgrippd hull and professionally maintained brightwork is PERFECT, new interior cushions. Must see to appreciate! **\$48,500**

See at: www.marottayachts.com



37' GOZZARD, 2000 The heavily built and beautifully crafted Gozzard 37 is equally at home cruising or Bay sailing, and this particular example shows AS NEW. **\$223,500**

See at: www.marottayachts.com



36' ISLANDER, 1979 The Islander 36 has proven to be one of the most popular 36' sailboats ever built, and remains one of the most active one-design fleets on the Bay. **\$31,900**

See at: www.marottayachts.com



36' CATALINA SLOOP, 1987 Very spacious, easy and fun to sail. Has had almost \$25,000 spent on her over the past three years and shows very nicely inside and out. **\$48,000**

See at: www.marottayachts.com



36' BENEteau, 2001
Well outfitted including fully enclosed cockpit. Shows well. Bright and cheerful below. **\$84,000**

See at: www.marottayachts.com



33' TARTAN 10, 1980
Sparkman & Stephens-designed winning race boat with new engine (2012), hardware & standing/running rigging. Very good sail inventory. **\$14,500**

See at: www.marottayachts.com



32' WESTSAIL CUTTER The nicest Westsail we've ever seen. Been in same family for 30 yrs and looks like she was launched YESTERDAY! Never cruised; very low time on machinery. **\$51,000**

See at: www.marottayachts.com



31' HUNTER 310, 1999 Nice boat with new North Sails main and jib sails installed in 2012 (along with a Dutchman system and new running rigging). Potentially transferable Sausalito YH slip. **\$42,500**

See at: www.marottayachts.com



CATALINA 30, 1980 Just detailed and engine serviced, lying potentially transferable Sausalito Yacht Harbor slip and very competitively priced. **\$13,500**

See at: www.marottayachts.com



30' CAPE DORY, 1980
Beautiful little pocket cruiser (or day sailer!) constructed to highest standards, shows very nicely inside and out. **\$19,000**

See at: www.marottayachts.com



CAL 29, 1977 Classic plastic with a DIESEL ENGINE for price of an outboard! Boat shows well, has a RF jib and is lying in a potentially transferable Sausalito Yacht Harbor slip — nice package all 'round! **\$11,000**

See at: www.marottayachts.com



27' CATALINA 270, 2005
Shows practically AS NEW inside and out. **\$45,000**

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com



44' FELLOWS & STEWART Sloop, "SERENA"
A West Coast classic & a thing of beauty, grace & speed in magnificent condition. Near-new diesel, gorgeous & comfortable hardwood interior below, galley, head, comfortable cockpit & below, VHF, chart plotter, ready for Master Mariners or cruising... WONDERFUL! Asking **\$69,000**



45' SPARKMAN & STEPHENS Masterpiece by Olin Stephens, NA. A magnificent sloop in beautiful condition. New Yanmar diesel, full galley, full boat cover, copper fastened. Impeccable provenance. *Valiant* is a rare treasure and **MUST BE SEEN!** Asking **\$94,500**



CLASSIC!

32' CHRIS-CRAFT Super Deluxe, painstakingly restored & improved throughout - over \$200,000 invested. New 454 CID Twin V-8's, she'll pull a lot of skiers, fast! This nostalgic treasure has been rewired & features Full Delta Canopy, Flying Bridge and MORE! **\$25,000**

42' lod, /52' sparred, Edson B. Schock CLASSIC SCHOONER

by Costa Mesa's Dittmar Yard. A beautifully restored/rebuilt thoroughbred of the West Coast yachting tradition. Low hours modern diesel, recent sails, teak decks. Beautiful, traditional, seakindly bluewater windjammer. Some exterior maintenance due. All good & awaiting your pleasure. Asking **\$37,500**



THIS IS A STEAL!



GREAT OPPORTUNITY

30' RAWSON Ctr. Vastly upgraded & cruise ready. Low hrs dsl, hard dodger, jib & Stays' furling, 2 mains, wind-solar-ah charging, SSB, radar, plotter, AP & vane steering, lines led aft & MORE! A great Garden design & well set up for serious cruising. Asking **\$27,500**



SET A COURSE TO A GREAT LIFE!

120' ADVENTURE YACHT/ RESEARCH VESSEL w/ 12-Passenger Charter Authorization. Classic STEEL Beauty equipped for pleasure cruising or research vessel charter service. Authorized for 12 paying passengers + crew. Low-hours V-12 CAT Diesel. Diesel aux Generators, H2O-Maker, seaworthiness, comfort, crane, helipad & MORE! Well-fund. **\$299,950 Ask**



GREAT VALUE!

