

Latitude 38

VOLUME 451 January 2015

WE GO WHERE THE WIND BLOWS



GRAND MARINA



HAVE YOU EVER HAD THAT FEELING

YOU'RE NOT GETTING THE MOST OUT OF YOUR MONEY?

Grand Marina offers the best that you can get without breaking the bank!

Give us a call or stop by our office today and see what you've been missing! Visit our website at www.grandmarina.com

Currently running promos for 30' and 32' slips!

Call us for more information.



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	116
Boat Yard at Grand Marina, The...	16
Marchal Sailmakers	91
MarineLube	118
New Era Yachts.....	120
Pacific Crest Canvas.....	38
Pacific Yacht Imports	24
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
UK Sailmakers	

Play Your Cards Right!



Last season brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

This season offers new opportunities for mastering the many techniques of sailing. New Pineapple sails and the advice and service that go with them stack the deck in your favor.

Don't gamble. Give us a call 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, Alameda or Richmond and at Inland Sailing Company in Rancho Cordova.

Like us on Facebook.



PINEAPPLE SAILS

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples

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.

CONTENTS

subscriptions	6
calendar	10
letters	18
sightings	58
year in preview	70
winter projects	74
season champs, pt. III	78
max ebb: never look back	84
the racing sheet	86
world of chartering	92
changes in latitudes	96
classy classifieds	112
brokerage	119
advertisers' index	119

Cover: One spinnaker, two gals, three hulls. Ha-Ha vet Tom van Dyke of the Santa Cruz-based Searunner 31 *En Pointe* sails across the South Pacific on his way to Southeast Asia.

Photo by Tom van Dyke

Copyright 2015 Latitude 38 Publishing, LLC

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

SELECT BROKERAGE



DUFOUR 44
JUST REDUCED - \$30,000!



BENETEAU FIRST 42
\$83,000

BENETEAU BROKERAGE

BENETEAU 473	2006	\$245,000
BENETEAU 423	2005	\$139,935
OCEANIS 411	1998	\$100,000
OCEANIS 37	2013	\$183,000
OCEANIS 31	2009	\$105,000
FIRST 42	1985	\$83,000
FIRST 25	2013	\$88,500
FIRST 20	2013	\$49,000

EXCLUSIVE BROKERAGE

ISLAND PACKET 485	2006	\$529,000
JEANNEAU 45 DS	2008	\$298,777
DUFOUR 44	2004	\$219,000
JEANNEAU 43 SO DS	2003	\$169,999
HUNTER 42 CC	2002	\$139,000
SANTA CRUZ 40	1983	\$79,000
ISLAND PACKET 380	2003	\$235,000
ISLAND PACKET 380	2000	\$220,000
BALTIC 38 DP	1983	\$113,900
TARTAN 3400	2007	\$143,888
J/BOAT 33	2005	\$93,500
DUFOUR GIB'SEA 32	2001	\$54,500

POWER BROKERAGE

MIKELSON 61 PH	2002	\$795,000
OFFSHORE 58 PH	1995	\$795,000
CAMARGUE 48	1988	\$199,888
GRAN TURISMO 44	2013	\$489,000
BAYLINER 3988	2001	\$144,500
BENETEAU	1997	\$54,900

Join us January 22-25, 2015 for the SAN FRANCISCO BOAT SHOW at AT&T PARK McCOVEY COVE

WEST COAST DEBUT OF THE NEW OCEANIS 35

2015 *CRUISING WORLD'S BOAT OF THE YEAR*

Following in the footsteps of the successful Oceanis 38, the new 35 offers twin rudder performance, hard-chine hull, large cockpit and twin wheels. Her interior volume is as big as a 37' boat and offers supreme comfort.



— OTHER MODELS ON DISPLAY AT THE SHOW —

OCEANIS 41



OCEANIS 38



Oceanis 45
First 25

Oceanis 48
Swift Trawler 34

Oceanis 31
Barracuda 9

Pre-Show Peek at the New Oceanis 35
Saturday, January 10, 2015
at our Pt. Richmond office
SAIL AND SAVE!

SEE YOU AT THE SHOW AT McCOVEY COVE!



1220 Brickyard Cove Rd., Pt. Richmond, CA

p: 510-236-2633

f: 510-234-0118

www.passageyachts.com

Look for our
new branch office
in Jack London Sq.
January 2015

POWER & SAIL NEW BOAT SALES • BROKERAGE • CONCIERGE OWNER'S SERVICES • CHARTER PLACEMENT

VARIPROP

Variprop is the finest automatically feathering propeller available in the world today



- Near zero sailing drag
- Powerful thrust in head seas
- Incredible control in reverse
- External and separate pitch adjustment for forward and reverse
- Greatly reduced "propwalk"
- Soft Stop™ Multidisc Brake to minimize impact when reversing blades
- 2, 3, and 4 blade models and Saildrive
- Simple, easy, one piece installation—no shaft modifications required

401-847-7960
Fax: 401-849-0631

747 Aquidneck Ave.
Middletown, RI 02842

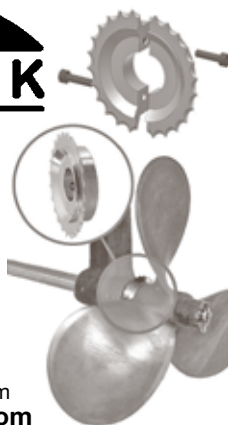
info@varipropusa.com
www.varipropusa.com

SHAFT SHARK

*The best rope,
line and debris
cutter there is!*



401-847-7960
sales@ab-marine.com
www.ab-marine.com



Fix & Color Fiberglass in Seconds



sales@ab-marine.com

sales@ab-west.com

SUBSCRIPTIONS

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

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

eBooks email list. **Free!**

See www.latitude38.com to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and also available in Issuu format.

Email: _____

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.

Name _____

Address _____

City _____ State _____ Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION MASTERCARD VISA AMERICAN EXPRESS
Min. Charge \$12 Number: _____ Exp.: _____ CSV: _____

INDIVIDUAL ISSUE ORDERS Current issue = \$6 ea.

Back Issues = \$7 ea. MONTH/YEAR: _____

DISTRIBUTION

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 _____

Address _____

City _____ State _____ Zip _____

County _____ Phone Number _____

Latitude 38

"we go where the wind blows"

- Publisher/Exec. Editor Richard Spindler richard@latitude38.com
- Associate Publisher John Arndt john@latitude38.com ext. 108
- Managing Editor Andy Turpin andy@latitude38.com ext. 112
- Racing Editor Christine Weaver chris@latitude38.com ext. 103
- Contributing Editors John Riise, Paul Kamen, LaDonna Bubak
- Special Events Donna Andre donna@latitude38.com
- Advertising Sales John Arndt john@latitude38.com ext. 108
- Advertising Sales Mike Zwiebach mikez@latitude38.com ext. 107
- General Manager Colleen Young colleen@latitude38.com ext. 102
- Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106
- Production/Classifieds Carrie Galbraith carrie@latitude38.com ext. 110
- Bookkeeping Penny Clayton penny@latitude38.com ext. 101

- Directions to our office press 4
- Subscriptions press 1,4
- Classifieds class@latitude38.com press 1,1
- Distribution distribution@latitude38.com press 1,5
- Editorial editorial@latitude38.com press 1,6
- Calendar calendar@latitude38.com
- Other email general@latitude38.com



www.latitude38.com
15 Locust Avenue, Mill Valley, CA 94941
Ph: (415) 383-8200 Fax: (415) 383-5816





Cityyachts



San Francisco's Yacht Brokers
Since 1969

Northern California's exclusive agent



33' Greenline Diesel/Electric 2015
Free fuel for 3 years – call for details.



32' Nordic Tug
2006 • \$219,000



Farr 44
1989 • \$148,500



Alerion Express 28
2001 • \$74,500

ALSO FEATURING:

POWER

62' Service Ship, 1974.....	\$879,000
48' DeFever LRC/Trawler, 1980	\$149,500
44' Sea Ray 440 Express Bridge, 1997	\$149,900
43' Hatteras, 1979	\$85,000
41' Storebro SRC 400, 1990.....	\$129,000
40' Greenline, New 2015	Call for Pricing
39' Sea Ray SF Sedan, 1985/1991 refit.....	\$135,000
34' Californian LRC, 1982	\$48,000
33' Greenline diesel/electric, 2015.....	free fuel for 3 years!

32' Wasque, 1973.....	\$85,000
30' Mainship Pilot II, 2002	\$82,000
27' Boston Whaler Offshore Walkaround, 1992	\$69,000
SAIL	
44' Jeanneau, 1991	\$109,000
40' Passport, 1985	\$145,000
40' Beneteau, 2009	\$175,000
38' Cape George, 2000.....	\$162,500
37' Pacific Seacraft, 1980	\$109,000
36' Islander, 1981.....	\$34,000

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
FAX (415) 567-6725 • email: sales@citysf.com • website: www.citysf.com

PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM

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



NEW LISTING
70' ANDREWS, '94 \$245,000
Professionally maintained throughout, *Condor* could be on the race course tomorrow. Priced for a quick sale, she is ready to race!



NEW LISTING
46' KETTENBURG PCC, '57 \$39,900
Designed to race, but still comfortable enough to cruise with the family. This well-cared-for boat is fast and ready to compete.



45' HERRESHOFF MOB JACK, '82 \$279,000
Exquisite is first word that comes to mind when you see *Raven*. Here's your chance to own a unique beautiful vessel.



45' HARDIN CC KETCH, '81 \$129,000
A classy solid offshore vessel with graceful lines and an open, comfortable layout. Seller has made her a real gem.



44' C&C, '89 \$99,500
Fast and beautiful to look at with 2-stateroom, 2-head layout that will blow you away, she's a good-looking classic!



41' COOPER 416 PH, '80 \$59,900
Vagabundo is a sturdy cruiser with many recent upgrades including new standing rigging, sails and electronics.



NEW LISTING
38' BALTIC DP38, '87 \$149,000
Toffer has led a charmed life with consistent upgrades and meticulous care. A well-equipped boat ready for sailing adventures.



BAY AREA
36' BENETEAU 36.7, '04 \$99,500
Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.



NEW LISTING
35' SCHOCK, '88 \$26,500
If you are a sailor with a lust for winning and for having the trophies that go along with that, then *Shaka* is the boat for you.



NEW LISTING
32' PDQ CLASSIC, '96 \$79,000
This PDQ is a well-equipped cruising catamaran. With some TLC, she will shine. Priced below the market to allow for some clean-up.



NEW LISTING
30' CATALINA, '88 \$29,900
Tranquility is clearly a cut above the rest. Well maintained, well equipped and ready to go for long distances of coastal cruising.



NEW LISTING
26' LUDERS L-16, '49 \$9,900
After a total refit at Koehler Kraft Boatyard, including painting the hull and the bottom, she now looks like she was just launched!

SCANMAR INTERNATIONAL

Home of the Monitor Windvane

Your Source for
Self-Steering and Emergency
Rudder Solutions

- **Monitor** Windvane with optional **MRUD** Emergency Rudder
 - The **SwingGate** mounting system for open and reverse transoms
 - Upgrade your existing **Monitor** to emergency steering
- **Auto-helm** Auxiliary Rudder/Trim-Tab Windvane
- The **SOS** Emergency Rudder

Contact us to determine the best solution for your boat - multihulls too!

Introducing the



Don't drop anchor without it!

www.selfsteer.com

Richmond, CA

510.215.2010 • 888.946.3826

scanmar@selfsteer.com



FULL SERVICE MOBILE RIGGING

A SELECTION OF OUR SERVICES:

Standing Rigging • Running Rigging
Furlers • Lifelines • Repair - All at Your Slip!

We can also do full rig replacement.

Competitive Rates

More than 20 Years Experience

Firm Labor Quotes on Most Projects



Alameda

yachtcheck@yahoo.com

(510) 815-4420

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Get ready for
spring 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

Outboard Engine Owners:

WE UNDERSTAND



When an engine dies, there's no walking home – just costly repairs, lost vacation time, and lost revenues.

Don't find yourself in this boat. Regular maintenance prevents expensive repairs.

We are *your* experts for outboard diagnostics, repair, repower, sales and service.



- Factory-trained and certified techs
- Open six days a week
- New and used engines bought and sold
- One-year warranty on all work performed and used engine sales
- Three-year warranty on all new engines

MARINE OUTBOARD

since 1990

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

35 Libertyship Way • Sausalito, CA 94965

Conveniently located at Libertyship Marina

*If we're not maintaining your outboard,
you've missed the boat!*

CALENDAR

Non-Race

Jan. 4 — Sail under the full moon on a Saturday night.

Jan. 3, Feb. 7 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Dress warmly and bring your own mug. Free, but RSVP to Peter, (415) 561-7171.

Jan. 3-4, 10-11 — Three-hour Battle Sails aboard *Lady Washington* and *Hawaiian Chieftain* in Long Beach or San Pedro, featuring booming cannons, close-quarters maneuvers, and a taste of 18th century maritime life aboard tall ships. \$43-\$63. Schedule and tickets, www.historicalseaport.org.

Jan. 4-25 — Veterans' Sail, 10 a.m., and Keelboat Sail, 12 noon, every Sunday with BAADS at South Beach Harbor, SF. Free. Info, (415) 281-0212 or www.baads.org.

Jan. 7-11 — Portland Boat Show at the Portland Expo Center. Oregon's only boat show, featuring hundreds of new and pre-owned boats. Info, www.otshows.com.

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

Jan. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfyc.com.

Jan. 8 — Single Sailors Association monthly meeting, Balena Bay YC in Alameda. Cocktails at 6:30 p.m.; dinner at 7 (\$6-\$9). Beginners welcome. Info, www.singlesailors.org.

Jan. 14 — Racing Rules of Sailing Seminar Series, Long Beach YC, 7 p.m. This one covers the startline, upwind leg, and windward mark rounding. Info, www.lbyc.org.

Jan. 15 — Club Nautique's Winter Seminar Series kicks off with Vacation Chartering 101 presented by Rod Witel, Sausalito, 6:30-8:30 p.m. \$10/members; \$15 non-members includes appetizers and beverages. RSVP to (415) 332-8001.

Jan. 22-25 — Progressive San Francisco Boat Show, Pier 48 & McCovey Cove, expanded in this second year with new features and entertainment, including showboats and luxury yachts, a kids' zone, a sailing simulator and in-the-water education. Info, www.sfboatshow.com.

Jan. 22-25 — San Diego Sunroad Marina Boat Show. Info, www.bigbayboatshow.com.

Jan. 23-Feb. 1 — Seattle Boat Show Indoors + Afloat, at CenturyLink Field and on South Lake Union. *Latitude's* Andy Turpin will present the following seminars: Cruising Tahiti and the Pacific Puddle Jump, 1/24 & 1/25 at 3:15 p.m.; and Doing the Baja Ha-Ha Rally, 1/24 & 1/25, 4:15 p.m. Info, www.seattleboatshow.com.

Jan. 24-25 — Safety at Sea Seminar in Long Beach. One-day seminar, \$160; two-day seminar, \$210; \$10 discount for US Sailing members. With Bruce Brown, Alan Andrews, John Jourdane and Dr. Steve Shea. LBYC, www.lbyc.org.

Jan. 24-25 — Whalefest Monterey, Old Fisherman's Wharf, 10 a.m.-5 p.m. Free whale watching, fishing & sailing; experts & demos, live music, more. Info, www.montereywharf.com.

Jan. 29 — Spinnaker Trimming/Sailing seminar presented by Kame Richards at Club Nautique in Alameda, 6:30-8:30 p.m. \$10/members; \$15 non-members includes appetizers and beverages. RSVP to (510) 865-4700.

Jan. 31 — US Sailing One-Day Race Management Seminar at Encinal YC in Alameda, 8 a.m.-5:30 p.m. \$35. Dee Fox, encinalseminar@gmail.com.

Feb. 17 & 18 — Tides on San Francisco Bay by Kame Richards, Bay Model, Sausalito, 7:00 p.m. \$15 cash only. RSVP to Jim, (707) 759-2045 or jimtantillo@comcast.net.

FARALLONE YACHT SALES

HAPPY
NEW
YEAR!

SEE BOTH
CATALINAS AT
THE SF BOAT
SHOW

2015 CATALINA 385

2015 CATALINA 445

Catalina Yachts

GLACIER BAY
Classic Yachts. Superior Kites.



See the smooth-sailing 2015 Catalina 385 and the 2015 Catalina 445 with its spacious interior, featuring the innovative FlexCabin convertible bunk/office/storage room. Discover the Farallone advantage at the SF Boat Show – we'll be featuring Catalina sailboats, Ranger Tugs, and Glacier Bay Powercats – all proudly made in the USA. www.faralloneyachts.com

LIST WITH US! FIRST MONTH FREE RENT! OPEN BOAT WEEKEND JANUARY 10-11



1994 Catalina 42 \$113,000



Ranger 31 Command Bridge Call for price



2015 Catalina 385 Call for price



2014 Glacier Bay 2780 PowerCat \$179,137



1973 C&C Custom 43 \$225,000



2005 Catalina 440 \$289,000

New Catalina Yachts at Our Docks

- 45' Catalina 445, 2015 **JUST ARRIVED**
- 38' Catalina 385, 2015 **JUST ARRIVED**

Pre-Owned Catalina Yachts at Our Docks

- 44' Catalina 440, 2005 **JUST ARRIVED** \$289,000
- 42' Catalina, 1994 113,000
- 38' Catalina 380, 1999 85,000
- 38' Catalina 380, 1997 **REDUCED** 87,900
- 32' Catalina 320, 2000, not at our dock 52,500

We need Catalina listings. First month's berthing is FREE!

Pre-Owned Sailing Yachts

- 44' Norseman 447, 1984 **REDUCED** 129,000
- 43' C&C, 1973 225,000
- 40' C&C 121, 1999 **REDUCED** 98,127
- 40' Wilderness, 1983 (in Morro Bay) ... **REDUCED** 36,000
- 39' Cal, 1989, cruise equipped 89,900
- 38' CT, 1982 60,000
- 37' Hunter 376, 1997 **NEW LISTING** 82,000
- 36' Beneteau 36.1, 1999 84,500
- 36' Pearson 36-2, 1986 **REDUCED** 53,500
- 29.5' Hunter, 1995 29,000
- 28' Hunter, 1986 15,900

New Ranger Tugs (base price)

- 31' Ranger Tug Sedan, 2015 269,937
- 31' Ranger Flybridge, 2014 279,937
- 27' Ranger Tug, 2015 159,937
- 25' Ranger Tug SC, 2014 129,937

Pre-Owned Ranger Tugs

- 29' Ranger, 2011 **SOLD**
- 25' Ranger Tug, 2008 109,000

New Powercats

- Glacier Bay 2780 \$179,137

Pre-Owned Power Yachts

- Stephens 70 Classic Motor Yacht, 1966 1,100,000
- Freedom Yachts Legacy 40, 1996 **REDUCED** 199,500

Pre-Owned Fishing Boat

- Osprey 26, 1999 **SOLD**



FARALLONE

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

Make 2015 the Year YOU Learn to Sail!



Join us at the
**PROGRESSIVE
San Francisco
BOAT SHOW™**
January 22 - 25, 2014
Mc Covey Cove & Pier 48
SFBotShow.com

Enter promotion code "CLUB" for
discounted online tickets

**Basic Cruising Skipper's Package
With Foulies Included!
Total Package Value: \$3,300!**

ONLY \$1295!

Package Includes:

- Basic Keelboat Class 
- Basic Cruising Class
- Bay Cruising Destination Workshop
- US SAILING Membership
- Club Nautique Basic Membership Initiation*

* One year membership required.
Offer expires 01/25/2015

**Qualifies you to charter from our
fleet of beautiful boats up to 35'!**

Call Today!

Alameda 800-343-SAIL
Sausalito 800-559-CLUB

**Club
Nautique**
www.clubnautique.net

CALENDAR

Racing

Jan. 1 — Brrrr Rabbit. CPYC, (650) 347-6730 or www.cpyc.com.

Jan. 1 — Frostbite Regatta on Lake Yosemite near Merced. LYSA, www.lakeyosemitesailing.org.

Jan. 10 — NorCal #6/Little Daddy high school regatta. RYC, www.richmondyc.org.

Jan. 14, Feb. 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Jan. 18-23 — Quantum Key West Race Week, an international midwinter classic and travel-worthy destination event for West Coast sailors. Info, www.premiere-racing.com.

Jan. 31 — Three Bridge Fiasco. This aptly-named pursuit race, the most popular on the Bay, is the first SSS event of the season. Info, www.sfbaysss.org.

Feb. 7 — Double Up and Back. CPYC, (650) 347-6730 or www.cpyc.com.

Feb. 7 — Spring Series #1. FLYC, www.flyc.org.

Feb. 14-15 — BAYS Winter Optis. EYC, www.encinal.org.

Midwinter Regattas

BAY VIEW BC — Midwinter Madness: 1/10, 2/14, 3/14. Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YC — Frostbite Series: 1/10, 2/14, 3/14. Joe, (707) 628-2914, www.beniciayachtclub.com or race@beniciayachtclub.com

BERKELEY YC — Midwinters: 1/10-11, 2/14-15. Bobbi, (925) 939-9885 or www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Sundays through the end of March except when it conflicts with above. Paul, (510) 540-7968 or www.berkeleyyc.org.

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

CORINTHIAN YC — Midwinters: 1/17-18, 2/21-22. Info, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Winter Beercans: 1/11, 1/15, 2/8, 2/22, 3/8, 3/22. Info, (650) 347-6730 or www.cpyc.com.

ELKHORN YC — Frostbite Series: 2/28, 3/14, 3/28, 4/11, 4/25. Info, (831) 724-3865, eyc@elkhornyc.com or www.elkhornyc.com.

ENCINAL YC — Jack Frost Series: 1/10, 2/21, 3/14. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 1/3, 2/7, 3/7. Info, (415) 346-2628 or www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 1/11, 2/8, 3/8. John, (510) 521-2980 or www.iyc.org.

LAKE MERRITT SAILING CLUB — Midwinters: 1/11, 2/14, 3/8; this year at Oakland's Jack London Aquatic Center on the Estuary instead of on the lake, due to construction. Mark, (925) 245-0287.

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 1/3, 2/7. Info, www.mpyc.org or www.mercury-sail.com.

OAKLAND YC — Sunday Brunch Series: 1/4, 1/18, 2/1, 2/15, 3/1. Info, www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 1/10, 2/7. Jeff, (415) 595-8364 or www.regattapro.com.

RICHMOND YC — Small Boat Midwinters: 1/4, 2/1, 3/1. Optimists and El Toro Green Fleet: 1/31, 2/28. Info, www.richmondyc.org.

RICHMOND YC — Laser Sundays; juniors and adults race together: 1/11, 1/18, 1/25, 2/8, 2/15, 2/22, 3/15, 3/22, 3/29. Info, <http://rycsunday.myfleet.org>.

SANTA CRUZ YC — Midwinters: 1/17, 2/21, 3/21. Info, (831) 425-0690 or www.scyc.org.



Cruising Yachts



BOARD OUR NEW BOATS AT OUR IN-WATER DISPLAYS
SAN FRANCISCO BOAT SHOW - JAN. 22-25
SAN DIEGO SUNROAD BOAT SHOW - JAN. 22-25

In-Water SF Boat Show



New Jeanneau 41DS

In-Water SF & SD Shows



New Jeanneau 349

In-Water SD Boat Show



New Jeanneau 469

In-Water San Diego Show



New 2015 Jeanneau 509

In-Water San Diego Show



New 2015 Jeanneau 53

New Model - Just Launched



New 2015 Leopard 40

In-Stock & Ready to Sail



New 2015 Jeanneau 44DS

Dealer Demo - Sale Pending



2012 Hunter 50 AC

2014 Year End Closeout!



New 2014 Hunter 33



'99 Catalina 400 \$159,000



'02 Beneteau 473 \$249,900



'97 Catalina 34 \$77,500



'04 Tartan 4100 \$294,950



'09 Catalina 375 - \$179,000



'05 Catalina 350 \$125,000



Available Mid January

Alameda Yacht Sales Office
1070 Marina Village Pkwy, #101A
Alameda, CA 94501

WWW.CRUISEYACHTS.NET

Alameda: (510) 521-1327
Marina del Rey: (310) 821-8300

San Diego: (619) 681-0633
Newport Beach: (949) 650-7245

SPAULDING WOODEN BOAT CENTER



The oldest boatyard in Sausalito!

AFFORDABLE QUALITY

We haul boats up to 42 feet long
and 24,000 lbs.

WOOD-FIBERGLASS-METAL

The Golden
Gate sloop
Phoebe
gets a new
mast.



Stop by to
see this and
our other
winter
projects.

(415) 332-3721

boatworks@spauldingcenter.org

FOOT OF GATE FIVE RD. SAUSALITO, CA 94965

WWW.SPAULDINGCENTER.ORG

CALENDAR

SANTA ROSA SC — Spring Lake Winter Series: 1/24, 2/21, 3/21. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Midwinters: 1/4, 2/1, 3/1. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 1/3, 2/7, 3/14. Redwood Cup: 1/10, 2/21, 3/7. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever: 1/17, 2/21, 3/21. Janelle, (650) 303-8236 or www.southbeachyc.org.

TIBURON YC — Midwinters: 1/10, 2/7, 3/7. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 1/3, 2/7, 3/7. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Jan. 16-24 — Mount Gay Round Barbados Race Series. Win your skipper's weight in Extra Old Rum. Info, www.mountgayrumroundbarbadosrace.com.

Jan. 29-Feb. 1 — Superyacht Challenge Antigua. Info, www.thesuperyachtchallenge.com.

Jan. 29-Feb. 3 — Island Water World Grenada Sailing Week. Info, www.grenadasailingweek.com.

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

Mar. 3-7 — Banderas Bay Regatta, five days of friendly racing for cruising boats out of Nuevo Vallarta, Mexico. Banderas Bay is considered one of the greatest sailing venues in the world. Info, www.banderasbayregatta.com.

Mar. 6-8 — 35th St. Maarten Heineken Regatta. Boasting the largest multihull fleet in the Caribbean, a growing Melges fleet, and famous parties, this regatta's motto is "Serious Fun." Info, www.heinekenregatta.com.

Mar. 11-14 — Loro Piana Caribbean Superyacht Regatta and Rendezvous at Costa Smeralda YC in Gorda Sound, BVI. Info, www.loropianasuperyachtregattaandrendezvous.com.

Mar. 16-Apr. 18, 2015 — Cruisers Rally to El Salvador. Start from wherever you are, cruise with a group of your own making, and travel at your own pace to explore the Pacific coast of Mexico and Central America. Arrive in Bahia del Sol, El Salvador by the opening date of the rally to enjoy many weeks of activities. Info, www.elsalvadorrally.com.

Mar. 19-22 — St. Barths Bucket turns 21. Imagine 40 invited yachts from 100 to 289 feet going at it on the spectacular open waters of the Caribbean. At night, almost all the boats line up on one quay in a harbor the size of Belvedere Cove to party French Caribbean-style. You probably already know somebody on a boat and therefore have a decent shot at getting a ride. Info, www.bucketregattas.com/stbarths.

Mar. 27-29 — St. Thomas International Regatta, in USVI. Info, www.stthomasinternationalregatta.com.

Mar. 30-Apr. 5 — BVI Spring Regatta & Sailing Festival. Their slogan is "Warm Water-Hot Racing-Cool Parties." Includes a huge bareboat fleet. Info, www.bvispringregatta.org.

April 9-12 — La Paz Bay Fest. An event for cruisers that includes races, potlucks, cruising seminars, and other fun activities for the family. Info, www.clubcruceiros.net.

Apr. 13-18 — Les Voiles de St. Barth. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 15-21 — Antigua Classic Yacht Regatta. There are often good opportunities to crew in the Classic. Info, www.antiguaclassics.com.

Apr. 25-May 1 — Antigua Sailing Week, the granddaddy of all great tropical sailing weeks. Info, www.sailingweek.com.

June 19-20 — Tahiti-Moorea Sailing Rendezvous, hosted



PROGRESSIVE

San Francisco

BOAT SHOW

JANUARY 22-25, 2015

Pier 48 and McCovey Cove
at AT&T Park



ON LAND OR IN THE WATER,
THERE'S NO BETTER PLACE TO SEE AND BUY BOATS

SFBoatShow.com



PROGRESSIVE





VISIT OUR WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



Click our
 'Yard Cam' and
 'Yelp Reviews'



IT'S SIMPLE!

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

~ COMPARE US WITH THE COMPETITION ~



Go clean into the future.

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

2021 Alaska Packer Place, Alameda

CALENDAR

by *Latitude 38*, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

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.

January Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/31Wed	0042/2.0	0722/6.4	1418/0.0	2106/4.4
12/01Thu	0143/2.2	0814/6.5	1508/-0.3	2203/4.7
1/03Sat	0328/2.5	0941/6.5	1632/-0.7	2339/5.0
1/04Sun	0415/2.6	1021/6.4	1709/-0.7	
	HIGH	LOW	HIGH	LOW
1/10Sat	0313/5.1	0848/2.5	1420/4.6	2039/0.9
1/11Sun	0350/5.2	0948/2.4	1516/4.2	2121/1.4
	LOW	HIGH	LOW	HIGH
1/17Sat	0201/2.7	0822/6.4	1515/-0.4	2225/4.6
1/18Sun	0253/2.7	0910/6.7	1557/-0.9	2307/4.9
1/19Mon	0342/2.5	0958/6.8	1640/-1.1	2347/5.2
	HIGH	LOW	HIGH	LOW
1/24Sat	0234/6.0	0813/1.6	1421/5.5	2023/0.2
1/25Sun	0027/2.4	0658/6.2	1402/0.2	2058/4.5
	LOW	HIGH	LOW	HIGH
1/31Sat	0230/2.6	0842/6.2	1454/-0.1	2153/4.7
2/01Sun	0321/2.5	0842/6.2	1538/-0.2	2239/4.9

January Weekend Currents

date/day	slack	max	slack	max
12/31Wed	0307	0607/3.0F	0903	1217/4.4E
	1620	1926/3.4F	2226	
1/01Thu		0037/2.3E	0342	0623/2.5F
	0901	1249/3.9E	1718	1952/2.7F
	2252			
1/03Sat		0226/2.5E	0534	0805/2.5F
	1039	1424/4.1E	1851	2130/3.1F
1/04Sun	0033	0318/2.6E	0626	0854/2.5F
	1124	1510/4.0E	1935	2213/3.1F
1/10Sat		0123/2.3F	0424	0738/2.3E
	1134	1340/1.2F	1535	1923/2.6E
	2303			
1/11Sun		0201/2.1F	0448	0815/2.2E
	1241	1434/1.0F	1623	2014/2.2E
	2339			
1/17Sat		0110/2.0E	0403	0651/1.9F
	0859	1252/3.6E	1746	2021/2.6F
	2327			
1/18Sun		0157/2.1E	0454	0741/2.2F
	0950	1337/4.0E	1823	2105/2.9F
1/24Sat		0036/3.3F	0324	0626/3.3E
	1007	1251/2.4F	1512	1840/3.6E
	2222			
1/25Sun		0121/3.1F	0402	0715/3.4E
	1113	1351/2.1F	1615	1939/3.0E
	2308			
1/31Sat		0120/2.4E	0432	0656/2.2F
	0934	1330/3.7E	1750	2031/2.8F
	2326			
2/01Sun		0212/2.5E	0527	0748/2.3F
	1026	1416/3.8E	1833	2112/3.0F

SAIL California

J
BOATS

C&C
YACHTS

A ALERION YACHTS

See us at the SF Boat Show January 22-25



'90 Santa Cruz 70 \$385,000



'94 Schooner 66 \$275,000



'86 Custom 52 \$99,000



'04 Santa Cruz 53 \$575,000



'04 Multi-hull 70 \$2,250,000



'05 Open 60 \$580,000



'01 J Boats J/42 \$239,000



'06 J Boats J/124 \$220,000



'02 Custom 50 \$449,000



'07 J Boats J/124 \$229,000



'03 Reichel Pugh 44 \$274,900



'05 J Boats J/133 \$299,000



'12 Beneteau F. 40 \$179,000



'90 Hunter Legend 40 \$60,000



'90 J Boats J/35 \$45,000



'02 J Boats J/105 \$89,000

43' J Boats J/133 '05	\$299,000
43' J Boats J/133 '06	\$350,000
40' J Boats J/120 '00	\$169,500
37' C & C 37 '89	\$79,900
36' J Boats J/36 '82	\$45,000
35' J Boats J/35 '93	\$42,500
35' J Boats J/105 '92	\$65,000
35' J Boats J/105 '01	\$78,000



'03 Open 50 \$149,000



'89 Nova 36 \$69,000



43' Riviera Conv. '97 \$249,000

SAIL CALIFORNIA
1070 Marina Village Pkwy, #108
Alameda, CA 94501

Alameda (510) 523-8500
San Fran. (415) 867-8056
So. Calif. (562) 335-7969

Visit our website at
www.SailCal.com

SAN FRANCISCO MARINA SMALL CRAFT HARBOR

Set your course a full 180 degrees from the world of deadlines and commitment, into the world-renowned San Francisco Marina Small Craft Harbor, host of the 2013 Americas Cup. Discover a boater's paradise and why so many boaters choose the San Francisco Marina Small Craft Harbor as their home port of call. From the first-time owner to the experienced Captain, there is a wealth of mariner knowledge on our state-of-the-art floating docks.



There is Something For Everyone at Our Prestigious Marina

Stunning 35-acre, 725-slip marina, featuring all floating docks, 50% new concrete docks

725 berths, accommodating vessels up to 90 feet

Electrical service from 30amp/125 volt to 50amp 125/250 volt

Free water at every berth

Sanitary pump-out service available, free to all

Shower and restroom facilities, open 24/7

The Marina Office is open daily, monitoring VHF Channel 16 & 68

Automobile parking available near the marina

Marine fuel station, featuring diesel and gasoline

Beautiful view of the Golden Gate bridge, accessible by our signature Bay Trail

Immediate Access to the San Francisco Bay World Class Sailing

Shopping, Restaurants and Nightclubs, all within walking distance of the marina

World Renowned Marina Green Park and Fitness Center

Two World-class Yacht Clubs



To reserve a transient berth or for information regarding available long term berths, please contact the Marina Office.

3950 Scott Street | San Francisco, CA 94123
415.831.6322 | www.sfrecpark.org

LETTERS

↑↓WHAT'S IN A BOAT NAME, WHITE MAN?

Can somebody explain to me the deal with rich white males naming their mega racing machines after American Indians?

Steve Fossett named his 60-ft ORMA trimaran *Lakota* after the Sioux tribe of northern Wyoming and southern Montana. The Sioux were very capable warriors.

Fossett then set the Transatlantic record with his 110-ft cat *Playstation*. After Sony's sponsorship ran out, he renamed her *Geronimo* and set a new around-the-world sailing record of 58 days and 9 hours. The cat's namesake was an Apache who battled Mexicans and Texans when they infringed on his tribe's land. After Mexican soldiers killed his mother, his



COURTESY COMANCHE

wife, and his three children in 1858, Geronimo joined a number of revenge attacks against the Mexicans.

And now Internet billionaire Jim Clark of Silicon Valley has named his new 100-footer ultra-screamer *Comanche*. The Com-

Was it disrespectful and 'disgusting' for Jim Clark to name his new boat 'Comanche'?

manche are the famous tribe of the southern Plains.

And lord knows how many smaller boats have been named after various tribes or individual Indians such as Crazy Horse, Chippewa, Iroquois and more. I find it disgusting. At least Stanford University got rid of the Indians mascot, followed by other enlightened school administrations. I can't wait to see the Washington Redskins get burned for sticking to their derogatory name. At least the University of Miami dropped the 'Redskin' mascot almost 20 years ago.

I know that boatowners will argue that naming their boats after Indians or Indian tribes is a matter of respect, but it's not. And it should stop now.

Sally Jane Tepper
Sundial, Catalina 22
Sacramento

Sally — You may have forgotten that before Fossett set a new around-the-world record with his catamaran Geronimo, the record had been held by French provincial aristocrat Olivier de Kersauson's and his 102-ft trimaran — also named Geronimo. De Kersauson said he named his trimaran after the famous Indian because Geronimo "never gave up," which seems to indicate respect. Oddly enough, Geronimo means 'one who yawns a lot'.

It seems to us all of these boatowners gave their vessels the names they did out of veneration for individual Indians or their tribes. While we think there's a huge movement for people to be offended by just about anything and everything, if Indians don't want their names used, even out of respect, we have no problem honoring that wish. In the case of the Washington Redskins, we think the name is pretty hard to defend, as it's not an Indian name, but a derogatory nickname. It was sort of like trying to defend 'the Savages', which was the nickname for Eastern Washington College up until the late '70s.

The funniest of all mascot names, however, had to be St. Bonaventure's. The men's teams were known as the Brown Indians, while the women were called the Brown Squaws. That all ended in 1979, when a chief in the Seneca Indian tribe and some clan mothers asked the women to stop using the name Brown Squaws. Why? Because it meant vagina. We're not sure



SVENDSEN'S BOAT WORKS

Svendsen's and 3M Old World Standards, Cutting Edge Technology.

Svendsen's has 5 decades of experience performing all aspects of marine repair in our full-service boat yard in Alameda.

At Svendsen's, the most experienced craftsmen in the business will handle your boat bottom with care, using the finest 3M materials. From thorough sanding and preparation to fine detail painting and finishing, you can trust your boat to Svendsen's and 3M.



FREE Polish & Wax

With a bottom job from Svendsen's Boat Works.

Svendsen's uses top-quality abrasives, sealants, fillers, compounds, and buffing pads & discs by **3M**



Schedule your bottom job today!

3M PRODUCT EXTRAVAGANZA!

SAVE 30%
on these products

at

Svendsen's Chandlery!

PL	PRODUCT	SIZE	LIST PRICE	SALE PRICE
3M 9005	MARINE RESTORER & WAX	16 OZ.	\$29.37	\$20.56
3M 9006	MARINE RESTORER & WAX	32 OZ.	\$50.17	\$35.12
3M 9007	MARINE RESTORER & WAX	GAL.	\$144.30	\$101.01
3M 9009	FIBERGLASS CLEANER & WAX	16 OZ.	\$28.36	\$19.85
3M 9011	FIBERGLASS CLEANER & WAX	GAL.	\$128.00	\$89.6
3M 9033	CLEAN & SHINE WAX	15 OZ.	\$21.05	\$14.74
3M 9061	SCOTCHGARD MARINE LIQUID WAX	500ML	\$27.33	\$19.13
3M 9062	SCOTCHGARD MARINE LIQUID WAX	1 LTER	\$49.45	\$34.62

www.svendsens.com

1851 Clement Avenue, in the Alameda Marina

Call 510-522-2886 to learn more!

Boat Yard	x10	Metal Works	x40
Commercial Accounts	x20	Rig Shop	x50
Marine Store	x30	info@svendsens.com	

Meet me at the San Francisco Boat Show

Jan 22—25, 2015

Pier 38 & McCovey Cove at AT&T Park



A BETTER WAY TO
FINANCE YOUR BOAT

Professional ★ Efficient ★ Specialized

Financing offered through

INTERCOASTAL
Financial Group, LLC

MARINE LENDING

- Purchase or Refinance
- New or Used

RATES AS LOW AS 3.74%*

DEBBIE BETTS

510 227-5797 O

510 846-0578 C

www.bayareaboatloans.com

1070 Marina Village Pkwy # 101B

Alameda, CA 94501

*Vessel and borrower restrictions apply. Subject to change

LETTERS

if they were kidding or not, but now both St. Bonaventure teams are known as the Bonnies.

↑↓ THE JOB IS VACANT, AND MAYBE EVEN IRRELEVANT

My wife Monica and I received a letter from our friend Gayla Pickford about the current status of the presidency of the Pacific Ocean.

"Spike Africa was the first President of the Pacific Ocean that I know of," she wrote. "Spike left Sausalito and spent the rest of his days around Puget Sound. When he died, the title was passed on to Merl Petersen of the schooner *Viveka*. Merl gave title of Vice President to Bob Dixon, so Bob could take over after Merl passed on. I wonder if there are any of these true old characters still around to carry on the crazy tradition. If you know of anyone, let us know."

I told Gayla that perhaps *Latitude* would resolve the status of the President of the Pacific Ocean.

Ray Conrady
San Francisco

Readers — First, a little background. Spike Africa was the first President of the Pacific Ocean, and he took the office by self-proclamation. Nobody objected. After all, the colorful Spike not only had a great name, he was considered one of the last great schooner captains on the West Coast, as well as an expert



WEBB LOGG

Spike Africa was the first self-proclaimed President of the Pacific Ocean.

*rigger, a writer, actor and inventor. Everyone from old-time roughneck sailors to members of high society — including his wife — found Spike to be a Renaissance man. After his days at sea, Spike was a mainstay at the No Name Bar in Sausalito when it was in its heyday. He is also famous for being the mate of Sterling Hayden's schooner *Wanderer* when the actor defied a judge's order and sailed off to Tahiti with his kids. Spike passed away in 1985 at age 78, but lives on in the name of the big schooner that Bob Sloan of Newport Beach built in the 1970s and is now working out of Friday*

Harbor, and in the name of restaurants in places such as San Diego.

Upon Spike's death, Merl Petersen, owner of classic 75-ft schooner *Viveka*, assumed the position. While not quite the character Spike was, Merl had his moments. For example, he is the only person known to have taken an elephant water-skiing on San Francisco Bay, photos of which made the front pages of several San Francisco newspapers. Merl would later shock friends in Honolulu by undertaking a long restoration of *Viveka*, which had been built in 1929, and then taking her around the world, including a race to the east coast of Russia. He would own the schooner for 54 years, a remarkable amount of time.

Petersen's taking office of President of the Pacific Ocean was initially met with some resistance. Peter Sutter, founder of Sutter Sails and a longtime soulful sailor, was skeptical. But after meeting Petersen over lunch, Sutter, a friend of Spike's, decided that Petersen was indeed worthy of the title. And that was it.

As the world has become more corporate and less whimsical, and the sailing characters of old have aged or passed on, the title of 'President of the Pacific Ocean' seems to have faded. We're not sure that Bob Dickson ever accepted it. As it turns out, Dickson passed away last month as the result of

**EARLY BIRD SPECIAL ON ALL HANSE MODELS
SAVE UP TO \$63,750 CALL FOR DETAILS**

WWW.JK3YACHTS.COM

BROKERAGE SAIL.....

2006 65' J/65	\$1,499,000
1997 53' J/160	\$530k
1995 56' PERRY 56	\$619k
2005 52' TP52- Rebel Yell	\$349k
2014 50' HANSE 505	\$549k
2007 49' C Burns Schooner	\$635k
1996 48' 1D48	\$99k
2006 43' J/133 - Forgiveness	\$349k
2006 43' J/133 - Tango	\$324k
2000 42' J/42 - Reluctant	\$199k
2006 42' Bruckman / Zurn	\$389k
2007 40' J/122 - Grace	\$329k
2006 40' J/124 - Good Call	\$279k
2001 40' Beneteau 1st 40.7	\$129k
2010 36' J/111 - JATO	\$275k
2004 35' J/109 - Duster II	\$181k
2001 35' J/105 - Hibiscus	<i>Pending</i>
2001 35' J/105 - Hey Viento	\$76k
2000 35' J/105 - Kestrel	\$83k
1999 35' 1d35 Optimized	\$79k
2004 26' J/80 - Illuminati	\$42k

BROKERAGE P O W E R.....

2002 85' AZIMUT 85	\$1,998,000
2003 38' TRUE NORTH 38	\$219k
2009 30' Raider 900 RIB	\$69k
2002 28' Protector RIB	\$82k



505

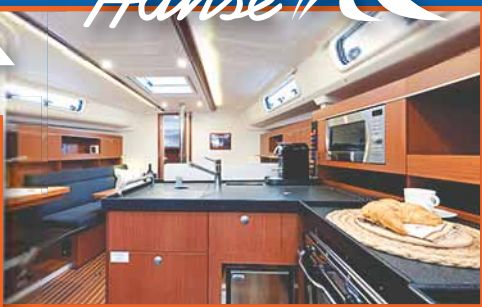


**On Display
At The
San Francisco
BOATSHOW**

Hanse



385



**On Display
At The
San Francisco
BOATSHOW**

*SABRE
Yachts*



SABRE 42 Saloon Express



SABRE 38 Saloon Express



DEHLER 46 - Coming to SF Feb 2015



50' HANSE 505 2014
\$549,000 Contact: Jack Lennox



41' Island Packet SP 2007
\$417,500 Contact: Alan Weaver



38' SABRE 386 2005
\$239,900 Contact: Jack Lennox



38' SABRE 386 2004
\$259,000 Contact: Alan Weaver

San Diego: 619-224-6200

Newport: 949-675-8053

Alameda: 510-227-2100

Houston: 206-285-6200

Seattle: 206-285-6200



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

a fall. The longtime Newport Beach resident certainly would have been worthy of the office, as he was one of those guys who seemingly sailed in every big race and delivered boats in between.

Dickson was involved in two of the better-known moments



LATITUDE / J/R

With Merl Petersen's passing, the post is open, but is it still relevant?

in recreational sailing when it was really getting going in the 1960s. The first happened when he was bringing Jake Wood's C&C 61 Sorcery back across the Pacific from Japan in March. After three days of 50-knot winds, the seas had built up to tremendous heights when the big boat pitchpoled with some nasty injuries to the crew and damage to the boat. Bob was also at the helm of Bob Johnson's legendary Herreshoff 72 Ticonderoga when she charged down the howling Molokai Channel neck-and-neck with South African Cornelius Brunzeel's van de Stadt 72 Stormvogel for the finish of the 1965 Transpac. 'Big Ti' would nip Stormvogel for line honors.

Spike, Petersen, Sloan and Dickson — may they all rest in peace.

↑↓ THE OPTIMUM SAN FRANCISCO BAY RECORD COURSE

I'm definitely up for sailing a Latitude 38 San Francisco Bay Record time trial challenge. The attractive part is the infinite choice of start times and start/finish locations, so it's mostly a weather strategy and routing game — almost like a long ocean race. I'll be exercising my Expedition skills along with *SailTactics.com*'s new high-res runoff-adjusted current data.

But I have to wonder about making the course identical to the Three-Bridge Fiasco course. 'Fiasco' is the operative word. Can we make the top mark something other than Red Rock? Also, there's a long history of Three-Bridge course records, so there might be more initial interest if the course is different, as the first round of times will all establish new records in each category.

I would also suggest that the course pass as close as possible to all the major marinas, so we can start and finish near our home berths. So let's talk more about the optimum course before official roll-out.

Paul Kamen
Twilight Zone, Merit 25
Berkeley

Paul — We're still in the information and interest gathering stage, so if you or anyone else would like to propose a different course or make any other suggestions, we're all ears. And there is still time, as we won't start the 'season' until May 1 — International Workers Day — which means we don't have to finalize the details until the April 1 — April Fool's Day — issue of Latitude. But starting the San Francisco Bay Record is no April Fool's joke.

↑↓ THE BAMA SAN FRANCISCO BAY 'RACETRACK'

The Bay Area Multihull Association has 'maintained' a 10-mile racetrack since 2010. People can sail on it and compete for records any time. The course can be viewed at *www*.



Picture Your Selfie on a Boat

SEATTLE
BOAT SHOW
INDOORS + AFLOAT

It's a **BIG DEAL**

Find your big deal at the West Coast's largest boat show, featuring the biggest display of boats, yachts, electronics and gear. For discounts, giveaways and a complete list of exhibitors and seminars, visit us today at www.SeattleBoatShow.com

JAN 23 - FEB 01 | 2015

CENTURYLINK FIELD EVENT CENTER & SOUTH LAKE UNION

www.SeattleBoatShow.com

Pacific Yacht Imports



DON BROOKE 80, '81 \$375,000



TAYANA 55, '83 \$200,000



TAYANA 48 DS, '08 \$419,000



CATALINA 470, '06 \$309,000



SLOCUM 43, '83 \$159,000



X-YACHTS 43, '04 \$275,000



NAUTICAT 43 KETCH, '84 \$189,000



SERENDIPITY 43, '82 \$124,900



HUNTER 410, '00 \$113,900



TARTAN 41, '75 \$33,000



CANADIAN SAILCRAFT 40, '87 \$69,900



SWIFT 40 CC KETCH, '79 \$65,000



CATALINA 380, '01 \$135,500



HUNTER 310, '99 \$41,500

www.pacificyachtimports.net

Grand Marina • 2051 Grand St., Alameda, CA 94501
Tel (510) 865-2541 • tayana@mindspring.com

LETTERS

sfbama.org/racetrack/index.html. But I believe it would be more fun to have a longer course, perhaps through Raccoon Strait, around Treasure Island, and around Red Rock in order to include the most variables in wind and current.

J.E.B. Pickett
Serenity, Seawind 1160
Sausalito

J.E.B. — Thanks for reminding us about the 'BAMA Race-



BAMA

track.' If we're reading the site correctly, a record run hasn't been attempted since 2010. The best elapsed time so far is 1h, 9m, 27s by doublehanders Ross Stein and Bill Pace on the F-27 Mk II Origami. The

corrected-time record is held by singlehander Stephen Buckingham's Santana 22 Tchoupitoulas — but by only three minutes and change.

THE LATITUDE 38 SAN FRANCISCO BAY RECORD

I have the following thoughts regarding a *Latitude 38* San Francisco Bay Record such as was discussed in *Lectronic Latitude* and December's *Letters*:

1) Attempts should be permitted from May 1 until September 30.

2) The following records should be recognized: Outright (elapsed time) record; PHRF (monohull corrected time) record; BAMA (multihull corrected time) record; All-female crew (corrected time); Singlehanded (corrected time); and five or more from a one-design class would qualify for a class record.

If a lot of multihulls wanted to go for the record, perhaps a 'Fast Cat' division could be set up, such as BAMA does for their season championship.

I like the idea of half of the entry fee's going to the sailing nonprofit of the entry's choice.

I've been in touch with Ray Irvine regarding running this event using *Jibeset.net* for entries and results, and he's into it. *Jibeset* is used by many Bay Area clubs, plus the Yacht Racing Association (YRA) and the Singlehanded Sailing Society (SSS), to manage race entries and scoring. Each skipper could upload their GPS track to *Jibeset*, and *Latitude* would receive an email when a track was uploaded. This would avoid the inconvenience of having a race committee volunteer on station each time someone makes a record attempt, as was suggested in a letter to *Latitude*. That would be completely impractical.

A couple of folks in the know recommend using Time on Time for scoring rather than Time on Distance.

The course could certainly be the same as the Three Bridge Fiasco. I like the option to go either way, plus skipper's choice of going by way of Raccoon Strait or Pt. Blunt. But let's take that one step further. To encourage entries, particularly from smaller, slower boats, why not have each skipper choose their start/finish point on the course, thus avoiding unnecessarily long deliveries? As long as all the marks are rounded and the track crosses itself at the start/finish point, the course has been completed. This feature would distinguish it from the Three

Our customers come first.

For the record...

Rolex Big Boat Series

- Express 37... **2nd**
- Farr 40... **2, 3**
- HPR... **1, 2, 3**
- J/105... **1, 3**
- J/111... **1, 3**
- J/120... **2, 3**
- Melges 24... **1, 2, 3**
- Multihull... **1, 2**
- ORR... **1, 2, 3**
- Quantum Key West Race Week**
- HPR... **1, 2, 3**
- IRC 2... **2, 3**
- IRC 3... **1, 2, 3**
- J/70... **1, 2, 3**
- J/80... **1, 3**
- PHRF 1... **1, 2, 3**
- Melges 32... **1st**
- Melges 24... **1st**
- Mini Maxi... **1, 2**
- Chicago-Mackinac Race**
- Overall... **1, 2**
- J/105... **2nd**
- J/109... **1st**
- J/111... **1, 3**
- Cruising 1... **2nd**
- Cruising 2... **1, 2, 3**
- Beneteau 36.7... **2nd**
- Beneteau 40.7... **1, 2, 3**
- Section 1... **1, 3**
- Section 3... **1st**
- Section 4... **1, 3**
- Section 6... **2nd**
- Turbo... **1, 2, 3**
- Stamford YC Vineyard Race**
- Class 9 IRC... **2, 3**
- Class 15 IRC... **1, 3**
- Class 16 IRC... **1, 3**
- Class 8 PHRF... **1st**
- Class 10 PHRF... **1st**
- Class 13 PHRF... **1, 3**
- Storm Trysail Block Island Race**
- IRC 2... **1, 3**
- IRC 3... **2, 3**
- IRC 4... **2nd**
- IRC 5... **1, 2, 3**
- IRC 6... **1, 2**
- PHRF 1... **2nd**
- PHRF 2... **1, 2, 3**
- Sperry Top-Sider Chicago NOOD**
- J/111... **1st**
- J/109... **1, 2**
- ORR... **1, 2, 3**
- Beneteau 40.7... **1, 3**
- Tartan 10... **1, 2, 3**
- PHRF 1... **2nd**
- North Sails Rally Cruising... **1, 2, 3**
- North Sails Rally Racing... **1, 3**
- Sperry Top-Sider Seattle NOOD**
- J/24... **1, 2, 3**
- J/70... **2nd**
- J/80... **1, 2**
- J/105... **2, 3**
- Merit 24... **1, 2**
- Melges 24... **1, 2**
- International 6 Meter... **1, 2, 3**
- Sperry Top-Sider Annapolis NOOD**
- Alberg 30... **1st**
- Cal 25... **1, 2, 3**
- Etchells... **1, 2, 3**
- Farr 30... **1, 2, 3**

- J/22... **1, 2, 3**
- J/24... **1, 3**
- J/30... **1, 2, 3**
- J/35... **1, 2, 3**
- J/70... **1, 2**
- J/80... **1, 2**
- J/105... **2, 3**
- J/109... **1, 2**
- S2 7.9... **2, 3**
- Viper 640... **1, 2**
- Sperry Top-Sider St Pete. NOOD**
- PHRF 1... **1, 2, 3**
- Contender... **1, 3**
- Ensign... **1, 3**
- J/24... **1, 2**
- J/70... **1st**
- Melges 24... **1st**
- Sonar... **1, 2, 3**
- VX One... **1, 2, 3**
- J/30 North Americans... **1st**
- J/80 North Americans... **2, 3**
- J/80 Worlds... **1st**
- J/105 North Americans... **1, 2, 3**
- J/109 North Americans... **1, 2, 3**
- J/111 North Americans... **2, 3**
- Farr 30 Worlds... **1, 2, 3**
- Swan 42 Worlds... **1, 2, 3**
- Beneteau 36.7 NAs... **1, 3**
- Oregon Offshore**
- Class A... **1, 2, 3**
- Class B... **1st**
- Class C... **1st**
- Class D... **1, 3**
- Maxi Yacht Rolex Cup**
- Super Maxi... **1, 2, 3**
- Maxi... **1, 2, 3**
- Mini Maxi RC... **1, 2, 3**
- IRC NAs
- Overall... **1st**
- Pacific Cup**
- Weems & Plath Division... **1st**
- Alaska Airlines Division... **2nd**
- PYC Spring Regatta**
- A Fleet... **1, 2, 3**
- B Fleet... **1, 2**
- Martin 24x... **2, 3**
- J/24... **1st**
- Merit 25... **2, 3**
- Cal 20... **1, 2, 3**
- RCYC Frost Bite**
- J/24... **1, 2, 3**
- Merit... **1, 2, 3**
- PHRF A1... **1, 2, 3**
- PHRF B... **1, 3**
- CYC Summer Series**
- Merit 25... **1, 2**
- Martin 24x... **2, 3**
- Multi... **1st**
- PHRF A... **1, 2, 3**
- PHRF B... **1, 2, 3**
- North Sails Rally Cruising... **1, 2, 3**
- North Sails Rally Racing... **1, 3**
- Sperry Top-Sider Seattle NOOD**
- J/24... **1, 2, 3**
- J/70... **2nd**
- J/80... **1, 2**
- J/105... **2, 3**
- Merit 24... **1, 2, 3**
- Melges 24... **1, 2**
- International 6 Meter... **1, 2, 3**
- Sperry Top-Sider Annapolis NOOD**
- Div A... **1st**
- Div B... **1st**
- RCYC Long Distance Race**
- PHRF A... **1, 2**
- PHRF B... **1, 3**
- PHRF C... **1, 2**

- Martin 24x... **1, 3**
- Cal 20... **1, 2, 3**
- Branford Invitational**
- 4... **1st**
- 5... **1, 2**
- 6... **1st**
- 4th Annual ORR Great Lakes Championship Series... 1, 3**
- Charleston Race Week**
- J/22... **1, 2, 3**
- J/24... **1, 2, 3**
- J/70... **1, 2**
- J/80... **1st**
- HPR... **1, 2, 3**
- Melges 24... **1st**
- PHRF A... **2, 3**
- PHRF B... **1, 2**
- PHRF C... **1, 3**
- PHRF D... **2, 3**
- Viper 640... **1, 2, 3**
- CRA North Sails Winter Series**
- PHRF 2A... **1st**
- PHRF 2B... **1st**
- PHRF 3... **1st**
- Duck Is. YC Thursday**
- Melges 24... **1st**
- Spin A... **1, 2, 3**
- Spin B... **2, 3**
- Heineken Regatta**
- CSA 1... **1st**
- CSA 2... **2nd**
- CSA 4... **1st**
- Gunboat... **1st**
- American YC Spring Series**
- HPR... **1, 2**
- IRC... **1st**
- IRC 2... **2, 3**
- J/109... **1, 2, 3**
- Swan 42... **1, 2, 3**
- American YC Fall Series**
- Classics... **1st**
- J/109... **1, 2**
- IRC 1... **1st**
- IRC 2... **1st**
- IRC 3... **1st**
- Swan 42... **1, 2, 3**
- Classics... **1st**
- J/109... **1, 2**
- IRC 1... **1st**
- IRC 2... **1st**
- Swan 42... **1, 2, 3**
- Class 2... **1st**
- Class 5... **1st**
- Class 6... **1st**
- Class 8... **1st**
- Class 9... **2, 3**
- Class 10... **1, 2, 3**
- Class 11... **1, 2, 3**
- Class 11... **1, 2, 3**
- Islands Race**
- DIV 2... **1, 3**
- Multihull Division... **1st**
- West Coast 70s... **1st**
- Lake Ontario 300**
- IRC... **1st**
- PHRF... **1st**
- Short Course... **1st**
- Solo... **1st**
- Indian Harbor YC - Gearbuster**
- PHRF DH... **1, 2**
- PHRF 1... **1, 2**
- Lake Ontario 600**
- Overall... **1st**
- Marblehead NOOD**
- J/24... **1, 2, 3**
- Viper 640... **1, 2, 3**
- Museum of Yachting Classic Yacht Regatta
- Brown, Non-Spinnaker... **1st**

- Newport Bermuda Race**
- Class 1... **2, 3**
- Class 2... **2, 3**
- Class 3... **2nd**
- Class 4... **1, 2, 3**
- Class 5... **1, 2, 3**
- Class 6... **1, 2, 3**
- Class 7... **1, 2, 3**
- Class 8... **1, 2, 3**
- Class 9... **2, 3**
- Cruiser Div., Class 10... **1, 2, 3**
- Cruiser Div., Class 12... **2, 3**
- Double-Handed, Class 14... **1, 2, 3**
- CRA Beer Can Series**
- Spin A... **1st**
- Spin B... **1, 2**
- Spin C... **1, 3**
- Spin D/J/105... **2nd**
- Spin E... **2, 3**
- Spin G... **2, 3**
- Spin H... **1, 2, 3**
- NYC Annual Regatta**
- CRF Spinnaker... **2, 3**
- CRF Non-Spinnaker... **1st**
- HPR... **1, 3**
- IRC... **1st**
- Melges 32... **1, 2**
- J/105... **3rd**
- J/111... **1st**
- Swan 42... **1, 2, 3**
- Pine Orchard Annual Invitational**
- Class 1... **1st**
- Class 4... **1, 2, 3**
- Ram Island Invitational**
- Class J... **1, 2**
- San Diego NOOD**
- Buccaneer 18... **1st**
- Corsair... **1, 2, 3**
- Fast 50... **1, 2, 3**
- Flying Tiger... **2nd**
- 114... **1, 3**
- J/105... **2, 3**
- North Rialta... **1, 3**
- SD to Vallarta Int. Yacht Race**
- Div 0... **1st**
- Div 1... **2nd**
- Div 2... **1, 2**
- Div 3... **2nd**
- Div 4... **2nd**
- SDYC Yachting Cup**
- Beneteau 36.7... **1, 3**
- Fast 45... **1st**
- Fast 50... **2nd**
- Flying Tigers... **1, 3**
- J/70... **1, 2, 3**
- J/120... **1st**
- Pittwater to Coff's Race**
- Line Honors... **1, 2, 3**
- IRC Overall... **1, 2, 3**
- Annapolis Labor Day Regatta**
- Cal 25... **1, 2, 3**
- J/30... **1, 2**
- J/35... **2nd**
- J/70... **1, 2**
- J/80... **1, 3**
- J/105... **2, 3**
- J/109... **1, 2, 3**
- PHRF A1... **1, 3**
- PHRF A2... **1, 3**
- PYC Spring Regatta**
- A Fleet... **1, 2, 3**
- B Fleet... **1, 2**
- Martin 24x... **2, 3**
- J/24... **1st**

- Merit 25... **2, 3**
- Cal 20... **1, 2, 3**
- SYSCO Spring Series**
- 1 Fleet... **1st**
- 2 Fleet... **1st**
- Martin Fleet... **1st**
- Merit Fleet... **1, 2, 3**
- E Fleet... **1, 2, 3**
- J/24... **1, 2, 3**
- Cal 20... **1, 2, 3**
- SYSCO Summer Series**
- 1 Fleet... **1st**
- 1 A Fleet... **1, 2**
- 2 B Fleet... **1, 2, 3**
- Merit Fleet... **1, 2, 3**
- 5 Fleet... **1, 3**
- J/24... **1, 2, 3**
- Cal 20... **1, 2, 3**
- Cruising B... **1st**
- Cruising C... **1st**
- Long Beach Race Week**
- J/24... **1, 2, 3**
- Viper 640... **1, 2, 3**
- Melges 20... **1, 2, 3**
- Flying Tiger... **1st**
- J/120... **1st**
- SCYA Midwinter Regatta**
- Beneteau 36.7... **1, 3**
- J/20... **1st**
- C Scow Nationals... 1st**
- C Scow Blue Chips... 1st**
- C Scow MIR Regatta... 1st**
- C Scow La Belle Tune Up... 1st**
- C Scow Springfield Tune-Up... 1st**
- E Scow Wawasee Regatta... 1st**
- E Scow Carolina YC Regatta... 1st**
- Ensign Nationals... 1st**
- Etchells Worlds... 1st**
- Etchells North Americans... 1st**
- Etchells US Nationals... 1st**
- Finn ISAF Worlds... 1st**
- Finn Gold Cup... 1st**
- Flying Scot North Americans... 1st**
- Flying Scot Midwinters... 1st**
- 470 Worlds - Men... 1st**
- 470 Worlds - Women... 1st**
- Interclub North Americans... 1st**
- International 110 Nationals... 1st**
- J/22 Worlds... 1st**
- J/22 North Americans... 1st**
- J/24 Worlds... 1st**
- J/24 Europeans... 1st**
- J/24 US Nationals... 1st**
- J/24 North Americans... 1st**
- J/24 East Coast Champs... 1st**
- J/24 Italian Nationals... 1st**
- J/24 Midwinters... 1st**
- J/24 Cinco de Mayo... 1st**
- J/24 Easter Regatta... 1st**
- J/70 Worlds... 1st**
- J/70 North Americans... 1st**
- J/70 Chesapeake Bay Champs... 1st**
- J/70 Santa Barbara Fiesta Cup... 1st**
- J/70 Cinco de Mayo... 1st**
- J/70 Miami Bacardi... 1st**

- J/80 East Coast Champs... 1st**
- Lightning North Americans... 1st**
- Lightning Atlantic Coasts... 1st**
- Lightning Bayview OD Regatta... 1st**
- Lightning California Districts... 1st**
- Lightning Moonshine Regatta... 1st**
- Lightning Deep South... 1st**
- Lightning Winter Champs... 1st**
- Lightning Winter Masters... 1st**
- Lightning Midwinters... 1st**
- Martin 242 SCCYC OD Weekend... 1st**
- MC Scow ILYA Champs... 1st**
- MC Scow ILYA Invite... 1st**
- MC Scow Wisconsin Champs... 1st**
- MC Scow Weersing Memorial... 1st**
- MC Scow Cage Match... 1st**
- MC Scow Orlando Webb... 1st**
- MC Scow Grand Rapids Champs... 1st**
- Melges 17 Inland Champs... 1st**
- Melges 20 Worlds... 1st**
- Melges 20 Newport Regatta... 1st**
- Melges 20 Miami Bacardi... 1st**
- Melges 20 Miami Winter #2... 1st***
- Melges 24 Worlds... 1st**
- Melges 24 Europeans... 1st**
- Melges 24 Santa Barbara Fiesta Cup... 1st**
- Melges 24 Muskegon Champs... 1st**
- Melges 24 Miami Bacardi... 1st**
- Moith North Americans... 1st**
- Moith US Nationals... 1st**
- Moith Euro Cup - Act 1... 1st**
- Moith Euro Cup - Act 3... 1st**
- Moith Euro Cup - Act 4... 1st**
- Moith Euro Cup - Act 5... 1st**
- Sabot Nationals... 1st**
- Sabot Dutch Shoe Marathon... 1st**
- Santana 20 Nationals... 1st**
- Santana 20 Eugene YC Memorial Day... 1st**
- Shields Nationals... 1st**
- Snipe Western Hemisphere Qualifier... 1st**
- Soling North Americans... 1st**
- Sonar North Americans... 1st**
- Star North Americans... 1st**
- Star South Americans... 1st**
- Star Miami Bacardi... 1st**
- Star Midwinters West... 1st**
- Thistle Nationals... 1st**
- Thistle Atlantic Coasts... 1st**
- Thistle NJ Districts... 1st**
- Thistle US Districts... 1st**
- Thistle Niagara Districts... 1st**
- Thistle Central Districts... 1st**
- Viper 640 Larchmont RW... 1st**
- Viper 640 Santa Barbara Fiesta Cup... 1st**
- Viper 640 Newport Regatta... 1st**
- Viper 640 Pacific Coasts... 1st**
- Viper 640 Cal RW... 1st**
- Viper 640 Miami Bacardi... 1st**
- VX One North Americans... 1st***
- VX One Newport Regatta... 1st**
- Y-Flayer Midwinters... 1st**

*majority North inventory

For more results visit
northsails.com



The Power to Perform

These results represent a fraction of the success enjoyed by North Sails customers in 2014. In appreciation, we are offering a FREE North Regatta Cap to every North customer who finished 1st, 2nd or 3rd in a North American regatta in 2014. To register for your cap, log onto www.northsails.com, then complete the online registration form. One cap per customer. Offer expires April 1, 2015.



Channel Islands 805-984-8100 Costa Mesa Sail Care 949-645-4660
Marina Del Rey 310-827-8888 San Diego 619-224-2424 Sausalito 415-339-3000

www.northsails.com

ABOVE: J/70 flying North Radian upwind and V-Series Asymmetric sails. J.H. Peterson photo



SVENDSEN'S & PLASTIMO BRINGING YOU GREAT DEALS IN THE NEW YEAR.



Inflatable IOR Dan Buoy
Retails for: \$269.00

Sale Price: \$255.00

- Adjustable webbing sling seat for man-over-board to rest on
- Retro-reflective tapes
- Drogue anchor



Mini Contest Black P/N 55403
Retails for: \$225.04

Sale Price: \$168.78

- More modern look
- New conical card for improved reading comfort.
- Complies with ISO 613, SOLAS MED 96-98

Small Radar Reflector 25886

Retails for: \$48.38

Sale Price: \$33.86

- 2m2 reflective area
- Powerboat model includes a mounting bracket.
- Sailboat model is grooved at the ends for mounting on a shroud.
- Length x dia: 22.6 x 1.95 inch, Weight: 250 gm.
Reflective area: 21.6 Sq. Ft.



Large Radar Reflector 39099

Retails for: \$103.70

Sale Price: \$72.59

- Weight: 32 oz
- Size: 4" Diameter x 23" Long
- Reflective Area (4) Square meters
or (172) Sq. Ft.



Offer valid through 2-28-15

OPEN 7 DAYS A WEEK!
Chandlery & Rig Shop / 510.521.8454
info@svendsens.com / www.svendsens.com
1851 Clement Avenue, in the Alameda Marina

LETTERS

Bridge Fiasco and give strategists another piece to play with. Should each entry be allowed only one attempt? Or perhaps as many as three in a season?

Christine Weaver
Stink Eye, Laser 28
Pt. Richmond

Readers — Christine is also the Racing Editor for Latitude, and we encouraged her to submit her thoughts as a letter. Any comments?

As soon as Stan Honey returns from navigating Jim Clark's new 100-ft screamer in the Sydney to Hobart Race, we're going to ask him what he thinks about Time on Time scoring versus Time on Distance scoring for the San Francisco Bay Record.

↑↓WHAT SHOULD WE CALL YOU?

Call me a floating pet-hater.

I want to know what the sailing community thinks about pets roaming around freely in marinas. I've lived aboard my boats in several countries for the past five years, and in most places I went there were pets roaming the marinas. As a result, there was dog poop on the docks, and my boat has been boarded far more often by neighbor's pets than by any other uninvited mammal. I don't want to hurt anyone's feelings by telling them it's unacceptable to leave their 'furbabies' or 'family member's' poop where my crew and I walk and flake our sails, but if marina personnel can't enforce pet-related commonsense, who will?

Don't get me wrong, I love animals — including human beings. I love them so I don't kill, feed or breed them. I observe them respectfully in the wild, and try to limit my impact on their habitat and our planet in general. I wash guano off my deck and canvas with a Zen smile, thinking a port or anchorage without seabirds would be an even scarier thing from an ecological perspective. I've watched an osprey perch on my masthead electronics and destroy them, without losing my fascination for these gracious predators. I steer well clear of whales, idle or stop my engine when I'm under power near them, and even stop my depth sounder if I don't need it since I don't know if it attracts or annoys them.

To me, the relationship Westerners have with their pets shows a sad disconnect with nature, an acute symptom of our narcissistic anthropocentrism. It scares me that so many people want to show their love to living beings by holding them prisoner — for the greater part of their lives in solitary confinement — and yelling at them while yanking a choking collar after surgically removing parts of their genitals. That's not my kind of love for nature or for my family members, but that's just me.

I know the whole pet deal is wide-ranging from totally happy house cats and healthy family dogs, to unacceptably beaten-up pets and generations of overbreeding leading most of them to foreseeable painful illnesses. I want to be open-minded and respectful about what people do at home (as long as they don't hurt each other), but that theory applies more easily when pets stay where they belong — within their 'master's' sight.

I have a harder time living by the Dalai Lama's 'tolerance and compassion' words when pets board my boat, with the owner nowhere to be seen. This usually results in items being added to my 'to do' list, which already has an endless number of projects. I've had pets walking on my still-curing epoxy putty, then on the lens of the brand new hatch I was about to install the next day. It topped the time one did the moon walk on my solar panels, and made pounds of dog poop. I won't even mention all the poop I've had to clean from my

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco

**15% Discount off Fabric for Projects
Scheduled at the San Francisco Boat Show
January 22-25**



**NORTH
BEACH
MARINE
CANVAS**

415.543.1887

nbmc@earthlink.net • www.northbeachmarinecanvas.com

See Your Local



**HANDCRAFT
MATTRESS COMPANY**

Dealer at the Show!



*Liz Diaz,
Master Fabric Craftsman*

South Beach Riggers

**DO IT ONCE.
DO IT RIGHT.**

PERIOD.

- Mast
- Fabrication
- Insurance Work
- Rigging
- Hydraulics
- More...

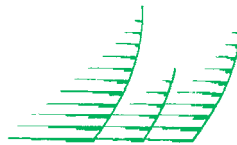
www.SouthBeachRiggers.com

415.331.3400

Come see us in Sausalito

399 Harbor Dr., Sausalito, CA 94965

8am - 5pm M - F



Westwind

**Washing, Waxing
Varnishing**

**Winter project you've been wanting to do?
10% DISCOUNT on Interior Woodwork & Interior Cleaning**



*"The boat looks great.
It really is a pleasure
to come back to a clean
boat. Your service is
fantastic."*

*- David Enzminger,
Hunter 35, 'Meerhexe'*



(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 • Close to dozens of fantastic restaurants and shops

SAN DIEGO SUNROAD MARINA BOAT SHOW™

January 22-25
BigBayBoatShow.com



ADMISSION
\$12 FOR ADULTS.
CHILDREN 12 &
UNDER, FREE.
CASH ONLY.

SHOW HOURS
THURS. 12PM – 6PM
FRI. 12PM – 6PM
SAT. 10AM – 6PM
SUN. 10AM – 6PM



SAN DIEGO SUNROAD MARINA BOAT SHOW™

LETTERS

decks and shoes.

I was initially mad at the pets, but after taking a deep breath and looking at them bolt back home, I figured the poor things are doing exactly what I did for years as a kid — going boldly places I was told not to, and enjoying an arrogant rush of adrenaline running away from the consequences. The pets are not to blame; the owners are, the marina personnel are, and we collectively are.

I'm not writing this to get it off my chest; all of this is part of living in communities I truly love. I just want to know what boaters — pet owners or not — marina operators, and the editors of this magazine think of the issue. Do you guys have tricks to keep free-roaming pets off your decks? Are there marinas that prevent their liveaboards from having pets on board and/or actually enforce their pet-related rules?

Gaël Simon, French Canadian from Quebec
GravlaX, X-40
Berkeley YC

Gaël — The mammals we've had the biggest problem with are sea lions. They are cute — until they crap all over your boat and/or bark all night long.

While we don't have the time to care for a pet, we're generally pet-positive, knowing they often provide outstanding companionship for many humans. Nonetheless, we very much dislike all the dog crap on the docks and around marinas, as well as sleeping dogs blocking docks, and we're frankly sick and tired of dogs licking or rubbing their wet noses against our legs. We can't help but wonder how the owners would feel if we had a grandchild who repeatedly slobbered all over them.

While not sailing specific, what bothers us more is the

abuse in granting ever-expanding 'emotional support animal' status. As most readers probably know, the 'emotional support animal' sham went off the graph at 6:10 a.m. the day before Thanksgiving when a woman walked down the aisle of a US Airways jet at Connecticut's Bradley International Airport with a large pig over her shoulder. Everybody assumed that it was a stuffed animal until the pig, estimated to weigh between 70 and 80 pounds, became "disruptive."

Next up, pet lions as service animals.

According to US Airways, under Department of Transportation guidelines, the woman had to be allowed to board the plane with the big pig because it is an "emotional support animal." Unfortunately, the pig not only stank, but he crapped in the aisle of the plane while the woman was stowing stuff in the overhead bin. "When she tied him to the armrest and tried to clean up after him," a passenger told CNN, "the pig started to howl. The woman talked to the pig like it was a person, saying it was 'being a jerk'."

Pigs are intelligent, which is more than can be said for the woman, and for the bureaucrats who allow people who try to bring new meaning to the expression 'when pigs fly'.

↑↓ MAINTENANCE AND REPAIRS, NOT GENDER SPECIFIC

I'm kinda surprised that *Latitude* found so few women who climb the masts of their boats and/or dive on the bottoms. I do both — as well as the engine work. And recently I've been splicing new Dyneema lifelines. My belief is that if you own a boat, and particularly if you want to cruise, you

CHARLOTTE WEBB



CALIFORNIA'S MULTIHULL LEADERS

WEST COAST
MULTIHULLS



BEST MULTIHULL BROKERAGE



CORSAIR 31
Two from \$75,000



LAGOON 440
2004 • \$319,000



PDQ 32 CATAMARAN
A cool #10 • \$120,000



FP MARQUESES 56
1997 • \$549,000



34' GEMINI 105 MC
Three from \$71,000



NORSEMAN 400
Liveaboard • \$157,000



2001 LEOPARD 38
Very clean! • \$229,000



SUNCHASER 58
Priced to sell at \$545,000



SEAWIND 1160
Two from \$389,000



FUSION 40
2012 • \$427,000



CORSAIR 28
2006 • \$68,000



SPRINT 750 MKII
2012 • \$59,900



FOUNTAIN PAJOT BELIZE
2002 • \$324,000



TELSTAR 28 TRIMARAN
w/50hp OB/trailer • \$70,000



DRAGONFLY 35
2012 • \$395,000

SAN DIEGO
SUNROAD MARINA
BOAT SHOW

January 22-25

Step aboard the finest multihulls on the coast. West Coast Multihulls will be featured on the docks and able to review our current inventory or help you find the multihull of your dreams.

The Sunroad Resort Marina is also home to our charter base. Come check out boats to buy, to charter or to use for our ASA multihull sailing school.

Fountain Pajot
CATAMARANS

CORSAIR
MARINE

SEAWIND

NEEL
TRIMARANS

GEMINI
CATAMARANS

DRAGONFLY

San Diego
Monte Cutrell (619) 319-0136
monte@westcoastmultihulls.com
Northern California
Don Margraf (510) 469-3330
don@westcoastmultihulls.com



CATAMARAN LESSONS/CHARTERS

Learn to sail or charter from our exceptional San Diego Catamaran fleet!

San Francisco
(510) 865-2511
helmz@aol.com
www.helmsyacht.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

should know how to do your own maintenance and repairs. That seems normal to me and is not really gender-specific. There certainly are other women like myself I've met around San Francisco Bay.



COURTESY KYNYNTANA

Is it really that unusual to see a woman going up the mast?

I've enclosed two photos. One is from the first time I climbed my mast to replace the headstay, which broke last October on a sail on the Bay. Because *Kynntana* is a Freedom 38 with an unstayed carbon-fiber mast, we were none the wiser in the beginning to its breaking, and just kept sailing. It's probably only 35 feet up the 55-ft mast where the headstay attaches. I climb in a harness because I don't trust the bosun's chair. I'm also planning to set up a self-ascent system because I don't always have the luxury — nor the trusting nature — of having someone else haul me up.

The second photo is of me diving on my boat when I spent a week in Monterey. I did the trip down with a friend who sails and races her Cal 2-27 singlehanded, often in conditions when the rest of us won't go out. We had previously stopped



COURTESY KYNYNTANA

Carliane is also no stranger to diving on her boat's bottom.

for overnights at Half Moon Bay and Santa Cruz. I did a week of diving in the kelp forests with the Smithsonian Institute, then singlehanded *Kynntana* back to the Bay on a rough 22-hour passage. I came in under the Golden Gate the Friday morning of Fleet Week along with an escort of several warships, then took off the next morning for the Vallejo 1-2. That wasn't exactly a normal week for me, but pretty typical — and a lot of fun.

Carliane Johnson
Kynntana, Freedom 38
San Francisco Bay

Carliane — To clarify, we didn't go 'searching' for women who climb masts and/or clean bottoms, we were just thinking of those we'd come across in our days of sailing. You're not exactly normal — and we mean that in a good way. Respect. By the way, we got so many responses from women that we're going to have to spread them over several issues. But we think it's great, because we'd like to give them the exposure we think they deserve.

↑↓ I DID THE MAST, JOHN DID ALL THE COOKING

John, my husband, hates heights, so I've been up the mast of our Sceptre 41 multiple times. I'm the one who goes to retrieve the halyard. The first time was in Horta, Spain in 2008.

I've taken some tools to the top, too, but I usually don't know how to fix whatever it is that needs repair. In those cases we hire someone to do the job.

By the way, John is a great cook. He not only did all the cooking in the five-plus years we were out cruising, he even had a cooking blog during the winter we spent in Spain.

Shirlee Smith
Solstice, Sceptre 41
San Francisco

EXCEL UNDER PRESSURE

See us
at the
San Francisco
Boat Show
Jan. 22-25

Introducing Stratis ICE,
Doyle's revolutionary new
Lightweight, High-Strength and Durable
Fiber for the ultimate performance sails. ICE
combines the strength of Para-Aramids like Kevlar and
Twaron, weight savings equivalent to 100% Carbon sails and an
unmatched ability to resist flex fatigue. Stratis ICE is ready to deliver sails
that will go the distance, time after time.



Doyle San Francisco
Bill Colombo
Josh Butler
(510) 523-9411



**AROUND THE
WORLD**

**AROUND THE
BAY**

Navigator Series



Endurance Series



Voyager Series



Ullman Sails San Francisco and Monterey Bay

David Hodges - 831.454.0868
dhodges@ullmansails.com

Synthia Petroka - 510.205.9412
synpetroka@gmail.com

LETTERS

↑↓ I REALLY LIKE HAVING MAST STEPS

I've been up *Scoot's* 70-ft mast a few times. So far it's only been at the dock, although I expect that at some point I'll eventually have to go aloft at sea.

Before I went up the first time, I insisted that I know the breaking strength of our main halyard. Once I learned that it was 7,000 lbs, I said, "Haul me up, I don't weight anywhere near that much."



COURTESY SCOOT'S

Vandy Shrader prefers her mast steps.

The first time I went up, I replaced the cover on the masthead tricolor light. While up there, I naturally took photos of all the scenery, the deck, and my husband way down below.

The second and third times I went up were to remove our broken anemometer and install a new one. Those times the wind was blowing a brisk 25 knots. Since we were tied up at the dock, the wind made manipulating the anemometer kind of tricky.

Our mast is equipped with folding mast steps, so I can just climb right up. I use a climbing harness tied to our main halyard as a backup. Eric, my husband, keeps tension on it from the deck. I really like having mast steps as opposed to being hauled up on one halyard and using another halyard as a backup. That methods requires too many strings.

I don't mind going up the mast, as it can be fun. Either Eric or I might go up, depending on what needs to be done. If the job involves troubleshooting electronics, for instance, he goes up. If it's a mechanical problem, just give me the tools. Since we've had our boat in places where the water is really cold, we've had her bottom cleaned by professionals wearing wetsuits. Once we reached Mexico, I did jump in to clean the gunk from our knotmeter's transducer wheel. Now that we're in the tropics, I expect to get much more experience cleaning the bottom.

Vandy Shrader
Scoots, Able Apogee 50
San Francisco / Sea of Cortez

↑↓ I DON'T KNOW IF HE STOPPED FOR A BURGER OR WHAT

We were in Santa Barbara a few years back when my fearless — not! — husband Jimmie informed me that our masthead anchor light was out. He suggested that the task of replacing it could best be accomplished by the lightest person on the boat, which just happened to be me. So up I went. Upon reaching the masthead, I extracted the burned-out bulb and lowered it to him down on the deck.

"Stay put," he yelled up, "I'll run up the chandlery and be right back."

I don't know if he stopped for a burger or what, but it wasn't until 30 minutes later that he finally returned, at which point I was able to complete the task. Actually, it wasn't so bad. The view from 50 feet up was great!


Jane Hanawalt
Dry Martini, Morgan 38
Richmond

Jane — It's a testament to your character, for a lesser person might now be suffering from abandonment issues.

↑↓ GOING ALOFT NATURALLY

Bill Lily of the Lagoon 470 *Moontide* asked me to heave ho on his battle flag, the one with the girl reclining on it, dur-

CAN A BOATYARD BRING EVERLASTING PEACE?

A photograph of two young women with long hair, wearing headbands and jewelry, making peace signs with their hands raised. They are smiling and appear to be at an outdoor event. The background is slightly blurred, showing what looks like a boat or a structure.

Peace in our time may take a while, but what Bay Marine Boatworks can do today is to guarantee your complete satisfaction when you bring your boat to us for maintenance and repair.

We will inspect the work you require on your boat, we'll tell you exactly what we will do to fix it, how much it will cost, and when we will finish the work. All three of these commitments are guaranteed.

Even though we live in an uncertain world, we do guarantee that when you make the important decision to bring your boat to Bay Marine Boatworks, you will find that we will do whatever it takes to make you absolutely at peace when you leave the yard.

our mission is to guarantee absolute satisfaction to every customer



310 West Cutting Blvd., Point Richmond, CA 94804

Tel. 510.237.0140

office@baymarineboatworks.com

www.baymarineboatworks.com

NEW YEAR...



PROTECTED

NEW BERTH!



EASY ACCESS

**Call for Best Value
on the Bay and a
Great Start to 2015!**



PEACEFUL



**ALAMEDA, CA
WWW.FORTMAN.COM
(510) 522-9080**

BEST VALUE ON THE BAY

LETTERS

ing the 2010 Ha-Ha. I heaved a little too hard and broke the halyard, so naturally I had to go aloft to get it.



COURTESY MOONTIDE

Jennifer barely needed any clothes to go up 'Moontide's mast, much less any special gear.

I agree with Debbie Haywood Scairetta, who went up in the *Lectronic* piece, that as long as you have people you trust taking you up, it's fine. In this case it was Bill and Debbie, two of my best friends in the world taking me up. I've also trusted my life to Patsy Verhoven on the Gulfstar 50 *Talion*.

In other news, I have been in California for the past month helping my son rehab from a very bad car accident. He was the victim of a head-on collision. I will have flown back to Fiji on December 22 to rejoin Bruce Harbour on his St. Francis 44 cat *Skabenga*, which I crewed on in the Puddle Jump in the spring of 2013. We have been spending cyclone season in Fiji.



COURTESY MOONTIDE

No big deal!

I spent the month before I returned to the States helping Bruce to install two new Yanmar diesels and a new saltwater system on *Skabenga* — as well as doing a refit of all the fittings while on the hard at Vuda Marina. As a result of that experience, I can now pass along the right tools over 95% of the time.

I recently had a woman captain tell me that the best way to learn about mechanical things is to have someone talk you through projects while you do it. It's good advice.

Hugs to all my many dear cruising friends in Mexico. I miss you!

Jennifer Martindale
Skabenga, St. Francis 44 Cat
Vuda Marina, Fiji

Readers — We saw a video of Skagbenga being relaunched in Fiji. It was one of those situations where there wasn't a single crane strong enough lower the boat back into the water, so they had to use two cranes at once. It was a very delicate maneuver, but they succeeded.

⇕ THERE'S ANOTHER SIDE TO THE STORY

In the November issue *Sightings* there was an item about what the FBI described as a "... volatile, drug-abusing father who kidnapped his nine-year old son and took him to the South Pacific on his sailboat.

Not so fast, FBI!
When is a father/sailor really a kidnapper? Certainly not when he takes his nine-year-old son and sets forth on his long anticipated dream cruise. Especially not after taking the trouble of going to court and receiving the following agreement:

"After the child reaches the age of nine, the father may travel domestically or internationally for up to one year exclusively with the child." (Amended Parenting Plan, No 10-3-005509-0 SEA, filed May 5, 2011, 2:27 p.m.; Superior Court of Washington County of King. Note: This order was signed by both parents and the judge/commissioner.)

But when the time for the trip neared, the ex-wife took the boy to the Dominican Republic. Upon her return to the States, she told the father he could never see the boy again. Yet when the father offered her \$1,500, she promptly gave up the boy for what remained of his annual summer visit with her.

Strictly Sail Pacific

April 9-12, 2015

Jack London Square • Oakland, CA

THE WEST COAST'S ONLY

All-Sail

BOAT SHOW!

MORE BOATS! The best selection of brands at the best prices in one location

New model introductions

FREE Sailboat rides

Shop and save on a huge selection in the sailing gear and accessories pavilion

Daily seminars from top names in sailing

Live music & special entertainment for all ages

Visit StrictlySailPacific.com
for tickets and show details



Find us on:
facebook



#SSPAC15



WHALE POINT MARINE & HARDWARE CO.

A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS
ACE Hardware
 MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

www.WhalePointMarine.com

TAYLOR Dock Steps



Single: List \$127.59 • **Now \$99⁹⁹**
 Double: List \$203.29 • **Now \$149⁹⁹**

ORION 544 Alert/Locate Deluxe Kit

Comes complete with flare gun, flares, whistle, flag, info CD... all in a waterproof case.



List \$149.99
Now \$129⁹⁹

FORCE 10

3 Burner Propane Stove



FORCE 10

Model 63351
 3-burner

NOW \$1239⁰⁰

Model 63251: 2-burners
NOW \$1199⁰⁰

KUUMA Water Heater

120V with heat exchanger.



SS 6 gal • #406011 • **NOW \$269⁹⁹**
 SS 11 gal • #411011 • **NOW \$339⁹⁹**

PORTABLE HEATER

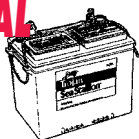
Indoor safe propane heater.



Mr Heater
 4,000-9,000 BTU: **NOW \$99⁹⁹**

TROJAN & CENTENNIAL Batteries

MARINE DEEP-CYCLE BATTERIES



24TM • 85amp..... **NOW \$119⁹⁹***
 27TM • 105amp..... **NOW \$139⁹⁹***
 6 Volt..... **NOW \$149⁹⁹***
 8D • 12 Volt..... **NOW \$199⁹⁹***
 *Price with trade-in of old battery of equal size.

JABSCO TOILET

Manual
 29090-2000
NOW \$189⁹⁹

Electrical
 37010-0090
NOW \$499⁰⁰*

*Special order
 1-2 days



FILTER 500 FGSS by Racor

Filter Element

Whale Pt \$9⁹⁹

Filter Unit: List \$249.99

Whale Pt \$199⁹⁹



205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988 • FAX 233-1989
 Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com
 Go to www.WhalePointMarine.com for additional discounts!

LETTERS

After the boy turned nine, the father took his son on the agreed-upon cruise. Did he ask the reneging ex-wife? No, as it wasn't required in the parenting agreement. Besides, would you?

What we're really talking about here is a Seattle FBI office that turned 30 agents loose to collude with an angry ex-wife and trump up a warrant based on hearsay material, material made up out of whole cloth after being gleaned from acquaintances that go all the way back to high school. One of his true friends, since grade school, said the FBI called him and used every psychological technique to get him to say something incriminating about him.



3NEWS.CO.NZ

Billy Hanson was returned to his mother after his father was arrested in Niue.

The FBI can call Jeffrey Hanson, who is my son, volatile. They can call him a drug-abuser and a kidnapper. They can call him whatever they please, but they should remember that in 46 years he has never been arrested for anything. As for the mother, I'll only say that her behavior with the boy speaks for itself.

So let's cut to the chase. Those of us who know the mother suspect that she will rush off to the Dominican Republic with my son's son, where she will be immune from extradition. I wonder how the FBI will like their 'kidnapper' then.

To recap what has happened to date, my grandson Billy was yanked off my son Jeff's boat *Draco* at Niue in the South Pacific in late October. Bill was flown back to his mother's home in Pennsylvania. My son was flown back to the States and is in custody, waiting for a court date in Seattle. I've been unable to contact either one of them.

Draco is on the hard in Niue, where there are already \$10,000 in charges against her. The 'food bill' for the haul-out crew, by the way, was \$400. I guess the sailboat must have looked like Christmas to the island police as they bent to the FBI's wishes. Most of the other islanders were kind and generous to both Jeff and his son Billy.

William Hanson
 Planet Earth

Readers — Child custody battles have to be among the most heart-wrenching miseries known to man. Based on the 'he said, she said' nature of them, it's hard to ever know who is the more deserving and/or unfit parent. So we have no idea what's going on in this particular situation. The point of our running this letter is to try to make sure everyone understands that no matter how emotional one might get, and how unfair things may seem at any given time, it's a complete loser's game to ever try to take child-custody laws into one's own hands. The law has too many resources to be fought.

As people age, there is nothing more important in life than family. So we feel your pain, William, and hope there might be some relief down the road and that you may be reunited with your son and grandson.

↑↓ SAILORS SHOULD BECOME CITIZEN SCIENTISTS!