46' PEARSON-ETCHELLS Performance Cruising Sloop 55 hp YANMAR Dsl, Roller Furling, Self-tailing Winches, big fin w/skeg-protected rudder, full galley w/refrig, enclosed head/shower, Dedicated Nav. Station, VHF, depth, Autopilot, great sail inventory & MORE! **\$27,900 Ask**



AFFORDABLE BIG CRUISER

CAL 2-46 Ketch Great Bill Lapworth center cockpit design. Comfortable/roomy blue water cruiser/liveaboard, 80 hp dsl, full galley, aft stateroom, shower, 6'5" headroom, watermaker, wheel, dodger, davits, cutaway full-keel, AP, radar, roller furling, self-tailing winches and MORE! Asking **\$49,950**



16' OPEN 5.0 by Phileas

2007, like new. Honda 4-stroke outboard, trailer, two spinnakers, jib, main, swing keel, retracting bow sprit, hoisting straps, full rig, spinn... & MORE! **Amazing, Exhilarating Performance!** Asking **\$17,000**



NEED SOLD NOW!

33' RANGER Sloop Outstanding Gary Mull-designed pocket cruiser / club racer shows pride of ownership. Legendary balanced helm under sail & painting ability. Wheel, Ballerger tall rig, spinn., full batt main, 100/150 jibs, encapsulated lead ballast, GPS, VHF, depth, etc. Asking **\$14,450**



65' TUG Steel

785 hp, 12 cylinder Caterpillar diesel main, partially overhauled with remaining parts to finish overhaul included, two GMC 2-71 diesel-power auxiliary generators. Big, roomy and strong. Asking **\$19,950**



VERY NICE!

34' CHB Aft Cabin Trawler Diesel, Flybridge & Pilot-house Helms, Heads & Showers in Fwd & Aft Staterooms, dingy on swim platform, kayak, full galley w/4-burner range, microwave, refrig/freezer, bimini, salon, convertible ship's table/settee & MORE! ... **\$39,950 Ask**

24' DANA BY PACIFIC SEACRAFT

Classic Bill Crealock design. Well-balanced, high quality, go anywhere gem. Widely respected as the ultimate pocket cruiser. DSL, beautiful tropical hardwood interior, seakindly & exquisitely crafted; this is a wonderful vessel & she is in excellent condition. Asking **\$54,950**



ELEGANT



BARGAIN!

34' PEARSON sloop Dsl, dodger, wheel steering, 6'3" headroom, 2-reef cruising main & 2 furling headsails, full galley, enclosed marine head w/shower, VHF, depth & autopilot. In nice clean condition with very little work needed. Pearson builds really great boats. Asking **\$19,950**



43' TRAWLER by Kha Shing

Flybridge, aft double stateroom, dual helms. Beautiful cruiser/liveaboard. A fisherman's dream! Twin Lehman diesels, 20KW genset, autopilot, GPS/chart, teak appointments, full galley, 2 heads with showers, hot/cold pressure water, swimstep and MORE! Asking **\$62,950**



REDUCED!

41' Cutter-rig MOTORSAILER by Alexander. Center PH, wheel, RF jib, self-tending staysail AP, GPS/plot, VHF + handheld, SSB, inverter, port gen, ST winches, heater, head & shower, full galley, ship's table/settee, aft master stateroom & MORE! Asking **\$30,000**



EXCELLENT!

33' C&C Sloop Famous for performance & quality, C&C built great yachts. Plotter, GPS, AP, SSB, VHF, inboard gas, good rigging & sails, Ballerger mast, chainplates, mast partners, rod rigging by Eason, all windows replaced, MORE! Really nice boat. Asking **Only \$12,950**



CRUISE NOW!

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, refrig, propane stove w/oven in great galley, pressure H&C water, life raft. Excellent cruising design, rigged for shorthanded sailing, MORE! Asking **\$50,000**



34' CREW/SUPPLY VESSEL by SeaCraft-Stewart, 671 "Jimmy" diesel, robust commercial/industrial grade steel construction. Generator, RADAR & MORE! A strong & able platform for salvage, diving, fishing or what-have-you. GOOD WORKBOAT... Asking **\$11,500**

PLEASE SEE
www.norpacyachts.com
and/or
www.yachtworld.com/norpacyachts
for DETAILS & MORE BOATS

CALL (510) 232-7200 OR TOLL FREE (877) 444-5087 OR CALL GLENN DIRECTLY AT (415) 637-1181 FOR APPOINTMENTS & INFORMATION

FEEL *the* LOVIE

THIS FEBRUARY TAKE ADVANTAGE OF THESE SWEETHEART DEALS!

- 40% OFF ALL ROPE
- 40% OFF ALL ROD
- 40% OFF ALL WIRE
- 40% OFF ALL HAYN HARDWARE

PLUS Call us for special pricing on Harken products!



SCAN THE QR CODE TO
LEARN MORE ABOUT OUR
CURRENT SPECIAL DEALS!

**BAY AREA'S HEADQUARTERS FOR BOTTOM
PAINTING, FIBERGLASS REPAIR & MUCH MORE!**



PT. RICHMOND (510) 235-5564 ■ WWW.KKMI.COM ■ SAUSALITO (415) 332-5564