I've been sailing for over 35 years and am also a marine scientist with Oikonos Ecosystem Knowledge. In fact, I was the founding board member over a decade ago. I am also a member of Berkeley YC, and the Chair of our Ocean Stewardship



Almar Marinas

Everywhere you'd like to be



Est. 1973

Now Available at
Oakland Marina
Ballena Isle Marina



Join one Almar Marina and enjoy reciprocal privileges at any of Almar's 16 locations from San Francisco to San Diego and out to Hawaii. Each marina provides programs and events that are included in your slip fees:

- *Boat Handling
- *Social Events
- *Electrical Courses
- *Anchor Outs
- *Seminars on Local Destinations

www.almar.com

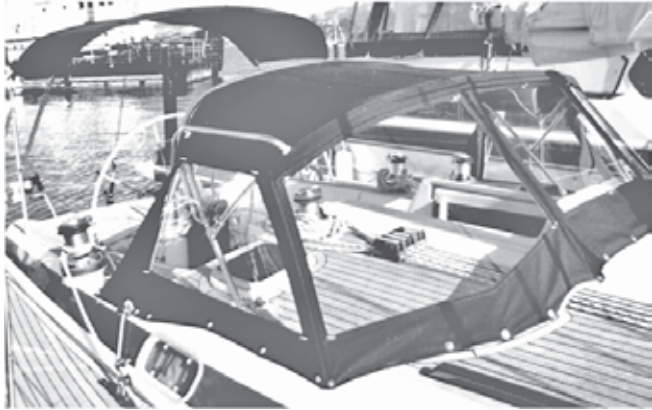
855.SLIPS 4 U
855.754.7748



Yacht owners trust

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 over **50 years** combined experience

Offshore Dodgers

Aft and Side Handrails
Polycarbonate Windshield
Removable Window & Covers

Full Enclosures

Sail covers, boat covers,
Biminis, weathercloths,
And everything else!

Upholstery

Exterior carpeting
Interior & exterior seating
Oceanair blinds and screens

Repairs

Window & zipper replacement
Patches and restitching
Two day turnaround!



www.pacificcrestcanvas.com

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

LETTERS

Committee. As such, I would love to have all sailors become 'citizen scientists' and use our very important free apps to that end. I'm talking about Spotter Pro and/or Whale Alert on your iPad and iPhones, and See & ID Dolphins & Whales on Androids, iPads and iPhones.

The term 'citizen scientist' has taken hold in the scientific community all around the world. There are many international public volunteers who are involved in collecting all kinds of data for many different types of research organizations and studies. It is important to furthering our knowledge.

This letter is an invitation to sailors to become citizen scientists by collecting whale-, porpoise- and dolphin-sighting data. The increase in ship traffic around San Francisco increases the probability of ships hitting whales. Having citizen scientist/sailors on the Pacific or in the Bay collecting data on whale, dolphin and porpoise sightings will provide important data and help identify 'hotspots' as well as recording the temporal and spatial distribution of whales. It could result in a reduction of collisions between vessels and whales.

As a marine scientist, I was very pleased and excited when I received the Spotter Pro app, and field tested it from March through December 2013. I also used it all of 2014. The app was given to me through EarthNC from NOAA Cordell Bank (CB-NMS) and Gulf of the Farallones National Marine Sanctuaries (GFNMS), and Point Blue Conservation Science to field test it on my many trips offshore as a trip leader and sailor. Each time I was field testing the Spotter app, I created a summary of what went well as well as recommendations for changes. The app was constantly upgraded for several months in 2013 by EarthNC.

I have made my invitation to the general public as well as captains on whale-watching trips and fishing vessels. Everyone has been very impressed with the collection of data using the Spotter Pro app, and it is really cool to see the nautical chart and show the track lines in or near the new shipping lanes created in June 2013. This app shows the location of whale sightings using blue balls on the nautical chart on my iPad.

All of these important data are collected quickly and efficiently. For the past 20 years I have collected data by writing down the latitude, longitude, weather and sea conditions, number of whales and other comments. When I got to land, I entered the data into a large database and conducted an analysis. Thanks to the apps, the data on the iPad and iPhone are live and are uploaded to NOAA and Blue Point.

Following are instructions for downloading these apps: Spotter Pro became available to the general public in August 2013. When you are at the iTunes Store, search for 'Spotter Pro' and this will appear: "Spotter pro-field data capture & sync". Click on 'download'. This is the app that I have been using since March 2013 as a marine scientist, and I still use it. It works great on all the trips I do as a leader during whale watching trips out to the Farallones and beyond. I also use this app, which works well along the coast of California, when I'm sailing. When I was in Baja in February 2014, the GPS worked but the nautical chart did not show up because it's not available in Mexico.

Whale Alert became available mid-September 2014. When you go to the iTunes Store, search for 'Whale Alert', and you'll get 'Whale Alert-reducing ship-strikes'. Click on that and it shows up on your screen. Then click 'download'.

See & ID Dolphins & Whales will help you identify species and includes guidelines on how to see the species. You can also download this free app from iTunes.

It is extremely important to document the locations and

Easy Access

EMERY COVE YACHT HARBOR

In The Center of San Francisco Bay Perfect Location - Great Investment!

BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$32,000. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$9.80 to \$10.80 per foot.

AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

ON PREMISES

- Emeryville Yacht Club
- Magnificat 4 Charter
- Mathiesen Marine
- Rubicon Yachts
- Seaward Coastal Ventures
- Websolar



CALL FOR AN INFORMATION PACKET | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

WWW.RUBICONYACHTS.COM

RUBICON YACHTS

EMERY COVE • SAN RAFAEL • SF



56' PHILBROOK AEROCAT, 2003
\$775,000
Emery Cove (510) 601-5010



45' JEANNEAU DS, 2008
\$289,000
Emery Cove (510) 601-5010



40' CATALINA 400, 1995
\$122,500
San Rafael (415) 484-1300



50' SAMSON, 1991 \$120,000
Berkeley (510) 601-5010



38' HANS CHRISTIAN MK II, 1982 \$59,000
Emery Cove (510) 601-5010



40' PEARSON, 1981 \$42,000
Emery Cove (510) 601-5010



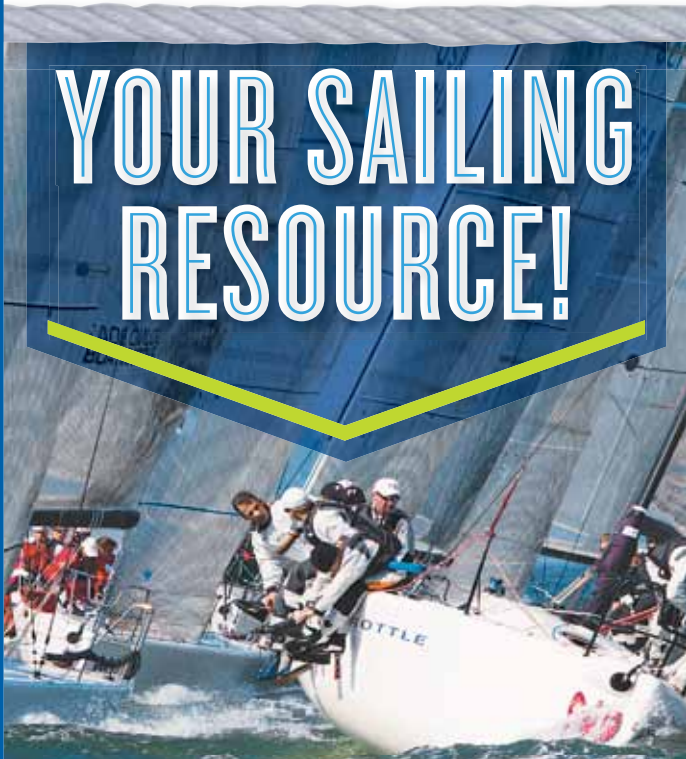
24' PACIFIC SEACRAFT DANA, 1988
\$52,000 Emery Cove (510) 601-5010

3300 POWELL ST., EMERYVILLE (510) 601-5010 • 25 THIRD ST., SAN RAFAEL (415) 453-4770 • 48 COLIN P. KELLY JR. ST., SAN FRANCISCO (415) 484-1300



West Marine®
Rigging Service

YOUR SAILING RESOURCE!



Rigging Inspections
Furler Installation • Lifelines
Running Rigging • Standing Rigging
Dock & Anchor Lines
Mobile Rigging Service Available

**SCHAEFER
MARINE**

FSE ROBLINE
WORLD CLASS YACHTING ROPES

RONSTAN

POWERLITE
PRO RIGGING

Johnson
Marine Hardware

NEW ENGLAND ROPES
COMPOSITE & NYLON

SAMSON

facnor
FURLING SYSTEMS

Hayn Marine

FORESPAR

SmartRigging
The Intelligent Choice

HARKEN

888-447-RIGG (7444)

**Drop off your rigging orders
at the store nearest you!**

Or visit our Onsite Rigging Locations in:

Alameda, CA • 730 Buena Vista Ave. • (510) 521-4865

Newport Beach, CA • 3433 Via Lido • (949) 645-1711

San Diego, CA • 1250 Rosecrans St. • (619) 255-8844

Seattle, WA • 1827 15th Ave. W., Ste. A22 • (206) 926-0356

www.westmarine.com/rigging

LETTERS

numbers of gray whales and the endangered blue, fin and humpback whales, especially if they are sighted near or in the shipping lanes.

If you have any questions you can contact me at carol@oikonos.org or ecokeeper@gmail.com.

Carol Keiper
www.oikonos.org
Sea Quest, Ericson 35
Berkeley YC

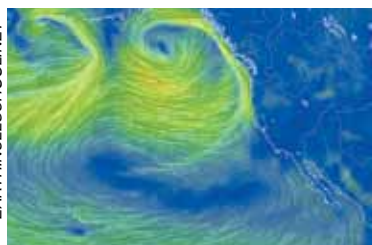
↑↓ THE MOTHER OF ALL PILOT CHARTS

For the mother of all pilot charts, visit bit.ly/PilotChart. It's really quite cool.

Charles Lane
Shamwari, Tayana 37
San Francisco

Charles — We've mentioned this in *Latitude* before, but it's

EARTH.NULLSCHOOL.NET



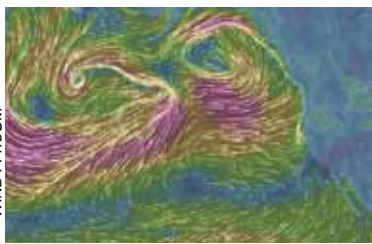
North Pacific wind patterns on December 18, 2014. Very cool!

so great that it merits being featured once again in case anyone missed it. What can't be seen in the still photo version is that the site graphically illustrates macro wind patterns around the world using video. And the 'globe' can be rotated,

so any particular spot in the world can be selected for a more detailed view of the wind as well as the wind speed. It's absolutely brilliant.

↑↓ WHEN FREE WEATHER SITES COMPETE, SAILORS WIN

WINDYTY.COM



This enhanced version is even better.

Like a lot of sailors, I was really impressed when the bit.ly/PilotChart animated weather graphics of the world came out. But it appears they have been leapfrogged by www.windyty.com. For in addition to the wind patterns of the world, you can also select overlays of

wind, temperature, pressure, clouds and humidity, and you can pick the altitude. Unreal.

Devan Mullin
Points Beyond, Shannon 38
Newport Beach

Devan — That site is a new one to us, but we have to agree that it has eclipsed the other one. But we're sure the latter will soon attempt to catch up, as we're pretty sure everybody has access to the same databases.

↑↓ THE RAIN PAST THE WIPERS

The rain pelted down on the cabintop of my boat as I perused the December issue of *Latitude*. In a world bursting with gluttony for fame and recognition, did *National Geographic* search out their 10 entries for 'Adventurer of the Year', or did the entries self-qualify or nominate themselves? And are armchair warriors who vote for the candidates supposed to vote on known, rather than unknown, variables about each person and each adventure? After all, things like sponsor-



Discover Brisbane Marina

GREAT LOCATION! Just minutes to Central Bay sailing.
GREAT STAFF!
GREAT RATES! Starting at \$6.02/foot!
MARINA GREEN with picnic/BBQ areas
 and Bay Trail access.
HOME OF THE SIERRA POINT YACHT CLUB



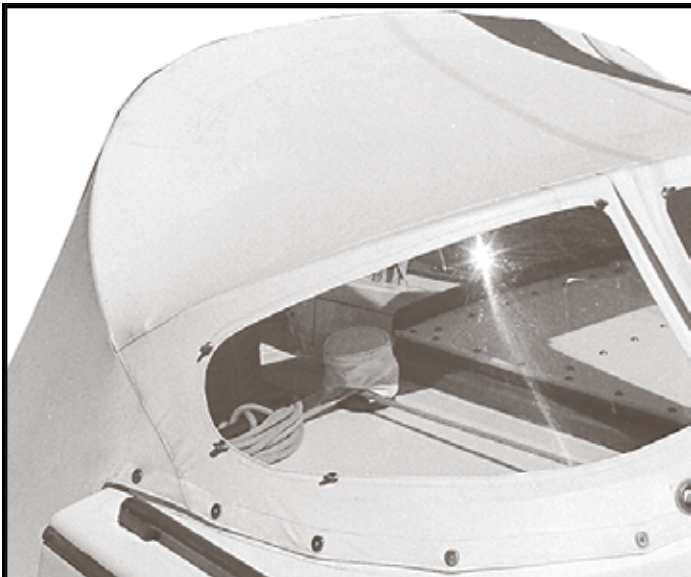
From Hwy 101, take the
Sierra Point Pkwy exit and
follow the signs to the marina.

400 Sierra Point Parkway
Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us



*"I blew most of my money on broods, booze
and boats...the rest I just wasted."*

– Elmore Leonard, R.I.P.



**CLASSIC CANVAS
STARBUCK CANVAS WORKS
415-332-2509**

67 Liberty Ship Way, Sausalito, CA 94965
saintarbuck@sonic.net

"Unless you just don't care."

CHRIS BOOME INSURANCE AGENCY

800-853-6504

San Francisco Bay



**MARINE INSURANCE SPECIALIST
WITH ACCESS TO ALL MAJOR CARRIERS**

Here's what our customers say:

"We have been using Chris Boome for insurance on *Golden Moon* for 13 years. Chris is knowledgeable and fair, and responds promptly to our needs. He is an expert sailor and brings great knowledge to all discussions on sailing. I recommend him whole heartedly.

– Kame Richards
Express 37 *Golden Moon*
San Francisco Bay

Call Chris 650-373-0595 • 650-464-0728 cell

www.chrisboome.com • Lic: OA99058

Boomeins@aol.com

RIGGING SERVICE CENTER

SEE THE HANSEN RIGGING DIFFERENCE



LEISUREFURL™



Our commitment to you starts here, at our state-of-the-art facility providing great service and products.

THE ONLY

Our Docks or At Your Slip

HANSEN RIGGING

2307 Blanding Ave., Alameda • 510.521.7027

www.hansenrigging.com



- Mainsail and Jib reefing
- The only U.S. patented furling system for Cruising Spinnakers
- Manage all your sails safely from the cockpit!



607.749.4599
www.sailcdi.com
sailcdi@verizon.net

LETTERS

ships, trust funds, and other forms of financial support can certainly play into who is the 'most adventurous'.

The way I see it, each of the candidates probably faced many common challenges, and in addition was unwilling to let life slip by while being an idle spectator. In the case of a sailor, it would be the inability to find home in a slip.

'Contests' such as the *National Geographic's* seldom encapsulate reality, isolation, and challenges faced by all people each day. I think we should all boycott this, and adventure outside more often. I encourage all to look past the wipers at the distant drops falling.

Andy Stuhan
Anemone, Searunner 42
Napa

Andy — We did our best to edit your letter, but must confess we're not completely sure what points you were trying to make or what you want to boycott.

For what it's worth, Liz Clark of the Cal 40 Swell told us she was "surprised" at being one of the 10 nominees for National Geographic's Adventurer of the Year, so we assume she didn't nominate herself.

↑↓ AMERICA'S NEXT TOP MODEL/ADVENTURER

I agree with *Latitude's* negative feelings about *National Geographic's* having people vote for one of 10 candidates to be the winner of their 'Adventurer of the Year' award. I'm sure they will do a nice write-up on all 10 of the nominees, but having readers vote for a winner?

We have been reading the publisher Richard Spindler's fine mag since 1985, and I have to admit, I agree with everything he says. It sounds kind of weird, but it's true. As I read some of the letters, I think to myself, 'Oh boy, Richard will have something to say about this'.

We saw *Profligate* a couple of summers ago anchored by Birdrock. We had a pitcher of Bloody Marys. The lights were on at *Profligate*, but nobody was home. Next time.

Mark & Patti Miller
Patricia A, Westsail 28
Southern California

Mark and Patti — Nat Geo's 'Adventurer of the Year' sounds like the magazine version of 'America's Next Top Model' or some other trashy television program. We are firmly against the concept of ranking 'adventuring'. Furthermore, we think

there is another category of adventurers who are so into it they never care about recognition or come to the attention of the mass media.



Even if he were nominated, Glenn Tieman probably wouldn't be interested.

Southern Californian Glenn Tieman, for instance, who years ago built Peregrine, a Wharram Pahi 26 catamaran for \$3,000. As memory serves us, Glenn cruised the Pacific on \$1/day for the first five years, then \$3/day when he spent the next five years cruising to and around Asia. After his family convinced him he was missing out on life, he returned to Southern California briefly to teach school. Realizing that his family was wrong, he spent \$14,000 to build Manu Rere, an ancient flat-deck 38-ft catamaran design. Lashings were all that were used to hold the boat together, and to attach the

Build your own racing yacht!



Berkeley Marine Center

www.berkeleymarine.com • 510-843-8195

See Us at the San Francisco Boat Show • January 22-25

CAT[®]

Authorized Cat Marine Engine Dealer

**COMMERCIAL MARINE &
PLEASURE CRAFT SALES/SERVICE**

Dockside facility at KKMI

Complete marine engine service, from oil changes to overhauls

530 W Cutting Blvd, Richmond, CA 94804

(888) 407-7301



www.petersonpower.com/onthewater

ONCE A SAIL, FOREVER A SEA BAG

SEA BAGS[®]

★ MAINE ★

WE TRADE BAGS FOR SAILS

Recycle your sail with us and
get a **FREE** Sea Bag!

Totes, gifts, wine bags & accessories,
all made in Maine from recycled sails.



Email Christa@seabags.com to learn more.

1-888-210-4244 • SEABAGS.COM



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



**HOGIN
SAILMAKERS**

**Call today to discuss your sail inventory
(510) 523-4388**

- Full service and repair loft
- Boom and canvas covers
- ATN spinnaker socks
- Strongtrack
- New racing and cruising sails
- Roller furling conversions/new sun covers
- Sails are manufactured in our Alameda loft

1801-D Clement Avenue, Alameda, CA 94501
sales@hoginsails.com
www.hoginsails.com

LETTERS

rudders to the hulls. The last time saw Tieman was in Turtle Bay in November 2007. There's a guy who belonged in National Geographic but wouldn't want any part of it.

As for agreeing with everything we've written, thank you, but we're not even sure we do.

↑↓ T-BONE STEAKS SEEM APPROPRIATE

I just read your response to my November issue letter regarding the *Profligate-Panache* 'meeting' at Scorpion Bay, Santa Cruz Island, in early September. You wrote that you'd T-boned a boat in Richardson Bay in 1979. OMG, I've been laughing for three days! You guys are something else.

Anyway, thanks for the accolades regarding *Panache*. She's still an unfinished symphony, but then aren't all boats? I really didn't expect a cover shot; besides, I've got way better ones than what I sent you. I only used it as it pertained to the story.

We're planning to be out at Santa Cruz Island next year, potentially in late spring. Any chance you'll be there then? If not, we'll plan to be there the same time you're scheduled to be there. A cover shot from the *Latitude* quad chopper would be awesome!

The last time *Panache* was covered in *Latitude* was in June 2004, page 115, in the *Sightings* section. I purchased her six months later. There was a second photo of her on page 178 of the same issue in an advertisement for Yvonne Soy Photography. The photo showed the previous owner trimming lines from aft.

Adriel, my wife, and I also want to thank you for your dinner offer, and will take you up on it. What do you say we settle up on that next year at Santa Cruz Island — but only if *Profligate* is anchored!

Martin Buxton
Panache, Bill Lee ULDB 40
Santa Cruz

Martin — Here are the details on the time we T-boned a boat in Richardson Bay in 1979. We'd been up in the Delta aboard our 41-ft Bounty II Flying Scud, and had left Antioch at about 7 a.m. to catch a favorable ebb and beat the afternoon breeze. We arrived back in Richardson Bay about 4 p.m., a little bleary from strong winds in San Pablo Bay. All of a sudden we felt the bow of our boat collide with another vessel. We were so pissed that some ignorant jackass could have hit us as we were motoring up the Richardson Bay Channel on a clear and calm afternoon. As we went to the bow to give the idiot owner of the other boat hell, we were surprised to notice two things: 1) The other boat was anchored, and 2) We weren't in the channel after all. Based on that information, it seems as though the collision might actually have been our fault. We're happy to report that we haven't come close to having a collision with a boat, underway or at anchor, until we gave you a fright in September.

Next year at Santa Cruz Island on September 7 and 8 right after the Labor Day crowds have left? See you there.

↑↓ THE NIGHTMARE IS ALMOST OVER

I sent the following letter to Tere Grossman, President of the Mexican Marina Owners Association:

It's been a year since I 'lost' my boat *Pelican* to the Mexican government via SAT (the Mexican IRS) in Guadalajara, and I still await learning the legal status of my boat. As we plan a trip south, I wonder if I can make stops in Mexico, or must I sail directly from Los Angeles to Central America?

Would it help if we 'charged back' the MasterCard pay-



VALLEJO MARINA



Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!



- Slips starting at \$6.79 per foot!
- Concrete and wood docks
- Covered berths available
- Night security guard

(707) 648-4370 • Fax (707) 648-4660
 42 Harbor Way • Vallejo, CA 94590
www.ci.vallejo.ca.us

BOAT LOANS

New / Used / Refinance

Unbeatable rates.

Call us today
for a free quote.

(800) 233-6542

See us at the
January Boat Shows
San Diego Sunroad
 January 22-25
Seattle Boat Show
 Jan. 23 – Feb. 1

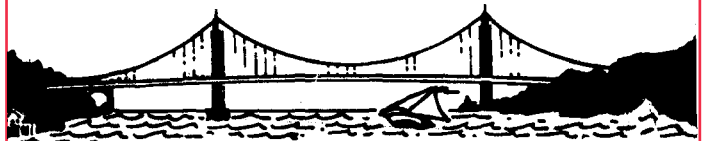
San Diego, Newport Beach, Alameda & Seattle



www.seacoastmarine.net

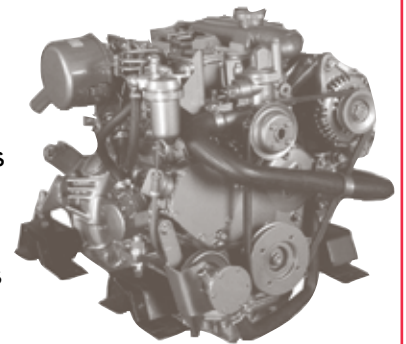
A division of Seacoast National Bank.

SAUSALITO



LIST MARINE INC.

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



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

415•332•5478

www.listmarine.com

Every Mack Sail Is Proudly Made In Our Stuart, Florida Sail Loft

Our 46th Year

MANTA 42 PROJECT

Our rigging department installed a new Schaefer Gamma Boom on this Manta 42 that makes regular runs from the East Coast of Florida to the Bahamas. We then built a new jib for the existing camber boom and new full batten mainsail for the roller-furling boom. Our extensive experience with offshore catamarans and with furling booms provided our customer with a great, integrated system.



Photo: Billy Black

The Biggest Small Loft In The USA



Call (800) 428-1384
info@macksails.com
www.macksails.com



Colin Mack & Travis Blain

WE SHIP EVERYWHERE AND PAY THE FREIGHT ON NEW SAILS AND MACK PACKS.

LETTERS

ments for slip fees of \$3,000 when my boat was 'owned' by the Mexican government? Or possibly the other marinas that collected some \$12,000 after 2009 by accepting my supposedly invalid Temporary Import Permit?

On November 28, I received the following response from Ms. Grossman:

"I am in Mexico City, and today I went to the Tourism Department with Maria Elena Carrillo, our association lawyer, to inquire about your case. It seems as though your boat will be released soon — albeit maybe 'Mexico soon'. When that happens, the file will be closed and it will be as though nothing ever happened with your boat. But until that happens, the authorities recommend that you don't stop in Mexico. These days information on all boats in Mexico is on computers, so no matter where you went in Mexico, you could have problems until the file is closed. I will let you know when the file on your boat is closed."

I thanked Tere for the information and her efforts, and assured her that I would not try to bring *Pelican* back to Mexico until I heard from her. After all, we are still recovering from our 'run for the border'.

John Hands
Pelican, Beneteau Idylle 1150
San Diego

Readers — This letter begs for some background and clarification. In late November of 2013, AGACE, a subagency of Mexico's version of the IRS, raided about eight marinas in Mexico, complete with heavily armed marines and prison buses. The new head of the agency was under the false impression that they had stumbled upon a bounty of foreign-owned boats in Mexico that owed a fortune in duty. Unfortunately, the AGACE 'auditors' knew as little about boats as the head of AGACE knew about the legality of the boats' being in Mexico, and 338 foreign-owned boats were impounded, some for as long as four months. The hiring of lawyers in attempts to free impounded boats only seemed to delay their ultimate release. It was one of the most self-destructive moves that Mexico could have made, and cost them a fortune in bad publicity.

Seventy-five year old John Hands was born in Berkeley and had a long career working for the likes of IBM, Control Data and Amdahl. He retired to Mexico for the first time in 1981, then came back to California for six years of work, during which time he bought *Pelican* as it came out of The Moorings charter program in Loreto. He later brought the boat up to the Delta to outfit her for cruising, then returned to Mexico in 2003. He spent five years — and four hurricanes — in the Sea of Cortez, two years in the Huatulco area, and most recently three years in the Puerto Vallarta area. For years, Hands extolled the pleasures of living aboard in Mexico.

Alas, Hands was one of those who got trapped more than most in the temporary insanity of a seemingly unthinking and uncaring Mexican bureaucracy. When his *Pelican* was 'audited' by AGACE at Nuevo Vallarta, they noted that his 10-year Temporary Import Permit seemed to be out of date, and declared that his boat was in Mexico illegally. They wanted a \$7,500 USD fine — in addition to keeping his boat! Nice for a guy living on Social Security who had long been one of Mexico's most vocal supporters.

The 'problem' was that Hands had gotten a 10-year Temporary Import Permit in 2009 at Salina Cruz. Unfortunately, and unbeknownst to Hands, an official used the expiration date of Hand's 180-day tourist visa for the expiration date of his TIP — even though that was 9½ years short of the true expiration date. After all, he'd gotten a 10-Year TIP, not a Six-Month TIP,

#1 Selling LED Brand
Dr. LED
LED Lighting ●●●



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
Promo Code: LAT38

WINNINGEST RIG SHOP IN THE WEST!



No
'Precious Metal'
Shortages
with Easom!



YRA racers, southbound cruisers – take advantage of Easom Rigging.

Pick a boat – any boat.
We can make it sail faster,
smoother, and more
comfortably.

From Catalina 30, Express 27
to Grand Prix – we put
everything we know into
every boat we work on.

Call us about yours.



Easom Racing and Rigging

1230 Brickyard Cove Rd., Suite 102
Point Richmond, CA 94801

(510) 232-SAIL (7245)
www.easomrigging.com



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




Ultra Anchor

HOPE FOR THE BEST. PREPARE FOR THE WORST.



* Upcoming boat shows:
Toronto 1/8 - 1/18
San Diego 1/22 - 1/25
Seattle 1/23 - 2/1

Ultra Marine West | 
HOME OF THE ULTRA ANCHOR
www.ultramarinewest.com • www.quickline.us • 714 843-6964

YOUR SAILING HOME



Great Location

Deep Draft

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

Classic Program available exclusively through:



© 2014 Insurance policies issued by ACE Recreational Marine Insurance are underwritten by the insurance companies of ACE Group.

LETTERS

which doesn't even exist. While this was an obvious error on the part of some Mexican bureaucrat, for reasons known only to other Mexican bureaucrats, they not only refused to correct the error, they seemed intent on nailing Hands with an inexcusably large fine and the outrageous seizure of his boat.

Unable to pay the fine, Hands simply took off from Puerto Vallarta with Pelican and made a 1,000-mile run for the U.S. border. As you might imagine, doing a Baja Bash running from Mexican authorities was anything but tranquil. But Hands made it.

As illogical as the Mexican government can be, sometimes they are surprisingly forgiving. For instance, a couple of folks with boats impounded in Ensenada were successful in runs for the U.S. border. Months later, the files for their boats were cleared by AGACE, and they were told they were free to return to Mexico — despite having blatantly defied Mexican authorities by running for the border. And Hand's Pelican will, apparently, also be forgiven — albeit in 'Mexican time'.

As far as we can tell, Hands was one of the few foreign boatowners who wasn't cleared within less than four months, and was treated much worse than almost all other boatowners.

The good news is that AGACE, AGACE agents, harbormasters, and foreign boatowners seem a lot more knowledgeable these days, so nobody is expecting a repeat of the November 2013 fiasco. That said, if you're coming to Mexico, make sure you have all the correct paperwork, make sure everything on your TIP — including serial numbers — is correct, and follow the rules. It's not that hard and it's certainly not that expensive.

OLD AND NEW TECHNOLOGY

It's raining lions and St. Bernards up here in Portland, so in order to warm up, I sat down and read *Lectronic Latitude*. What a great job you're doing with the aerial photos from your



CRAIG SHAW

Shaw's new-and-improved swaging machine.

DJI Phantom Quad and Go Pro at the Marina Vallarta and other spots. It's an awesome tool for *Latitude* — and your own childish enjoyment. By the way, that's a major compliment, as you never really want to grow up. And congratulations on sticking with it even after the disappointment of losing a few quads.

I turned my antique Kearney swaging machine into a super swaging machine by having a machinist friend make longer shafts and an outer bearing plate, all to my design. It works awesome! In fact, I just finished up doing the rigging for a 50-ft ketch, and will be driving my camper — with my 10-ft sailing dinghy — down to Baja next month to install the rigging. I can't wait for the sunshine, the beauty of Baja and the Sea of Cortez, and to see all my wonderful friends in Mexico again.

I've enclosed a photo that somebody — I wish I knew who — took of my Columbia 43 *Adios* during the 2013 Baja Ha-Ha. I sure have loved doing the Ha-Ha's in the past, and am looking forward to doing his fall's Ha-Ha for sure.

Craig Shaw
Adios, Columbia 43
Portland, Oregon

Craig — We're glad you liked the shots from the 'drone'. They were actually taken with a \$1,400 Phantom Vision 2+ rather

Best wishes to you for a wonderful New Year!



Powerboat or Sailboat, a unique and special place to start and end your day is at Owl Harbor Marina, in the California Delta, near San Joaquin River channel marker 41.



WWW.OWLHARBOR.COM • 916-777-6055

Suncoast Yachts

Exclusive California Dealer for

ISLAND PACKET & BLUE JACKET YACHTS



NEW 2015 ISLAND PACKET 485

SOLD – Last chance to see her at the San Diego Boat Show January 22-25.

Special Boat Show Pricing Incentives to Order Your Own!



NEW 2015 BLUE JACKET 40

Come see this beautiful boat at the San Diego Boat Show January 22-25.

Special Boat Show Pricing Opportunities!

BROKERAGE LISTINGS

IP SP Cruiser 41, '08	\$399,000	Island Packet 27, '87	\$36,000
Catalina 38, '85	\$39,500	Grand Banks 42, '02	\$419,000
Island Packet 380, '01	\$219,000	Sea Ray Express 46, '87	\$89,500
Gemini 105MC, '05	\$109,000	Lien Hwa 47, '95	\$149,500
Island Packet 320, '98	\$114,900		

2330 Shelter Island Dr., #105, San Diego, CA 92106
(619) 523-8000 • www.suncoastyachts.com

OPEQUIMAR

MARINE CENTER CENTRO MARINO

Our Experience Makes the Difference



High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days
Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800
www.opequimar.com / info@opequimar.com

SAN DIEGO'S RIGGING CENTER

since 1983



Proudly serving for over 30+ years

Safe, cost effective,
professional rigging solutions.

**We'll get you ready for your next
sailing adventure!**

Design consulting • Commissioning
Refits • Custom line and hardware

WE SHIP
RIGGING
WORLDWIDE

2805 Cañon St., San Diego CA 92106

619.226.1252

www.pacificoffshorerigging.com



- Awarded five-star outstanding club of the year by PICYA.
- New! Military membership available to all active men and women of the armed forces. Email or call us for more information on how we are celebrating our brave men and women.
- Join us for an amazing dinner any Friday prepared by our executive chef and staff!

For more information contact:

membership@oaklandyachtclub.com • (510) 522-6868



Oakland Yacht Club

on the Estuary in Alameda

Celebrating 100 Years of Boating Tradition

(510) 522-6868 www.oaklandyachtclub.com

LETTERS

than our Phantom 2 with a GoPro. A couple of days before, we 'weed-whacked' a palm tree near a pool and crashed the latter. As it hit the ground, it broke into its three components. The quad itself landed on the ground next to the pool but was undamaged. The GoPro landed on the ground and was also undamaged. Alas, the gimbal, a critical \$350 part, hit the ground and then plopped into the swimming pool. Electrical components don't want to swim any more than cats do, so that will have to be replaced.

The truth of the matter is we greatly prefer the Phantom Vision 2+ to the nearly twice- as-expensive Phantom 2 with



Craig Shaw's Columbia 43 'Adios' in the 2013 Baja Ha-Ha.

a Go Pro. While the latter takes higher quality video, the photographs are no better than with the 14 megapixel Vision 2+. The problem with the Phantom 2 with GoPro is that you have to choose video or still photo and all other control choices before you take off. With the less-expensive Vision 2+, you have full control and information from the

quad from the get-go, and thus don't end up with thousands of stills and minutes of video you never wanted.

DJI was supposed to come out with a new \$2,899 Inspire top-of-the line model featuring 4K video. Unless you're shooting in or for Hollywood, we suggest that the Vision 2+ is more than adequate for 95% of possible uses — and until you have one, you never know how many great uses there are for them.

Congrats on the antique swaging machine. We love all that ancient heavyweight equipment that still works as well as when it was new, the better part of a century ago. What craftsmanship! You should visit the Matthew Turner tall ship building site in Sausalito, as you'd be fascinated by some of the great old equipment they are using to build that vessel.

⇓ PACIFIC FORECASTS FROM MEXICO TO PANAMA

During the last cruising season NOAA (National Oceanic and Atmospheric Administration) announced their intention to provide operational forecaster-curated weather forecasts for the Pacific Ocean from the U.S. border to Ecuador. As you know, there are no professional forecasts available for this area, so this would be of great use to all cruisers in Mexico. NOAA has delayed implementation of that plan, but an email campaign from "important customers" — such as us cruisers — can help get the implementation back on track.

The following is an email that I received from Jeffrey Lewitsky of NOAA:

"Our initial plans were to have the forecasts that you mentioned become operational on December 1, 2014, however, that will likely be delayed until sometime in 2015. Please note that what is currently available is not directly enhanced and adjusted by our forecasters, as it is not yet operational. In other words, our forecasters do currently create an underlying 10 km by 10 km gridded database which is updated every 6-12 hours, but the resultant text output that you have seen is not yet edited once it is created. Once the forecasts become operational, our forecasters will thoroughly quality control the text output. In addition, they will also create a synopsis at the top of the product, describing the weather conditions and forecast for the next 1-5 days. We also hope to include wave direction and period information in the text products

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

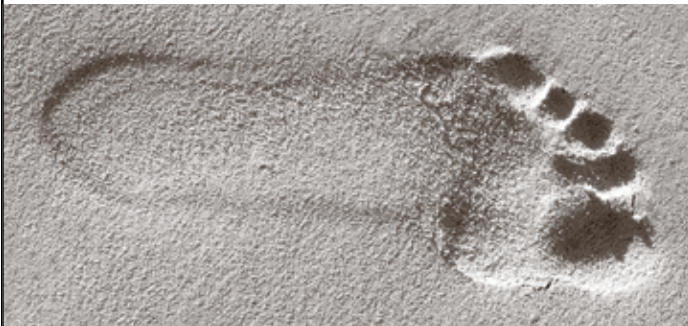
385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(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

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

COVER CRAFT

Your Boat

is a thing of beauty.
We want to keep it that way.



*We combine communication, innovation, experience,
and passion to create the best looking and most
durable covers possible.*

- Classic dodgers and biminis
- Drop-top folding dodgers
- Custom canvas for sailboats

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

(510) 234-4400

Quality
Yacht
Canvas

Water. Anywhere.



Come see us
at the San Diego
Sunroad Boat Show
January 22-25

Up to 40 gallons of fresh water per hour

The world's first
truly portable
powered desalinator.

www.rainmandesal.com

Authorized Dealer
Kevin Horne: (949) 209-7777

SAL'S

INFLATABLE SERVICES, INC.

**LIFERAFT
TRAINING**



Save
the Date!

Reserve
Now!

Wednesday, March 11 at Golden Gate YC
3:30-5:00 p.m.

Reservations required • Just \$50!

Latitude 38 Crew List Party follows at 6:00

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

salsinflatables@sbcglobal.net

www.salsinflatableservices.com

LETTERS

in 2015.

"I will keep you posted on our progress. In the meantime, if you have found these forecasts to be of use, could you please send another email stating such and your desire for them to become operational? The more such feedback we get from important customers such as yourself, the more quickly we can implement this new enhanced service by showing that there is a great demand for it."

In view of this, I encourage everyone to write Lewitsky at jeffrey.lewitsky@noaa.gov, stating that the experimental forecasts have been of great value, and that you eagerly await the operational version.

Rob Murray
Avant, Beneteau First 435
Vancouver, BC

↑↓ TO EACH HIS OWN

All the people I know who participated in the 21st Ha-Ha gave it an enthusiastic thumbs-up. I can only assume that Mr. McManus, who complained about it in December *Letters*, was the kid nobody liked in school.

Bill Reitz
Kind of Blue, Catalina 36
Sausalito

Bill — We appreciate your support, but don't think you need to say nasty things about people. What really gets us is that we don't try to sugar coat the Ha-Ha — even though it's by far the easiest of the well-known cruising rallies. We try to list as many possible hazards as possible and go out of our way to point out that we have no control over the weather — as if anybody needed to be told that. For what it's worth, more than half the other big cruising rallies were delayed this year: the ARC, the Caribbean 1500, and the TransAtlantic.

↑↓ UNPLANNED NON-OBSOLESCENCE

All the hoopla about the 25th anniversary of the Magellan Nav 1000 handheld GPS reminded me that mine stopped working in January 2000. I thought it was a victim of the Y2K hoopla, which we all know turned out to be a false alarm. Nonetheless, I thought my 1000 had given up the ghost for good.

Being a good pack rat, I've kept the Nav 1000 along with all the rest of my nautical memorabilia. To my surprise, a recent article in *Latitude* mentioned that some folks were still using their revered handheld GPSs. So I guessed Y2K had been no match for the 1000. After 14 years of its collecting dust, I put new batteries in — and the old Nav 1000 came back to life!

It took about 25 minutes to find satellites and digest the data, but it's as reliable as before. I guess I'll keep it for emergencies, or conversation.

Jorge Moreles
Bolero, J/46
Dana Point

↑↓ DON'T DITCH THE FLARES

In a recent *Latitude*, the editor wondered if flares are still necessary in the age of GPS. When my Morgan 45 *Painkiller* sank in the Caribbean in 2000, we were in 12- to 15-ft seas. At midday, when the Coast Guard C-130 was flying ellipses over us, we used the flares so they could spot us amongst the spume.

By the way, I had both my new and outdated flares, and all of them worked. So don't discard the old ones. But don't store them with the current ones either, as the Coast Guard

Visit The Raymarine® Mobile Showroom*

ISE Show at Cal Expo in Sacramento Jan 8-11, 2015 & The San Francisco Boat Show McCovey Cove at AT&T Park and Pier 48 Jan. 22-25, 2015



Raymarine Mobile Showroom

- See the latest Raymarine technology
- See and try the ALL NEW Wi-Fi & Bluetooth equipped c-Series and e-Series widescreens plus the New aSeries Touchscreen Multifunction displays.



Visit our mobile showroom.

Visit us at the Boat Show or at our Shop during the whole month of January 2015 for Special Boat Show pricing!

aSeries Multitouch Multifunction Displays



*Mobile Showroom will only be displayed at the San Francisco Boat Show Jan. 22-25, 2015.

Multifunction Displays Start at \$799.00 before Boat Show Discounts

Come experience the All Touch, Pinch-To-Zoom on the a6, a7, a9 * a12 Multifunction displays.



Star Marine

ELECTRONICS

Visit Our Showroom At
333 Kennedy St. • Oakland, CA 94606
510-533-0121
www.starmarineelectronics.com

SAN FRANCISCO BOAT SHOW SPECIALS*

See Us at the Show January 22-25

- Engine Discounts
- Special Financing
- FREE Rigging Hardware
- Extra Warranties

HONDA
MARINE

 **YAMAHA**

EVINRUDE

MERCURY
Outboards

*Good the entire month of January 2015

Outboard Motor Shop
Where the professionals shop!



(510) 533-9290

www.outboardmotorshop.com



333 Kennedy St., Oakland, CA 94606 • Fax 510-533-3374

POLISH & WAX

A buffed boat not only looks great, but will hold its shine and value for longer!
Call for a buff!

ADDITIONAL SERVICES

- Interior Cleaning
- Detailing
- Wash Downs
- Maintenance
- Carpet & Cushion Cleaning



Seashine

Fully Insured & Marina
Approved
Call now for a Free
Estimate

Serving the Bay Area
Since 1986

510 428-2522 or 415 457-6300
www.seashine.net

NOW OFFERING COVERED SLIPS FOR SAILBOATS



THAT'S RIGHT... YOU HEARD CORRECTLY

- Of course you have to remove your mast
- We will unstep your mast...*on us*
- We will store your mast...*on us*
- You get your sailboat in a covered slip

*When its time
to go sailing again,
We will step your mast...on us*

Call for details

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

doesn't approve of it.

Ron Landmann
Minden, Nevada

Ron — *There was an incident in the Ha-Ha this year where the Ericson 35 Lily Rowan, which had a non-functioning engine, called for assistance to get towed the last few windless miles into Bahia Santa Maria. We're still not sure why they didn't start by giving a GPS position, but eventually they fired a flare. Even though it was a beautifully clear and calm day, it could barely be seen from just a few miles away. Perhaps what we're really trying to say is that mariners need to fully understand the considerable limitations of flares.*

↑↓ I KNOW FIRSTHAND THERE IS A WHALE PROBLEM

On page 72 of the November issue you report on a 'whale of an app' concerning whale populations, and mention that "sailors — especially those who transit coastal areas — are often concerned about colliding with cetaceans, for their own sake as well as for the whales' sake . . ."

Tell me about it. As *Latitude* knows, in June 2012, while I was singlehanded up the coast of Baja to complete a 12-year circumnavigation with my Perry 47 *Reflections*, my boat was hit by a whale and sank.

The U.S. Department of Commerce and National Oceanic and Atmospheric Administration subsequently sent me about 37 database pages of information about reported whale collisions. So there really is a problem.

But having had my boat sunk by a whale would not stop me from sailing around the world again. Those 12 years I spent circumnavigating were just amazing.

A very wise man once said, "The path to happiness is paved with interesting experiences, not things." That wise man was the publisher of *Latitude*, and I have that quote posted on the map of my world cruise. But having read that you bought a canal boat, how many boat 'things' do you have now? LOL.

But thank you so much, my friend, for *Latitude* 38. I cannot tell you how much I have enjoyed it over the many years it has been published.

Max Young
ex-*Reflections*, Perry 47
Antioch

Max — *Thanks for going overboard with the kind words.*

The sentiment about experiences bringing more happiness than objects has been expressed by many people over the years since about the time of Confucius, so it's hardly original. In fact, if we remember correctly, we were paraphrasing something Paul Cayard had recently written in Seahorse magazine.

We now have four boats/things. True, on the surface it might seem hypocritical to have four boats while claiming that experiences are more important than things. But the boats are actually tremendous 'experience generators'. Take the 63-ft catamaran Profligate, as she has been the mothership of 18 Ha-Ha's, was the mothership for the founding of the Zihua SailFest, the Northern California Cat Cup, the Banderas Bay Blast, the Pirates for Pupils Spinnaker Run, the SoCal Ta-Ta, the Sea of Cortez Sailing Week Revival. In addition, she's done more races, shorthanded and fully crewed, than a sailor could shake a winch handle at. She's also been to the Caribbean and back, rescued people on flipped boats, towed boats off rocks, and played host to literally thousands of guests and contributors to charitable causes. We can't imagine what our life would have been like without her.

Our second largest boat is the Leopard 45 cat 'ti Profligate,

**FREE FIRST MONTH'S RENT FOR
30' • 32' • 40' SLIPS!**

LOCH LOMOND MARINA



**Free Pump Out Station • Modern Launch Ramp
Guest Slips Available • Marine Mechanical Boat Repair
Arena Yacht Sales • Andy's Local Market • Bait Shop
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club**

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com

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
2015
QUOTES**



Lic. #OB21939

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



**Convert your auxiliary drive to
CLEAN, QUIET ELECTRIC**

- Gear Reduction now available in stainless steel
- Low maintenance and affordable
- No noxious gas/diesel fumes
- Superior torque at low RPM



**5%
Discount!**

Use code
LAT38 online or by phone



THUNDERSTRUCKMOTORS
Inspiring and Enabling the EV Community

SALES • SERVICE • CONSULTING • CUSTOM PROGRAMMING
www.ThunderStruck-EV.com • 707-578-7973

Easy Shoreside Travel

ZAPPY PRO FLEX 500

**Compact
Easy Storage
Convenient**



- 500 W Motor
- 48 V System
- Off Road Tires
- Battery Type: Sealed Lead Acid
- Charger: 100V-240V UL Approved
- Charging Time: 4-6 Hours
- Max Speed: up to 15 mph
- Single Charge: up to 15 mph
- Max. Capacity: 275 lbs
- Net Weight: 128 lbs

O'Connell Electric Scooters

2363 Mariner Square Drive, Suite 149 • Alameda, CA 94501
(510) 865-7255 • oconnell1@earthlink.net

LETTERS

which we have in a yacht management program in the British Virgin Islands, but personally use three months a year. Our belief is that if you don't spend time in the Caribbean each year, there is no way you can keep up with what's going on in sailing. La Gamelle, which we picked up for under \$5,000, is the third Olson 30 we've owned. We used her for Zen sailing on San Francisco Bay, then took her to the Caribbean, where we gave away the Honda outboard and now Zen sail her singlehanded. To our way of thinking, sailing the engineless Olson 30 in the Caribbean is about as close to pure sailing as you can get.

As reported last month, we recently bought a surprisingly inexpensive small steel canal boat in the Netherlands, which we plan to share with two partners and use two months each year in Europe. The four boats are our 'homes', for as the French would say, we have "no fixed domicile." The Wanderer and Doña de Mallorca do a lot of 'sleeping around' and have a lot of 'experiences'. We wouldn't trade it for all the cars, jewelry, clothes and other crap we could have spent the money on.

FLICKERING LEDS

After *Latitude's* recommendation a couple of years ago regarding 12-volt LED light strips, I purchased several. They've worked great in the galley, saloon and master stateroom. They easily attached to the flat-surfaced gelcoat with the stickyback.

Recently, however, the strips have begun to fail. Not the whole strip, but individual LED 'bulbs'. They start flickering, then go out. I can get them to come back on by pressing my fingernail on the failed 'bulb', but after I let up, it goes out again. It's not as if I can replace the individual bulbs. I guess I'll have to live with it, or replace the whole strip.

I look forward to *Latitude* every month.

Scott Harris
Makarios, Island Packet 485
Lake Havasu, Arizona

Scott — Thanks for the kind words. We haven't had a problem with individual 'bulbs' failing, but our strips have gotten about 20% dimmer. So we bought three new 15-ft LED strips, which cost all of about \$50, for Profligate's large saloon. If and when the old LED strips get too dim, we'll replace them. For right now, they're bright enough.

VASELINE MIGHT HELP

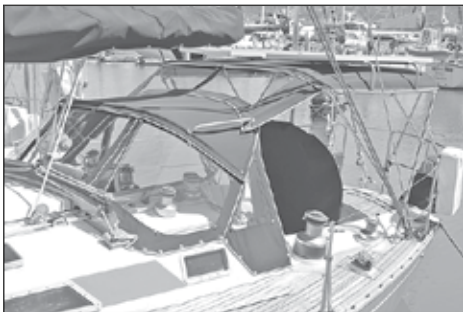
It is highly unlikely — basically impossible — that the actual LEDs are degrading. More likely the problem is a resistor or other component in the dimmer control, or possibly oxidation of the connector to the LED strip. Fixing the latter requires plugging and unplugging the connector a few times to wipe off the oxidation, then coating it with Vaseline to prevent future oxidation. Many, but not all — sigh — LED strips can take straight 12-volt via a good old-fashioned switch. Of course, that only gives you two choices: lighting with all the romance of an operating theatre or none at all.

Tim Dick
Sausalito / Honolulu

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
Covering the Entire Bay Area

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



DODGERS

20 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

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

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

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

Johnson Hicks

MARINE ELECTRONICS

We can't print prices or products but I can say there are some great bundles that aren't available ANYWHERE else!

We are headed to the city for the show!!

Santa Cruz 831-475-3383
Sausalito 415-331-3166

**Booth
516**

GARMIN

GARMIN

www.JohnsonHicksMarine.com

ONLY IN MARINA VALLARTA...



352 VESSEL CAPACITY (UP TO 160 FEET), ELECTRICITY, WATER, PUMP OUT, 88-TON TRAVELIFT, DRY DOCK, RESTAURANTS, SHOPS, HOTELS, AIRPORT PRIME LOCATION, COORDINATES: LAT: 20.39 N, LONG: 105.15 W



Marina  Vallarta

BAY VIEW GRAND

MARINA VALLARTA

TELS. +52 (322) 221-0275

+52 (322) 221-0722

PUERTO VALLARTA, JAL. MÉXICO

OPEQUIMAR
CENTRO MARINO

www.marina-vallarta.com.mx ~ italia@marina-vallarta.com.mx

Captain's License

Maritime  Institute

Captian OUPV - 6 Pack/100 Ton

San Diego, CA - February 2 - 13

Catalina, CA - January 19 - 30

Newport Beach, CA - February 16 - 27

San Rafael, CA - January 12 - 23

Able Seaman

San Diego, CA - February 16 - 20

San Rafael, CA - February 9 - 13

Long Beach, CA - February 16 - 20

Radar Observer - Unlimited

San Diego, CA - January 19 - 23

Long Beach, CA - February 9 - 13

Basic Safety Training

STCW-95 Approved

San Diego, CA - January 26 - 30

Call Today!!! Toll Free: 888-262-8020
www.MaritimeInstitute.com

new access to the big playground

"The Bay is a big playground," says Kame Richards of Pineapple Sails. "That playground is publicly owned, and anyone who wants can have access to it." It was such thinking that led him to conceive the Alameda Community Sailing Center two years ago, and bring it to life as a means of opening up the Bay to local residents young and old who don't have access to a boat.

"Once you poke your nose out of the harbor, you can go south, or north, or anywhere you want without someone looking over your shoulder. If you go out the Gate, the playground extends all the way to Japan!"

Freedom is an underlying theme in all of Richards' remarks, including the freedom to go where you want to go, freedom to make decisions based on your own experience, and even freedom to make mistakes. "If you sail a dinghy all afternoon and you never tip over, what have you learned?" Richards asks, rhetorically.

"The first two years of the Center, we taught youth sailing in the Ballena Isle Marina. The marina management was very gracious and donated the use of their docks and their shoreside facilities at no charge. We spend the first day

teaching kids to capsize their boat and then recover. It takes an hour for the first kid to find the courage to tip the boat over, but by the end of the day, we can't keep the kids out of the water. But the best moment comes on day three, when we take the kids out from behind the breakwater. Their eyes open wide when they see San Francisco and realize that their own little boat could take them there."

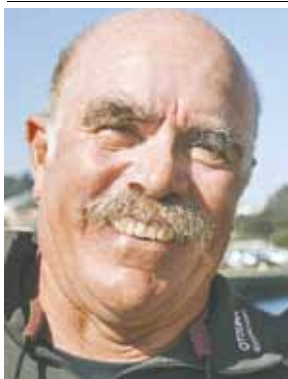
The new Alameda Community Sailing Center is located just west of Encinal High School, on property that once housed the Naval Air Station, but now belongs to the City of Alameda. The site is adjacent to a public park, and offers access to a lagoon that is formed by the Naval Air Station's outer breakwater.

"We plan to start teaching classes in the lagoon this next summer," says Richards. "We have a wonderful sand beach that the kids can sail off of, and it is a great place for kids to play and explore. The

downside is that at low tide there's 150 feet of mud between the beach and the water. But that gives us a chance to talk about tides and currents, and life in the Bay."

Although the center has focused on youth sailing in its first two years, Richards is very clear that the goal is not just to create another youth sailing program. "We have focused on

youth sailing because we have a small fleet of JY Trainers that were donated to us by the Treasure Island Sailing Center. But we would like to acquire six boats like the FJ so we can offer adult classes as well. Our goal is to make this a *community* sailing center, open to all. Last summer, working with Ryan Nelson, who manages the rig shop for West Marine in Alameda, and Svendsen's Marine, our local Laser dealer, we provided space for Laserpalooza, an all day event that celebrates all things Laser. Our goal is to become a resource that adds



LATITUDE / CHRIS

The new Community Sailing Center is the brainchild of sailmaker Kame Richards.



JOHN TUMA

Fast is fun, but these kids would probably tell you that slow can be fun too. What the heck, they're out in nature skipping boats with no adults aboard.

2015 pacific puddle

Based on the emails we've been receiving, adventure-hungry sailors all along the West Coast of the Americas are busily preparing to do the Pacific Puddle Jump — that is, the 3,000-mile crossing to French Polynesia. Registration for this loosely formed rally is now open at www.pacificpuddlejumps.com.

As regular readers know, after coining the phrase Pacific Puddle Jump nearly 20 years ago, we have always dedicated lots of ink to reporting on this ambitious crossing. In addition, we host Puddle Jump Send-off Parties each winter, and co-host the annual three-day Tahiti-Moorea Sailing Rendezvous every June with our Tahitian partners. Here are the key dates for 2015:

- Feb 25 — Vallarta YC PPJ Seminar



ALL PHOTOS JOHN TUMA

jump revs up

& Party, 3-6 p.m., Nuevo Vallarta, Mexico (at Paradise Village Marina).

- March 4 — Balboa YC, Panama, PPJ Seminar & Party, noon-4 p.m.

- March 7 — Shelter Bay Marina, Panama, noon-4 p.m. (Caribbean side of Canal.)

- June 19-21 — Tahiti-Moorea Sailing Rendezvous, Papeete waterfront and Club Bali Hai Hotel, Moorea.

Latitude staff will also be giving informational seminars on the PPJ and cruising French Polynesia at the Seattle Boat Show, January 24 & 25, at 3:15, and at the Strictly Sail Pacific boat show in Oakland in April (dates TBA).

Look for additional updates here, and online at *Lectronic Latitude*.

— andy

alameda sailing — continued

depth and richness to community life in Alameda."

The Alameda Community Sailing Center is an ambitious project, and things look good for the near future. "With two years under our belt, we have credibility with the city, and our relations with the city are very good," says Richards. "We are offering dry storage for small boats here at our facility to help defer the costs of running the Center, and eventually we hope to have more space elsewhere on the island. We have a dedicated cadre of volunteers on the board of directors. We are registered with the State of California as a Nonprofit Public Benefit Corporation, and we have been granted 501(c)(3) status from the IRS, so the business side of things is moving forward."

What has been the highlight of the first two years? "The end-of-season party," replied Richards without hesitation. "It was a big celebration. The kids were showing their parents what they had learned, and one kid even offered to teach his grandfather how to sail. That's what we want to see. We want to get everybody out on the playground!"

For more information or to make a donation, check out the website at www.sailalameda.org.

— john tuma

Contemporary American kids are the most lethargic generation in US history. Getting kids off the couch and into active, character-building activities is a goal well worth aiming for.



SIGHTINGS

loïck's amazing atlantic charge

"The story is quite bizarre," said French sailor Loïck Peyron, 55, in reference to his record-breaking crossing on the 104- x 74-ft *Banque Populaire VII* in November's singlehanded Route du Rhum from Saint-Malo, France, to Point-à-Pitre, Guadeloupe. We caught up with him at Artemis Racing's base in Alameda in early December.

"I didn't know three months before the start that I was going to race on this boat. I was planning to do it on a 40-ft wooden trimaran that's 34 years old — an old lady." Peyron speaks excellent English with a slight Gallic lilt: "So I was sailing in September starting to do my qualification. I received a call from a friend who was in charge of the *Banque Populaire* sailing team. They had a problem — their skipper, Armel Le Cléac'h, injured himself and was not able to race. So they were asking me to replace him. My answer was, 'No, I'm sorry, I can't, because your boat is too big and I'm maybe too old; I'm not in the best physical shape. I didn't race alone on a multihull since

continued on outside column of next sightings page

bermuda confirmed

If you were stranded on a desert island during December, you may not have heard the news: In 2017 the 35th America's Cup will be held in Bermuda, not San Diego.

The challenger series (minus the usual title sponsor, Louis Vuitton) and the finals will be raced in foiling, wingsail, 62-ft catamarans. So far, Emirates Team New Zealand, Sweden's Artemis Racing, Britain's Ben Ainslie Racing, Luna Rossa Challenge of Italy, and Team France have declared challenges.

Racing for all teams will begin with the America's Cup Qualifiers, where teams are seeded — with bonus points — according to their results in the AC World



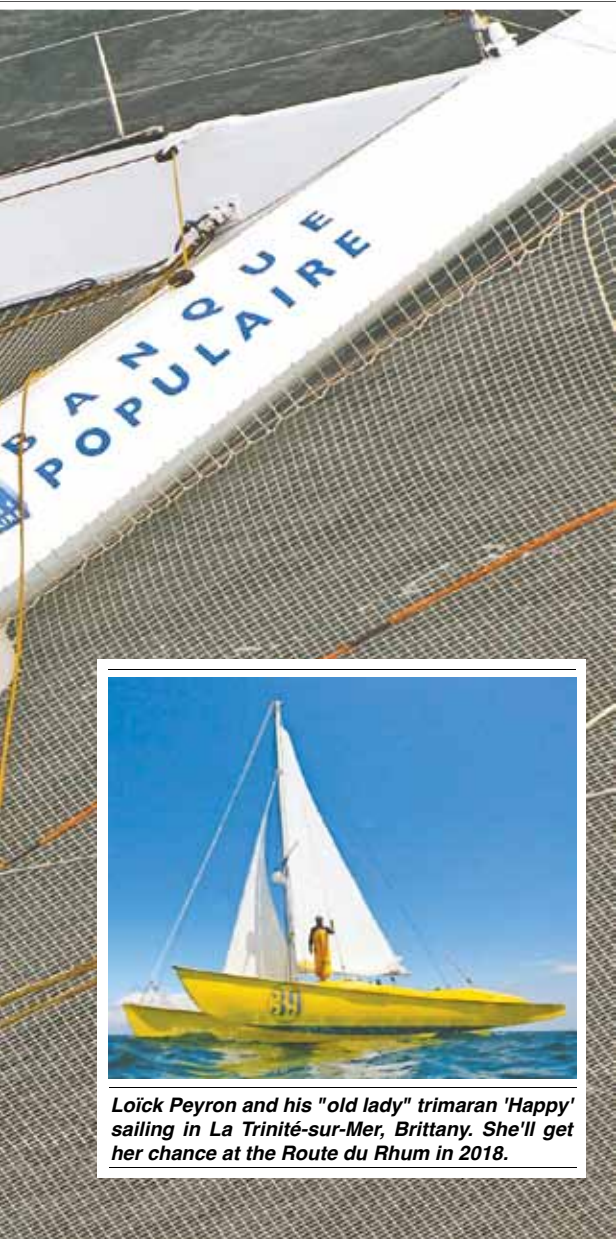
as ac35 host

Series. The top finishers will then go on to compete for the America's Cup Challenger Playoffs and the right to race the defender, Golden Gate YC's Oracle Team USA, in the America's Cup Finals in June 2017.

The AC World Series will be held in the existing fleet of 45-ft cats, modified to foil, in 2015 and 2016. The Red Bull Youth America's Cup will be back too, and will also be raced in the foiling AC45s.

The best America's Cup news we've heard lately is that Iain Murray, regatta director for AC 34 in 2013, will return in the same role in 2017.

— chris



Loïck Peyron and his "old lady" trimaran 'Happy' sailing in La Trinité-sur-Mer, Brittany. She'll get her chance at the Route du Rhum in 2018.

SPREAD: YVAN ZEDDA; INSET: CHRISTOPHE LAUNAY / SEALAUNAY

loïck — continued

2002.' I spent the night thinking, and then I called back and said, 'Why not? Because that's a crazy story and I like crazy stories.'"

Of course, this giant trimaran wasn't designed for solo sailing. "It's more than a physical challenge, it's really a cerebral one," explained Peyron. "It's so big, even if you're in the best shape, you can't fight against it. You need to think a lot about what's going to happen and be sure you are still able to manage it. That's a very nice challenge. So I was quite lucky to be called."

Peyron led the 3,542-mile race from the very first night, when horrendous seas wreaked havoc with the fleet. "When you're beating into each wave in more than 20-25 knots upwind, it is not comfortable at all, so I did not sleep. The first two days it was impossible even to sit, bouncing off each wave; very noisy, very stressful. When the sea state is better, the boat is not suffering, which means the skipper is not suffering. Then it's a bit less uncomfortable than on smaller multihulls, because this one, she is so big and so wide, she is a lot more stable. You need to produce a lot more effort to work the sails — but it's a bit less stressful."

On the fourth and fifth days Peyron was in better shape, as he'd had a chance to sleep a little. "We were quite lucky to have a full moon, and some nights were very, very nice. You are downwind, with flat water, 35 knots, alone on the boat under the moon, a bit of music — that's cool. But that's not like a cruise, because in the speed is a risky factor. The best way to finish a race is to win it, and you never know until the end if it's possible."

Peyron arrived at Guadeloupe in the middle of the night on November 10, setting a new record of 7 days, 15 hours, 8 minutes, 32 seconds. "The finish was really stressful again: a lot of maneuvers, a lot of people around, in the dark."

Regarding his 'old lady' trimaran, *Happy*, Peyron said, "*Happy* is waiting for another story, which will be done in four years. I never changed my mind; I just delayed." In the meantime, he'll be busy with Artemis Racing's America's Cup team, which plans to keep its base in Alameda for the foreseeable future. "When other helmsmen like Nathan Outteridge are not here, we have a lot of sailing tests to do on the 45-ft boats, and then I'm the test helmsman. In the design team, I'm the Swiss Army Knife. I'm the little drop of oil. I like being part of all the departments. When you're alone on a boat, you have to do everything. You can't be good everywhere, but you need to know things in all kind of areas."

On December 8, the Fédération Française de Voile named Loïck Peyron Sailor of the Year.

— chris



LATTITUDE / CHRIS

Accessible as he is talented, Peyron is one of sailing's best-loved superstars.

nav error dooms volvo entry

If ever there was an illustration that even the world's best sailors occasionally screw up, it was the disastrous grounding of *Team Vestas Wind* November 29 on remote Cargados Carajos Shoals, 240 miles northeast of Mauritius in the Indian Ocean. The Danish-flagged 65-ft Volvo Ocean Race boat was blasting north at 19 knots, midway through Leg Two, from Cape Town, South Africa, to Abu Dhabi, United Arab Emirates, when the nighttime calamity occurred.

Fortunately, none of the nine crewmen was badly injured during the crash, and all were able to make it safely to shelter ashore, but the aft section of the \$5.5-million boat was completely trashed during the grounding and the hull may not be repairable — although a plan

continued on outside column of next sightings page

SIGHTINGS

vestas — continued

is in progress to remove her from the reef with minimal environmental damage.

For millions of Volvo Ocean Race fans around the world, the burning question in the aftermath of the incident was how world-class sailors using top-of-the-line nav gear could have made such a costly error. The answer came nine days after the mishap, when skipper Chris Nicholson — a five-time VOR veteran — and navigator Wouter Verbraak

admitted that Verbraak simply had not zoomed in far enough on the electronic charting software to see the reef-strewn, 25-mile-long bank.

One factoid that's emerged in the aftermath is that the exclusion zone (see graphic) put in place to keep the fleet away from potential piracy, was moved farther west shortly

The tragic grounding of Team Vestas Wind's VO 65 left sailors the world over wondering how this could happen to offshore racers of this caliber. The hull has now been removed.

before the start of the leg. Cargados Carajos had not been within the go-zone previously. Even so, you have to wonder if such an error would have been made a generation ago when only paper charts were available.

Vestas team members are reportedly assessing the possibility of having a new one-design VO 65 built in time to compete in the final stages of this nine-leg, 38,000-mile competition.

Although Vestas' tragic grounding may have dominated the sailing world's headlines for Leg Two of the VOR, it should not overshadow the incredible racing that is going on at the pointy end of the fleet, with another ultra-close race to the finish line and a three-way tie atop the leaderboard after two legs. With Alvamedica (US/Turkey) and SCA (Sweden) temporarily suspending racing to render assistance to Vestas, and with MAPFRE (Spain) still notably off the pace, this edition of the VOR is quickly becoming a three-horse race with Leg Two winner Team Brunel (Dutch) now tied on points with both Dongfeng (China) and Abu Dhabi at four points each.

To put in perspective how close the racing has been so far, Dongfeng has now finished second in both race legs, trailing the respective leg winners by less than half an hour after more than 10,000 miles of racing, losing Legs One and Two by 12 and 16 minutes respectively!

Leg Three offers many compelling story lines as the now-six-boat fleet will race 4,670 miles from Abu Dhabi, UAE, to Sanya, China. The sponsor-driven leg is one of the least conventional sailing routes of the entire VOR, making for what will likely be a long and difficult upwind slog — tantamount to a navigator's worst nightmare. The three leaders have all the momentum while MAPFRE desperately needs a good result to silence their critics. The youth on Alvamedica seem primed for a podium finish, while SCA hopes to play spoiler and take a flyer from the back. Follow the action at www.volvoceanrace.com or via the VOR app that's downloadable from that site.

— latitude/andy & ronnie simpson

in-the-water boat

With plenty for sailors to look at and investigate, the second Progressive San Francisco Boat Show will take over San Francisco's McCovey Cove and Pier 48 January 22-25. Brands of sailboats in the water will include Beneteau, Catalina, Jeanneau, J/Boat, Hanse and Sabre, plus many other lines represented by brokers. In addition to sailboats, kayaks, SUPs, trawlers, classics, runabouts, ski boats and fishing boats will be on display.

Seminars on a broad range of topics are included in the price of admission.



VOLVO OCEAN RACE



VOLVO OCEAN RACE

The graphic above shows fleet positions several days after Vestas' (light blue) crash. Note the exclusion zones west of the fleet.



BRIAN CARLIN / TEAM VESTAS WIND

show this month

They include getting started in sailing, anchoring, docking, maintenance and repair, cruising SF Bay, sail trim, intro to kayaking or paddleboarding, insurance, financing, and how to buy a boat.

Discover Boating will facilitate hands-on sailing classes, including a catamaran course. A sailing simulator, Try It Cove Pool, Fred's Shed advice center, a Kids' Zone, food trucks, a bar, and numerous marine exhibitors will round out the show. See www.sfboatshow.com.

— chris

rimas *finally* makes landfall

One hundred and twenty-two days after leaving San Francisco Bay on August 10, Russian-born American Rimas Meleshyus *finally* made landfall last month at the port of Pago Pago, American Samoa, aboard his engineless San Juan 24 daysailer *Pier Pressure* — a voyage of 4,000 miles. For weeks, he'd been sailing and drifting at 1 to 3 knots in anticipation of landing there or at neighboring Samoa (an independent nation). But he probably would have missed them both if friends monitoring his trip had not reached out to authorities to tow the tiny sloop into port. They'd received requests for a tow via *Pier Pressure's* DeLorme InReach transponder device.

Since Rimas' first offshore adventure in Alaska in 2012, which ended with his first San Juan 24 grounding in the Aleutian Islands,

continued on outside column of next sightings page



BRIAN CARLIN / TEAM VESTAS WIND

SIGHTINGS

***rimas* — continued**

he has only made landfall once without assistance — and that time he drifted back into the Sausalito anchorage on a strong flood current after a failed attempt to sail down the coast. By any measurement, Rimas is no great sailor, and his stubborn determination to make history by sailing a San Juan 24 around the world is a severely flawed notion, at best.

But while we certainly wouldn't encourage such misguided behavior, we have to admire Rimas' stoicism and unflinching determination. We've reported on dozens of dreamers with grand plans whose unconventional boats never got past the Farallones — the *Flyin' Hawaiian* and the *Tin Can* come to mind. By contrast, despite Rimas' seemingly crazy ideas, he put his life on the line to pursue his sailing dreams, and refused to give up and call for rescue, even when he lost both his dinghy and outboard during a tropical storm months ago.

Meanwhile, on several sailors' forums Rimas has become the favorite punching bag of mean-spirited bullies who don't even have the balls to sign their real names to their vitriolic posts, let alone venture offshore alone in a tiny boat to prove their mettle.

What's next for Rimas? Hopefully, he'll give up his dreams of circumnavigating aboard *Pier Pressure*. But we wouldn't bet on it.

— *andy*

lakota bites

According to the World Shipping Council, the number of shipping containers lost at sea in recent years has increased dramatically. The average for the past three years was more than 700 — up from 350 in the Council's previous report. Last month we were reminded of what a dangerous menace wayward containers can be to small-boat traffic when the famous 60-ft trimaran *Lakota* collided with an unseen container off the coast of Ecuador, roughly 350 miles southwest of Balboa, Panama.

Luckily, she was motoring at only five or six knots at the time, so damage to her starboard ama was not substantial. Initial repairs were made while in the water off Panama's Balboa YC. *Lakota's* new owner was en route to Hawaii when the collision occurred.

As longtime readers may remember,



Spread and above: The notch taken out of 'Lakota's starboard ama should be easily repairable. But we can only imagine what would have happened if she'd been traveling at the record-setting speeds she is capable of. Right inset: Wayward containers are a terror to navigation worldwide. In 2011 when the 774-ft 'Rena' slammed into a New Zealand reef, 900 containers went adrift.

SPREAD & LEFT INSET FRANK NITTE



wayward container

the late adventurer Steve Fossett bought the speedy tri in the early 1990s from French sailing phenom Florence Arthaud. He broke the Japan-to-San Francisco record (with crew) in 1995, then set a new singlehanded record on the same route the following year. In 1998 Fossett set a new solo TransPac record (San Francisco to Kauai) with a time of 7d, 22h, 38m — a full day faster than the previous record, clocked by Peter Hogg in 1994 aboard *Aotea*.

Not only are wayward containers a hazard to navigation, but in some jurisdictions shipping companies are legally responsible to retrieve them and, of course, they — or their insurance companies — are liable for the lost merchandise. Shipping industry representatives point to steps taken in recent years to

continued in middle column of next sightings page



NEW ZEALAND DEFENSE FORCE

MV TETRY

kite man lost in the tehuantepec

Nearly three weeks overdue on a passage from El Salvador to Mexico, the overturned hull of the unusual 40-ft 'hybrid wave-piercer' trimaran *Seven Sisters* was discovered on or about November 25 by the 721-ft Liberian-flagged bulk carrier *Tetry* in the middle of the Gulf of Tehautepec, roughly 350 miles southwest of Acapulco.

Despite a five-day search using both air and surface resources of the US Coast Guard, owner Tom Kardos, aka the 'Kite Man of Berkeley', was never found. He was in his mid-50s.

"From his last reported position," wrote friends Bill Yeargan and Jean Strain, "he was 100 miles south of Huatulco on the edge of the Tehautepec winds and seas. Our guess is that the boat could not handle the waves and turtled." As experienced Central America cruisers know, the Tehautepec is notorious for periods of extremely strong winds and big seas, conditions that often exist hundreds of miles out to sea.

According to posts on Kardos' blog, *Seven Sisters* was robbed of key pieces of equipment in Costa Rica last April while he was in the US attending his daughter Lena's college graduation. Among the many missing items were batteries, a 70-hp outboard motor, refrigeration components, and even the steering wheel. According to Yeargan and Strain, who run the annual El Salvador Rally, "All that was left was the electric maneuvering motor and rudder linkage. He steered the boat using only a tiller/pilot."

Seven Sisters was a very unusual design in that she had a



It's clear that Kardos had taken steps to survive atop *'Seven Sisters'* overturned hull. The hole, center aft, is where the shaft of a small electric motor protruded. Note the broken ama.

main hull like a monohull, but little if any keel. She also had two wave-piercing amas, thus the 'hybrid' name, but wasn't particularly beamy.

Kardos was as atypical as his boat. Back in 1979 he famously landed a hang-glider on the 10-yard line of Berkeley's Memorial Stadium during the second quarter of the 1979 Cal-USC football game — dumbfounding 76,000 spectators and both teams. He also experimented with kiteboarding on the Bay 36 years ago.

— richard & andy

breaking the pink/blue color divide

While it may not fit the progressive narrative about equality of the sexes, it appears there is something of a natural division of labor on sailboats. In the overwhelming number of cases, men do most of the sailing and the mechanical chores, while women do most of the cooking and cleaning. Blue jobs and pink jobs.

There are exceptions, of course. Liz Baylis and Melinda Erkelens, for example, are outstanding helmswomen. Dawn Riley worked the pit in her America's Cup syndicate boat. Ashley Perrin has run the bow

continued on outside column of next sightings page



SEVEN SISTERS

Tom Kardos was well-liked within the Central American cruising community.



SIGHTINGS

pink / blue — continued

on a number of racing boats. Doña de Mallorca changes the engine and transmission oil on *Latitude's* cat *Profligate*. And on the male side, a lot of men are great cooks. We've even heard rumors about a few men who wash dishes and clean.

One of the tasks done the least by women is going up the mast,



TERRY RAY

Looking regal, Debbie stands by while a mischievously smiling Mark straps her into her harness.

which is why our interest was sparked by a photo of Debbie Hayward-Sciarretta atop the mast of *Yesterday's Girl*, her and her husband Mark's *Zigzag*, Oregon-based Santana 30/30. Mark sets the scene: "Last winter some birds broke the Windex atop our Columbia River boat. While I'm usually up for going to the top of the mast, my chemo treatments for prostate cancer have resulted in a 25-lb weight gain along with a serious loss of both muscle and stamina. As a result, I couldn't haul myself up the mast as I'd done in the past, nor could I grind Debbie up, nor could she grind me up. As I'd recently purchased a Winchrite electric winch handle online (\$465), this was almost the perfect opportunity to check it out. I say 'almost' because our proper bosun's chair was hidden away in the garage, so we had to use an REI rock-climbing harness that I

hadn't used in years. Debbie was a real trooper to go up using that."

38: Debbie, how long were you up for?

Debbie: About 45 minutes.

38: Had you been up a mast before?

Debbie: Yes. Before we were married I'd gone up on Mark's Lagoon 380 cat *Younger Girl*. But that time I didn't have to be up as long because I had a proper bosun's chair. I didn't like the REI climbing harness from the get-go, as it was uncomfortable, and it made the job take much longer. Make sure you have a proper bosun's chair before going up a mast.

38: Did you drop anything while replacing the Windex?

Debbie: Just one screwdriver. It missed Terry Ray's head by about 18 inches. Nobody should be beneath somebody working up a mast.



TERRY RAY

Debbie atop the mast, doing what traditionally has been considered to be a 'blue job'.

38: Do you have a fear of heights?

Debbie: No. But you do have to trust whoever is in charge of the halyard. And I trust my husband. I'd go up again if we had the right chair. Not bad for a woman of — ha, ha, ha — 47, right?

38: We're very impressed. Do you know of other women who have gone up the mast?

Debbie: My friend Terry Ray, who is a 50-Ton Coast Guard Master; Jane Roy; and a few others.

38: You've gone up, but have you — and we know this sounds terrible — gone down, as in cleaned the bottom?

Debbie: I've done a little of that, but we normally hire people to do the bottom.

Two memories of women going up masts stand out for us. The first was aboard Roy Disney's 86-ft *Pyewacket*: Ashley Perrin was going up and down the mast of that huge machine like a yo-yo. The other was when Heather Cosaro went to the top of *Profligate's* 90-feet-above-the-water masthead. We were impressed by Heather's swagger and fearlessness as she went aloft, and also by what she was wearing at the time: a pirate outfit complete with high-heeled, thigh-high boots. You don't see that too often.

— richard

containers

minimize the loss of containers. But as demonstrated in two recent catastrophes, in extreme situations minor precautions have little effect: The 2011 grounding and loss of the 774-ft *M/V Rena* sent 900 containers into New Zealand waters, and last year the complete loss of the 1,037-ft *MOL Comfort* launched 4,293 containers into the Arabian Sea — the worst container-ship disaster ever.

Here's the only thing we can report on this subject that's even close to good news: Researchers from the Monterey Bay Aquarium Research Institute (MBARI) have been studying a submerged container that's been lying on the seafloor of the vast Monterey Bay Marine Sanctu-



SPREAD MOONDAUCE: INSET COURTESY KEVIN ELLIS

— continued

ary for a decade, and — so far, at least — they have found no negative effects from its presence. In fact, it serves as sort of an artificial reef, colonized by encrusting species such as worms, scallops and snails. Needless to say, though, if the contents of this steel box had been toxic, the researchers' findings might have been different.



This container serves as an artificial reef in Monterey Bay.

— andy

our man in nuku hiva

It would be nice to think *Latitude 38* had an editorial 'bureau' in the remote Marquesas Islands. We don't. But we do have an expat friend there whom we think of as 'our man in Nuku Hiva' — one of the principal clearance ports for cruisers arriving from the West Coast.

Born and raised in Southern California, Kevin Ellis is said to have taken his first steps aboard the family's Chris-Craft. In 2006 he left his IT career and set out on a South Pacific adventure aboard his Dufour 45 with two friends. They made landfall at Nuku Hiva 24 days later, and two days after that Kevin met Annabella, a lovely local girl who'd recently returned from many years living in France. Fast forward to the present: Now a family with two bright-eyed kids, the Ellises run Yacht Services Nuku Hiva, which offers just about every shoreside service a visiting cruiser could need, from repairs to horse rentals (www.yachtservicesnukuhiva.com). And they also represent the Tahiti yacht agents who facilitate bond exemptions and clearance for Pacific Puddle Jumpers. Last year, they assisted 130 visiting boats.

— andy



Spread: After weeks of sailing to get there, making landfall in the Marquesas is often said to be one of the most thrilling arrivals possible on Planet Earth — partially because you can often smell the rich scent of the fertile land a day or two out. Inset: When Kevin Ellis first arrived at Nuku Hiva in 2006 he fell in love not only with the islands and their culture, but also with Annabella, who is now his wife and mother of his two handsome kids.

SIGHTINGS

worthwhile winter reading

Because we're wordsmiths by trade, you probably weren't surprised to read in last month's *Sightings* that we still like books — you know, good old three-dimensional hard copies. Having reviewed several worthwhile new nautical offerings last month, we'll pick up where we left off with a few more suggestions for your winter reading.

The Legend Of The Sea — The Spectacular Marine Photography of Gilles Martin-Raget. (Gilles Martin-Raget, \$45) — Anyone can take pictures of boats. Especially with today's 'smart' cameras. And if you shoot enough, even complete wingnuts will score nice-ish pics now and then. However, to elevate sailing photography to art — and do it consistently — takes a special dedication, a strong right brain and maybe a touch of genius. Not to mention an intimate knowledge of sailing and the sea. Gilles Martin-Raget has certainly earned his place among the lofty few at the top of this game. This book celebrates Martin-Raget's more than 30 years behind the viewfinder with images from all the great sailing venues; America's Cups past and present; and everything from cutting-edge new yachts to dinghies to century-old classics. The images are so razor-sharp that we found ourselves bracing for the next wave, involuntarily ducking the spray, or wanting to slather on more sunblock. And remember, these are stills.

Convergence (Sally-Christine Rogers, \$24.95) — If you don't rec-

continued on outside column of next sightings page

imp crew

Much laughter, but also emotional reminiscences, filled Tad and Ann Lacey's Belvedere home on November 5 at a reunion of the *Imp* crew. "Stories flowed into the night," said *Imp*'s sailing master, Skip Allan.

Ron Holland designed the innovative 40-ft IOR racer *Imp* for Dave Allen. The remarkable boat went on to glory, including wins in the SORC, the Fastnet, and the Big Boat Series in 1977. The crew featured a talented young group of Northern California sailors, many of whom are pictured below. In the disastrous Fastnet Race of 1979 — when 18 sailors perished — *Imp* was briefly thought to be lost with all hands.

"The impetus for getting together started when Skip Allan said that Ron Holland would be in town," recounted Steve Taft, *Imp*'s sailmaker and alternate watch captain. Holland now lives in Van-



Reliving glory days, left to right: Don Jesberg, Skip Allan, John Ravizza, Tom Wylie, Ron Holland (holding 'Imp's half hull), Bill Barton, Tad Lacey, Skip Steveley, Ragnar Hakansson, Steve Taft, Commodore Tompkins, Warren Wheaton and George Kiskaddon.

DICK ENERSEN

reunites

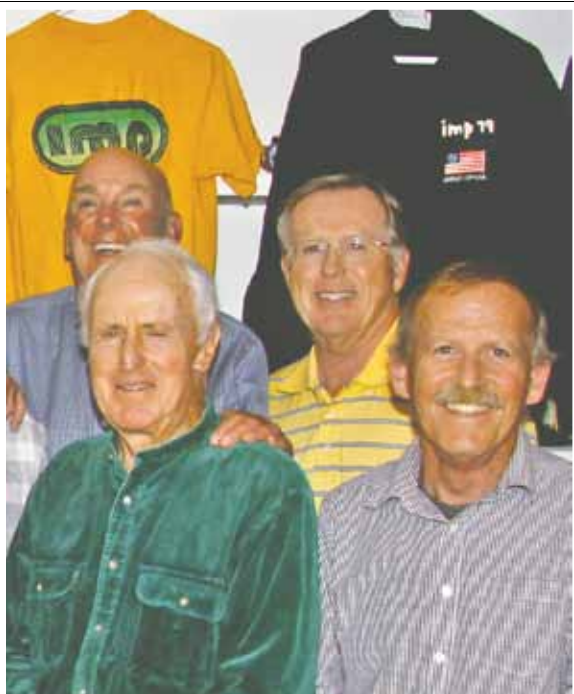
couver, British Columbia.

"It felt a bit eerie," said Bill Barton, *Imp's* jib and spinnaker trimmer, "as just down the street is the home of the late David Allen where our whole mission began on David's first boat, *Privateer*, then on the Gary Mull-designed *Improbable*."

The Laceys' home was decorated with *Imp* memorabilia — shirts, foulies, magazine articles and photo albums, and the evening's entertainment included an eight-minute film of *Imp's* 1977 heroics shot by David Allen's son Peter.

"After a few minutes we all felt like it was just yesterday that we beat around the Fastnet Rock in 60+ knots of wind and huge seas at 2:30 in the morning on August 14, 1979. All hell had broken loose, and we would be close friends for life," said Barton, who chronicled *Imp's* career in his book, *The Legend of Imp*.

— chris



'Imp' and her predecessor, 'Improbable', round the Fastnet on this cake, made by Skip Allan.

SKIP ALLAN

winter reading — continued

ognize the name, Sally-Christine Rogers is the wife of Randy Repass, founder of West Marine. This book is about their voyage to and around the South Seas with their three children aboard the Wylie 65 cat ketch *Convergence*. Although the custom-built vessel is more high-end than most cruising boats out there, Rogers' splendid presentation and down-to-earth style (with frequent homages to her seafaring father) ranks this as one of the best cruising books we've ever seen. Of particular note, it is presented in 'magazine style'. That is, rather than page after page of text with a few fuzzy photos here and there, every spread in *Convergence* comes alive with excellent photography. If we had to be stuck on a desert island with only one book to read, this would be an excellent choice. Go get a copy! (Available in February at West Marine.)

The Captain and Mr. Shrode (Tony Johnson, \$16.95) — Longtime *Latitude* readers may recognize the names Tony Johnson and Terry Shrode, whose 2001-2003 circum-

navigation on the 1972 Ericson 39 *Maverick* was chronicled in frequent installments in *Changes in Latitudes*. What we really liked about those articles, and this book, was that it was not a tale of rich guys with glitzy boats and unlimited funds, or minimalists in wooden boats with no engine, or groups of young hard bodies racing high-tech machines. It was just two regular guys approaching retirement age and, on a budget, setting out on one last grand adventure while they still could.

The other thing we really liked was Johnson's writing, which reminded us a lot of one of our favorite authors, Ernest Gann (whose *Song of the Sirens* is among our favorite sailing books ever). Like Gann, Johnson can wax philosophical, poetic, pragmatic, and hilarious in a single paragraph. Describing the perennial cruiser issue of overloading the boat with safety stuff, he observes: "The boat has so much safety gear that the extra weight will no doubt prevent us from getting out of harm's way in the first place, thereby assuring its use. And in the interest of full disclosure, it may be relevant to mention that all the gear was installed and will be operated and maintained by amateurs." Our only gripe about this book is the almost total absence of photos. But you can still enjoy them at the guys' website, www.usmaverick.net.

Call Me Captain — Memoir of a Woman At Sea (Susan Scott, \$19.99) — "Reports of oil spills, pollution and global warming make many people picture the ocean as one big cesspool of dying creatures choking on six-pack rings," writes author Susan Scott in a sailing memoir with a refreshing twist. The twist is that much of this book refutes that perception, and indeed celebrates her enduring love of the sea and all the creatures that live in it. For nearly three decades, Scott authored a regular marine biology column in the Honolulu *Star-Advertiser*. When her marriage broke up, she refitted the the couple's older Wauquiez 37, *Honu*, and sailed it with one young crewman to isolated Palmyra Atoll to work as a volunteer biologist, and later on to Australia. All through this book about discovery and rediscovery, Scott sprinkles little gems about the creatures we've all seen but don't think much about — such as the fact that female pilot whales go through menopause at about age 36, yet continue to have sex with males long afterward. A visit to the boat by a couple of curious female pilot whales "made me feel good," says Scott. "In the world of mammals, we aging women are not alone."

Happy reading!

— jr



If you enjoy photographic artistry, check out Martin-Raget's new collection.

BLOOMSBURY

THE YEAR IN PREVIEW —

What the heck? It's 2015 already? How did that happen?

Oh, well. A new year always brings a wealth of new opportunities for fun on the water. You'll see what we mean when you pick up a copy of the just-published *2015 Northern California Sailing Calendar and YRA Master Schedule*— available online and at many *Latitude 38* distribution points in the Bay Area.

As you peruse this 92-page resource, you'll see that there are both serious and not-so-serious races scheduled throughout the year for just about every type of recreational sailboat imaginable: one-design races, wooden boat races, dinghy races, schooner races, single-handed races, double-handed races, coastal races. . . you name it. In fact, the Coast Guard tells us that more marine events are given permits in the Greater Bay Area than in any other region of the country.

Of course, not all sailors care about competition. If you don't give a hoot about racing, or are new to the whole sailing scene, there are plenty of non-race events you might want to circle, such as boat shows and *Latitude 38* Crew List parties and cruising rallies.

No matter how you define your passion for sailing, we invite you to join us for a quick romp through the 12 months of 2015, and highlight events to transcribe to your 'must-do' list. And if you're into making New Year's resolutions, how

The annual Master Mariners Regatta is a spectacle of nautical beauty — and one of the only times most of these classics race.



LATITUDE / ANDY



about resolving to spend more days out on the water than ever before? Think of it as a big New Year's present to yourself.

Below are a variety of worthwhile events that jumped out at us. But by all means take some time to peruse the calendar on your own.

January

- 1/22-25 — The second annual Progressive San Francisco Boat Show will feature new and used boats in the water at McCovey Cove and a vast array of marine exhibitors and activities inside the Pier 48 venue.

- 1/31 — Although staged in mid-winter, the Singlehanded Sailing Society's Three Bridge Fiasco draws more entries than any other local race. But it's also the most frustrating. Out of 328 starters, only one boat finished the 21-mile Bay tour last year.

February

- 2/21 — Looking for a fun event with a great community spirit? Check out Robgatta, a memorial to longtime *Latitude 38* racing editor Rob Moore. It's a fundraiser for lung cancer research, and day three of the two-weekend Corinthian Midwinters, 1/17-18 & 2/21-22.

March

- 3/3-7 — Why not take a break from the rat race and fly down to Puerto Vallarta for the four-day Banderas Bay Regatta, the biggest cruiser-focused regatta in Mexico? It's easy to find a ride.

- 3/7-8 — The Big Daddy Regatta at Richmond YC is always big fun. Saturday buoy racing and big party; Sunday pursuit race.

- 3/11 — *Latitude 38*'s Spring Crew List Party at Golden Gate YC is the place to make connections if you're looking for crew or a ride on just



about any sort of sailing endeavor: day-sailing, racing, co-chartering or cruising.

April

- 4/9-12 — With an impressive roster of worthwhile seminars, fleets of new boats to view, and dozens of marine suppliers exhibiting their wares, no sailor should miss the West's largest sail-only show, Strictly Sail Pacific (at Oakland's Jack London Square).

- 4/18-19 or 4/25 — How about sampling racing on a sunny inland lake? Folsom Lake YC's Camelia Cup is on 4/18-19, and Konocti Bay SC's Konocti Cup is on 4/25 (trailerable boats and dinghies).

- 4/24-26 — Got sailing friends in the 'southland'? Join them for one of SoCal's biggest annual sailing events: the Newport to Ensenada Race.

- 4/26 — Opening Day on the Bay marks the symbolic start of the spring and summer boating season. You should be out there.

May

- TBA — If you plan to cruise any

12 MONTHS OF SAILING FUN



LATITUDE ARCHIVES

The Great Vallejo Race typically brings out a colorful parade of spinnakers heading north across San Pablo Bay. It's great fun!

part of the Delta this spring or summer, you won't want to miss the kickoff of the seventh annual Delta Doo Dah cruising rally (details to come in early 2015).

- 5/2-3 — Drawing a huge fleet of both hardcore and minimally serious racers in a wide variety of boats, the Great Vallejo Race has been a much-anticipated springtime tradition for more than 100 years.

- 5/22 — Take a break from Central Bay sailing and race down the coast to Monterey in the Spinnaker Cup.

- 5/23 — Catch a ride or view from the sidelines, but don't miss the annual Master Mariners Regatta, which showcases the Bay's splendid fleet of vintage wooden sailing craft.

- 5/23-24 — Looking for an escape from the Bay Area on Memorial Day weekend? Trailer your centerboard boat up to beautiful Whiskeytown Lake in the Shasta-Trinity National Recreation Area for the annual Whiskeytown Regatta, with camping nearby.

June

- 6/3-4 — If you're up for an offshore challenge, consider entering the Coastal Cup from San Francisco to Santa Barbara — the longest coastal race on the calendar.

- 6/6 — Throw up the chute and run all the way from Richmond to Stockton in the annual Delta Ditch Run, a 67-mile sprint with a great party at the end.

- 6/20 — Whether you sail a dinghy or a superyacht, you'll want to join mariners all over the world in sailing and partying on Summer Sailstice, which celebrates the longest day of the year.

July

- 7/11 — You can tell by its name that the Midnight Moonlight Marathon Madness isn't the most serious race in the

world, but with a course from Raccoon Strait around the Carquinez Bridge and back, it's guaranteed to be big fun.

- 7/11-12 & 7/18-19 — Thanks to the return of rain to parched California, the trailer-sailors will return to Huntington Lake for the High Sierra Regatta: 7/11-12 for centerboarders and 7/18-19 for keelboats.

- 7/13 — We're getting serious now: First starts of the Transpac from L.A. to Honolulu.

- 7/18 — And now, not serious at all — except about having fun. Bay View Boat Club's well-loved Plastic Classic is the only local race that utilizes a "T" mark.

August

- 8/1-2 — The YRA (Yacht Racing Association) hosts the 2nd Half Opener, a mixed-fleet race out to Point Bonita with the finish line in the Estuary and a great party at Alameda's Encinal YC.

- 8/22-23 — A favorite event of OYRA racers, and now SSS racers as well, is the Drake's Bay Race, a relatively short but often challenging offshore jaunt. The scenery is dramatic. (Not into racing? Consider a cruise to Drake's Bay and an overnight on the hook — but pick a different weekend!)

September

- 9/4 or 9/5 — Jump offshore with the 73rd annual Windjammers Race to Santa Cruz Yacht Harbor (9/4). (There's a cruising division in addition to racing divisions.) Or sail inland to Benicia

Water warm enough to swim in here in the Bay Area? Sure, just head upriver with the Delta Doo Dah and join the fun.



JAY HICKMAN

THE YEAR IN PREVIEW

(9/5) in the annual Jazz Cup.

- 9/17-20 — For serious racers, the Rolex Big Boat Series is the most prestigious regatta held on the Bay. Even if such focused racing is beyond your skill level, it's fun to watch the action from the yacht club spit off San Francisco's Marina Green.

- 9/19-20 — Every year more women get involved with every aspect of our sport. Upgrade your skills or start from square one at the Women's Sailing Seminar at Island YC.

October

- 10/6-12 — Fleet Week began as a time to view and honor US Naval vessels and their crews. For sailors the big deal is getting out on the water with friends to watch the Blue Angels do stunts overhead.

- 10/17-18 — Long a favorite event of shorthanded sailors, the SSS Vallejo 1-2 features a singlehanded race to Vallejo on Saturday and a doublehanded return race to Richmond on Sunday.

- 10/25-26 — Great Pumpkin Regatta, RYC. Same format as Big Daddy



LATITUDE / CHRIS

Dressing in costume and acting out your character's role is part of the fun at the Great Pumpkin's after-race party.

in March, with the addition of pumpkin hunting and nautical trivia while racing.

- 10/25-11/7 — Enter your boat, or find a ride via *Latitude 38's* online Crew List for the biggest cruising rally on the West Coast: Baja Ha-Ha XXII. This two-week San Diego-to-Cabo San Lucas, Mexico, funfest has catapulted thousands of sailors into the cruising life during its 21-year history.

November

- 11/1 — One of the most unusual Bay regattas is also great fun: the Jack & Jill + 1 race is a triplehanded women skippers' regatta hosted by Alameda's Island YC on the Estuary.

December

- Early to mid-December. One of the most festive Bay Area boating traditions is participating in one of the region's many lighted boat parades. If you want to make an impressive showing though, we suggest you start planning way in advance — some regulars go all out with Santa on the bow and reindeer in the rigging in order to impress the judges. Of course, simply watching the action from shore is great fun too.

We hope at least a few of these worthwhile events piqued your interest and made it onto your 'must-do' list. We wish you a rich and fulfilling new year — punctuated by many hours of happy sailing.

— *latitude*/andy & chris

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



**NEW
45'-60'
SLIPS
AVAILABLE**



BERTHING

- Slips to 60' available
- Inside ties from \$100 per mo.
- Multihull side ties available
- Check out our rates!



FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs

**Fuel Dock
Re-opening
Soon.**

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

Santa Cruz Harbor Boatyard

The West Coast's Premier "Do-It-Yourself" Boatyard



RAINY DAY SPECIAL

5 FREE LAY DAYS!

Don't get beat by winter weather! Now, through January 31, 2015, the Santa Cruz Harbor Boatyard is offering 5 free lay days with any scheduled haulout.

CALL TODAY! (831) 475-3002

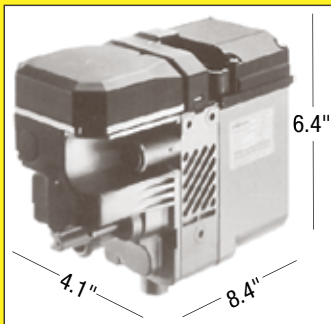
Open Daily 9 AM—6 PM

495 Lake Avenue, Santa Cruz, CA 95062 • www.santacruzharbor.org

ULTRA SMALL CABIN AND WATER HEATER

DEPENDABLE COMFORT

Be comfortable all year round with a quiet, reliable Webasto hot water heating system. Can be linked to pre-heat an engine and provide all the hot water you'll need in the galley or for showers.



Webasto

CERAMIC IGNITION SYSTEM

- Heat output 17,200 btu/hr (5kw)
- Fuel Consumption .18 gal/hr
- Power Consumption 32 w
- Weight 6.4 lbs

CALL FOR MORE INFORMATION



SWEDISH MARINE

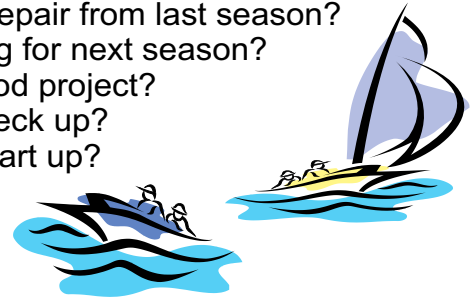
1150 BRICKYARD COVE RD., SUITE B6
PT. RICHMOND, CA 94801 (510) 234-9566

Stem To Stern LLC

(510) 681-3831

stemtosternsf.com

- 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?



Lower rates apply for off season and winter projects. (Dec-Feb)

We Take the Work Out of Owning a Boat

WINTER PROJECTS —

Whether your boat is made of wood, metal or fiberglass, she undoubtedly demands plenty of regular maintenance. And unless you bought her brand new yesterday, you've probably got a 'to do' list a block long of upgrades and repairs that you'd like to make to her.

Depending on what sort of projects you have in mind, the winter months can be an ideal time to tick some of those efforts off your list. In fact, here in the Bay Area even the wettest winters are typically punctuated by a few spells of

"The ol' gal has new gloss, and I can tell she is raring to feel the wind in her teeth again."

dry, moderately warm weather when you could even work in a quickie haulout. If you did, you might even get discounted rates, as most boatyards are slo-o-ow during the winter.

We asked readers to fill us in on some of their recent projects and, as you'll learn below, the list of their accomplishments is impressive — even though some extended well beyond a couple of winter months.

Patricia A — Before a recent winter haulout at Wilmington, CA, the bottom of Mark and Patti Miller's vintage Westsail 28 *Patricia A* had a bad case of 'boat acne'. That is, gel coat blisters. But her classic, full-keel underbody is as smooth as a baby's butt now, and she undoubtedly sails a bit faster too. Given the light breeze that's typical of her Long Beach homeport, that's undoubtedly a

The new main hatch on Alan Johnson's Westsail 32 'Sequoia' is a work of art. He launched her last month after a lengthy refit.

welcomed improvement.

Sequoia — Meanwhile, 500 miles north, *Patricia A's* distant cousin, the Westsail 32 *Sequoia*, has just completed a 'winter' restoration begun six years ago.

Luckily for owner Alan Johnson, his father has a ranch in the Gold Country of the Sierra, and he didn't mind the addition of a rather large nautical lawn ornament.

"Yeah, it was a total refit," says Alan. "It took me a year just to take it apart." Although he enjoyed the work, and the location was pleasant, logistics were sometimes a headache. "The biggest challenge was that it was in the middle of nowhere in the Sierra foothills, two hours from my home in South Lake Tahoe or the nearest marine supply." In addition, there was no way for Alan to consult with anyone until he got back into cell phone range. Once back on the grid, though, he found the Westsail Owners Association forum to be a great resource — especially advice, support and parts from Bud Taplin, the patriarch of Westsail.

Last month Alan arranged for a boat mover to haul *Sequoia* to Ladd's marina in Stockton, where his plan was to "step the mast, fire up the diesel and see if it will still float." As with every refit, large or small, there is still a big list of items to finish, but the ol' gal has new gloss, and I can tell she is raring to feel the wind in her teeth again."

Tamara Lee Ann — We know the boat name *Tamara Lee Ann* well, as she has done three Ha-Ha rallies. "Her galley was pretty dated," explains owner Doug Thorne, "and we've never been happy with the access to the refrigerator (one top-opening door). So we hired a craftsman through a *Latitude 38* ad (Art Kleiner, the 'BoatSmith'). He added another refrigerator door, put a new vinyl surface on the counter top, installed a new sink and water fixtures, and at the same time, we replaced the old AC-powered refrigeration system with a brand-new Sea Frost system that is much more efficient.

"We are just delighted with this major upgrade!" says Doug.

Addiction — Craig Russell has owned his 1981 Newport 30 *Addiction* for 14 years. Until recently, she was equipped with the original Yanmar 2GM diesel engine. But as Craig explains, "She started



showing signs of old age three years ago when the walls of the engine were so weak that she started leaking water, then eventually oil. After 33 years of faithful service, we decided it was time to put her to pasture." After exploring many options he and his boat partners decided to go with an electric replacement. "Think Tesla sailing," says Craig.

After consulting with Electric Yacht Pacific about the vintage sloop's power needs, Craig and his buddies placed their order for the motor, batteries and control system, then did the installation themselves. It took several weekends to take out the Yanmar and install the eight new batteries, the electric motor and the throttle. The final component was the coupler that attaches the prop shaft to the engine. "We took our first run out the channel and she was smooth and very quiet compared to the diesel."

Here's the setup: *Addiction* now has eight 12-volt, 100-amp-hour batteries installed. Pairs of them are connected in parallel to form four 'super' 12 volt 200 aH batteries." These are connected in series to produce 48 volts at 200 aH.

"This gives us a range of about 19 nautical miles at 4.5 knots," explains



ALAN JOHNSON

NO TIME LIKE THE PRESENT

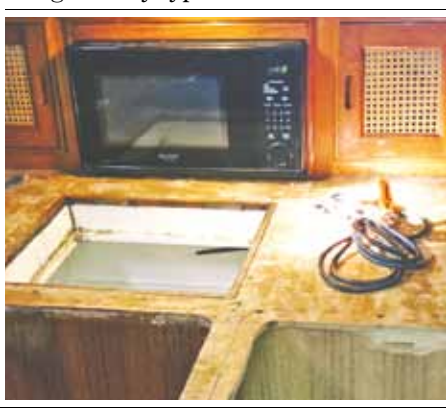


After a blister job and repainting, Mark and Patti Miller's SoCal-based Westsail 28 'Patricia A' was lookin' good.

Craig. Because they usually motor less than a mile on a typical day sail out of their Emeryville homeport, the new system easily meets their needs.

"We have been sailing the boat for the last two months and it has been wonderful," says Craig. "The engine is always ready to go when the throttle is pushed. Many days when we go for sunset sails, the wind is blowing 20 on the nose as we run up the channel in Emeryville and she always pushes through." They typically go out about 7-10 times a month, but their electric bill has only gone up \$4 to keep all those batteries topped up. The total cost of the upgrade was nearly \$10,000, however.

If your powerplant needs replacing, Craig recommends "going green" and eliminating the need for that noisy



diesel engine and its stinky fuel — especially if you're a daysailer, rather than a long-haul cruiser. The maintenance, Craig says, is "almost zero."

Concordia — "Winter projects are just an extension of long fall projects," says Craig Moyle sagely. With the help of his daughter Cydney, he's recently put the final touches on the remodel of *Concordia's* cockpit. He explains that



The prospect of doing a blister repair job on an old fiberglass hull may seem daunting, but with a little guidance it's really not so tough.

since the initial launch of this Cape North 43 in 1978, "the cockpit has seen many changes." She circumnavigated with previous owners Dwight and Maxine Isabell, then did the 2010 Ha-Ha rally after Craig bought her.

"The remodel included filling in holes from two previous autopilots," he says, "plus bulkhead holes from the speedo and depthsounder; re-painting; re-teaking; and replacing the instrument cluster."

Craig is lucky enough to have a shop at his home where he milled strips of new teak decking from "8/4 stock" bought from a hardwood supplier. He did the final fitting dockside, using a chop saw. "The teak is set in Teak Decking Systems," Craig explains, "an adhesive

After undergoing a thorough facelift, 'Tamara Lee Ann's' galley is more user-friendly than ever, and it looks great too.



MARK & PATTI MILLER

MARK & PATTI MILLER

DOUG THORNE

WINTER PROJECTS —

process similar to laying ceramic tile — you even use a notched trowel to spread it. To keep the 'stiles' (strips) in one place and pressed into the adhesive, the corners of the rails and stiles were screwed down, then pressed under 1,400 pounds of retaining wall blocks. We used the TDS caulking to fill the seams."

Now that the teak surfaces are complete Craig is tackling the final piece of this puzzle: building a new instrument panel out of carbon fiber. "Not because of the weight savings, but because it's cool looking!"

things: the canoe body, a new keel, rudder and rig.

"Because of the changes it had about 25% more righting moment, and about 25% more sail area. I bought a Melges 24 rudder, but found that in our

brisk

summer conditions it wasn't up to the task." So Patrick decided to design and build an all-carbon rudder in a spare room of his house that he calls the Skunkworks.

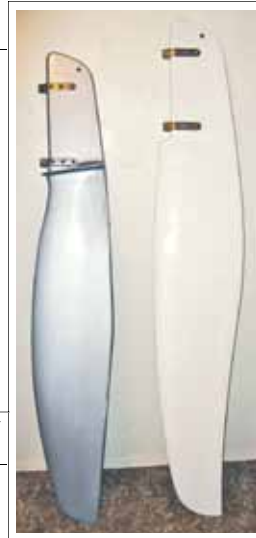
Sounds pretty ambitious, but we're happy to report that the new design has "tamed the beast," as Patrick puts it. "I can now sail in 25 to 30 knots of breeze in complete control."

Wildflower — Skip Allan wrote in to explain one of the most inventive upgrades we've heard of lately: A "winter" project I just completed on *Wildflower*, my 22-ft custom cat, involved converting the galley's two-burner, Camp Chef stove from using the one-pound, disposable, screw-on propane cylinders to something more long-lasting. The little canisters only last about 5 to 6 hours, always seem to run out at dinner time, rust in the bilge, and can't be recycled.

"The solu-



Skip Allan's nifty gas tank container.



Patrick's new rudder is on the right; the Melges rudder is on the left.



Craig Russell's new electric motor.

tion was to buy a refillable, 20-lb, propane tank and hook it up to the stove. The 20-lb tank holds enough fuel for a summer's worth of cooking. It cost \$30 at Home Depot. I also bought a 10-gallon Rubbermaid water cooler for \$45. The new tank sits snugly inside the water cooler for airtight stowage below decks. (I don't want to stow the new, steel propane tank on deck).

"To adapt the 20-lb tank to the camp stove, I bought a 5-foot conversion hose for \$25 at Outdoor World. Also a 1/4" mini-ball valve with on/off lever, two 1/4" hose barbs for the ball valve, and hose clamps at Orchard Supply, all for \$19.

"I spray painted the orange water cooler 'varnish' brown, and drilled a 1/2" hole through the side for the 1/2" propane hose. I cut the hose 2' feet from

the tank, inserted it through the hole in the water cooler, then installed the hose barbs into the cut ends of the hose, attached hose clamps, and connected them to the ball valve. I then tested the new system for leaks with soapy water.

"The 20-lb propane tank now stows inside the water cooler, secured about 6

feet aft of the stove. The propane can be manually turned on/off at both the stove and the nearby ball valve. The propane tank is insulated from the interior of the boat. The installation took about four hours. Of further benefit is the water cooler's spigot, with which I can check for propane accumulation.

"The whole setup cost about \$120. West Marine sells something similar for



One ambitious project that will extend through this winter and beyond is the repair of 'Merilon', which was hammered by Hurricane Odile.

Joycity — Meanwhile, jumping from old-school to cutting-edge, Patrick Kohlman just finished fabricating a new carbon-fiber rudder for his quarter-tonner *Joycity* (ex-*Fun*). "I bought the boat, a Laurie Davidson one-off design, in 1997, then spent the next five years restoring/updating her," he explains. "I changed a few



Before and after: Craig Moyle recruited his daughter Cydney to help him completely renew 'Concordia's' cockpit with rich teak decking that should last for decades.



MICHAEL & TIKA

CRAIG MOYLE

NO TIME LIKE THE PRESENT

\$1,619." Skip may not score any points with our friends at West Marine, but we certainly admire his ingenuity.

Tulla — "I just had my two girls all painted up!" wrote Ken Wadsworth with obvious pride." The girls, in this case are his 1962 Folkboat *Tulla* and his 1967 Chris-Craft cabin cruiser. Yes, both are wooden.

Painting boats in wintertime may seem crazy, but as we mentioned ear-

"I can now sail in 25 to 30 knots of breeze in complete control."

lier, there are often weather windows of five-10 days — even in the Bay Area — when skies are clear and temperatures are mild. And because yards are generally slow, you sometimes get discounts and exceptional service. We remember

doing a quickie haulout of our old Ranger 33 one January when the yard guys were so bored they came over to chat about our job list, and asked if we needed to borrow any tools!

How often does that happen in summertime?

Merilon — Without a doubt the most ambitious 'winter project' reported by readers was the refit of the fiberglass sloop *Merilon*, which was thoroughly trashed by Hurricane Odile in September. It's a "doozy of a winter project," wrote owners Michael and Tika (no last names given).

Needless to say, their project is well beyond the scope of the winter projects most readers are facing, but we thought



KEN WADSWORTH

Ken Wadsworth's vintage folkboat 'Tulla' was looking particularly sweet after her recent paint job at KKMI in Richmond.

we ought to include the photo of *Merilon* (opposite page) to give all you do-it-yourselfers a frame of reference. "My project may be daunting," you might be thinking, "but at least it's more manageable than that!"

We wish you all the best of luck with whatever tasks you're tackling this winter.

— *latitude/andy*

We are having a Winter Sale!

30% off bottom paint

50% off haul outs

★

Marine parts and supplies

★

Complete haul and repair

★

Engine repair and service

**marine services
for power & sail**

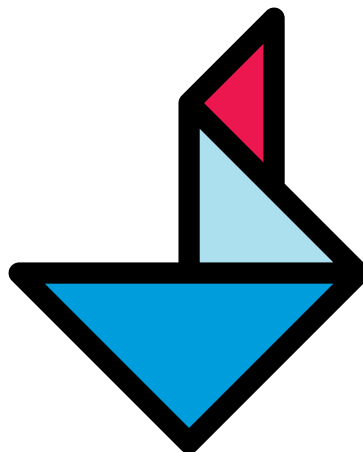
415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158

Authorized dealer for
YANMAR



**SAN FRANCISCO
BOATWORKS**

San Francisco's boatyard | www.sfboatworks.com

SEASON CHAMPIONS, PART III —

The calendar year 2015 is upon us, but we're not quite done with 2014 just yet. At least, not until we bring you this third and final round of 2014 season champions, continuing the profiles we began in November and December.

This month, we showcase the champions of the Singlehanded Sailing Society, the Bay Area Multihull Association, and several more one-design fleets.

SSS Singlehanded Monohull — *Elise, Express 27* Nathalie Criou, RYC

A Pacific Cup veteran, Nathalie Criou sailed her first Singlehanded TransPac this year aboard her Express 27. The only woman to compete in this edition's San Francisco-to-Hanalei race, she got her boat back in time to complete the Singlehanded Sailing Society's 2014 eight-race, two-throw-out series, and topped the singlehanded monohulls.

"During the TransPac, it's hard to beat the days of surfing," she said. "Nothing comes anywhere close around here, so you can only get it out there. I enjoyed it so much that I am planning on doing it again."



Ruth Suzuki & Gordie Nash, Nathalie Criou

Her 'crew' on the TransPac was a hitchhiking juvenile booby she called *Clandestino*. "That bird was a highlight! I can't believe I talked to it for days, like 'sorry *Clandestino*, I have to jibe right now, might be a little bumpy. Hang on.'"

Criou attributes her success in the series to showing up and going around the course, as well as finishing the Singlehanded TransPac. "I think the Corinthian Race probably helped quite a bit, but I feel bad about that because my win was thanks to a bunch of boats that ended up in a wind hole ahead of me. All I had to do was go around it and pass them, and that was right at the finish line.

1) *Elise*, 2,558 points; 2) *Galaxsea*, Nauticat

44, Daniel Willey, SSS, 3,617; 3) *Temerity*, Olson 34, David Nabors, SSS, 4,178. (105 boats)

SSS Doublehanded Monohull — *Arcadia, Mod. Santana 27* Gordie Nash/Ruth Suzuki, RYC

This is Gordie Nash and Ruth Suzuki's third SSS Doublehanded championship. *Arcadia*, which Nash redesigned and heavily modified himself, also won the series in 2008 and 2013.

For Suzuki, the highlight was the Drake's Bay Race, a new regatta in the SSS season. "We had a spectacular return from Drake's Bay," she said. "Conditions ranged from keeping the boat moving in light air to keeping the boat under our butts with the kite up in 16-20 knots at the finish line."

In the series opener, the ill-fated Three Bridge Fiasco (only one boat finished out of 331 starters), the Arcadians sailed until the 7:00 p.m. deadline — "because it was such a beautiful evening."

"The racing of *Arcadia* can be described as a partnership between Ruth and me to sail the boat competitively," said Gordie Nash. "Ruth is looking for the things that I do not have time to, such as wind direction or mark drift, while I'm working on the mechanics of boat speed and tactics on the race course. When doublehanded, getting all the information is more difficult because there are only two brains gathering information compared to a full crew where five or more people see all kinds of stuff that helps on the race course."

The two are a married couple. "Ruth has 40 years of racing experience," said Nash, "while I have been racing for only 50 years. Racing the El Toro is also a help to practice for racing the big boat."

Suzuki cites as decisive factors in their success: "Showing up for every race, perseverance, not giving up until the deadline, eight seasons of experience with the boat, practice-practice-practice, monitoring weather patterns for two weeks prior to each race, and watching tide and current patterns."

"*Arcadia* gets lots of attention when it comes to maintenance and upgrades," adds Nash. "Each race is a little different, so each race requires planning and observations that can be different from last year."

1) *Arcadia*, 0.382 points; 2) *Outsider*, Greg Nelsen/Karl Crawford, SSS, 0.425; 3) *Freedom*, Worth 40, Jib & Will Martens, SFYC, 1.073. (200 boats)

SSS Singlehanded Multihull — *Tri N Fly, F-27* Dave Morris, HMBYC

Dave Morris has won this honor for the second year in a row. Frankly, he didn't have much competition. "It seems like most people don't like to race multihulls singlehanded," he observed. "But I find it easier than some monohulls."

He enjoyed flying the spinnaker under the Gate coming back in from the ocean races. "These boats will really go when they get a bit of wind," he said.

The low point this season was starting in front of the other divisions and not getting to visit with friends while sailing up into the pack. "Normally, if there is wind you are just gone. This year the race committee decided they should start the faster boats first and slower boats last, which I don't think anyone cares for.

"If more singlehanded multihulls don't come out, I will volunteer for race committee more this coming year," he added.

1) *Tri N Fly*, 2.6 points; 2) *Raven*, F-27, Truls Myklebust, BAMA, 7; 3) *Tri Chi*, F-27, Charles Jeremias, VYC, 8.5. (6 boats)



LATITUDE / CHRIS

Dave Morris

SSS Doublehanded Multihull — *Roshambo, Corsair 31R* Darren Doud/Chris Lewis, SSS

Darren Doud has been sailing *Roshambo* on the Bay for seven years, the first four with his father Dan. This was Chris 'Lew' Lewis' third year on the boat, and it was *Roshambo's* third season trophy, but Dan returned for the final regatta of the season, the Vallejo 1-2.

"It was a long grind of a race," Darren said, "and it was really great to spend the weekend racing with my dad, who taught me how to sail. The Vallejo 2 was the deciding race. We had to finish if *Ma's Rover* finished. It was a light-wind day, and I knew that Mark of *Ma's Rover* was not going to quit, so my dad and I had a blast sailing all over the North Bay looking for breeze to get us to the finish. We

SSS, BAMA, AND THE REST

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED

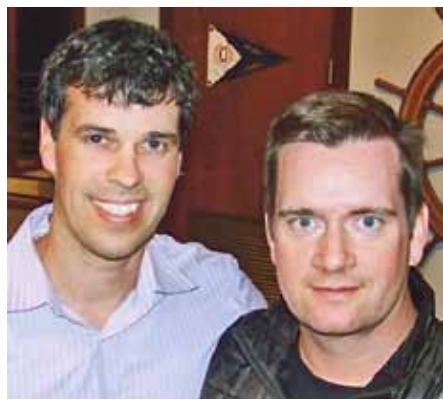


LATITUDE / ROSS

were among the lucky ones to finish that day.

"Another highlight was the Drake's Bay race with Lew. We saw a bunch of sunfish on the sail up and went ashore after the race for a hike. It was my first time sailing to Drake's Bay.

The 2014 season was a light-wind



Darren Doud & Chris Lewis

LATITUDE / CHRIS

year, which made it different from the previous two successful seasons. "I really had to focus on improving my light-air sailing," said Doud. "The SSS races are always fun to sail, with larger fleets and different sailing locations."

Lewis slipped us the secrets to their success: "We're friends and neighbors

Besides sailing in the Singlehanded TransPac, Nathalie Criou raced 'Elise' solo in the SSS series, including this Round the Rocks Race.

and just love to go out and sail fast, which the 'Shambo' was born to do. That and the mai tais. After each race, we head to Forbidden Island Tiki Lounge near Svendsen's to celebrate another day on the water."

1) **Roshambo**, 0 points; 2) **Ma's Rover**, F-31R, Mark Eastham/David Leech, BAMA, 1.567; 3) **Raven**, F-27, Truls Myklebust/Steve Petersen/John Rozwadowski, BAMA, 3.6. (25 boats)

The BAMA season drew some of the same players as raced in the SSS Multihull divisions, with varying results.

BAMA Cup — Ma's Rover, F-31R Mark Eastham, BAMA

"I've been thinking about why our multihull fleet — Corsairs specifically — is so great," said Mark Eastham. "It's versatility and speed, be it around the buoys, on the Bay or ocean, shorthanded or fully crewed. We do it all competitively. No fleet matches up as much across the board!"

This was Eastham's fourth year with the trimaran. The highlight of his season was the Doublehanded Farallones Race in March, which *Ma's Rover* finished first.

"It was incredibly windless," describes Eastham. "We drifted within 100 yards of the NOAA buoy for two hours, patiently waiting for the wind to fill. When it did, we got a super lift, and got to the island first with a bunch of boats on our tail. We rounded in big crashing waves — we could feel them thumping on the rocks. It felt like, this is serious stuff. We set and blew everyone away. After the race, we saw that the boat was a mess — a bunch of equipment was getting ready to fall from bouncing around in those heavy waves. It would have been bad. We didn't win anything on corrected time, but my crew Stephane won the Perpetual Trophy for crew on the first multihull to finish."

Crewing for the BAMA Cup races were David Leech, Stephane Lesaffre, Keith Dunlop, Richard Wodehouse, Cameron Tuttle and David Kinch.

Eastham calls the 12-race, no-throw-out series "a marathon, not a sprint. A new boat in the fleet, *Mojo*, came in second. They beat us in every race they sailed, but they didn't race offshore. *Roshambo* didn't show up for enough races to beat me because he's a good dad."



Mark Eastham

1) **Ma's Rover**, 40 points; 2) **Mojo**, F-25C, Christopher Harvey, BAMA, 34; 3) **Peregrine Falcon**, F-24, Bill Gardner, EYC, 29. (17 boats)

BAMA Fast Cat — Shadow, ProSail 40 Peter Stoneberg, StFYC

Peter Stoneberg first sailed *Shadow* in 2009 and has only missed one season, due to the loss of the rig in the 2011 Delta Ditch Run. Skip and Jody McCormack, Katie Pettibone, Carl Barkow, Dana Riley, John Hayes, Michael Easton, Craig Healy and Kyle Gundersen make up the crew.

"Sailing a fast cat in the Rolex Big Boat Series, flying past monohulls and watching their crews rail-hiking is always a highlight," said bowman and boat captain Kyle Gundersen, who has worked with Stoneberg on and off for almost 13 years, since his Farr 40 days.

"Sailing a boat that was built in 1987 has its own set of challenges," said Gundersen. "We push the boat as hard as we can, but when you compare us to the modern cats like the Extreme 40 and the SL33, their advances in design and construction are obvious." The crew has

SEASON CHAMPIONS, PART III —

a motto: "To be first to finish, first you have to finish!"

"Peter and the team love sailing the boat, so we tried to make every start and sail the boat as hard as we could,"



Peter Stoneberg

added Gundersen. "Having a great bunch of sailors and a really fun atmosphere onboard certainly helps!"

1) **Shadow**, 22 points; 2) **SmartRecruiters**, Extreme 40, Jerome Ternynck, StFYC, 20; 3) **Adrenaline**, D-Class cat, William Erkelens, RYC, 17. (15 boats)

Express 27 — *Wile E Coyote* Dan Pruzan, EYC

To qualify for the Express 27 Championship Series, a boat must race 50% of the races. In 2014, 33 races were completed, and only eight of the 35-boat fleet qualified. While Will Paxton's *Motorcycle Irene* topped the scoreboard



Allison Tinney, Larry Ho, Dan Pruzan, Mike Herbert, Tyler Rasmussen

and won the Nationals (again) and the Long Distance Series, it did not qualify for the Championship. The top qualifier was Dan Pruzan's *Wile E Coyote*, with regular crew Mike Herbert, Larry Ho, Tyler Rasmussen and Allison Tinney, and Eleanor Bonifacio, Lisa Anderson and Charlie Hart filling in. "Most of these guys have been sailing with me for 10 or more years," said Pruzan, who's been racing *Wile E* on the Bay for 15 years.

"This was a good, consistent season for us," he said. "Going into the Great Pumpkin, we were just slightly behind *Get Happy!!* and slightly ahead of *Peaches* for the season championship. In the first race of the weekend *Get Happy!!* broke their mast. They're great folks to

race with, and it was a tough way to end their season." *Wile E* went on to win two of the four races that weekend, which put them into first for the season.

The Express 27 Long Distance Series consisted of 10 races, with 33 boats racing and 11 qualifiers.

Points and throw-outs for both series are calculated using complicated formulae that you can find on the fleet website at www.express27.org/scores/series1.

EXPRESS 27 CHAMPIONSHIP SERIES (33r)

1) **Wile E Coyote**, 0.9 points; 2) **Get Happy!!**, Brendan Busch, StFYC, 0.89; 3) **Peaches**, John Rivlin, StFYC, 0.89. (8 boats)

EXPRESS 27 LONG DISTANCE SERIES (10r)

1) **Motorcycle Irene**, Will Paxton/Zachery Anderson, 0.88 points; 2) **Wile E Coyote**, 0.86 points; 3) **Abigail Morgan**, Ron Kell, CYC, 0.84. (33 boats)

Islander 36 — *Califia* Tim Bussiek, SSS

This venerable class of racer/cruisers just keeps chugging along. The Islander 36 season consisted of 11 races with two throwouts. Tim Bussiek topped the fleet in his fourth season with *Califia*. Crewing for Bussiek were Luc Simard, Danie Lupovici, Jim Chie, Katharina Rock, and Robert DaPrato. Their skipper called them "great crew all through the season, through all kinds of weather."

A high point for *Califia* was "the beautiful Bay, again and again. Races with overnight stays were true highlights. The Great Vallejo Race was very special, also the Season Closer at the Corinthian — you can't do any nicer than to race for such long stretches and then share good times with friends made across boats."

Bussiek calls the Islander 36 Association "a wonderful and very supportive group of sailors."

The lowlight of the season was "a race where one of the marks was unclear and it led to a protest



Tim Bussiek

and conflict, all for nothing."

Bussiek feels that *Califia* was not necessarily always the fastest, but overall the steadiest boat in the fleet this year. "Building experience over a number of years surely helped, as did having a seasoned, reliable and fun crew."

1) **Califia**, 27 points; 2) **Kapai**, Richard Egan, SSS, 48; 3) **Zingara**, Steve & Jocelyn Swanson, SBYC, 54. (7 boats)

J/111 — *MadMen* Dorian McKelvy, StFYC

The up-and-coming big boat design on the Bay is the J/111. The fleet sailed 27 races and threw out six. The winning mad men were Dorian McKelvy, skipper; Jeff Thorpe, strategist; John Hayes, mast; Kevin Moon, pit; Corey Schillaci, bow; Jim Zaky, offside trim; Rusty Canada, onside trim; and Max McKelvy, rail.



Jeff Thorpe & Dorian McKelvy

"The season win was cool," said Dorian, "however this was an intense learning curve for me driving every race. These boats are fast, going 18-20 knots off the wind, plus the fleet is comprised of lifelong sailors, PhDs, and some highly-motivated Silicon Valley folks." Rolex Big Boat Series was their best — and worst — regatta. "We led BBS until one of my most experienced guys decided to jump off the boat by accident at the weather mark rounding in Race 5. Race 6 began with anodized aluminum parts raining down from the rig-top furling system shortly after the gun. But hey, that's racing." *MadMen* finished that regatta in second place behind *Aeolus*.

McKelvy cites his mentor, Jeff Thorpe, who heads up the Quantum sail loft in Pt. Richmond, as a key factor in *MadMen's* success. "He's regularly in my face providing a steady diet of the 'TRUTH' about winning and racing!"

McKelvy will be back this year. "I'm in! I have gone from terrified to addicted. I don't think it gets better than this."

DANIEL FORSTER / ROLEX

LATITUDE / CHRIS

SSS, BAMA, AND THE REST

1) **MadMen**, 32; 2) **Big Blast**, Roland Van der Meer/Grant McCaro, SFYC, 45; 3) **Aeolus**, Rob Theis, SBYC, 45. (9 boats)

Olson 25 — American Standard Bob Gunion, BYC

Gunion and his wife, Nancy Ceridwyn (who does pit and foredeck) bought *American Standard* four years ago and started racing immediately. Prior to that, it was a freshwater boat on Lake Folsom.

The first race day was a highlight of the 2014 season: "We arrived with lots of practice under our belts, sailed pretty well and worked the shifty, gusty conditions to our advantage, taking two bullets," said Gunion. "Later in the season we had a harder time — we all had very busy summer schedules, so we couldn't get out for practice and lost a step."

The best part of the Olson 25 season, which consisted of 12 races with no throw-outs, was the close competition between *American Standard*, *Shadowfax* and *Synchronicity*. "Those guys never let up, and we only just came out ahead!" said Gunion.

"It's all about having the right attitude," he continued. "We put safety first, having fun second, and winning last. When you have great people who keep those priorities, the wins often happen even when we don't expect it — and it's okay when they don't."



Nancy Ceridwyn & Bob Gunion

Robbie O'Brien (tactics/trim), Mara Gutman (foredeck), Steve Fisher (trim), and Andrew Hwang (trim) rounded out the crew.

1) **American Standard**, 27 points; 2) **Synchronicity**, Steve Smith, HMBYC, 30; 3) **Shadowfax**, Mark Simpson, LTWYC, 34. (5 boats)

Moore 24 — Paramour Rowan & Vikki Fennell, RYC

"We are lucky to get to go sailing with family and close friends: uncle Justis

Fennell, cousin Walter Fennell Biggart, brother Nathaniel Fennell, and friends Harriet Lehmann, Clair Arbour, Mike McCarthy and 'Tequila Bob' Rynd," said Rowan Fennell.

The Fennells have sailed 10 of the last 12 seasons on *Paramour*. "We took



Vikki & Rowan Fennell

a couple of years off when the kids were born, although I have sailed plenty of events on other boats. This is our first full season back."

The Moore 24 Roadmaster Series varies a little bit from year to year. In 2014, the fleet's travels ranged from the Columbia River Gorge to Monterey.

Paramour had a rough first day at April's Santa Cruz Regatta in heavy weather. "We shook out a lot of rust that weekend. We had a wild incident that ended with my cutting the spinnaker halyard because the tail got jammed between the rudder and the boat in a wipeout. We went in, reassessed, recovered, and went back out and finished the day without a kite," said Rowan.

The crew's best moment by far was port-tacking the fleet in the first race of the last day of the season at the PCCs hosted by StFYC. "We crossed *Ruby* by

maybe two feet — whew! What was even more special was how the crew of *Ruby* was cheering us on for doing it! This fleet really pulls for each other; everyone feels like part of the family. That win helped us seal the season, as we had had a



Tim Russell

rough first day.

"We had a great Nationals in Monterey, losing to some great sailors on *Gruntled* by just one point, but the key factor was that two of the top boats in the Roadmaster Series didn't participate, effectively giving us a great opportunity to win the season, something we hadn't done in 10 years," explained Rowan. "We are stoked."

"What's great about this trophy, an original DeWitt painting I commissioned, is that it requires a unique set of circumstances to win: You gotta plan, prepare, motivate, participate and perform in key events throughout the year."

1) **Paramour**, 30 points; 2) **Gruntled**, Bart Hackworth, RYC, 30; 3) **Moore Wave*Ohs**, Kurt Lahr, RYC, 33. (33 boats)

Melges 24 — Insolent Minx Zhenya Kiruashkin-Stepanoff, SCYC

Zhenya Kiruashkin-Stepanoff has only been sailing in the Melges 24 class on SF Bay for 18 months. His first Melges 24, *Rusalka*, was totaled in 2013's Worlds at SFYC.

Persistence and perseverance were the keys to the success of *Insolent Minx* in 2014. "We kept sailing every weekend



'Insolent Minx'

all year long. We talked a lot amongst ourselves, and we have a website to communicate. Eventually we improved." His crew are Grisha Kuzmischev; Nick Firmani, a UC Berkeley undergrad; and "a rotating United Nations of third and fourth persons."

Rolex Big Boat Series was Kiruashkin-Stepanoff's favorite regatta this season.

1) **Insolent Minx**; 2) **Nothing Ventured**, Duane Yoslov, CYC, 30; 3) **Posse**, Sallie Lang/Jan Crosbie-Taylor, TISC. (8 boats)

Wylie Wabbit — Weckless Tim Russell, SFYC

Competition at the top of the Wylie Wabbit warren is so tight, there were ties for podium positions in two series. Colin Moore's *Kwazy* tied with Tim Russell's *Weckless* for the traveling trophy. Each boat had scored three firsts, three seconds, and a third — but since *Kwazy*

SEASON CHAMPIONS, PART III

threw out a fourth and *Weckless* threw out a seventh, *Weckless* won.

The championship series had 16 races with three throw-outs. Third place came down to a tie. *Kwazy* and Ron Tosten-son's *Keala* each had 58 points. "Colin won the tie, as with no throw-outs he had 91 points to Ron's 98," explained fleet captain Kim Desenberg.

Tim Russell also led this herd in 2009 and 2010. We received the Wabbit stats too late to interview him.

1) *Weckless*, 31 points; 2) **Mr. McGregor**, Kim Desenberg/John Groen, RYC, 42; 3) *Kwazy*, Colin Moore, RYC, 58. (16 boats)

Open 5.70 — *Frolic* Marc Finot, SeqYC

After having raced the Open 5.70 for five years, Marc Finot is the 2014 class champion. Among the highlights of the season for Finot — the fleet captain — is the growth of the fleet to 20 boats in the Bay Area.

"Another highlight was our first participation in the Trans Tahoe. The lowlight was the cancellation of the High Sierra Regatta due to lack of water in Huntington Lake."

Finot believes that the key to success is participation. "All the regattas were critical," he said. The season was comprised of eight events.

He gives a lot of credit to the second-place *Boaty*. "I think we have two champions this year. The Anderson brothers have been very close for all the regattas with very consistent racing. The championship was so close that just one place difference during the last race of the season would have changed the outcome." Indeed, *Frolic* won by a fraction of a point.

Finot had many crew this year, as his regulars have been busy. He lists "Rathnait, Stephen, Emma, Charlie, Ella, Dave, Patrick, Cyril, Jamie, Kenyon, and Milly."

1) *Frolic*, 47.85 points; 2) *Boaty*, Ben & CJ Anderson, SSS, 47.5; 3) *Frisky*, Dale Scoggin, RYC, 36.26. (14 boats)

Mercury — *Fast Break* Randy Smith, SFYC

The Mercury fleet was also disappointed not to race at Huntington Lake

in 2014. "We hope the rain and snow this season will allow them to fill the lake for next summer," said the class champion, Randy Smith.

Smith's daughter Kathryn crews for him in the Southern California races and John Hayes sails with him in Northern California.



Randy Smith

"High points are sailing with my friend and family and competing with a great fleet," said Randy. "Low points are when I miss a regatta. I do enjoy the boat and the fleet."

Besides hard work and time in the boat, Smith credits his success to sailing in several different fleets and boats — ranging from the SC52 to the J/120 all the way down to the tiny Millimeter.

1) *Fast Break*, 37 points; 2) *Axon*, Doug Baird, SFYC, 36; 3) *Frisky*, Dale Scoggin, RYC, 21. (27 boats)

Laser Standard — *Seaweed Magnet* Emilio Castelli, SRSC

Emilio Castelli won the standard-rig Laser series with an all-time record high score of 96 points. He hasn't been racing Lasers in the Bay Area all that long. "I used to race Lasers when I was young but stopped sailing completely in 1989 then picked it up again in 2011."

Besides the great sailing on the Bay, Castelli enjoyed visiting the lake venues included in the 10-regatta Svendsen's Grand Prix championship series. "I had never sailed at Whiskeytown nor at Scotts Flat Lake, and I enjoyed those venues. The low point was probably my usual downwind capsizement at the Elvstrom Zellerbach regatta on the Cityfront in the spring."

Traveling to the summer inland regattas was the key factor to Castelli's success, and something he tries to encourage his fellow Laser sailors to do.

The Laser sailors must compete in at least five events to qualify for inclusion in the final standings. The only other qualifier was Nick Roche, a recent transplant from Scotland. He said that he had a great time going around to all the different venues and meeting people.

1) Emilio Castelli, 96 points; 2) *Skywalker*, Nick Roche, East Lothian YC, 34. (69 boats/2 qualifiers)



Emilio Castelli

Laser Radial — #128247 Laird Henkel, NoYC

Laird Henkel of Santa Cruz was the only one to qualify for the final standings in Laser Radials. This was his third season sailing a Radial. "I did a lot of racing as a kid, in Connecticut, but after some racing on the UC Santa Cruz sailing team, I had a hiatus of about 20 years before getting back into it a few years ago. I'm glad to be sailing again! I have to thank my wife for buying me my classic 1987 Laser.

"Was it Woody Allen who said something like 90% of life is just showing up? That was my secret to success this season. One of the great things about the Svendsen's Grand Prix is that it forces us to sail in a variety of places.

"One of the highlights for me is always Monterey — a beautiful place to sail. But the variety is great. I encourage more Radial sailors to get out there in 2015 for the Grand Prix!"

The juniors were noticeably absent in 2014, which is why the Radial numbers were down from 44 last year to 31.

Seven sailors used standard and Radial rigs at different regattas, for a total of 93 in-

dividuals competing in Laser District 24 events. This winter, the fleet is discussing the conundrum of how to encourage more qualifiers in the series.

1) Laird Henkel, 19 points. (31 boats/1 qualifier)



Laird Henkel

And thus we close the book on 2014, another great year of racing in the Bay Area, and look forward to the adventures that await us in 2015.

— latitude / chris



At beautiful
Emeryville Marina
On The Bay

40' - 50' SLIPS NOW AVAILABLE!

- + 350 Floating Slips Dock Boxes/Power Outlets/Water
- + Private Restrooms and Showers for Marina Members
- + Private Laundry Facilities
- + Gas and Diesel Fuel Dock
- + Pumpout Station
- + Telephone and Wireless Internet

Professionally Managed By **MARINAS[™]**
International


Emeryville Marina

ON THE BAY

510.654.3716 | www.emeryvillemarina.com
3310 Powell Street | Emeryville, CA | 94608

VOLVO PENTA

VOLPAR, INC.
Parts & Service

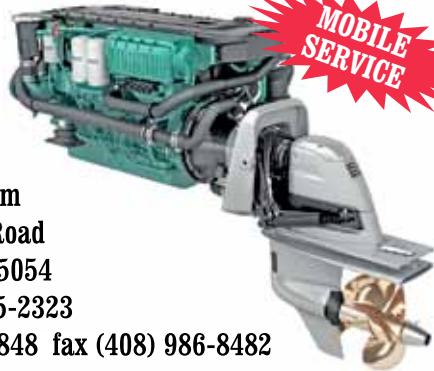


Your local Penta dealer with a large inventory of parts in stock. Factory trained, certified technicians, gas & diesel, with more than 30 years experience. Bring your boat or have our mobile service come to your boat.

MOBILE SERVICE

Open Tuesday-Saturday
10 a.m. to 7 p.m. PDT

www.volpar.com
volpar@volpar.com
941 Laurelwood Road
Santa Clara, CA 95054
toll-free (800) 845-2323
local (408) 986-0848 fax (408) 986-8482



License #0E32738

TWIN RIVERS
MARINE INSURANCE
AGENCY, INC.
"Your Marine Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509 • At The Antioch Marina
Latitude 38° 01' 10" N - Longitude 121° 49' 10" W - 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 • Fuel Spill Liability • Get a Quote Online



Bob Gary
Your Twin Rivers Policy Comes With an Agent

West Coast • Hawaii • Mexico • East Coast

Marine Insurance made simple, affordable and effective.

www.BoatInsuranceOnly.com (800) 259-5701

Years of unbeatable experience to match your needs to the right product.

CHUBB PERSONAL INSURANCE REPRESENTING... ace seguros TRAVELERS AIG SEAWORTHY Insurance Company
RED SHIELD INSURANCE COMPANY insured. MARKET INSURANCE COMPANY INTERNATIONAL MARINE

Commercial Marine Insurance • CALL DOUG for a QUOTE

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

Doug Rader Your Commercial Marine Specialist • Direct 209-334-2858

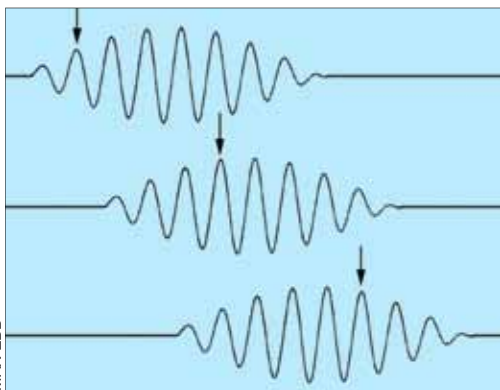
PROGRESSIVE
San Francisco Boat Show
January 22-25, 2015 at Pier 48 & McCovey Cove at AT&T Park



DON'T MISS IT

I expected the wake of the big fish boat that crossed right in front of us to knock the wind out of our spinnaker. But I didn't expect to be able to catch the waves on the other side of the powerboat's wake, and then get some useful surfing effect from those waves.

"Lee, if we're going fast enough to catch that set of waves from behind," I asked, "how can we surf them? We have to be going faster than those waves to catch them, so they'd only slow us down."



In a group of waves, each individual wave form moves twice as fast as the group. New waves are always being born at the back of the group, and old waves are fading out at the forward edge of the group.

The question put a gleam in Lee Helm's eye. She was responsible for filling some crew spots on this very fast and modern race boat in a midwinter race. But she was so desperate to find talent that she actually invited me along to crew. And since it was quickly determined that I was useless on spinnaker trim with this big asymmetrical on a sprit, and since the owner was out of town, against all odds I ended up driving the downwind legs.

"It's simple, Max," she replied. "The group velocity of a set of waves is only half the phase velocity. We're sailing at around six knots. That set of waves is probably only going about four. But, like, the individual waves in that set are going eight knots, so there's a two-knot speed boost in it for us as soon as we catch them and start to surf."

"We might catch them faster if we head down a little," suggested the woman trimming main, who had no problem with the apparent contradiction. No surprise: she was one of the undergrads in a course for which Lee Helm was one of the assistant instructors.

I bore off as much as I thought I could without losing speed.

"Proving the relationship between the group velocity and phase velocity is a

good midterm problem for your class," added the spinnaker trimmer. Lee had apparently raided the naval architecture department to fill out this crew.

"Well it still doesn't make any sense to me," I said as I strained to see those surfable waves that we were supposed to be able to catch from behind.

"I can prove it," asserted Lee. "But, like, first we'll need to get some concepts down."

She pulled the Sailing Instructions out of the plastic sheet protector taped to the cockpit bulkhead, and found a blank back side to one of the pages.

"First, do you agree that the speed of a wave is proportional to the square root of the wavelength? That's an easy one for most sailors, because we all know the hull speed formula."

"Right," I said. "Even I know that. It's 1.34 times the square root of the waterline length."

"Actually it's square root of GL over two pi, but if L is in feet and you want speed in knots, you get 1.34 times square root of L ."

"Okay, I'll buy your formula for wave speed."

"Now we need to define some more terms. T is wave period, and F is frequency or one-over- T . But we'll use omega, which is just frequency times two pi, to make the math work out a little cleaner. So, like, omega (which looks like a script W) is the number of radians per second, if you think of each wave as representing circular motion.

"I think I can handle that one," I said. "Omega represents the wave frequency or the inverse of wave period."

"Very good. Now we also need a representation for wave length. Instead of L , we'll use one-over- L , times two pi, which is called the wave number or K . It seems a little less intuitive, but just think of K as the parameter that describes wavelength."

"Gotcha," I said. " K describes wavelength, but also in that inverse-times-two-pi way."

"Trim!"

I had allowed the course to creep up to a hotter angle and the spinnaker almost collapsed.

"Sorry, coming back down," I apologized, turning attention back to the speed and angle.

"Now the interesting part," continued Lee, drawing on the back of the race instructions. "You can represent a group of waves as the sum of two regular wave trains of slightly different frequencies.

Sometimes they reinforce each other and sometimes they cancel each other out. So, like, we get an envelope wave representing the wave group, and we can calculate how fast these envelopes travel. The rest is just arithmetic. Anyone want to show Max how it works?"

"I'll do it if you take over the spinnaker trim," volunteered Lee's student.

"You're on," Lee agreed.

"First we need an expression for the height of the combined wave surface as a function of time and position," she explained after they had traded the marking pen for the spinnaker sheet. "That's just the sum of two sine functions, one based on the longer wavelength and one on the shorter wavelength of the two regular wave trains that make up the packet."

It seemed reasonable enough, so far. Just the sum of two sine functions. But I didn't see how they could be combined or simplified.

"Now apply the sum identity for the sine function, and you see that the profile is defined as the product of two sine waves. The 'inside' wave has a frequency equal to the average of the two frequencies, and a wave number or wavelength about equal to the average of the two wavelengths. The envelope wave is the interesting one, and this has a frequency that equals the difference between the two original frequencies, and a wave number that equals the difference between the two original wave numbers. The resulting small frequency means a long wave period, and the small wave number means a long wavelength."

"I think I'm with you, but I'll have to look up that trig identity."

"Now for some calculus," she continued without stopping to explain in any more detail. "If the two initial wavelengths are reasonably close to each other, which is the case for a reasonably long wave group, then the ratio of the difference in frequency and the difference in wave number is just the first derivative of omega as a function of wave number."

This conjured up a very dim memory of the definition of a first derivative, but there was no time to ponder because there was a nice group of waves right in front of our bow, and we were gaining fast.

"Here they are!" cried Lee. "Head down a little when you see the bow dip into a trough. We'll pump sheets at the right time. And, like, remember that each

wave is always losing energy to the wave behind it, so follow a crest with the bow and that crest will shrink while the crest behind it grows."

"Cowabunga!" shouted the main trimmer as we accelerated down the first wave.

"Totally!" exclaimed Lee as she pumped hard on the spinnaker sheet.

"But that's not how I surf a breaking wave," noted the main trimmer after taking his one allowable pump. "I look back at the wave."

"For sure," confirmed Lee. "In shallow water the group velocity and the phase velocity are the same, square root of GH, gravity times depth, so the wave energy comes from behind. But, like, in deep water the wave energy comes from the waves in front, which is the real reason they say 'never look back' when sailing in waves."

"And I always thought it was just to keep the drivers from soiling their britches when the following seas are really big, if you follow my meaning."

After five or six good rides on the far side of the fish boat wake, we had moved out ahead of the waves and came back to our steady best-VMG course in smooth water. The spinnaker trimmer picked up her proof where she had left off.

"We need the first derivative of omega with respect to wave number," she said. "And since omega is the square root of

G K, we have..."

"Wait a minute," I interrupted. "How do we know that?"

"Oh, right. All we have is that hull speed formula, or V equals square root of G L over two pi. No problem, K is L over two pi, by definition, so we can simplify the hull speed formula to V equals square root of G over K. On the V side of the equation, we know that V is just frequency times wavelength."

She finally noticed that I looked confused.

"Look, for every wave cycle, the wave moves one wavelength, so the speed of the wave has to be frequency times wavelength."

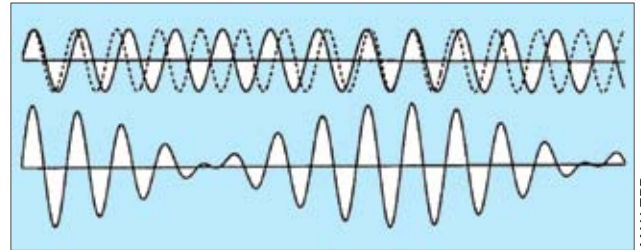
"Okay, that makes sense," I agreed, although that seemed like the easy part of the derivation.

"Now we can write it as length times frequency equals square root of G over K, and substitute omega for frequency and K for wavelength, keeping track of the inverses and the two pi, and we get omega equals square root of G K."

"Is this going to be over before we get to the leeward mark?" I asked.

"Almost done. We just need to differentiate, and we get d-omega over d-K, working out to one-half square root of G over K. Remember that we just showed,

from the hull speed formula, that V for a wave form is square root G over K. Since V for the envelope wave form is half that, the envelope - which is the same as a



Combining two wave trains of slightly different wavelength and period produces packets of waves that behave just like isolated wave groups. The internal waves have about the same wavelength and period as the average of the two constituent regular wave trains. The "envelope" wave is more interesting.

wave group - moves at half the speed of the waves in the group."

"Jib up!" shouted Lee. We were almost at the mark.

Lee took the helm and I went below to "squirrel," my job being to stay below and pull the spinnaker down the hatch as the halyard was let down. Then I took my place back on the rail for the upwind leg.

"He's really not a bad driver," said Lee, almost apologetically. "Just don't let him touch any strings."

— max ebb

DERIVATION OF THE GROUP VELOCITY OF DEEP WATER WAVES

First we need the "hull speed" relationship, $V = 1.34 \sqrt{L}$ where V = wave speed in knots, L = wavelength in feet.

In consistent units, this is $V = \sqrt{(gL/2\pi)}$ where V = speed of the wave form, g = gravitational acceleration, and L = wavelength.

The speed of a wave also = L/T where L is wavelength and T is wave period. This should be intuitive - a wave of length L feet (for example) that goes by every T seconds is going L/T ft/sec.

Now we need some more convenient ways to represent wavelength and wave period:

F is wave frequency, the number of waves per second.

ω (omega) is wave frequency in radians per second instead of full wave cycles per second. $\omega = 2\pi F$. This form just makes the trig functions work out a little simpler.

k is the wave number, or the inverse of wavelength times 2π . $k = 2\pi/L$. Again, the 2π just simplifies the trig functions. Think of k as a convenient way to describe wavelength.

It also follows from $V = \sqrt{(gL/2\pi)}$ and $k = 2\pi/L$ that $V = \sqrt{(g/k)}$

Now consider the two wave trains in figure 2. When they are combined they form a series of wave groups, with internal waves doubled in height where they reinforce each other, and disappearing where the two wave trains cancel each other out. The waves are bounded by an envelope wave, which has a much longer wavelength and moves at a different speed.

Our task is to calculate the speed at which these groups or envelopes of waves move, compared to the speed at which the internal waves move.

The combined wave profile can be represented as a function of time and position, thusly:

$a \sin(\omega_1 t - k_1 x) + a \sin(\omega_2 t - k_2 x)$ where a is the amplitude of the wave train, t is time and x is position in the longitudinal direction.

Now we need a trig identity: $\sin(a) + \sin(b) = 2 \sin((a+b)/2) \cos((a-b)/2)$ so we have:

$2a \sin[t(\omega_1 + \omega_2)/2 - x((k_1 + k_2)/2)] \cos[t(\omega_1 - \omega_2)/2 - x(k_1 - k_2)/2]$

This is the product of two trig functions, and has the expected form. The internal waves have a frequency that is the average of ω_1 and ω_2 , and wave number (wavelength) that is the average of

k_1 and k_2 . But this inner wave function is multiplied by the envelope wave function, which has a frequency equal to the difference between ω_1 and ω_2 , and a wave number equal to the difference between k_1 and k_2 .

How fast does this envelope wave move?

We know that $V = L/T$. But since k is defined as $2\pi/L$, $L = 2\pi/k$.

Similarly, since ω is $2\pi/T$, $T = 2\pi/\omega$.

Then $V = \omega/k$

From the cosine term of the equation for the combined wave,

$\omega/k = (\omega_1 - \omega_2) / (k_1 - k_2)$

Now we get to use some calculus. Remember that in the limit, for ω_1 approaching ω_2 and k_1 approaching k_2 , $(\omega_1 - \omega_2) / (k_1 - k_2)$ is the first derivative of ω as a function of k.

Going back to the hull speed formula, we know that $V = \sqrt{(gL/2\pi)}$

Replace V with ω/k on the left and $L/2\pi$ with $1/k$ on the right.

Simplify to $\omega = \sqrt{(gk)}$, take the first derivative, and we have

$V_{\text{envelope}} = (\omega_1 - \omega_2) / (k_1 - k_2) = d\omega/dk = (1/2) \sqrt{(g/k)}$.

But from the hull speed formula, $V_{\text{wave}} = \sqrt{(g/k)}$.

Therefore the envelope speed is half of the waveform speed.

THE RACING

During December, we gorged ourselves on Midwinter racing. Here we serve up a heaping helping of reports, in chronological order, from Golden Gate, Vallejo, Monterey Peninsula, Sausalito, Berkeley, and Island Yacht Clubs, plus a side dish of RegattaPRO. Then we turn the calendar back to late November for two servings of leftover Turkey. For dessert, we present a tasty assortment of Race Notes.

San Francisco Seaweed Soup

Golden Gate Yacht Club's second Manuel Fagundes Seaweed Soup Series race of the 2014-2015 midwinter season got underway on light easterly wind and a heavy, growing ebb. The race committee set temporary marks near Aquatic Park and just west of Anita Rock to create a windward/leeward course about three miles long. The larger boats were sent twice around while the smaller boats received a once-around course.

The first five fleets inched their way eastbound across the start line, hugging the Cityfront and sailing through a large fleet of Optis racing in Gas House Cove for their Winter Series, run by St. Francis YC. None of the GGYC boats had reached the windward mark before the wind shifted 180 degrees and the beat became a run, with the boats farthest west benefitting first as spinnakers bloomed on what was now a first-leg run.

The result was a bunched-up rounding with small boats mixing it up with large boats, at least one collision, and the requisite yelling. Things became even more interesting after the beat up to Anita Rock, where the wind diminished as

When the wind came up a little, spinnakers filled, non-spinnaker boats winged out, and a mixed fleet headed back toward either the finish line or their second rounding of the Fisherman's Wharf mark.

Most single-lap boats took about an hour to finish, while most double-lap boats took an hour and a half or more.

The next GGYC race is scheduled for Saturday, January 3. Series standings can be found at www.ggyc.org.

— pat broderick

Tiny Robbins Midwinter

It was a spinnaker start on Saturday, December 6, for Vallejo YC's 7-mile second midwinter race. Eleven boats in two divisions (spinnaker and non-spinnaker) glided down the Napa River on the start of an ebb in 1-3 knots of wind.

Steve Strunk's crew on the Newport 33 *Cold Drinks II* popped a brand-new chute early on and enjoyed a little criss-cross down river. Chris Mendonca of the Hunter 376 *Seawolf* hopped on the radio to alert racers to a collection of floating logs and boards from the recent storm.

Tom Och's Schock 35 *Somewhere in*

Time easily slid past the first mark near Cal Maritime, missing out on the tea party that gathered there a few moments later. Still carrying spinnakers or wing-on-wing white sails, boats headed toward the second mark below the Carquinez Bridge, rounded it, then pointed head-to-wind for a slow glide to the channel mouth. Most cut wide to hug the western side of the channel,

but all boats soon fell victim to a 3-knot ebb and lessening wind.

After forty minutes of floating or slowly sliding backward, skippers began turning their ignition keys — no finishers, but then again, no busted halyards.

They'll try again on January 3. For



Spread: Folkboats on the run in the light-air December GGYC midwinter on the Cityfront. **Inset:** The crew on Gregory Demetrulias' Beneteau First 40.7 'Argo' concentrate on the race.

more info, see www.vyc.org.

— martha blanchfield

Mercuries in Monterey

Monterey Peninsula YC's Perry Cup Midwinters found a hole in the weather between the much-needed rain storms on December 6. Under warm sun with a max 5-knot breeze that was not always there, seven Mercuries raced the three scheduled races on a pretty smooth sea.

Race one was a double-sausage finishing downwind. The breeze was from the north with some shifts, but in the light air too much tacking would be a no-no. On the second lap, Dave West and his crew, Chris Krueger, came from far back to pick up a little lift on the port tack and went on to win the race. Jim Bradley and Ben Gerber also had a nice recovery to place second.

Race two was aborted shortly after the start, as there was suddenly no wind. However, within several minutes one could see a nice southerly breeze filling. When the south wind blows on Monterey Bay it is shifty with numerous holes.

ERIK SIMONSON / WWW.PRESSURE-DROP.US



StFYC's Opti Winter Series races shared part of the Cityfront course with the much bigger GGYC boats on December 6.

the current continued to build. Another bunch-up resulted, with boats rounding the mark then sailing backward into the paths of new arrivals.



BOTH PHOTOS WWW.NORCALSAILING.COM

Bradley was in last place at the leeward mark rounding, but recovered nicely to win the double-sausage race. Pax Davis and crew Dave Morris also came from behind to nip West and place second.

Race three was once around finishing downwind. West went right, but there always seemed to be less wind on that side of the course. Not so — West won easily. Kate Conway with Doug Baird crewing placed second on the short course.

West is tied with Davis for the series lead after nine of the scheduled 15 races, with West in the top spot due to his first-place finishes.

The series continues on January 3. See www.mercury-sail.com.

— pax davis

Sausalito Sunday

Sausalito YC Midwinter #2 on December 7 began with two postponements as the variable wind came and went. After about half an hour, a light northerly filled in and boats were sent on a windward/leeward course from near the Little Harding buoy to Sausalito channel marker

#2, back to Harding Rock, and finally to the finish back at Little Harding. The first two divisions encountered a major header and aimed for Belvedere instead of Sausalito, while the last divisions benefited from a westerly shift filling in and sailed a close reach headed for the first mark. The two fleets met at Sausalito #2 for an interesting rounding.

The wind continued to increase into the low teens, and it stayed westerly, turning the second leg into a broad reach across an increasing ebb as the current pushed boats away from Harding Rock. Symmetrical-spinnaker boats had a difficult time keeping their sails filled until halfway down to Harding Rock when the wind shifted farther aft.

The final leg back to the finish was a close reach, again with the ebb pushing boats away from the favored pin end of the line, while the wind began to die. Several smaller non-spinnaker boats were not able to finish, having been pushed away from the finish line by the ebb. Most boats sailed the 3.5-mile course in about half an hour.

The next SYC Midwinter race is scheduled for Sunday, January 4. Series standings can be viewed at www.sausalitoyachtclub.org.

— pat broderick

RegattaPRO Winter One Design

Saturday, December 13, was the second installment of the RegattaPRO Winter One Design Series west of the Berkeley Circle.

Talk about luck — race day fell one day after the big storm and two days before the next storm. The forecast from most websites called for no breeze, but the day provided a nice 6 to 10 knots. There were shifts of 20 to 30 degrees throughout the day, but for the most part the wind came from the northwest.

Halfway through the six fleet starts of the day's first race, only the right side of the course saw a sustained shift to 030°, while the left side of the course remained in the 320° range. Looking up the course, many of the race committee members and sailors were saying, "What the...?" Fortunately, after about 25 minutes the right side got back in line with the left and all was good.

Racing was very competitive but very polite at the starts, with only two boats over early the entire day.

Peregrine is still out in front in the J/120 fleet, but *Chance* is only 3 points behind. *Hazardous Waste* has a 5-point lead in the J/105 fleet, with *Joyride* and *Wonder* only 5 and 6 points behind. *Personal Puff* is top dog in the Melges 24 fleet. *Bottle Rocket* in the J/70 fleet is out front with three bullets and a fourth, but *Little Hand* and *Rampage* are well within striking distance. *Banditos* has just a 1-point lead over *Legs*, with the two of them way out front in the 11-boat Moore

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com

December's racing stories included:

- Volvo Ocean Race • America's Cup
- Banderas Bay Blast
- RORC Transatlantic Race
- GGYC, VYC, SYC, RegattaPRO, BYC and IYC Midwinters
- SOLAS Big Boat Challenge
- Extreme Sailing Series
- News from the YRA & US Sailing

Plus previews of Midwinter races, the Melges 32 Worlds, Rolex Sydney Hobart, and more!

THE RACING



ALL PHOTOS THIS PAGE MARTHA BLANCHFIELD / WWW.RENEGADESAILING.COM

This page, clockwise from top left: Vallejo racers round the mark at Cal Maritime in a doomed midwinter race; here come the J/70s in RegattaPRO's Winter One Design; Moore 24s, a J/105 and a J/120 round a RegattaPRO windward mark; doin' the mystery dance aboard the J/105 'Javelin'.

24 fleet. And things are really tight in the J/24 fleet, with *Snow Job*, *Evil Octopus*, *Little Wing* and *TMC Racing* all close, but as a group way out from the rest of the 12-boat fleet.

The race committee had some challenges due to competitors sharing sails, but that's being taken care of. However, results at this point are provisional.

Things will get interesting next month. With the completion of one more race each boat will get a throw-out, which will tighten some things up a bit.

The next races will be held on January 10. See www.regattapro.com for more.

— Jeff Zarwell

Berkeley Yacht Club Midwinters

The race committee boats, *Wind Dance* and *Bobbi Tosse* (aka "mark-set boat") arrived at XOC on the morning of Saturday, December 13, to find — nothing. The yellow Bob Klein Memorial buoy had taken a hike, presumably during Thursday's big storm. Racers coming down from Richmond spotted it on the

breakwater there.

After Saturday's racing, the mark-set boat took a dash up there to see what could be done to repatriate the AWOL buoy, but it was apparent that more manpower would be required to effect a rescue. In the meantime, BYC used one of their inflatable marks to stand in for XOC as the pin end of the start-finish line.

With 5 to 8 knots of breeze from the northwest, all the divisions started on time. The wind was pretty consistent, but minor variances in velocity were critical to successful strategies.

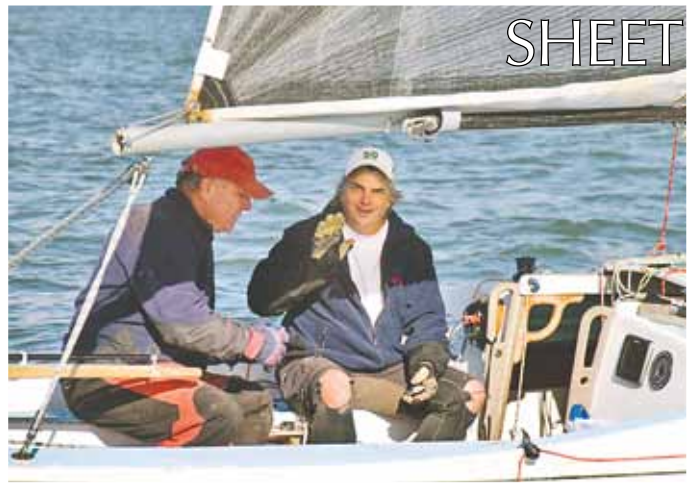
Despite the easy conditions, the Islander 36 *Vivace* and the Newport 30 *Achates* were involved in a startline collision that resulted in a gruesome injury on *Vivace* — part of the bowman's toe was severed. "I chatted with Bill O'Conner, the skipper of *Vivace*, on Saturday night, and he reported that the crew was doing okay," said race committee volunteer Bobbi Tosse. "He was transported from Richmond YC to John

Muir in Walnut Creek and had his toe re-attached." *Achates* filed a protest.

Around 2:30, after the faster boats had completed the 8-mile course, the breeze dropped to almost nothing, prompting some competitors to drop out. A notable exception was the entire six-boat Cal 20 class, which hung in the race until a new breeze carried them to the finish.

On Sunday, *Bobbi Tosse* (the mark-set boat, not the person), went buzzing around the Bay in search of wind. Twenty minutes before the scheduled 11:55 first warning, the explorers found a southwesterly breeze west of the starting area. It may have been generated by some big black clouds, though, not the ocean, as it died when the darkest clouds dissipated before the start time. Bang, bang — up went the postponement flag.

More than two hours after the scheduled start time, the fleets were finally sent off on a shorty with a windward mark to the north. The wind veered 40 degrees during the race. "The course turned out to be a less than 4-mile beat-run-reachy thing that took the lead boats only 35 to 40 minutes to finish," said Tosse.



ALL PHOTOS THIS PAGE LATITUDE / CHRIS

Black clouds notwithstanding, the rain held off until after dark.

Racing resumes on January 10-11. Results, series standings, and more, can be found at www.berkeleyyc.org.

— latitude/chris

Island Days in Alameda

Island YC held its second race of this season's Island Days Midwinter Series on Sunday, December 14. Nineteen boats were happy to play on the Oakland Estuary after the huge storm three days earlier, flotsam from which still remained. The fastest boats, in Division A, ranged from Bill Mohr's 41-ft J/124 *Spirit of Freedom* to Brad Cameron's 19-ft Thompson 590 *Aquaholic*. Small boats like Paul Mueller's 18-ft Mercury *Loco2* and Steve Ritz's Ideal 18 *Proverbs 21:21* competed in the C and D divisions.

Conditions were atypical for the Estuary, with winds out of the south at 6 to 8 knots. The race committee had to choose a backward course in order to have a windward start. RC volunteer Glenn Krawiec stated that IYC hadn't flipped direction in three or four years! This orientation made for a short weather leg that had the A and B fleets crossing back

This page: BYC Midwinters. Clockwise from top left: Division B start on Saturday; Richard von Ehrenkrook and Paul Sutchek on the Cal 20 'Can O'Whoopass' prepare for their one-design start on Saturday; Sunday's long postponement; the Cal 39 'Sea Star' chases the Santana 35 'Ahi' on Saturday.

under spinnaker alongside the narrow starting area, while C and D were still on the beat to the startline. Jennifer McKenna, who crewed on the Santana 22 *Meliki* and doesn't race often on the Estuary, remarked, "I lost where I was for a while," before she identified Coast Guard Island on the "wrong" side.

The downwind leg took the fleet northwest toward Jack London Square, around a couple of wing marks, and back south for the upwind finish.

Sparkly highball cups were awarded to the first- and second-place finishers. For results and info about the next race, on January 11, see www.iyc.org.

— kristen soetebier

Wild Turkey in Tiburon

The last race of Tiburon YC's 2014 season was the Wild Turkey Race on Friday, November 28, the day after Thanksgiving. It's TYC's annual alternative for those who prefer a sailboat race over a day at a crowded shopping mall. Nine boats, split into spinnaker and non-

spinnaker divisions, came to the line for a 1:05 start. The weather in the North Bay was perfect — blue skies, a steady 10 knots of wind from the west, and a moderate flood.

In keeping with tradition, the post-race awards included a shot of Wild Turkey for each competitor and a small bottle of the brew to each division winner. It was a fun way to wind up the season.

— jim bliss

WILD TURKEY RACE, TYC, 11/28

SPINNAKER — 1) **Mooretician**, Moore 24, Peter Schoen; 2) **Joyride**, J/105, Bill Hoehler; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (4 boats)

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 2) **Cinnamon Girl**, Bailey 26, Mariellen Stern; 3) **Chris Anna**, Catalina 30, Budd Van Winkle. (5 boats)

Full results at www.tyc.org

Turkey Day in Long Beach

The largest of Alamitos Bay YC's popular holiday race weekends, the Turkey Day Regatta, drew nearly 300

THE RACING SHEET

sailors, several of them world champions taking the weekend more seriously than one might think given the name of the event, and the prizes — turkeys, not trophies. The weekend delivered the kind of mild, sunny conditions favored by the more casual sailor, but for a few others it served as a stop on the road to Rio and the 2016 Olympics.

Chris Barnard of Newport Beach and Erik Bowers from Minnesota are ranked second and third behind Charlie Buckingham (who didn't compete) in the U.S. Laser fleet — and the U.S. will only send one standard rig Laser sailor to the Olympics. Barnard beat Bowers in seven of the eight races. See complete results at www.abyc.org.

The Turkey Day Regatta was also the second event in the Laser class's 2014-2015 Ullman/Frost Series (see www.scygra.org).

— *latitude/chris*

Race Notes

San Diegans took two medals at the **ISAF Sailing World Cup Final** in Abu Dhabi on November 26-30. Finn sailor



KRISTEN SOETEBIER

Steve Ritz with his sparkly highball cup (the base changes colors) from the Island Days midwinter race on December 14.

Caleb Paine earned a bronze, as did Stuart McNay of Providence, RI, and David Hughes of San Diego in the Men's 470. Another San Diegan, Briana Provancha, finished fourth crewing for Annie Heager of Wisconsin in the Women's 470. Find

full results at www.sailing.org.

The Bay Area's **Paul Cayard** appears to be having a blast not being involved in the current edition of the America's Cup or the Volvo Ocean Race, events with which the 55-year-old professional sailor has a lot of history. On December 13-14, Cayard and crew Brian Terhaar won both overall and the masters division of the Commodore's Cup at Coral Reef Yacht Club in Miami, where they topped an international 23-boat fleet of Stars. The Commodore's Cup is the second event in the Miami Star Winter Series.

Speaking of Florida — are you going east to Key West? If you're among the West Coast sailors traveling to **Quantum Key West Race Week** on January 18-23, we'd love to hear from you. Email racing@latitude38.com.

The America's Cup may not be coming to San Francisco, but the 2016 **J/70 Worlds** is. St. Francis YC will host the event, with a target date of September 22-25. The 2015 J/70 North Americans will be held in San Diego this September.

— *latitude/chris*

JOIN US FOR SAILING AND BOATING ON THE SOUTH BAY!

SEQUOIA YACHT CLUB

441 Seaport Blvd.
Redwood City CA
37° 30.144' N / 122° 12.702' W

MEMBERSHIP OPPORTUNITIES NOW AVAILABLE!

Club Cruise-Ins Welcome

www.sequoiayc.org

Racing

Redwood Cup Series (Saturdays)
#3 - 1/10, #4 - 2/21, #5 - 3/07

Winter Series (Saturdays)
#3 - 1/3, #4 - 2/7, #5 - 3/14*

Single/Double-handed Series (Saturdays) #1 - 2/28

* St. Patrick's Day Race

Social

- Friday Drop-In Dinners**
1/9, 1/23, 2/13, 2/27, 3/6, 3/27
- Super Party** 2/1
- Chili Cook-off** 2/21
- St. Patrick's Day Party** 3/14

** Members and Guests Only Events

Other Activities

- Cruise-Outs:
South Bay Wreck: 1/10-1/11
Jack London Square: 2/14-2/15
Treasure Island: 3/28-3/29
- Junior Sailing

CYC 2015 MIDWINTER SERIES

ALL BOATS WELCOME

January 17-18 & February 21-22

One Design Starts for 5 or more entries!

3rd Annual Rob Moore Memorial Regatta Feb. 21

Post-Race Festivities – Bands, Barbecue and Fantastic Speakers

Sign up soon and get your boat name on the shirt!

Our 64th Annual Midwinters!

Corinthian Yacht Club

OF SAN FRANCISCO

43 MAIN, TIBURON, CA 94920 • (415) 435-4771

Sign up on our website: www.cyc.org



INSURING BOATS & YACHTS FOR OVER 50 YEARS

Contact Us for a Quote

www.marinersins.com

N. California
Carolyn Pounds
carolyn@marinersins.com
510-254-3689

L.A./Orange Co.
800-992-4443

San Diego
800-639-0002

Exclusive MARINERS *Odyssey*® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program

Transpac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

Providing Cruisers and Racers All Over the World
with Prompt, Reliable Service since 1959

Corporate Office: 206 Riverside Ave., Suite A
Newport Beach, CA 92663 / Ins. Lic. #0D36887

After hours
pick up and
drop off
available.



Specializing
in Sail
Repair and
Used Sails.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

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



**NEED
CASH
FAST?**

Advertise your **USED MARINE GEAR**
in our *Classy Classifieds*
THIS STUFF SELLS FAST!

Deadline is the 15th at 5pm. See page 112 for details.

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

WORLD

*This month we'll take our annual look at the splendid **Chartering Grounds of the Pacific Northwest.***

Exploring the Wonders of the Northwest's Salish Sea

If you think you have to fly halfway around the world to reach a spectacular venue for a sailing vacation, you're dead wrong. A two-hour flight from the Bay Area — or a three-hour flight from L.A. — will transport you to the majestic cruising grounds of the Pacific Northwest.

We're referring, of course, to the maze of waterways, islands, fiords and cozy anchorages that was recently dubbed the Salish Sea. It's a 200-mile-long boaters' playground that extends from Vancouver Island east to the mainland of Washington state and British Columbia, and from Seattle north to the narrows beyond Desolation Sound.

Although this region may not have white sand beaches and islets peppered with coconut palms, it holds a great variety of natural wonders and shoreside attractions that make chartering there an outstanding experience for sailors of any age. With densely forested mountainsides that descend into deep blue channels, dramatically cascading waterfalls, jewel-like mountain lakes, and a seemingly endless variety of natural anchorages, this watery wonderland is a brilliant example of Mother Nature's handiwork.

Due to the region's northerly location, between latitudes 47° and 50°N, the sun doesn't set until 9 or 10 at night during the prime sailing season, which runs

Being surrounded by lush green scenery can't help but relax you. There's a picture-postcard image everywhere you look.

May to September. So you'll have four more hours of 'playtime' than in the tropics. But because the season is relatively short compared to so-called year-round destinations such as those found in the Eastern Caribbean, it's important to book well in advance (like *right now*) in order to secure your favorite boat type and preferred dates.

Bareboat charter bases are sprinkled throughout the region, at harbors including Seattle, Bellingham, Friday Harbor, Vancouver and Comox. Fleets are not huge, but boats tend to be very well maintained. You'll find many makes of late-model monohulls listed, but only a few catamarans. (And if we weren't a sail-only magazine, we might mention that lots of stinkpots are offered also.)

The three primary chartering areas of the Salish Sea are the American San Juan Islands, the Canadian Gulf Islands — both belong to the same archipelago — and the Desolation Sound region of British Columbia, which lies about a hundred miles farther north.

Streamlined clearance procedures on both sides of the border make it easy to charter in both the Gulf and San Juan Islands during a single cruise. But if you've only got a week, you'll probably want to pick one or the other. After all, the last thing you want to do while sailing amid these lush, green surroundings is get stressed out due to an overly ambitious schedule.

If you can spare 10 days or two weeks, do it, as there are plenty of places to explore, and once you get a taste of this region you'll wish you could stay for a month — or perhaps forever. For those who relish the idea of spending time in unspoiled natural cruising grounds with virtually no development, a visit to Desolation Sound should definitely be on your bucket list. Its glacier-carved fiords will make you feel as though you've time-traveled back to a primeval era,



EAGER DREAMER

and its anchorages are much less crowded than in the San Juans or Gulf Islands.

While there are a few distinct challenges inherent in sailing these waters, we would not hesitate to recommend them to first-time charterers. Distances between islands and anchorages are short, and winds tend to be light and variable, so these inland waterways are always relatively flat. Aids to navigation are abundant, and charts seem to be very accurate. Given the close proximity of the islands and anchorages, a typical day's sailing destination will often be within line of sight. But these days, most if not all rental boats come equipped with chartplotters, which are a comfort, as many forested headlands look alike.

The somewhat challenging aspects of piloting here have to do with tides and currents. Tidal variations are much more extreme than anywhere in California, so before anchoring or grabbing a mooring ball — there are many of these for public use — you need to scrutinize the tide charts to be sure you don't bottom-out before breakfast. Currents can be very strong, especially in narrow passes, but the current "atlases" for this region are



LATITUDE / ANDY

OF CHARTERING



realm is abundant with wildlife also. There's great fishing and crabbing in these latitudes. In fact, some bareboat companies will provide crab traps on request. There's not much to catching them: just drop in some bait, lower the trap to the sea floor, and with any luck you'll have fresh crab for breakfast. If not, there's plenty to be had from local fishermen in waterside towns and marinas. Needless to say, fresh salmon is abundant and mouth-wateringly delicious also.

For most sailors, water temperatures are a bit too cold for swimming and snorkeling — although they do get up to 70° or higher in Desolation Sound. But if you're hardy and don't mind donning a thick wetsuit and scuba gear, you can witness some amazing flora and fauna beneath the surface.

Most sailboat vacationers prefer less challenging pastimes, though, such as gunkholing through the shallows via kayak (they can be rented from your charter outfit or at a waterside resort), or hiking on well-tended trails that lead to overlooks with jaw-dropping panoramic views, or to gin-clear, fresh-water lakes that are warm enough to swim in.

No luck with your crab trap? No worries. Local fishermen like these guys will be happy to sell you all the seafood you can eat.

What's at the end of the rainbow? No, not a pot of gold. But some would say a visit to Prudeaux Haven in spectacular Desolation Sound is equally as enriching.

the most thorough we've ever seen. The bottom line is that you generally need to pre-plan your day's travel based on the timing of the currents. Once you get the hang of it, though, you can use favorable currents to nearly double your speed over the bottom.

What's summer weather like? In a week of summer sailing here you are likely to get several beautifully sunny days and a few with patchy clouds or worse. It's impossible to give a definitive answer, especially in this era of 'global changing'. We can tell you, though, that we've seen summer days in the Salish Sea with air temps in the 90s, and we've also had some summer rain. From our perspective, though, when cloudy weather rolls in from the northwest that's not a bad thing, because that's when the wind might pipe up into the 12- to 15-knot range. By contrast, on a beautiful sunny day you might see a breeze of 6 to 12 knots. You won't find trade wind conditions in these latitudes, but the sailing can be sweet nonetheless.

While we're on the subject of changeable weather we should mention that many charter boats offered in these latitudes come equipped with fume-free diesel heaters, which keep their cabins toasty during stints of chilly weather.

As mentioned earlier, we think of the Salish Sea as a "playground" for boaters of all stripes. But it's also a playground for all sorts of wildlife. In addition to prolific numbers of seals, dolphins and seabirds, it's also very common to spot families of orcas — especially when traveling through Haro Strait between British Columbia's Vancouver Island and Washington's San Juan Island. And, believe it or not, you can often spot bald eagles surveying their surroundings from the treetops.

The underwater



LATITUDE / ANDY

WORLD OF CHARTERING

The entire region is peppered with parks, many of which include anchorages with overnight mooring balls that can be used for a small fee. (Some charter companies cover these fees by purchasing an annual sticker.) Hooking up to one could not be easier, but in any given anchorage there's a finite number of them. So in mid-summer the smart play is to arrive early, snag a buoy, then spend the afternoon and evening exploring ashore.

One of the things we like best about chartering in this region is that it's easy to put together itineraries that include stopovers at sleepy, secluded anchorages with little or no shoreside infrastructure, balanced by visits to picturesque villages, waterside resorts with marina facilities or even a full-blown city such as Victoria, the charming capital of BC. If your timing is right you can get a berth in Victoria



The Salish Sea may not have white sand beaches, but the region has plenty of other alluring attractions, like anchorages next to waterfalls.

Harbour right in front of the landmark Empress Hotel, which will put you within walking distance of friendly pubs, great restaurants, endless shopping, and the

splendid Royal BC Museum with its adjacent IMAX theater. If you'll have kids along, you'll probably want to spend some time where they can find some shoreside entertainment, such as a pool or playground, and perhaps get to know some other kids. In the San Juans, Roche Harbor and Friday Harbor come to mind — both are on San Juan Island — and in the Gulf Islands Bedwell Harbor on South Pender Island would be fun, as would Ganges on Salt Spring Island. Would we take kids to Desolation Sound? We did once: Two dads and four adolescent boys. As we wound our way through the spectacular scenery of Toba Inlet, just north of Desolation, the kids weren't nearly as awe-struck as we adults were. But to this day, they still talk about how amazing that trip was. Beautiful places yield beautiful memories.

— latitude/andy



Call: +1 888 615 4006
Or: +1 284 494 4289

BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

BVI YACHT CHARTERS

** 10% off all new bookings when you mention this ad.

www.bviyc.com
charters@bviyc.com

Are "Californians Dreaming?"

Stop dreaming – go sailing.

CALL TO RESERVE AT OUR BEST IN THE BVI PRICES!

25
ANNIVERSARY

Conch
Charters

www.conchcharters.com

(800) 521-8939

British Virgin Islands Belize The Grenadines



TMM
Yacht Charters

We're the Real Deal.
Real People. Surreal Places.

"Hey Guys, make sure you get a fresh cup of my Caribbean coffee in the morning."
Joyce 'Oh Happy Days' TMM - BVI (23 Years)



www.sailtmm.com
1-800-633-0155



6-Day Learn-N-Cruise

Fly to Bellingham, WA, and complete your American Sailing Association Basic Sailing through Bareboat Cruising Certifications during a Saturday 1pm - Friday 1pm liveaboard week exploring the spectacular San Juan Islands. Tuition only \$1595, including food! (Airfare SFO/BLI approx. \$350)

No experience like this for the price in the SF Bay Area!



CHARTER
35 Exceptional Yachts
from 34 to 49 feet

32 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

1-800-677-7245 • sanjuansailing.com



Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!

BottomSiders

BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: (800) 438-0633
cushions@bottomsiders.com
Fax: 360-533-4474

**VENTURA HARBOR
BOATYARD**

For All Your Haulout Needs
Two Travelifts ~ 160 & 35 Tons
Full Line of Marine Services
(805) 654-1433
www.vhby.com




Custom Canvas & Interiors



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

CHANGES

With reports this month from **Witch of Endor** on the bottom in La Cruz; from **Geja** on adventures in Venice and other northern Adriatic ports; from **Camelot** in San Diego on a total refit in anticipation of a South Pacific cruise; from **Benevento** on cruising from San Francisco to the Spanish Virgins; from the **Riviera Nayarit** on opening the season in Mexico; and **Cruise Notes**.

Witch of Endor — Vagabond 47 Steve Cherry Sinking at the Dock (La Cruz, Mexico)

It is with a profound sense of sadness that I inform my friends that my Vagabond 47 *Witch of Endor* sank alongside



COURTESY WITCH OF ENDOR

A much loved and traveled ketch sank at the dock — that's one sad sight.

the dock at Marina Riviera Nayarit sometime during the wee hours of Nov. 17-18.

I got the call on the 18th, and flew to the boat to assess the situation and do whatever had to be done to make things right with the marina, the port captain and others.

When I arrived on the 20th, Victor Rodriguez, my mechanic, had things well in hand. In fact, he was in the process of refloating the boat using 55-gallon drums. By the 21st we had the *Witch* floating again, and on Saturday she was on the hard at the La Cruz Shipyard.

The cause of her sinking has still not been determined. After she was pumped out, she "floated like a swan" through the night. There was no immediate indication of why she didn't do so on the night of the 17th. Victor is in the process of cleaning up the inside, and then will hang her in the straps and try to determine the origin of the water intrusion.

As far as recovery goes, there isn't any. I had no insurance, so there is no

The 'Witch of Endor' drying out after a couple of days on the bottom. Cherry, her former owner, hopes she goes to sea again.



COURTESY WITCH OF ENDOR

relief there. The marina had no exposure in the sinking. Victor had been replacing the fresh-water tanks and removing teak from the deck, but there is no reason to believe any of that work could have caused the problem.

Regardless of the cause, the effect has been to put me out of the sailing business. The cost of salvage and various expenditures related to this incident pretty well depleted my cruising kitty. The cost of rehabbing and refitting the *Witch* is way out of my reach.

That being the case, Victor is now the proud owner of the *Witch of Endor*. He's not sure what he will do, either rehab her and do day charters or part her out. My hope would be that he finds a way to put her back into service, as she was a fine vessel and did very well by me.

So I'm sitting here at my sister's house in Ocala, chilling out and thinking about what's just over the horizon for me. There are a lot of baseball parks I'd like to visit, and the USA is a pretty big country to explore — although I might need a newer Corvette to do that.

I've offered to crew for my newfound shipmate Gene Brown on *La Brisa*, whose hospitality I accepted while I was sorting things out, when he starts meandering south and east from La Cruz. And, of course, there is my longtime friend Bob Willmann of *Viva!*, who will be floating around out there again soon on his Casamance 47 cat and will need my input at some Palapa of Knowledge somewhere.

Here is a summary of my sailing adventures:

July 2000 — Departed San Diego on my Formosa 41 *Witch of Endor*.

May 2001 - June 2002 — Puerto Barrillas, El Salvador.

June, 2002 — Meandered down the coast to Corinto, Nicaragua. There I met 2000 Ha-Ha vet Bob of the *Islander 37 Viva!*. He and I would basically buddyboat until my second *Witch* went down in La Cruz 12 years later.

2002 - 2003 — Continued south and east, hitting all of the usual spots, and some unusual ones, too.

March - June 2004 — Bahia de Caraquez, Ecuador.

August 2004 — Transited the Canal



2004 - 2005 — Cruised Panama, the San Blas Islands and Cartagena.

2006 - 2009 — Rio Dulce, Guatemala.

Jan. 2006 — Bought the new *Witch* in Carriacou, then took her to Fort Pierce, Florida for a re-fit. This was about the time *Viva!* Bob bought a new-to-him Casamance 45/47 catamaran following the loss of his *Islander 37* to a hurricane at Isla Providencia.

April 2006 — Took the old *Witch* from the Rio Dulce to Annapolis to sell her.

2007 — Boat refit and cancer hiccup.

March 2008 — Took the new *Witch* back to the Rio Dulce in company with the new *Viva!*

May 2008 - April 2010 — Rio Dulce.

April 2010 - July 2012 — Cartagena and the San Blas Islands

July 2012 — Transited the Canal back



Spread; The isola di San Giorgio Maggiore, home to the San Giorgio Sailing Club where 'Geja' got a berth. Insets from top left: Vik and crew joined the gondolas with their inflatable. The view of St. Mark's Square from 'Geja's slip. The famous 300-year-old Rialto Bridge over the Grand Canal.

to Pacific. My *Witch* was the only vessel in the locks on the way down!

Sept. 2012 – Feb. 2014 —Puerto Barrillas, El Salvador.

May 2014 — La Cruz, Mexico.

Now you're up to date. Stay in touch if/when you feel the urge, and I threaten to do the same.

— steve 11/26/2014

**Geja — 1976 Islander 36
Andrew Vik
A Wet and Stormy Med
(San Francisco)**

Not to repeat what I reported last month, but for the seventh straight summer my salty old Islander 36 *Geja*

and I, both hailing from San Francisco, enjoyed an exciting voyage in the Med. More specifically, it was in the northern Adriatic Sea. Croatia's Dalmatian Coast had been an excellent foreign home to *Geja* for five summers, so I'd already covered much of the Adriatic Sea at least twice. The one region that I'd only visited once was the far northern Adriatic, so this year it was Venice or bust!

The entrance to the Venice lagoon is about 50 miles due west of Piran, and getting there was a mellow light wind sail. Just as I'd observed in 2009, construction of the enormous gates that will prevent the Venice lagoon from flooding was still ongoing.

Inside the lagoon, of which the city of Venice is just a small part, things get a little crazy. While watercraft of all types zoom around, one must also monitor

Outrageously colorful Burano, which was 'Geja's stop before Venice, shares the same lagoon as the 'City of Canals'.



CHANGES

the depthsounder and heed the various aids to navigation. Dredged routes are marked by rows of pilings, but not all routes are deep enough for a sailboat. I found it hard to distinguish between those routes that were deep enough and those that weren't.

With both trepidation and excitement,

we made it over thin water to Burano, the colorful little cousin of Venice. Unsure of where to moor, we were motioned by an older fellow over to a great side-tie, where we carefully aligned *Geja* to some vertical wooden pilings. The mooring was free, and permitted us to step off *Geja* into the

heart of Burano, which is world-famous for lace-making.

We backtracked a bit in the lagoon the next day, motoring nine miles into the heart of Venice. We couldn't help but get goosebumps while motoring around the sights of one of the most celebrated cities in the world. I did have to pay careful attention to traffic, however, as water buses, water taxis, gondolas, private boats and cruise ships all share the waterfront in front of famous St. Mark's Square.

There are several marinas in or near Venice, and we grabbed a spot at the sailing club on San Giorgio Maggiore, an island opposite St. Mark's Square. Berthed there, we had a priceless view of Venice from the cockpit. The fee was the same 70 euros — about \$100 — that we had become accustomed to paying in Croatia.

Despite all of my talk about summer

Forever crowded Piazza San Marco, the most famous plaza in the world, was just across the lagoon from 'Geja's berth.



GEJA

storms, I'd yet to be caught in anything really nasty while underway. Shortly after tying up in Venice — which is less than fun when the harbormaster is guiding you by dinghy while screaming in Italian — the skies opened up once again. Our view of Venice disappeared, as did our need to rinse *Geja's* decks. But it was a mellow, short-lived little cell that I won't add to the summer thunderstorm tally, which then still stood at five.

When the sun returned, we boarded the dinghy for a very special experience — roaming the famous canals of Venice on our own little boat. We first had to cross the lumpy waters in front of St. Mark's Square, pushed by my little 3.5-hp two-stroke outboard, before choosing one of several entry points to Venice's internal waterways. Once inside, we then had to steer clear of all of the gondolas, which were mostly full of Chinese tourists. We spent much of our two days in Venice exploring the canals by dinghy.

We began Week Five by exiting the Venice lagoon at its southernmost point near Chioggia, from where it was a 57-mile sail down to Ravenna. The Italian side of the Adriatic is pretty much the opposite of the sailing paradise found on the Croatian side. It was goodbye to clear water and cute island towns, as the Italian coast is one long, unprotected, low-lying beach with murky water. Shallow water extends far out, and most harbors are expanded river basins with extensive seawalls. When the wind blows hard onshore, as it did on that day, the entire coast is a nasty lee shore. Our final 30 miles to Ravenna was a close reach, and it took some effort to point high enough into the confused seas to avoid getting pushed ashore.

After the rough ride, I was more than happy to tie up in Ravenna's enormous marina. But what a soulless place it was! Instead of festive charterers coming and going every day as in Croatia, this was essentially a massive parking lot

for boatowners from the entire region. On the plus side, it is a superbly protected marina without any morning commotion, allowing us to finally get some proper sleep. Sleep is a precious commodity on *Geja's* summer trips.

While my all-male crew enjoyed the beaches and many beach bars just south of the marina, I decided to finally solve an intermittent starting problem that I'd had for years with *Geja's*



old Yanmar 3GMF. The new battery I'd picked up in Opatija didn't make a difference, so I worked my way toward the starter, cleaning and troubleshooting all of the connections. Finally I gave up and hired some electricians from the marina. They poked and prodded, and finally emerged with the starter in their hands. It was shot, so they managed to swap in a factory replacement by the end of the day at a very fair price. I was happy to spend the money to solve that problem.

Another 30-mile sail south, this time with a stiff offshore breeze, brought us to Rimini, one of the original Mediterranean party destinations. A local yacht club in the river basin invited us to a free berth just steps away from Coconuts, one of Rimini's main nightclubs. Strangely, most of the girls we met in Rimini were Russian, not Italian. Go figure.

With four guys onboard and Week Five ending, the unthinkable happened. The head clogged for the second time in seven

IN LATITUDES



ALL PHOTOS COURTESY ANDREW VIK



What could possibly be wrong with this starter?



Clockwise from top left: Helping Italians with their nutrition. With Rob and Christine Aronen, vets of the 2006 Ha-Ha. St. James Cathedral, Sibenik, Croatia, a UNESCO site. Marikken of Norway on wheels. The big FW in Rimini, Italy. Typical lunch fare aboard 'Geja'. The individualistic beach scene in Rimini. Toilet troubles. Center photos; Kornati National Park, Croatia. Flipping out in Ravenna.

seasons. Not at the pump, but once again at the thru-hull end. (*Geja* has no holding tank, nor has anyone ever asked about it). As my female crew arrived for the final leg back to Croatia, there I was still trying to get things flowing again.

Finally, with the toilet end of the big discharge hose disconnected and leading into a bucket, I jumped into the water with a running water hose. Using a specially made rubber gasket, I jammed it up the thru-hull from the outside. That finally broke through the clog, backfilling the bucket inside with pure nastiness. But problem solved with minimal fuss and stink.

Although the east coast of Italy is featureless — aside from tens of thousands of beach umbrellas organized in neat, color-coded rows — we enjoyed a few

more stops down this coast as part of this summer's counterclockwise Adriatic tour. The food was delicious, towns were interesting and bustling, and the people were extra-friendly.

Fano was our departure point for the 100-mile overnight crossing back to Croatia. The weather had been unstable, and the forecast not great, but we gave it a try. But after a couple of hours of the waves not letting up, and an amazing but scary lightning storm brewing dead ahead, we changed our minds. We hung a right and enjoyed a lovely nighttime broad reach back to the Ital-

ian coast, a bit farther south than where we'd begun. All the while, the lightning show out over the sea became ever more intense.

We departed again the next morning from Senigallia, sailing part of the way in calm seas and clear skies, completing the overnight trip back to Croatia. At midday the next day, Med-moored in Sali with passports freshly stamped, we were hit by a massive thunderstorm that blew through, dumping ridiculous amounts of rain. Let's call this thunderstorm number six.

My Norwegian crew and I spent the remaining days casually island-hopping down the coast toward Split, with sunny skies and excellent sailing conditions. At 80 degrees, the sea temperature was still quite warm for late August. (I'd seen it as high as 85 during the trip). Maybe the unusually warm sea contributed to this summer's strange weather.

But it was while back in Trogir, getting *Geja* put away for the winter, that I was hit by the mother of all storms. Anchored near the castle, I spent an entire night getting blasted by wind and rain. The lightning, which came in multiple flashes per second, came closer and closer. So I shut everything down aside from my iPhone, which I used to research what happens to humans when lightning strikes a boat. The results were not encouraging, but I survived uninjured. Call me a wimp — I was freaked out — but we just don't experience this in California. Nor do I expect such weather at the peak of the peak season in the Med.

The anchorages of Kornati National Park were so great that 'Geja' hit them at both the beginning and the end of the cruising season.



GEJA

CHANGES

To remove *Geja's* sails for the winter, I pulled alongside the bustling quay in Trogir. There was no shortage of assistance, with competent folks eager to help get the sails down and folded. One such fellow was a higher-up at Ireland's

Royal Cork YC, the oldest yacht club in the world. Apparently they're having a big 300th anniversary celebration in 2020.

Communications technology has evolved enormously during my past seven summer cruises.

Just a few years ago, foreign travelers would sometimes pick up a local SIM card in order to make local calls and texts. Now, the main thing that matters is that the SIM card offers an Internet connection for our SIM-unlocked smartphones. Most communication is done in writing these days, and I'm not talking email or even standard SMS. These days one needs to have Whatsapp, Facebook Messenger, Viber, Snapchat, and Tinder in order to keep in touch with old and new friends.

Tinder is an interesting app for the single traveler, as only people within a certain distance who each find the other attractive can chat with each other. During one of the stops this summer, in a small and quiet little town, one of my crew managed to connect with some backpacker girls that were Tinder-ing at a bar just a few minutes away from the boat. Tinder isn't always this extremely

In addition to having one of the best beaches in Croatia, Primosten is known for its huge and beautiful vineyards.

efficient, but stands to have a big impact on dating life, both at home and when 'travel dating'.

The problem with all this connectivity is that I often find my crewmates looking down at their devices. Few read books, probably because they no longer have the attention span to last past 160 characters. They devote so much attention to their Facebook 'friends' and Instagram 'followers', and although Tinder can deliver results, the time spent swiping through possible matches and sending pointless messages is huge. Hopefully the connectivity fad will fade; otherwise I'll install a data-jamming device on *Geja*.

Despite the constant weather watch, I enjoyed an awesome 790 miles of summer cruising, 40% of which were sailed with the engine off. Ten crewmembers from eight different countries joined me this summer. *Geja* was underway for 38 out of 50 days, overnighting in 34 different locations, 12 of which were new to me. Due mostly to Croatia's infamous anchoring fees, we paid overnight fees in all but eight places.

I'm a really lucky guy to have stumbled across such an inexpensive but capable sailboat as *Geja* in the Med. Even luckier still to have so many good friends with whom to share the cruising experience. Life ain't bad.

— andrew 11/12/2014

Camelot — Islander 37 Claude Martin & Dana Ferris Getting a Boat Ready to Cruise Cork, Arizona

Typically, most people who go cruising have a decent amount of sailing experience, but their boats aren't as ready as they would like them to be. The opposite is true with Claude Martin and Dana Ferris, who are from Cork, Arizona, "a whistle stop west of Saffron." Claude was a powerboater years ago, so he has very little sailing experience. But as the owner of a machine and welding shop who has spent seven years working on his Islander 37, Claude has his boat about as prepared and customized for sea as any boat we've seen.

Claude is a do-it-yourself guy. For example, when he bought the Islander 37 in San Diego 20 years ago, she needed a lot of work. "I couldn't afford to pay yard rates, so I pulled her out of the water, measured her,



went back to Arizona, and built a custom trailer for her. My brother had a semi-truck at the time, and we towed her home with that."

The 46-year-old boat sat in the desert sun for about 13 years before Claude started to work on her, at which time he built a shed so she could be partially covered.

"You can't tell from looking at her," he says, "but she needed a lot of structural work. For example, the foredeck was old and a little soft. I used half-inch fiberglass board that I glued and bolted on the bottom. It's solid now."

To make sure the bow wouldn't be damaged, he added six layers of epoxy and cloth from the stemhead fitting all the way down to the keel.

One of the boat's most unusual additions is the swim platform with a swim ladder, which can easily be lowered to sea level and raised back up. The dinghy sits atop the apparatus, as do the solar panels. The quality of work is excellent.

Claude built a horse for the main-sheet, and hard dodger that he powder coated. "I found out that powder coat-



Vik concurs with the belief that talking to people is better than texting them.



GEJA

IN LATITUDES



LATTITUDE/RICHARD

Clockwise from top left: The rebuilt compass and custom stainless cockpit table The swim platform. LED lights are everywhere on 'Camelot'. Elmer, left, with Claude. The shade supports store on the lifelines. The swim platform/dinghy hoist/solar panel support. A homebuilt monogrammed anchor.

ing isn't hard to do at all. We built our own oven using a metal frame and a tin cover. We used a weed burner to heat it. It worked like a charm. Powder coating is so much better than painting, and you don't have to wait for it to dry. It just has to cool off." Because it's so expensive to rechrome things, Claude also powder coated the port lights.

Camelot's electronics are inside the hard dodger and include an analog — no kidding — radar, an analog knotmeter, a forward-looking sonar, plus all kinds of light switches — including the new underwater lighting for the boat. Need we state that Claude made the underwater lighting — which is brilliant — from scratch?

This is not to say that Claude did everything. He had the boat's compass, a beauty by modern standards, rebuilt "by someplace back east."

For safety's sake, he had his Arizona friend Elmer Prophet make stainless steel railings. "They are taller than the

typical ones, which don't make sense because they are more likely to trip you overboard than keep you aboard."

"The stanchions and rails are double-reinforced for the bottom 12 inches and are super-strong," says Elmer.

The stanchions hold a series of long tubes, the purpose of which mystified us. "When we're at anchor, we'll assemble them to make the frame for shade screens that will enclose the entire back of the boat," says Claude.

All the winches and padeyes were so bright we almost got blinded. "I had them all rechromed," Claude explained.

Working in his machine shop, Claude built a custom cockpit table out of stainless — with a cowboy and buffalo engraved in it. He also built a custom fish-cleaning station out of stainless that folds out from the stanchion and rail, and there's a similar stainless

cleaning station in the galley.

Why stainless?

"It's what we had laying around in the shop."

The sliding hatch for the top of the companionway? Stainless.

The boat is equipped with a compost toilet. The vent is made of . . . stainless.

When we asked Claude how many hours he spent on the boat, he just laughed. Obviously it's been a labor of love.

The ancient Wayfarer Marine electrical panel was replaced with a custom panel with circuit breakers. Claude built a custom cabinet for his new SSB radio. "The old radio wouldn't work with a Pactor modem, so I got rid of it," he says.

He also got rid of the settee bunk on the starboard side, and made cabinets with carvings on them. "We have lots of storage now, but you can't imagine the time it took to make the cabinets."

Claude built a wood cabinet in front of the salon table to house the flash water heater. You can imagine what the overhead on a nearly 50-year-old boat might look like. So Claude not only did a professional job of replacing it with fiberglass board, he put in one inch of insulation.

Claude is big on bright and energy-efficient LED lights, for both inside and outside. His deck-level navigation lights are LED. His masthead light as well as steaming light and deck lights are all LED. He even put a junction box up on the port spreader in case he feels the need for more aerial lights.

"The deck lights cost about \$10 each, and they are really, really bright," says Claude. "The LED dimmers for the inside lights only cost \$5 each."

Twenty years ago Claude brush painted the boat with "a one-part Interlux polyurethane product" that we had a hard time telling from a spray job. After two decades in the desert sun, it looks

'Camelot' has a custom aluminum hard dodger that is more a hard enclosure. It's powder coated rather than painted.



LATTITUDE/RICHARD

CHANGES

astonishingly good.

Camelot has Treadmaster all around. "There was some on the boat to begin with, but it was in bad shape. And it was really hard to get off, requiring scrapers with sharp blades and lots of sanding. I put new Treadmaster everywhere. It's not cheap, but it's good."



The companionway step doubles as a galley drawer.

The engine, located behind custom-built companionway steps with a large utensil storage area, is a rebuilt Perkins 4-107. "We moved it back six inches to make some room. We tried moving some of the tanks to the starboard side of the boat for more room, but had to undo it as it had the boat heeling to one side. We thought about putting a 25-gallon tank in the bow, but needed that room for water. After all, water is more important than fuel on a sailboat."

The galley has been completely rebuilt, with a new fridge and thick insulation. "Elmer did all the stainless counters and the stove with ceramic coating paint. Works great.

Claude and Dana hope to sail to Mexico this year and stay about a year. "We're going to be full time cruisers, and after Mexico head across the pond."

— latitude/rs 12/16/2014

Benevento — Pacific Seacraft 40 The Massaro Family The Other Latitude 38 (San Francisco)

It's been more than 12,000 nautical miles since we — my husband Darold,

Darold, Dante and Jennifer. The family that cruises — and transits the Panama Canal — together, has a lot going for it.

our 10-year-old son Dante, and I — left San Francisco in late September 2013 for a two-year cruise. We sailed beneath the Golden Gate Bridge, turned left, and a little over a year later sailed under its sister bridge in Lisbon, Portugal — 'the other latitude 38'.

During the first year of our cruise we rode out the remnants of hurricane Raymond in Mag Bay, dodged a tropical depression at Cabo San Lucas, rode the bucking bronco-like Papagayo winds of Central America, got beat up by the wind and waves off the Dominican Republic, encountered a nasty thunderstorm off North Carolina, and hid from hurricane Arthur in the Great Dismal Swamp in Virginia. Other than that, our cruise has been great fun.

Truth be told, while all of those weather events were fatiguing, we never felt unsafe. And the great experiences we've had have far outweighed the challenges. We love to look back at our photos to remember all of the amazing things that we've seen and people that we've met — some of whom will be friends for life. There is a great camaraderie among cruisers that makes traveling this way so much fun.

It took us a few weeks to cruise down the coast of California, and then we spent about six weeks cruising Mexico. We loved the Sea of Cortez and the Gold Coast of the mainland, and could easily have spent our two years just cruising in Mexico. But we wanted to see more, so we made tracks south.

After a straight shot from Puerto Chiapas in southern Mexico, we transited the Panama Canal three months to the day after leaving San Francisco. The Canal is an engineering marvel. The experience of taking your own boat through it, along with a 900-foot container ship, will make you appreciate both the importance of world commerce and the relatively small size of your boat.

After transiting the Canal, we visited the San Blas Islands — which we still consider to be one of the major highlights of our cruise. The San Blas Islands are an archipelago of about 378 islands and cays, of which only 49 are inhabited. They are governed by the lovely Kuna Yala people.

Imagine the stereotypical vision you have of the Caribbean: azure seas, puffy white clouds dotting the sky, and islands with coconut palms and white sand beaches scattered every-



where. That's the San Blas Islands. There is great snorkeling around the reefs, beautiful anchorages, and enough wind to keep the mosquitoes away and the wind generators spinning. Yet the islands are behind the reefs, so the seas whipped up by the constant 20-knot winter trades break on the windward side of the reef. The waters on the leeward side of the reefs are calm and protected.

We wore our bathing suits all day in the San Blas, and slept without any coverings at night. The temperature is so comfortable all the time! We anchored in 10 feet of water that was so clear that we could easily see that our anchor was set correctly. Although the islands are isolated, fresh supplies were delivered to our boat by Kunas in dugout canoes.

The trades continually charged our batteries and ran the watermaker, and there wasn't any laundry to do. It was so nice it makes you wonder why anybody leaves! As it turns out, we met a few cruisers who have been on the hook in the San Blas for years — and have no intention of ever moving on.



IN LATITUDES



PHOTOS COURTESY BENEVETO AND JAMAICA TOURISM



Clockwise top left, from the first year of the cruise: Dante with a new discovery. One of the San Blas Islands, a trip highlight to date. Beautiful YS Falls in Jamaica. Dante plays with an unidentified toy. Swinging on a halyard over turquoise water. A visit to the Bob Marley Museum.

Our next stop was the Greater Antilles, starting with Jamaica. It was a seven-day beat against the trades to make landfall, but it was definitely worth it, mon. Jamaica is off the beaten cruiser's path, but it was lovely, the food was delicious, the people friendly, and the music as great as you would expect. And it wasn't crowded.

We stayed in Montego Bay for a little over a week, taking a road trip inland to see some of the wonderful sights. We happened to be there for Bob Marley's birthday celebration, and attended a reggae concert in his honor in Negril, the self-proclaimed 'Capital of Casual'. Needless to say, there was a lot of smoke in the air at the concert. "Are we going to get cancer because of the smoke?" our son asked. "No," we replied, "but we might get the munchies."

We also went on a riverboat tour to see crocodiles, jumped off rope swings at YS Falls, and had our fill of Jamaican

patties, Red Stripe beer, fantastic fruits and vegetables, and all kinds of 'jerked' stuff.

After Montego Bay, we spent several days anchoring along the north coast on our way to Port Antonio, which is a beautiful and protected harbor. Port Antonio has a lot of nice attractions within walking distance of the anchorage and yacht club, as well as a wonderful vegetable market, restaurants and an ice cream shop.

We took another road trip to Kingston to visit Port Royal, the former pirate capital of the Caribbean, and the Bob Marley Museum. Both were well worth the visit. By the way, being on the roads of Jamaica was more dangerous than anything we've faced at sea.

Our next stop was San Juan, Puerto Rico, where we would

meet up with friends. It took us 12 days to get from Port Antonio to San Juan because it was upwind against the trades. On the way we got pinned down by near-gale-force winds for several days on the coast of the Dominican Republic near Cabo Beata. The anchorages we stopped at were beautiful, and we passed the time swapping recipes with other cruisers.

We had a great time exploring the walled city of Old San Juan, which has fantastic forts. We even took a seaplane ride over Old San Juan to get another perspective of this amazing city.

The Spanish Virgins is the Tourism Board's name for Culebra, Culebrita and Vieques, all of which used to be owned by the U.S. military and therefore had been off-limits. Because of that, there aren't anywhere nearly as many boats as at the 10-mile-distant U.S. Virgins. Nice.

Culebra is a laid-back island of just 2,800, and it has some of the most beautiful beaches in the Caribbean. Playa Flamenco, a large half oval of a white sand beach with palm trees and crystal clear azure water, certainly fits that bill. A tank tastefully spray-painted with graffiti on the beach is an incongruous remnant of the former military occupation. The beach isn't crowded and the snorkeling is fabulous. The beach at the nearby island of Culebrita is even less crowded, and just as beautiful. Hawksbill turtles frequently swim through the anchorage.

We met a cruiser at Culebrita who told us that after 21 years of cruising all over the Caribbean, it's his absolute favorite spot. It was also at Culebrita that someone on a passing boat yelled out to us: "Didn't I see you guys in the March 2013 issue of *Latitude*?"

After Culebrita it was decision time. Where should we go next? One choice would have been to continue east toward the U.S. and British Virgins, and maybe even as far as St. Martin or Dominica. But that meant we would have to double back to sail to the East Coast. Our insurance required that we be in Georgia

Some think that the 'Spanish Virgins' has some of the most beautiful anchorages in the Caribbean. It's hard to argue with Playa Flamenco.



CHANGES

by June 1, So we headed toward the Bahamas instead.

More next month, including our trip across the Atlantic to Portugal.

—jennifer 12/01/2014

The Splash /BB Blast/ PFPSRFC Riviera Nayarit, Mexico

The mainland cruising season officially opened on the Riviera Nayarit half of Banderas Bay on December 12 with the grand reception at the chic Eva Mandarin beachfront restaurant and bar in La Cruz. Hosted by Riviera Nayarit Tourism, there were free t-shirts, food and beverages, live music, and a bonfire, all of which attracted 200 new, old and former cruisers. The bonfire was for effect only, as it was in the high 70s well into the evening.

Sunday the 14th was the start of three days of Banderas Bay Blast rally-racing. The first 'race' from La Cruz to Paradise Marina and back had to be cut short because of a lack of wind. But it was beautiful out on the water, and the sailing was followed by the traditional 'Water Balloon Drop for Pizzas'.

The second race from La Cruz to Punta Mita was a beaut, for after light winds in the very early going, it blew up to about 17 knots on the typically flat waters of the Bay. The stars of the day were doublehanders Barry and Sylvia Stomp and their totally rebuilt dark-blue hulled Hughes 48 yawl *Iolani* from Sausalito. Although not familiar with the area, the couple were the first to tack to get inside the classic shift, and thus crossed the finish line first by a comfortable margin.

The 'racing' was followed by the initiation of new members into the Punta Mita Yacht & Surf Club, with new Commodore Debbie Monnie Rogers of the San Diego-based Deerfoot 62 *Moonshadow* swinging the initiation paddle with skill — and an alarming amount of enthusiasm.

The final rally race of the Blast was **Lifetime membership in the prestigious Punta Mita Yacht & Surf Club is inexpensive — \$1. But when Debbie is commodore, it can be painful.**

the 12th running of the Pirates for Pupils Spinnaker Run for Charity from Punta Mita to Paradise Marina, preceded by a dance performance by local kindergarten children, who are among the main beneficiaries of the event. Until the last few miles of the 'race', when the wind got light and shifty, and the brilliant blue skies were overtaken by some gray, it was a typically fabulous Banderas Bay spinnaker run. This was followed by a wrap-up party at the Puerto Vallarta YC.

As great as the sailing was, the fundraising was even better. All proceeds — and we mean all — go to the kindergartens, special needs schools, and medical programs in the Punta Mita area. Ronnie 'Tea Lady', the very incarnation of probity, accepts requests for needed materials from the organization, then buys them herself at the best prices. If only all charities could be half as transparent and efficient. One thousand dollars was donated in the name of the participants in the 2014 Baja Ha-Ha.

Both the Marina Riviera Nayarit in La Cruz and Paradise Marina in Nuevo Vallarta deserve shout-outs for donating overnight berthing to participants, as does Frascotti's Restaurant at the Marina Riviera Nayarit, for donating adult beverages.

The only real bummer of the event is that only 15 of the hundreds of sailboats in the area participated. Sure, some folks were dealing with repair issues and other distractions, and others were out of town. But to have a boat and miss the chance to sail with — not against — other great folks in some of the most pleasant sailing conditions in the world . . . well, that strikes us as unfortunate. As such, the clear winners in the event were all who participated.

— latitude/rs 12/20/2014

Cruise Notes:

Mexico on sale! Thanks to the plunge in the price of oil and other factors, the Mexican *peso* plummeted to 14.78 to the dollar on December 16. Exactly one month before, it had been 13.50 to the dollar, meaning cruisers pretty suddenly got a 9.1% discount on everything. Everything but marina slips, where the prices are usually in dollars, not *pesos*.

"We're now nine months into our around-the-world sailing adventure with the World ARC," report Charlie and Cathy Simon of the Spokane- and Puerto Val-



larta-based Taswell 58 **Celebration**. "We just came back from a wonderful safari in northern South Africa, during which time we took a ride on an elephant."

The **World ARC** circles the globe in 15 months, starting and finishing in St. Lucia. Despite the fast pace and the approximately 20k entry fee, the World ARC and similar rallies are quite popular. Forty-two boats are participating in half or all of the World ARC 2014-2015 in which the Simons are sailing. Nine of the boats are from the U.S., and seven boats in the fleet are multihulls.

Shortly after President Obama announced plans to "defang" the already partly defanged embargo on **Cuba**, which would almost certainly lead to more normal relations, Jose Escrich, Commodore of the **Hemingway International Yacht Club**, made his thoughts known.

"It's my greatest desire that the normalization of the diplomatic relations between our two countries would give us



KATRINA LIANA

IN LATITUDES



ALL PHOTOS/LATITUDE/RICHARD



Scenes from a Blast on the Riviera Nayarit, clockwise from top left: The bonfire wasn't needed for heat; Barry and Sylvia's 'Iolani'. 'Joyride' and 'Sea Level'. John and Debbie's Deerfoot 62 'Moonshadow', with 'Bright Star' in the inset. Grabbing for pizzas. 'Veleva' and another boat on the run.

the opportunity to strengthen the already friendly relations between our club and the American boating community and to organize boating events," wrote the old friend of *Latitude*. "We are already very happy to have friendly relations with dozens of American yacht clubs, and already represent the Seven Seas Cruising Association, the Texas Mariners Cruising Association, and the International Game Fish Association in Cuba. I am also Honorary Conch & Citizen of the Fabulous Florida Keys."

Just so nobody gets the wrong idea, Cuba is not even remotely ready to welcome countless U.S. mariners, almost all of whom have no concept of how impoverished Cuba is, and how instilled the 'everything not specifically allowed is prohibited' authoritarian mindset is. It's going to take some time.

It's lucky when you're a cruiser who lives on the West Coast. Want proof? **Cam Lewis**, noted maxi cat racer, reported that he was about to depart Newport, Rhode Island just before Christmas on an unnamed Gunboat catamaran for the 1,500-mile-distant Virgin Islands. "It's frigid up here," he reported. By that, he meant the Newport highs were about 40 degrees and the lows were about 30 degrees.

The only good news for Lewis and crew was that about 24 hours into the trip they would be in the Gulfstream, where the tropical water would warm the low-altitude air. Ah yes, the Northeast, where sailors headed for the tropics have to be worried about *both* hurricanes and winter snow storms.

Here's why technology sometimes drives us crazy. Just before our leaving on the Ha-Ha in late

October, a familiar face stopped by **Profligate**. We couldn't immediately place the face because we hadn't seen it in nearly 30 years.

After being given some hints, we realized that it was 'Fearless Fred' Denton, whom we hadn't seen since our Clipper Yacht Harbor days in Sausalito in the early 1980s. So we whipped out our brand-new iPhone 6+ and recorded a short interview and took a number of fine photos. We don't know whether it was operator error or



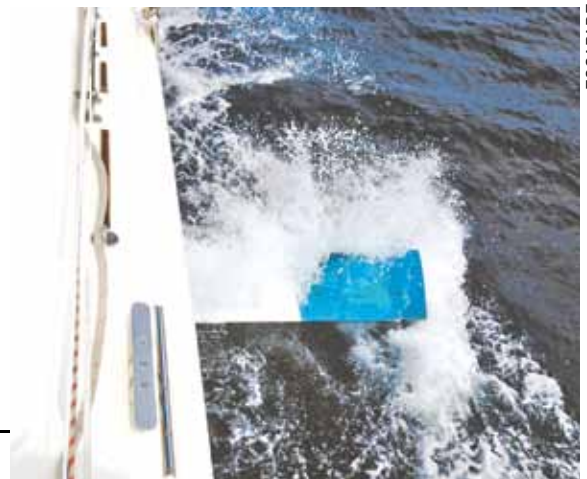
Fearless and fit Fred is going for a third.

a crap app, but the entire interview and all but one photo were lost. Grrrrrrrr!

What we can tell you from memory is that Denton had been in the military, and then had worked everywhere from Wall Street to Alaska. After showing up in Sausalito, he did two circumnavigations with his Tartan 37 **Francesca**. For the last decade or so he's been living in Las Vegas, where despite being in his sixth decade, he was hanging off the side of skyscrapers doing construction. Fred admitted he was by far the oldest guy doing that kind of risky work, but explained "I'm not your average guy." No kidding. For despite approaching 74 years of age, he does three sets of 50 push ups every morning.

Fred's big news was that he recently bought a used Nordic 40, christened her **Serafina**, and is heading around the world for the third time. "It will be interesting to see how it goes, as I haven't done a circumnavigation in 20 years," he said.

"We broke both our daggerboards sailing in rough seas from our boat's **Something doesn't look quite right here. Aren't daggerboards supposed to go down rather than sideways? This can't be effective.**



ESCAPADE

CHANGES

summer home in Curaçao to St. Barth in the Eastern Caribbean," report Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 **Escapade**. The replacements cost \$9,300, plus shipping from France. Ouch! St. Barth looks good despite losing 42 boats when its residents were somewhat surprised by hurricane **Gonzalo** in mid-October. One boat is left half submerged in the harbor, two are on the rocks at Public Beach, and one is on the rocks at *quartier* Corossol. While walking around the inner harbor of Gustavia this morning, we noticed a lot of damage to the smaller boats moored to the quay. The anchorage is quiet, but it is early in the season.

"The bigger concern right now is the spread of infections from the **Chikungunya virus**," the couple continue. "Our friend Alf, who has done a lot of work on our cat, told us over 1,000 people on the island of 12,000 have been infected. The virus, which causes severe headaches and immobility for two to seven days, followed by weeks, months or even years of joint pain, has hit the British Virgins and is bad in St. Martin, too. It's scary



ESCAPADE

Boats left on beaches aren't a pleasant sight. Not for the boat owner, the people with views of the beach, or the tourism industry.

because there is nothing you can do but try not to get bitten. The supposedly good news is that the mosquitoes carrying 'the Chink' are only out during the day, but — whoa, you wouldn't believe the mini/micro skirt that just hopped out of the Bar d'Oubli! — the bad news is the

nighttime mosquitoes carry the dengue fever."

'The Chink' has reportedly made its way to the mainland United States.

Aussie news sources report that the four-person crew of the Moody 54 **Red Sky** were taken aboard the tanker *British Loyalty* December 13 after their sailboat began sinking about 14 miles off Evans Head, New South Wales, Australia. Bilge pumps could not keep up with the inflow of water after the boat hit an unknown object. The crew set off their EPIRB at 3 a.m. Before a rescue helicopter was able to get to the boat, the oil tanker already had the stricken boat in its lee. Despite 30 knots of wind and 10-foot swells, all four sailors managed to scramble up rope ladders to safety and *Red Sky* was left to sink. Much to the surprise of the crew, though, she drifted ashore near Evans Head intact, but was soon heavily stripped.

If the boat name **Red Sky** sounds familiar, it's probably because Aussies John and Leanne Hembrow, known for their boundless energy and enthusiasm,

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

TAHITI CUSTOMS POLICY

Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.

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



Professional boatyard in the heart of Paradise



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) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiateacarenage@mail.pf

had sailed her in the 2010 Baja Ha-Ha. However, reader Mark Reed reports that they sold the boat to one Michael Cramb a year ago.

By the way, do you have a chart posted in plain view showing **the location of all the thru-hulls** on your boat? It's a good idea best appreciated in an emergency.

Protecting the **"liberty" of convicted Somali pirates**. It's being widely reported that France has been ordered by the European Court of Human Rights to pay compensation to convicted Somali pirates. The court said France violated the rights of the pirates — who took hostages from French ships — by keeping them in custody 48 hours too long, even though most of them were later convicted. One of the nine men is to receive 9,000 euros, while others will get up to 7,000 euros. The gang had held French citizens hostage after seizing a cruise ship and a yacht in 2008. The French military captured 12 pirates on the Somali coast in two operations, after the hostages had been released for ran-

soms of around 1.8 million euros. The extra 48 hours of custody on French soil violated the pirates' rights to liberty and security under the European Convention on Human Rights, the court ruled.

The installation of **Profligate's** new hardtop required **165 4-inch bolts** and the same number of washers, lock washers and acorn nuts. We wanted to buy them locally in Northern California, so we called Fasco Fasteners in Alameda. Unlike a few years before, they wouldn't sell to us peons, so we spent \$500 with McMaster-Carr of Santa Fe Springs. Rich and Sheri Crowe, who ran the S&S 65 **Alaska Eagle** for decades, and who are now building a home near Glen Ellen, always raved about McMaster-Carr. "They've got everything and deliver fast," they said. They sure did for us.



Over 750 fastening items slipped right through customs. They would have been duty free anyway because of the \$500 allowance.

Then we had to get the stuff to Puerto Vallarta. The collection of fasteners weighed about 35 pounds, but fit nicely into an old Pelikan camera case and was only a couple of pounds overweight when put into a rolling duffel. Our next concern was whether customs in Mexico was going to hit us up for duty. It turned out to be a non-issue for three reasons: 1) We got a green light when we pushed the button at customs, so they didn't

SPECTRA WATERMAKERS

415.526.2780 www.spectrawatermakers.com

After crunching the numbers, real cruisers choose Spectra.

Up to 8x more energy efficient than the competition.

That can add up to thousands in fuel savings or a smaller solar array, wind generator, or battery banks.



CHANGES

even inspect our bags. 2) Even if customs had found the fasteners there wouldn't have been any 16% duty owed because 3) It turns out that if you arrive by air or sea — but not land — you get to bring in \$500 worth of stuff in addition to your personal belongings, duty free. You are supposed to have a receipt for the stuff to prove the value. The exemption does not apply to booze, ciggies or fuel.

What we'd like to hear about now are the experiences cruisers have had trying to bring in expensive replacement stuff — outboards, engines, watermakers, electronics — duty free into Mexico because they have a Temporary Import Permit.

"We got a first-hand opportunity to learn about the quality of Mexican health care when 'Stewball', one of **Moonshadow's** Baja Ha-Ha crew, fell in the cockpit and injured his rib." report John and Debbie Rogers of the San Diego-based Deerfoot 62. "He gave us a scare a day after the fall, as he fell into near unconsciousness, necessitating an ambulance ride to the emergency room of the extremely clean San Javier Hospital in Nuevo Vallarta. Stewball was given a



MOONSHADOW

After a fall and later passing out, Stewball got a complete check-up at the shockingly modern San Javier Hospital. He's fine.

CAT scan to see if there had been any damage to his organs, X-rays to see if his rib was broken, and blood tests for something else. He also had a consultation with an orthopedic surgeon. We were all

impressed with the modern facilities and health team ready for any emergency. Fortunately, Stewball's organs and bones are fine, and he's now recovering aboard *Moonshadow*, dreaming about the SUP competition at Turtle Bay during next year's Ha-Ha.

Donald Mitchell of the Bayliner 32 **Sarah Ann**, a two-time commodore of the Club Cruceros, passed away in his sleep on December 6, an indirect victim of hurricane *Odile*. The 69-year-old former resident of Sunnyvale had been a stalwart of the club until he slipped on a tile and hit his head in October while cleaning up debris from *Odile*. He underwent emergency brain surgery at the Fidapaz Hospital in La Paz to relieve the pressure of a hematoma. Although Mitchell officially came out of the induced coma, he never really woke up. He was life-flighted to a hospital in the Bay Area several weeks later, where he would ultimately pass away.

'Cut the red tape', seems to be the mantra of **Joko Widodo**, who in late October was inaugurated as the seventh

SAIL NAKED

Just leave your Hydrovane on

Totally independent self-steering windvane **AND** Emergency rudder... in place and ready to go.

- No lines to the wheel
- No power consumed
- No worries - the ultimate redundancy for offshore
- Mount off centre
- Your best crew member ... doesn't eat, sleep, or care what you wear!



ECHO Tec Watermakers
watt&sea

HYDROVANE
SINCE 1968

www.hydrovane.com

STEERING THE DREAM

NEW SEA OF CORTEZ MARINA



On beautiful and protected bay of Altata.



- Full Service Marina
- Wifi
- More

Bill K. Heimpel,
Harbormaster
VHF 16

011-52-672-854-7371 • 011-52 (1)672854-7157 cell

www.islacortes.com/marina

president of Indonesia. The 'Peoples' President' somehow managed to defeat the candidate backed by wealth and entrenched interests, and is determined to crank up the Indonesian economy. One of the ways is by — duh — cutting the bureaucratic red tape required to do things like start businesses and allow cruise ships and yachts to enter the country. The owner of a yacht currently needs to get permission from at least 16 institutions to visit Indonesia. Sixteen! You can imagine the time, expense and frustration.

"The government will expedite permitting for yachts wanting to enter the country's ports, from taking weeks to taking only one day, with an online one-stop service protocol under the management of the Foreign Ministry," said Coordinating Maritime Affairs Minister Indroyono Soesilo. The government is also planning to lengthen the time yacht permits would remain valid, from a period of six months to a whole year of multiple entries." Maybe the Schengen Area countries of Europe, where Ameri-

cans have to leave for three months after visiting for three months, should hire Widodo as a consultant. By the way, the new president has also vowed to stop the destruction of rain forests. As you know, Indonesia has the fourth largest population in the world and the largest economy in Southeast Asia.

There is nothing like a newly painted boat. Starting in 1995, Bill Anderson, formerly of Squaw Valley, started what would turn out to be six years of hard work building his canary-yellow Hughes 36/38 **Feet**, the hulls of which are three layers of 1/8" doorskins. He then sailed to Mexico, where he's been living happily on about \$500 a month. Having come into some money, he decided to have Sea Tek of La Cruz remove all the gear



'Feet' about to get wet once again. She has a very long bowsprit that Anderson only broke twice on San Francisco Bay.

from the hull and deck and give the cat a shiny new paint job. He also got a new sled-mounted outboard and a power windlass.

"The windlass should add at least another five years to my cruising career," Anderson told us. He also said he had no regrets in life — "other than the four years I worked for IBM". He later became a ski instructor, his most famous student being Sonny Bono. Most of you

CRUISING SOUTH?

Need Power? We Can Help!



PACKAGE DEALS!

Sales and Service -

- HO Alternators & Pulley Kits
- Wind Generators
- Solar Charging Systems
- Watermakers

**FIRST WATCH MARINE
(619) 916-1730**

www.sandiego.marinesmartenergy.com



**Dream Big. Travel Far.
Let Alpenglow Light Your Way!**
Legendary Customer Service Since 1988

- LED Overhead Lights in Two Sizes
- LED Reading & Berth Lights



(406) 889-3586

WWW.ALPENGLOWLIGHTS.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



**1,000 Used Sails
Listed at
minneysyachtsurplus.com**

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS
1500 Newport Bl., Costa Mesa, CA
949-548-4192 • minneys@aol.com
"We keep boating affordable!"

CHANGES

know that the less famous half of Sonny & Cher died as a result of skiing into a tree. Oh well.

Bill Lilly of the Newport Beach-based Lagoon 470 **Moontide** reports that the immigration office in Cabo San Lucas — like many government offices in Mexico — would be/was closed from December 20 to January 5 for Christmas vacation. "They posted a sign on their door saying that those needing docs should go to the airport in Cabo."

"In late November, we returned from six weeks aboard our boat in the Puerto Escondido area, then caught up with the November issue of *Latitude 38*," write Dave and Merry Wallace of the Redwood City-based Amel Maramu **Air Ops**. "In the *Changes* section, there is a letter from an anonymous cruiser sparking the debate as to whether Fonatur, with its mooring balls taking up so much room, has ruined Puerto Escondido as a hurricane hole. A worthy debate, perhaps, but the letter contains some inaccurate information.

"It's true that right now there are only about 10 moorings that are safe in the harbor, but Fonatur is ready to

completely renovate the entire mooring field. They have the chain, shackles, buoys, pendants and floats — all U.S. stuff — and the money to pay Carlos, a professional diver, to do the work. This, of course, will not improve the situation regarding being able to lay out an extremely long anchor line, but that shouldn't be needed if the moorings are all redone.

"The writer was correct that three boats on Fonatur moorings did go ashore, but each one went off the mooring after their own lines chafed through. One mooring in the inner harbor did fail, but it was a private mooring left from the old days, one that a cruiser who normally moors in the Waiting Room took for the storm. *Air Ops* was on a Fonatur mooring for Odile — as well as Jimena in 2009 — and had no problems.

"In many regards Puerto Escondido is," the Wallaces continue, "in sort of a down cycle mess, but hopefully the corner is being turned and things will get better. Hey, there's hot water in the

showers for the first time in about three years! Now if Pedro will just return and open his restaurant again . . ."

A boat owner putting his/her boat on an unknown mooring is an enormous act of faith. Unfortunately, too frequently that faith isn't justified. In recent memory, for example, we can recall a catamaran at Niue, a monohull at Dominica, and a catamaran at Tahiti, all being set free after trust was put in recommended mooring balls. Two of the boats were complete losses.

And is it just us, or does it seem as though many of the moorings at **Puerto Escondido** are perpetually in need of replacement or renovation? And if a place has over 100 moorings — about 75% of which are never used — what's the point of 75 unneeded ones? That said, we hope that Puerto Escondido will rise again, for we started our Mexico cruising from there in 1977 when it was still a magical little spot with room for everyone to anchor.

The **cruising season** is in full bloom, so we'd love to hear from you. No need to send a book-length submission; a photo or two and a short note is fine. Thanks.

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.marinelapaz.com
Apdo. Postal 290, La Paz, 23000
Baja California Sur, Mexico

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

BEST COVERAGE

MARINE INSURANCE

For active cruising and coastal boats world-wide including Mexico, Hawaii, South Pacific and the Caribbean Sea.



CALL (866) 463-0167
or visit
www.bluewaterins.com
Get a Quote – It's Worth It!

weatherguy.com

Worldwide Marine Forecasts

Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
(808) 291-WXGY (Mobile)
(808) 254-2525 (Office)
(808) 443-0889 (Fax)



970 N Kalaheo Ave
Suite C-104
Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

DeWitt

Last year sure sailed by fast!

Happy New Year to all.

DeWitt Gallery & Framing
Jim, Sallie, Pam and Bryan



DeWitt Art Gallery & Framing ☎ (510) 236-1401 ☎ pam@jimdewitt.com
 Online Stores: www.jimdewitt.com ☎ www.DeWittAmericasCupArt.com

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S
KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
 19°40'20" N

TOLL FREE **888-458-7896**

www.gentryskonamarina.com

The friendliest boatyard in Hawaii

Available
 Now!

KISS-SSB

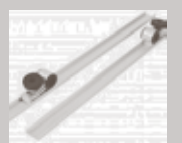
The Simple, Proven
 Marine SSB
 Ground Plane



- Easy to install
- Superior performance
- Fiberglass/wood boats
- Sail or power

See
www.kiss-ssb.com
 for more info or to order.

(360) 510-7885



SLIDING PIVOT SUPPORTS
 Solar panel rail mounts,
 pivoting, adjustable slides



TEAK SEAT
 Teak seat, collapsible, fits
 straight rail or in corner,
 swing-down support leg



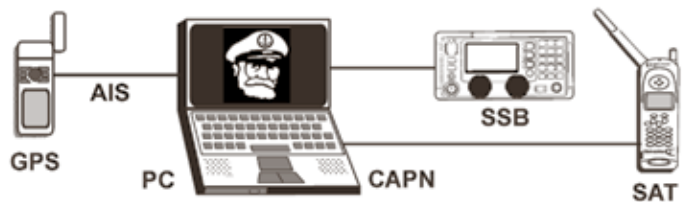
COCKPIT TABLE MOUNTING
 HARDWARE KIT
 Lightweight, anodized
 aluminum, adjustable,
 collapsible, easily removable.
 Extra base plate to use
 the table in both cockpit &
 salon. Tabletop available
 in StarBoard, teak or make
 your own. Solar mounting
 hardware available, too.

HOTWIRE ENTERPRISES
www.svhotwire.com



Phone/Fax 727-943-0424
 e-mail: hotwiregam@aol.com

Specializing in Complete Packages



SEATECH SYSTEMS™

800.444.2581 · 281.334.1174
info@sea-tech.com · www.sea-tech.com

Navigation, Communication & Weather

Please read before submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **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**

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people - not shopping - and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 - or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

it is **ALWAYS** the **15th at 5 pm**

for ad to appear in the next issue.

Due to our short lead time, deadlines are very strict and include weekends & holidays.

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

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 a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

22-FT J/70, 2014. Grass Valley. \$49,500. Like-new J/70 for sale, loaded with extras including trailer, 2 sets of Quantum sails, brand new and 8 months old, full Harken travel covers, ready to race. Contact (530) 575-0261 or swmack@gmail.com.

24-FT STONE HORSE. By Edie & Duff, 1976. Alameda Marina, CA. \$14,000. 2005 new Beta Marine 14, Awlgrip hull and mast. New 2014: standing and running rigging, staysail, two furlers, shaft, prop, stuffing box, bottom paint, berth cushions. Contact flickasf@aol.com or (510) 703-7050.



22-FT SPINDRIFT, 1984. San Francisco. \$7,500/firm. Excellent trailerable sailboat. Totally rebuilt - new sails, rigging, mast, electrical, GPS, depth, cover, and more. Includes trailer. 9.9 Bigfoot Mercury outboard - electric start/autotilt. Comfortable cabin, stable, easy to sail. Perfect on extended trips. Sailed: Great Lakes, California, Arizona, British Columbia. Reviewed in *Small Craft Advisor Magazine* Jul/Aug 2013. \$30,000 invested. Must sell due to medical condition. (602) 264-8100.



25 TO 28 FEET



27-FT HUNTER, SEQUIM, WA. \$8,500. Well maintained. Yanmar 8hp diesel, tiller steering, galley, head, sleeps 5. Hauled 2013 anti-fouling paint, new anodes. All new SS standing rigging installed 2014. Includes Garmin GPS, Autohelm, VHF radio, upgraded electrical systems, all safety gear, 140 genoa, West inflatable dinghy. Boat in great sail-away condition. Contact (360) 582-9150 or (208) 451-4490.



25-FT NORDIC FOLKBOAT, 1992. SF Marina-East. \$18,800. Nordic Folkboat US 115, built in 1992 at Classic Boatworks. Fiberglass hull, wood cabin house. Very good condition. Raced in fleet. Possible berth transfer. Call (415) 271-6267.

28-FT NEWPORT, 1981. Alameda OYC. \$7,500. Universal M3-20 18hp diesel. Bottom job 1/2014. Asymmetrical spinnaker, sock, pole. Roller furling jib. Tiller pilot. Head and holding tank. Good weekend Bay boat. (209) 988-4260 or (209) 605-0018 or margabel@yahoo.com.

28-FT WYLIE HAWKFARM, 1977. Sausalito. \$7,500. A classic in great sailing shape! New bottom March 2014. Good sails New running rigging, etc. A great choice for shorthanded racing or cruising! Ready to go for the New Year! (415) 845-6309 or oceanslogic@gmail.com.



27-FT CAL 27-3, 1985. Coyote Point. \$8,000. Halsey Lidgard main, 3 jibs. Awesome Bay boat, good condition. Fin keel, fast and fun. Yanmar 1GM, but won't start. For more info lkang@sbcglobal.net or call (650) 464-9797.

27-FT ANTRIM, 1999. Pt. Richmond. \$33,500. *Always Friday* is for sale. Great race record - both ocean and Bay. Recent standing rigging and running rigging replacement. Navigation instruments (no wind) and GPS. Zieman tandem trailer. For more info Liebenberg27@gmail.com or call (925) 989-2747.

24 FEET & UNDER



16-FT BALBOA, 1983. Fortman/Alameda. \$2,200/offer. Daysailer/overnighter. Main, jib, genoa. Electric motor/oars. Lots of gear. Great first boat. Sleeps 4. Easy to sail. Singlehanded-rigged. Overbuilt and solid. Trailerable/no trailer. Rare boat/good condition. Call (408) 718-8447.

WOODRUM MARINE

Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

CARPENTRY
Mobile cabinet shop
Contact Lon Woodrum at:
415-420-5970
www.woodrummarine.com

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services

Local closing facility for brokers or private transactions

30 years experience of doing it right the first time

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

Capt. Alan Huguenot • (415) 531-6172 • Accredited Marine Surveyor

ASA Certified Offshore Sailing Instructor

Power boat handling & docking, single or twin screw,
35 years sailing sloops, ketches, schooners & catamarans

SF Bay or Coastal • Accepts all credit cards





26-FT MARIEHOLM. International Folkboat 2149, 1975. Richmond Yacht Club. \$18,000. Boat purchased new. Original owner. Never abused; always finished near last when raced (not the boat's fault). In excellent condition. Original finish, fiberglass hull, aluminum spars, rigid vang, self-furling jib, Dutchman system for main, two spinnakers and poles. Autohelm, toilet, Volvo factory MD-7 diesel, dodger, full and sail covers. I love this boat. Wife threatens divorce if no ad! Contact me at (415) 297-7262 or (415) 775-5131 or email arhat60742@mypacks.net.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$26,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://www.sites.google.com/site/norsea27forsale/home?> Contact (831) 345-9384 or email lewiskeizer@gmail.com.

29 TO 31 FEET



30-FT ERICSON, 1986. Redwood City. \$17,900. Good singlehanding with self-tacking jib. Harken roller furling. All lines led to cockpit. Raytheon autopilot. Main sheeting traveler on cabin top. Universal M-18 diesel. Teak and mahogany interior. Call (408) 243-2659.

30-FT PEARSON, 1974. Brisbane, CA. \$11,250. Shaw design. Performs well in all points of sail. Hand-laid fiberglass hull. Main, 3 headsails, well maintained Atomic 4. Mast pulled, rewired, rigging done. New bottom 2014. dodger, new head, Autohelm. For information, email bh.hackel@gmail.com.

31-FT HUNTER, 2008. Sausalito. \$76,500. Perhaps you sailed her and loved it, now you can own her! *Gute Fahrt II*, always professionally maintained, great condition, one-year-old main and bottom paint, dodger, wheel steering, Yanmar diesel, in-mast furling main, roller furling jib, completely outfitted with everything you need for a great daysail or weekend on the Bay/Delta. Call (916) 424-0444 or barmo@hotmail.com.

30-FT CAPO, 1984. SFYC. \$15,000. A Carl Schumacher-designed racer/cruiser with standing headroom. Boat is in great shape, but the mast has a crack and needs to be replaced. Great value for project-minded buyer. <http://www.tinyurl.com/toybox1>. Call (415) 488-3317 or pjcampfield@yahoo.com.



30-FT FISHER MOTORSAILOR, 1977. Benicia. \$58,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow-thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. *MaxSea* sails and powers well; even trophyed in 2014 Jazz Cup! Rare documented 9-ton classic. More information at <http://www.fog-northamerica.org>. Call (916) 719-9355 or micgoose@aol.com.



31-FT FAR EAST MARINER, 1972. Brickyard Cove, Pt. Richmond. \$34,000. Capable cruiser. Thoroughly restored in Bay Area between 2003 & 2010. Full-keel ketch, solid glass hull insulated between deck and waterline, encapsulated ballast. New chainplates, standing & running rigging. Monitor windvane. Lowrance Chartplotter, HD radar, Standard Horizon AIS, Icom M710 SSB. Has called on Mexico, Tahiti, Alaska with current owner since 2010. Consider if you want to go... More information online at <http://www.figure8voyage.com/a-capable-cruiser-for-sale/>. Call (415) 999-7698 or email reeves0802@gmail.com.

30-FT CATALINA, 1979. South Beach Harbor. \$14,900. *Saba Run* has over \$13,000 of upgrades including a newly rebuilt Universal M-18 diesel, wheel steering, furling jib, oversized winches, new lifelines and upgraded interior. More info at <http://www.sabarun.com>. Contact (650) 380-0401 or sabarun@roweweb.net.

32 TO 35 FEET



35-FT CHEOY LEE. Robert Perry design, 1981. Barra de Navidad, Grand Marina. \$25,250. Price just DROPPED on this actively cruised and upgraded sailing classic, because our circumstances dictate we must change our plans. *Encore* is ready for you to step aboard and enjoy this season sailing Mexico. EVERYTHING is onboard, from dinghy and outboard, new radar, EPIRB, pots and pans, PFDs, and more! Check out all details, we may take a small trade. More information at <http://www.integratedmarketings.com/sailboat-4-sale>. Call (916) 458-1882 or espiritu430@yahoo.com.



32-FT FUJI, 1976. Sausalito. \$18,500. A project boat you can have fun with right now. Nearly new Beta diesel. New head and sail covers. Good sails with furling jib. Hot/cold pressure water. CNG stove. Everything works. Needs new wood in cockpit and paint. Call (415) 272-1602 or ashirek@sbcglobal.net.

35-FT J/105, 1998. Berkeley Marina. \$64,500. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race-ready. More information at <http://www.picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email: gnuggat@gmail.com.

35-FT ERICSON, 1977. Stockton. \$21,000. Ready to cruise or race. New 110 jib on new roller furling. Wheel steering, Garmin GPS/radar, autopilot, wireless wind indicator. Garhauer boom vang, low engine hours, many extras. Call (209) 478-3474 or b_mohr@sbcglobal.net.



33-FT CS, 1981. Sausalito, Ca. \$15,000. Sails fantastic. New mainsail, autopilot and new two-burner stove. Interior needs some cosmetic fixes and upgrades. Great opportunity to get into a fun sailing boat at a good value. Email wagskim@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. Contact by phone at (650) 303-3901 or (650) 712-1425 or email: pgclausen@gmail.com.



33-FT HOBIE, 1983. Healdsburg, CA. \$16,500. Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single-/doublehanding. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter. About the biggest bang for your racing buck. Contact by phone (707) 433-3692 or email: dijon1@sonic.net.



35-FT RM1060, 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition: high-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. Contact travesiagalicia@gmail.com or (521) 551-268-4306.



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

Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net



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

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.
Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. Contact (626) 410-5918 or ngolifeart@gmail.com.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest333.info. Please contact if questions. (707) 832-3734 or (707) 725-2028 or email krs1147@aol.com.

35-FT BENETEAU, 2006. Emery Cove Marina, Emeryville, CA. \$198,000. Excellent opportunity. Fully equipped, only has 100 hours of usage, well maintained. Pay discounted price of \$198,000 for this 98% new boat. Call Mr. Lau for discussion and viewing appointment. You could be the next lucky owner. (415) 200-7012 or lausinvestment@yahoo.com.



33-FT CAPE DORY 330, 1987. Tiburon. \$49,900. The Cape Dory 33 is a Carl Alberg-designed cutter rig with a full keel and attached rudder. Below deck, the boat stands apart from most other production sailboats. Cape Dory is made in the US and the teak interior is beautifully crafted. Accommodations are very comfortable and functional. Whether sailing offshore or daysailing, cruising in the Cape Dory 33 is comfortable and safe. The boat is well equipped for offshore sailing with a good inventory of sails. Ham/SSB, GPS, EPIRB, refrigeration, Monitor windvane. Call (415) 451-3213 or email yoslovd@comcast.net.

CATALINA 34 MK II, 2001. San Pedro. \$91,750. Loaded, well maintained. 35hp low hours, folding prop, roller furling genoa, asym spinnaker w/dowser, dodger, sunshade, cockpit table, cushions, electric windlass, Raymarine chart, radar, speed, depth, GPS, wind, Autohelm, VHF radio w/cockpit mike, AM/FM stereo-CD w/Bose speakers, BBQ, stove/oven, Ultraleather upholstery, fridge/freezer, cedar-lined lockers, safety equipment. Many extras, ready for serious cruising. Contact sail4dale@alumni.calpoly.edu or (310) 519-9119.

34-FT CATALINA, 1987. Emeryville. \$35,000. Hood sails 5 years old, Dodger, Universal 25 with 950 hours, needs electronics update but the old SIGNET stuff still works, Engine professionally maintained, along with quarterly bottom cleaning. Contact beatys2@aol.com.



CATALINA 34 MK II, 2001. Long Beach. Comfortable accommodation for seven. Walk-through transom and swim step. Many upgrades in sails and equipment for coastal cruising. See website for complete specifications: www.catalina34.com. More information at (949) 573-4225 or ahays@alum.mit.edu.

32-FT COLUMBIA 9.6, 1976. Richmond Marina. \$8,000 or best offer. Working Volvo Penta MD6B engine. Full suite of sails, including blooper. Monitor windvane. Potential great liveboard. AS IS: needs work. (510) 205-1590 or (510) 290-0797 or a-harkness@sbcglobal.net.



32-FT DREADNAUGHT TAHITI KETCH, 1973. Marina Bay Yacht Harbor, Richmond, CA. \$33,000/obo. The Tahiti ketch was the most circumnavigating boat in the world in her day. *Stardate* was custom-built to extra heavy standards by a boatyard familiar with world-capable bluewater cruisers. Well maintained, and upgraded, *Stardate* is equipped for offshore sailing. 38 feet overall with a 32-foot full keel. No offers will go unheard for this full-keeled beauty. Contact (520) 275-1641 or davidvbragg@msn.com.



34-FT HALLBERG RASSY, 2000. Emery Cove. \$150,000. Documented. Original owner. German Frers-designed. CE-certified for category A (unlimited ocean voyages) by Germanischer Lloyd. Volvo MD2030 (1100 hours), sail drive, Selden rig, windshield and dodger, teak decks and almost every available factory option: wheel steering, Webasto heater, hot water, electric windlass, Raymarine, more. KKMI-serviced. Please contact good_scout@sbcglobal.net.

36 TO 39 FEET

37-FT GULFSTAR. Mazatlan, Mexico. Gulfstar 37 AC, well equipped, located in beautiful Mazatlan. Excellent sails, strong 4-108, 10' RIB, 15hp Yamaha, Icom 706, radar, AIS, 220' chain, Rocna 45. Continually updated and ready for its next adventure. More information at: <http://www.gulfstar37forsale.blogspot.com>. Email: gulfstar37forsale@yahoo.com.



37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. Call (510) 253-5883 or email for more information: ericson37sail@gmail.com.



38-FT HANS CHRISTIAN 38T, 1977. San Carlos, Sonora, MX. \$72,000. She is rated above average on a survey done Dec. 2014. We have enjoyed her for the last 8 yrs. in the Sea of Cortez and she is ready for more. See our website for full details and contact info: www.hanschristian38.com. Call (303) 895-0383 or (303) 895-4208 or ezdaze@msn.com.



37-FT TAYANA, 1978. Redwood City. \$40,000. Got an ocean to cross? Tayana 37 in bluewater shape priced to sell. Monitor windvane, radar, big water tanks, Perkins diesel, solar panels, wind generator, etc. More information on website: <http://about.me/a.f.garcia.martinez>. (917) 628-4497 or a.f.garcia.martinez@gmail.com.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details. (925) 324-4226 or daltonm@scantonlawfirm.com.



36-FT CAPE GEORGE, 1975. Moss Landing. \$16,000. Junk rig. Solid cruising boat. Hawaii, AK, West Coast vet. North sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor cookstove, 10-ft dinghy. VETUS diesel. Lots more gear. (831) 682-1620 or svhaiku@hotmail.com.

38-FT WATERLINE, 1980. Poulsbo, WA. \$49,000. Professionally built steel sloop, 44hp Yanmar, Hase sails, So Pac vet, cruising equipped, great liveboard. For information, pictures and details email us at ironb4sale@gmail.com.



37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12v refrigeration, teak interior, no teak decks, excellent condition, many extras. (775) 345-0170 or Altajake@aol.com.

39-FT ROBERTS 40, 1980. Mazatlan. \$45,000. Ready to go cruising... AND already in Mazatlan waiting for you! Roomy, sails well. Isuzu diesel, watermaker, solar, wind generator, radar, chart plotter. New 10/2014: bottom paint, dodger, mainsail cover. For more information check <http://svendeavour-ca.webs.com/>. Contact on email: mangoman2@gmail.com.



MARINE ENGINE CO.

Complete Engine Services • Gas & Diesel
30 Years Experience • Reasonable Rates
Tune-Ups • Oil Changes • Engine Rebuilding, etc.
(415) 763-9070



Get the Reliable, Powerful Wheel Pilot

Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption

831-687-0541

www.cptautopilot.com

DAVE'S DIVING SERVICE

Hull Cleaning • Zincs • Inspections • Props Replaced
Repairs • Recoveries. Fully Insured and Marina Recommended.
(415) 331-3612 • Serving Southern Marin Since 1984



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 BETTS CARROLL FARR OD. 2005. Point Richmond. \$124,000. A carbon fiber rocket ship constructed by Jim Betts. She is super strong and stiff, and a blast to sail. *Wicked* is in excellent condition and includes the following: Lewmar deck hardware, running rigging, a carbon mast and boom by Hall Spars, B&G electronics, and a trailer. Many successful racing results in SF Bay. *Wicked* represents an excellent opportunity. Compare this boat to any other 36- to 37-ft race boat and you will not find anything comparable for the price. Contact (530) 308-5674 or (530) 583-5150 or email: john@jonescorda.com.

39-FT CAL JENSEN MARINE, 1971. Marin. \$17,500/obo. Hull #8. A sweet sailing Bay boat. Needs TLC. Yanmar 30GMF diesel, recent type 27 deep-cycle batteries, good standing rigging, metal spreaders, lines led aft, decent sails, lots of extra gear included. (925) 838-8793 or gspjsimrod@sbcglobal.net.

40 TO 50 FEET



43-FT SAGA, 1998. Ventura, CA. \$215,000. Rare West Coast offering of this sought-after performance cruiser. Meticulously cared for by second owners. Absolutely turnkey. Panda 4 kw genset, 150 gpd watermaker, Hydronic 5-station cabin heat, lcom 802 SSB, carbon fiber sprit pole, cruising spinnaker with snuffer, 200 watt solar panel, 11-ft RIB dinghy with 8.0hp and 3.3hp outboards. See manufacturer website for further specs. www.sagayachts.com. (805) 985-4532 or lanikai3@live.com.

47-FT CATALINA. \$229,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. More information at <http://adream2sail.publishpath.com>. Call (916) 607-9026.



45-FT FASTNET 45, 1974. Portland, OR. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthart45@yahoo.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$130,000. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See at: www.sanctuarycharters.com/sabbatical.ph. Contact through email: office@sanctuarycharters.com.

40-FT CAL, 1965. Alameda. \$45,000. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. Please email or call for information and pictures. (510) 507-0200 or sailorkh@yahoo.com.



40-FT MODIFIED SANTA CRUZ, 1983. Alameda. \$75,000. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. (408) 807-9630 or egs@alum.berkeley.edu.

40-FT VALIANT, 1978. Ventura. \$79,900. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. Contact (805) 754-8897 or email fsimonds33@gmail.com.



45-FT GARDEN YAWL. One off, double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or ? to finish renovation. Call (916) 847-9064 or email steve@paradigmpilgrim.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More at www.dropbox.com/sh/gxjff56ktnxvsa/4REqVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



46-FT JEANNEAU SUN ODYSSEY. 45.1, 1996. San Rafael, CA. \$119,900. Good cruiser/racer. Offshore gear, AIS, radar, plotter, autopilot, etc. Good North sails. Good engine. Clean interior. Pictures/details available at website: www.yachtsoffered.com. Contact (253) 377-1660 or sailingfans@hotmail.com.



40-FT FARR DESIGN, BENETEAU. First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$119,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! (415) 250-1942.

MULTIHULLS

22-FT FARRIER TRAILER-TRI 680. 1987. Ventura. \$10,000/obo. Builder: Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (less than 2 hours and 30 minutes - S.B. to Fry's). For more information, details and photos, email: kgarcken@pacbell.net.



40-FT SEARUNNER TRIMARAN. Vavau, Tonga. \$28,000. Famous Jim Brown design, lovely condition, at peaceful, idyllic Vavau, Tonga location. Private, secluded, rent-free mooring. Tremendous daysail / charter opportunity, or a perfect family sailing cruising home in Paradise, just a short flight away. First \$28,000 assures quick acquisition. Contact by email to royjones90@yahoo.co.uk.



35-FT FONTAINE PAJOT TOBAGO. 1997. Richmond, CA. \$139,500. A good sailing cat with panoramic views in a 3-cabin layout that is rarely found on the market! Twin Yanmar diesels low hours, roller furling, lazy jacks, autopilot, windlass and super clean inside and out! All lines led aft and well suited for offshore passages. Must sell for health reasons. For more pictures and info go to: <http://db.tt/jPk023zW>. Contact: (510) 253-5883 or tobago35cat@gmail.com.



52-FT MODIFIED TENNANT. Blade Runner, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sail catamaran on the West Coast, for sale to a good home. See more at <http://afterburner.gibbsCAM.com>. Contact: (805) 377-1789 or afterburner@gibbsCAM.com.

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE PACIFIC & ATLANTIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 622,000 miles and 77 years of experience.
www.mahina.com • (360) 378-6131



DOGIEVENTURE – A doggie daycare on the go!

Morning or afternoon sessions available in San Francisco
Training • Boarding

www.doggieventure.com • (415) 314-7541



NOTHING COMPARES TO SAILING THE BVI

We offer the best value, best boats and best experience for bareboating in the BVI.

Visit us: vbivareboatsailing.com and see what we offer.

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

Mathiesen Marine

For all of your electronics and electrical needs

Our Showroom has expanded to more than DOUBLE in size!!

We continue to beat others with great prices, technical experience & exceptional customer service!

We SELL & INSTALL All Major Brands of Marine Electronics!!

Professional Sales, Design, Troubleshooting, Installation, Consultation, Education & Surveys for Electronics, Electrical, PC & Mac Based Navigation, Corrosion Issues, Solar Charging Systems, Wind Power Systems, Electric Drive Conversions + More

Emery Cove Yacht Harbor
3300 Powell Street, Emeryville, CA
Tuesday - Saturday 9:00-5:00 p.m.

510.350.6622 www.MathiesenMarine.com



All Work Performed to ABYC Standards

Fully Insured



A Sailor's Consignment Chandlery

NEW & USED BOAT GEAR
Open Tues.-Sat. 10 to 5 p.m.

510-769-4858

Located at Grand Marina

www.bluepelicanmarine.com



Latitude 38 Special
\$1095 - 2 certifications
5 nights lodging included
San Francisco Bay

MODERN SAILING SCHOOL & CLUB
(415) 331 - 8250
www.ModernSailing.com



Outstanding Sailing School

POWER & HOUSEBOATS



45-FT SEA RANGER, 1984. Sausalito. \$79,900. Fully equipped spacious trawler with full-width owner's stateroom, 2 guest cabins, 2 heads w/stall showers. Newly enclosed canvas/isinglass aft saloon. New water heater and holding tank. Newly refurbished including Dish service w/2 flat screens, sound system, all electronics, generator, twin Volvo Penta diesels and radar. Contact: kconnolly113@gmail.com or (925) 353-5750.

TWO ROOMY FIBERGLASS. Motor yachts. Financing available. Berthed in Sausalito. 50-ft International Offshore (\$43,000/obo) w/Perkins diesels in stand-up engine rooms and 17.5-ft beam. 35-ft Chris-Craft Catalina, remodeled (\$21,000/obo). Cruise/floating office/liveaboard (with approval). May finance or trade. Contact rogercperry@gmail.com or (415) 888-3856.



50-FT EX-US NAVY LIBERTY. Conversion, 1944. Monterey Marina, Monterey, CA. Best offer over \$30,000. Tri-cabin liveaboard trawler. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to flybridge. Aft cabin/salon/bedroom. Flybridge with large sun deck. Dual Capilano hydraulic steering. Stand-up engine room. Detroit 671 diesel Morse controls. LectraSan, 35 gal holding. New 50 amp shorepower and main battery panels. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Some project work required. Owner will finance OAC. Please contact: (831) 373-6061 or johna@arnoldassoc.com.

PARTNERSHIPS

CRUISING SAILBOAT PARTNERSHIP. San Francisco. Join us in starting a 4-party partnership to buy an immaculate (used) go-anywhere 40-to 48-ft cruising monohull or catamaran (still deciding which). More information at: <http://sfsail.wordpress.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 information at website: www.boatdeliverycaptain.org. Contact David at: (619) 913-7834 or send an email: davidhbrotherton@yahoo.com.

SAILING THE SEA OF CORTEZ. In La Paz. Sailing with a MacGregor 26X or Herreshoff 28. More information at www.sailing-baja.com. Contact (011-52) 612-123-5440 or info@hacienda-sol.com.



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. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. 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 Dona de Mallorca: (415) 599-5012.



SAIL SHARE IN THE SEA OF CORTEZ. Marina Real/Puerto Escondido. Best offer. 40-ft sloop in Bristol condition. 2 double berths, 2 heads, all amenities (TV, stereo, Sirius) and safety equipment. Learn to sail, winter getaway (in slip), honeymoon, fishing, diving, sailing, exploring, adventure or swim with the whale sharks? Bare or crewed (USCG licensed). Will deliver to Baja fully provisioned. Terms flexible. Phone: (831) 818-8452 or (831) 688-2911 ext.104, or email: malpraclaw@aol.com or calmeismal@aol.com.

Latitude 38 eBooks

FREE * AVAILABLE WORLDWIDE *
www.latitude38.com/ebooks.html

2015 Northern California Sailing Calendar & YRA Master Schedule

Pick one up at our office, 15 Locust Ave., Mill Valley, CA. 94941
Go online and download the eBook or order a hard copy at:



www.latitude38.com

WANTED

AEROGEN/GIVENS HONOLULU. \$-open. Wanted: Aerogen wind generator 5 x 6's working or ?. Givens offshore liferaft ocean pack/6-man. (808) 230-6466 or aeolus99@yahoo.com.

TRAILER WANTED. Trailer for a Balboa 26 swing keel wanted from Northern California or Southern Oregon. Call (707) 445-1546 or rcsingingbamboo@aol.com.

GEAR

NEW RAYMARINE GEAR SAUSALITO. \$1,650/obo. Raymarine eSeries high-performance Multifunction Display. Raymarine Raystar 125 Plus GPS Sensor Antenna. Raymarine DSM300 Digital Sounder Module. Sounds to 5,000 ft. Software for West Coast. All still in boxes. (415) 729-9423.

VIKING RESCYOU LIFERAFT. Marina Del Rey. \$1900. 4-man raft in valise case purchased 7/14. Certified 7/14 thru 7/17 offshore rated, meets iso 9650 certification, ISAF approved third-party verified. Get ready to cruise. (808) 256-6616 or Life4sail53@aol.com.

FURLBOOM FOR SALE. 19.5', P=47.17', E=18.75' Napa, CA. \$3,500/obo. Perfect working condition. Mainsail, gooseneck and track are included. New is \$12,500 without sail. See video at <http://youtube/CbwVWlrwFs>. Call (707) 339-0426. Email: camvawter@yahoo.com.

TRAILERS



HOBIE 33' TRAILER. San Diego/Lake-side. \$1,900. Custom double-axle sailboat trailer. Upgrades in 2013 include surge brakes rebuilt, wheel bearings replaced and new spare tire. If interested, please contact via text message. (602) 571-2341.

PROPERTY SALE /RENT



CITY VIEW, 3BR PENTHOUSE. Shelter Island Bay. \$935,000. Next to SDYC on Point Loma. This is a spacious, top floor, 2070 sq.ft., 3BR 2.5BA luxury 6th floor of Le Rondelet near marinas, fine dining, San Diego airport. Contact Paul Yancey. (619) 222-9463 or pointproperties@yahoo.com.

12-ACRE FARM WITH HOUSES. Pool and much more. Tambor, Costa Rica. \$695,000. Near beaches, private and secure, 2 houses, workshops, storage sheds. Landscaped, swimming pool, horses, gardens. Professional irrigation system and pond. 5 minutes to airport, great fishing, secluded beaches. Financing to qualified buyers. For photos and more information see web page: www.TamborFarm.com. Contact (650) 438-4319 or tamborjim@yahoo.com.



LAKE TAHOE INCLINE VILLAGE. 4-Plex Incline Village, NV. \$1,000,000. These 4 units are on golf course in Incline Village, NV on peaceful cul-de-sac. Four spacious 2BDR, 1BA well-insulated units, with garage, deck, hydronic heating, dual-glaze windows. \$60K GSI. 20 resident passes included. Call Paul at (619) 665-1745 or email sdsailr@yahoo.com.

BERTHS & SLIPS

40-FT PIER 39 SLIP. San Francisco. \$12,000. Dock D-13, Excellent location, only 3 or 4 slips from the harbormaster. Priced to sell. Ronald: (213) 622-5033.

50-FT PRIME SLIP. Pier 39, SF. \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. (559) 355-6572 or scorch@tempest-edge.com.

CREW



SV MEREDITH. Seeking 1-3 non-paid crew, Fort Lauderdale, Marsh Harbor, Georgetown. *SV Meredith*, a Bay Area Norseman 535, leaves Fort Lauderdale to cruise the Abacos, Bahamas, and Exumas commencing 12/27/14 and ending 6/1/15. She seeks knowledgeable crew capable of assisting the owners in navigation and general yacht management while enjoying warm waters and amazing beauty in the numerous cays in the region. Please contact for available dates and airports. (415) 388-6686 or richardn535@gmail.com.



OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 584,000 miles and 73 years experience. More info at www.mahina.com. Call (360) 378-6131.

TRYING TO LOCATE

LOOKING FOR JOHN HARDS. Want to regain contact with John Hards of the Beneteau 36 *Pelican*. Last known location was Nuevo Vallarta. (775) 972-0583 or rocco649@charter.net.

JOBS WANTED

PART-TIME CAPTAIN USCG MASTER. 50 GT with tow, looking for interesting part-time work on the water in Bay Area. Retired successful businessman, mid-50s, with great people skills. Contact Michael Long: michael@longfinancial.net or (707) 483-0191.

JOB OPPORTUNITIES

OFFICE SERVICE PERSON. Opening for a position for office service person for yacht dealership. Must have full computer skills, time-management skills and service-scheduling skills. Email resume to butch@passageyachts.com or call (415) 690-9923.



SAILING INSTRUCTORS. Nationally recognized as one of the country's top sailing schools, OCSC Sailing is looking for instructors to join its award-winning team. OCSC's rigorous curriculum is famous for turning out the best new sailors. You will enjoy thorough training to develop your skills as an instructor. Read what being an instructor at OCSC is like on our website: www.ocscsailing.com/about/people/sailing_instructor.php. Email resume and cover letter to Steve Saul, Head of Instruction, steve@ocsc.com.

WEEKEND HARBOR MASTER. Tiburon. The Corinthian Yacht Club is seeking a weekend harbor master. The hours are 9:00am to 5:00pm Saturday and Sunday and will expand to Friday nights beginning April 2015. Should have experience operating a Whaler and an inflatable. Able to set and retrieve race marks. Be able to interact positively with members and visiting yacht club members. Clean and neat appearance. Uniform shirts are supplied. Rate of pay is \$20.00 per hour. More information available at: <http://cyc.org>. If interested, please contact (415) 435-4771 or send your resume to agm@cyc.org for consideration.



2015 Northern California SAILING CALENDAR AND YRA MASTER SCHEDULE
A Complete Racing Guide

AVAILABLE NOW!
At your local *Latitude 38* distributor or see www.latitude38.com for locations

Latitude 38 Publications **Pick one up. It's FREE!**



JUST YOU AND THE SEA...

Punta Mita Beachfront Condos

Call now for winter reservations!

(415) 269-5165

www.puntamitabeachfrontcondos.com



Start Line Strategies

**Winning Legal Strategies
For Yachting**

12+ years America's Cup Experience

Sponsor & Venue Arrangements • Crew Contracts
Vessel Shipping Logistics • Charter Agreements

Ashley Tobin

(925) 324-3686 • amtobin2@gmail.com



Climb Your Mast Alone with Mast Mate
Made in the USA for 27 Years

Satisfaction Guaranteed

(207) 596-0495

www.mastmate.com



NEW AND USED SAILS!

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top Quality.

**All Fully
Guaranteed!**

- Full Batten Mains
- Furling Genoa's
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

FAST SHIPPING!



THE SAIL WAREHOUSE

Ph. (831) 646-5346 www.thesailwarehouse.com

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!

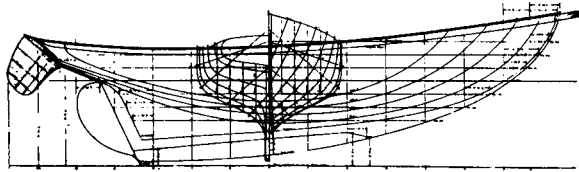
MarineLube 877 744-2244

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

VOLVO PENTA

ENGINES • PARTS • SERVICE

1-800-326-5135

*We Ship
Anywhere*



MARINE SERVICE INC

AUTHORIZED POWER CENTER

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901















Swan 59 (1984) "Rattler" has just completed a major refit with new teak decks, new engine, generator, winches and rigging. The shallow draft / centerboard make her perfect for cruising. She is 100% ready to go! \$595,000
Please contact Ken Keefe (415) 332-5564 ken@kkmi.com

ADVERTISERS' INDEX

AB Marine6	City Yachts7	Flying Cloud Yachts121	JK3 Nautical Enterprises21	Marine Outboard Company.....10
Almar Marinas37	Club Nautique.....12	Fortman Marina34	Johnson-Hicks57	Mariners General Insurance91
Alpenglow Marine Lights.....109	Conch Charters94	Gentry's Kona Marina111	KISS-SSB/Radioteck111	Maritime Institute.....57
BVI Yacht Charters94	Corinthian Yacht Club.....90	Gianola Canvas Products.....95	KKMI - Brokerage.....119	Marotta Yachts.....122
Bay Marine Boatworks.....33	Cover Craft51	Grand Marina2	KKMI - Boatyard124	Mast Mate118
Bay Marine Diesel.....109	Coyote Point Marina72	Hansen Rigging42	Kissinger Canvas56	Mathiesen Marine116
Berkeley Marine Center43	Cruising Yachts13	Helmut's Marine Service119	List Marine Enterprises45	McDermott Costa Insurance55
Blue Pelican116	DeWitt Studio111	Heritage Marine Insurance48	Loch Lomond Marina55	Minney's Yacht Surplus109
Blue Water Yacht Insurance110	Doyle Sails.....31	Heritage Yacht Sales ...121	Mack Sails46	Modern Sailing School & Club.....116
Boat Yard at Grand Marina, The16	Dr. LED46	Hogin Sails44	Makela Boatworks119	Napa Valley Marina54
Boome, Chris, Insurance41	Easom Racing & Rigging.....47	Hood Sails9	Marchal Sailmakers.....91	New Era Yachts120
BottomSiders95	Emery Cove Yacht Harbor39	Hotwire Enterprises111	Marina Bay Yacht Harbor48	Norpac Yachts.....123
Brisbane Marina41	Emeryville Marina83	Hydrovane108	Marina de La Paz110	North Beach Marine Canvas.....27
CDI/Cruising Design42	Equipment Parts Sales....91	Intercoastal Financial Group20	Marina El Cid.....51	
	Farallone Yacht Sales....11	Iverson's Design44	Marina Isla Cortez108	
	First Watch Marine.....109		Marina Vallarta57	
			Marine Lube118	

CONTINUED

			
58' ALDEN YAWL, '31 \$195,000	55' HALLMAN SLOOP, '82 \$135,000	51' JEANNEAU, '94 \$149,000	50' GULFSTAR, '78 \$75,000
			
45' CORONADO, '74 \$49,500	38' ERICSON, '87 \$57,000	38' HANS CHRISTIAN 38T, '87 \$97,600	37' HUNTER, '79 \$49,000
			
36' C&C, '81 \$35,000	35' C&C SLOOP, '84 \$39,600	32' DREADNAUGHT, '73 \$35,500	30' NONSUCH, '80 \$45,000

2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • newerayachts@sbcglobal.net
(510) 523-5988 • www.newerayachts.com

ADVERTISERS' INDEX – cont'd

North Sails.....25	Punta Mita Beachfront Condos.....118	San Juan Sailing95	Stem to Stern73	Wedlock, Ramsay & Whiting Marine Surveyors.....91
NW Marine Trade Assoc./ Seattle Boat Show23	Quickline47	Santa Cruz Harbor.....73	Strictly Sail Pacific35	West Coast Multihulls29
O'Connell Electric Scooters.....56	Raiatea Carenage Services.....106	Scanmar International.....8	Suncoast Yachts49	West Marine40
Oakland Yacht Club50	Rainman52	Schoonmaker Point Marina30	Svendsen's Boat Works19	Westwind Precision Details27
Opequimar Marine Center49	Richardson Bay Marina47	Seacoast Marine Finance45	Svendsen's Marine26	Whale Point Marine Supply.....36
Outboard Motor Shop53	Rubicon Yachts39	Seashine53	Swedish Marine.....73	Yachfinders/Windseakers8
Owl Harbor Marina49	Sail California17	Seatech111	Swi-Tec America110	
Oyster Cove Marina.....51	Sail Warehouse, The ...118	Sequoia Yacht Club.....90	TMM Yacht Charters.....9 5	
Pacific Crest Canvas.....38	Sal's Inflatable Services.....52	South Beach Harbor22	ThunderStruck Motors55	
Pacific Offshore Rigging.....50	San Diego Sunroad Marina Boat Show.....28	South Beach Riggers.....27	Trident Funding4	
Pacific Rigging.....8	San Francisco Boat Show.....15	Spaulding Wooden Boat Center.....14	Twin Rivers Marine Insurance83	
Pacific Yacht Imports.....24	San Francisco Boat Works77	Spectra Watermakers ..107	Ullman Sails - S.F. & Monterey Bay.....32	
Passage Yachts5	San Francisco Marina....18	Star Marine Electronics.....53	Vallejo Marina.....45	
Peterson Power43		Starbuck Canvas.....41	Ventura Harbor Boatyard.....95	
Pineapple Sails3		Start Line Strategies118	Volpar83	
			weatherguy.com110	





Flying Cloud Yachts



6400 Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power
www.flyingcloudyachts.net
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



55' BRUCE ROBERTS, '76 \$209,000



50' VALIANT, '02 \$539,500 \$529,000



48' CELESTIAL KETCH, '85 \$145,000



46' HILLER SPINDRIFT, '84 \$148,500



43' YOUNG SUN CC, '84 \$119,000



40' VALIANT CUTTER, '78 \$79,900



40' MAYFLOWER KETCH, '61 \$349,000



39' JEANNEAU O'DAY, '83 \$55,000



37' ELITE, '84 \$44,900



37' TAYANA CUTTER RIG, '79 \$79,900



37' NAUTOR SWAN, '80 \$89,900



36' ISLANDER, '74 \$40,000

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.net

HERITAGE

Yacht Sales



Live your Dreams

DEALERS
FOR CATALINA
AND HUNTER
SAILBOATS

Long Beach-Naples
Newport Beach
San Diego
San Pedro
Wilmington

866-569-2248
877-389-2248
760-402-3868
310-549-2248
310-547-8007

www.heritageyachts.com



49' Transpac CC, '76 \$169,000



48' C&C Landfall, '80 \$158,500



45' Hunter CC, '09 \$249,900



43' J/130, '94 \$189,900



43' Jeanneau DS, '06 \$219,000



42' Hunter Passage, '94 \$119,000



42' Catalina, '93 \$89,900



41' Beneteau 411, '00 \$139,500



40' Saga 409, '06 \$209,900



35' Catalina, '04 \$119,900



35' Hunter 356, '03 \$84,500



32' Hunter Vision, '89 \$29,900



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



48' TAYANA CUTTER Deck salon version of Robert Perry's 'go-to' design for safe, luxurious passage making. This low time, late model example is BRISTOL and TURNKEY. **\$419,000**

See at: www.marottayachts.com



46' KELSALL CATAMARAN, 2008 Easy to handle long-distance cruiser, bristol in and out. Twin Volvo diesels, Northern Lights genset, full electronics, lying in Sausalito YH. **\$324,000**

See at: www.marottayachts.com



50' BREWER-DESIGNED KETCH, 1989 Bullet proof, steel-hulled, cutter-rigged, full keel with cut away forefoot and skeg hung rudder, 5kW Northern Lights genset. **\$179,000**

See at: www.marottayachts.com



41' KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. Starfinder is a great example of a great design. **\$134,000**

See at: www.marottayachts.com



43' HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6'6" headroom and lots of light and storage. Lying Oxnard. **\$97,000**

See at: www.marottayachts.com



42' PT PERFORMANCE TRAWLER, 1986 Cockpit motoryacht. Really nice, heavily built trawler with twin diesels, shows bristol inside and out. **\$95,000**

See at: www.marottayachts.com



41' SCEPTRE, 1987 Substantially built cruiser with inside steering station, Leisure Furl in-boom main, Yanmar diesel. Priced WAY below market. Call for details. **\$94,000**

See at: www.marottayachts.com



31' PACIFIC SEACRAFT, 1988 Designed and built by actual cruisers. Shows very nicely. Yanmar diesel, radar, chartplotter, autopilot, offshore dodger, wheel, roller furling. **\$78,000**

See at: www.marottayachts.com



44' FELLOWS & STEWART, 1946 Repowered beauty owned by professional shipwright and maintained at Sausalito's Arques Shipyard many years. Shows bristol inside and out. **\$69,000**

See at: www.marottayachts.com



28' ALERION EXPRESS, 2000 Lovely little daysailer shows as new for a fraction of the price. Very well equipped; potentially transferable Sausalito Yacht Harbor slip. **\$52,000**

See at: www.marottayachts.com



36' ISLANDER, 1979 One of the nicest Islanders we've seen in years, this boat has been extensively updated inside and out and is a MUST SEE! **\$49,000**

See at: www.marottayachts.com



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$49,000**

See at: www.marottayachts.com



37' CHOATE, 1976
Nice example of very successful IOR racer/cruiser.
\$29,000

See at: www.marottayachts.com



32' DREADNOUGHT, 1978 Classic Crealock-designed California-built cutter. These double-enders have sailed all over the world. Potentially transferable Sausalito YH slip. **\$24,500**

See at: www.marottayachts.com



31' HUNTER, 1987
Clean and well priced. Would make a good, inexpensive, fun daysailer or weekender. **\$19,000**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

**BUY HERE,
SELL HERE,
BE
HAPPY!**



48' GOLDEN WAVE Sloop. Beautiful Britton Chance offshore performance cruiser design built by Cheoy Lee to compete w/Swan-Nautor. Nice cond., fast, seaworthy & comfortable w/full elect., cruising gear, +. Asking **\$79,950**



36' ISLANDER FREEPORT

Perry's brilliant medium-sized cruiser. Diesel, full galley, wheel, enclosed head with shower. Great lines and beautiful down below. With their big keel and skeg-hung rudder,

these boats sail very well. +++ Asking **\$39,950**



36' CHEOY LEE Beautiful. Traditional. This design is known for its beauty & sailing qualities. Here's your opportunity to own a nice one. Glass hull, varnished teak cabins. Low-hr Yanmar dsl, dodger, RF, SSB, Monitor, wheel, spinnaker, dinghy w/2 outboards, more! Asking **\$28,500**



57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$119,900**

WE WANT MORE LISTINGS -
See YOUR BOAT HERE!
LIST HER NOW FOR BEST PLACEMENT!



40' BRITISH COLUMBIA CLASSIC TROLLER Beautiful pleasure yacht conversion. Ultimate in seaworthiness, economy & saltiness. Built for rigors of commercial use in PNW waters & all conditions. 6-71 GM dsl, 8KW dsl gen, inverter, red cedar planking, nav computer, radar, depth, 2 VHF's, AP, reefer/freezer, dsl range, +. Asking **\$29,950**



120' CHARTER/EXCURSION VESSEL. Legal for 12 paying passengers plus crew. Stand-alone high-endurance bluewater steel vessel. V-12 CAT, gensets, comfort, seaworthiness, safety and great accommodations, crane, HELICOPTER PAD and MORE! Alaska anyone? Asking **\$360,000/offers**



175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beautiful, comfortable interior, great accommodations and more. Asking **\$360,000/offers**



39' CAL Very nice one. Diesel rebuilt by British Marine. Rig overhauled 2013 incl. new standing/running rigging, new batteries/charger, CNG range w/oven, 6'5" hdrm, sleeps 8. New VHF, AIS, new radar, GPS, VHF, depth. Lines led aft. Cabin heater, cockpit table, wheel, dodger, MORE. Asking **\$59,950**



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. **Must see!** Asking **\$37,750**



34' PETERSON Sloop. Doug Peterson's renowned Performance Cruiser design. Great boat. Well cared for and nice above & below. Yanmar dsl, roller furling, 3 spinn, 2 mains, 5 jibs, new batteries, full galley w/reefer/freezer, 6'6" hdrm, AP, more! Asking **\$19,900**



28' ERICSON Sloop. Diesel, roller furling, wheel steering. Accommodates five. Teak joinery, super storage space, twin settees, 6'1" headroom. A great performance cruiser for the whole family. Asking **\$21,500**



37' RAFIKI Meet the Ha-Ha in Mexico. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$47,000**



39' GULF PILOTHOUSE Sloop/Motorsailer. Inside and outside helms, very clean, only 280 hours on diesel engine, RF, lines led aft, spinnaker, rod rigging, running rig new. Lots of other new equipment/gear. 2 double staterooms, +. Asking **\$96,500**



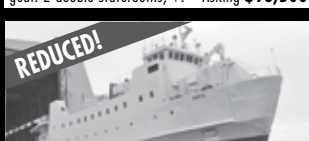
34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed maine head w/shower, full galley & MORE! Asking **\$89,500**



45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genoa, autopilot, reefer/freezer, more! Asking **\$99,500**



50' HERRESHOFF CENTER COCKPIT Ketch. Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy-ro/b, more! A big, comfortable, strongly-built, GLASS, bluewater world cruiser from a fine designer, FAITH comes with a lot of gear. Asking **\$82,500**



133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



41' MORGAN Center Cockpit Out Island Sloop. Diesel. Outstanding & very popular cutaway full-keel cruiser design. Live/cruise. REFINISHED in & out. Teak & holly sole. Radar, speed/log, VHF, stereo, GPS/plotter, A/P, spinn., MORE! Asking **\$44,900**



35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/room for everyone. Massive, well equipped galley & fantastic layout below w/roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$118,500**



46' GARDEN PORPOISE Ketch. Bill Garden's magnificent all-teak world-beater design. She's circumnavigated before & ready to do it again. Fully equipped to take on the world's oceans in safety & comfort. Try **\$79,950**

PLEASE SEE www.norpacyachts.com and/or www.yachtworld.com/norpacyachts for MORE BOATS

CALL (510) 232-7200 OR TOLL FREE (877) 444-5087 OR CALL GLENN DIRECTLY AT (415) 637-1181 FOR APPOINTMENTS & INFORMATION



Special Package on Bottom Painting
THE BEST VALUE IN THE BAY JUST GOT BETTER

HOME

SERVICES

LOCATIONS

STORE

YACHT SALES

GENERAL YARD

HAULS & LOADING

BOTTOM PAINTING
& REPAIR

FINISH PAINTING
& DETAILING

GEL COAT
& FIBERGLASS

WELDING
& FABRICATION

WOODWORKING
& CABINETRY

SYSTEMS & EQUIPMENT

RIGGING

ENGINES

ELECTRONICS



BOTTOM PAINTING & REPAIR



DON'T WAIT UNTIL IT'S TOO LATE

Uh oh, it looks like someone neglected to give the boat above her regularly scheduled bottom paint job. Notice how the bottom paint has deteriorated, exposing the gelcoat. This can allow hard, calcified growth to develop, which can degrade the performance of the vessel, and in time, damage the hull. Don't let this happen to your boat! KKMI delivers the most comprehensive bottom painting packages at a fixed price, so why gamble? KKMI quality and value is just what your bottom line and paint needs.

Special Package on Pettit antifouling paint being offered now! Call today, quantities are limited.



PRACTICAL & PERFECTIONIST VALUE

When it comes to smoothness of your bottom, so-to-speak, there is a range of options. Many boat owners are happy with rolled-on antifouling paint... but for others, nothing less than gently sprayed-on perfection will do. KKMI understands these differences... and that like all paint jobs, great results begin with proper preparation. No matter your preference... you undoubtedly appreciate quality service at a good value. Now, the best value in the Bay is even better. For a limited time you can get your bottom painted with Pettit's Z*Spar Pro Gold antifouling paint... at an outstanding price. Contact KKMI today and ask them for details about the Special Bottom Package!

PT. RICHMOND (510) 235-5564

SAUSALITO (415) 332-5564

WWW.KKMI.COM