

Latitude 38

VOLUME 455 May 2015

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Decisions, decisions...



PHOTO BY BILL GAGE

*Lagniappe**

When O'Neil Dillon and Hank Lewis were contemplating a new spinnaker for their Ericson 38, they came by Pineapple Sails to discuss their options. They had enjoyed a symmetric spinnaker on their previous (and smaller) boat, but the sail for the Ericson would be significantly larger.

The advice, after much discussion, was to get the symmetric spinnaker, complete with an ATN tacker and ATN dowsing sock.

They ordered the sail, chose the colors, and have never looked back (except to see all those boats behind them). They find sailing with the sail "exhilarating" and several seasons later are still grateful for the advice and encouragement. Initially they used the sail with an ATN tacker and no pole for simplicity, then with the pole for versatility.

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Cover: The MOD70 *Phaedo*³, belonging to Lloyd Thornburg, a sometime resident of Newport Beach, powers to weather in the high 20s during the second race of the Voiles de St. Barth. Several West Coast boats and lots of West Coast sailors participated in the event. *Orion*, Thomas Siebel's sistership to *Phaedo*, has hit 45 knots on San Francisco Bay.

Photo by Latitude/Doña de Mallorca

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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.

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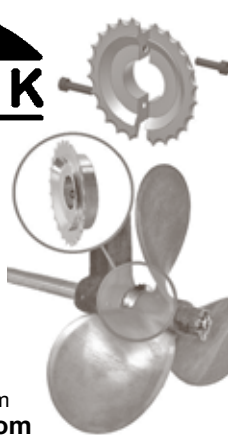
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Latitude 38

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A black and white photograph of a sailboat crew on deck, with a yellow stripe on the hull. The text "GET HARDER. GET FASTER." is overlaid in yellow.

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Photo by: Neil Rabinowitz

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CALENDAR

Non-Race

May 1-2 — Loreto Fest, Puerto Escondido, Baja California Sur. Downsized and refocused this year, with food vendors, bay cleanup, swap meet, cruiser jam sessions, arts & crafts, games, and nightly potlucks. Membership is 100 pesos. Info, www.hiddenportyachtclub.com/events.

May 1-3 — South Bay Opening Day Boating Festival & Decorated Boat Parade, Port of Redwood City. Theme: Pirates of the South Bay. San Leandro, Sequoia, Peninsula & South Bay YCs host meals. Info, www.southbayopeningday.org.

May 1-26 — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Coos Bay, OR, on 5/1-12; and Newport, OR, on 5/14-26. Info, www.historicalseaport.org.

May 1, 1985 — From *Loose Lips*: Tim from Tennessee writes that he's converted Max Ebb's program (*Volume 92, February 1985*) for finding the magnetic bearing of the sun to PASCAL. No, that's not French for BASIC, but it is a language that your MS-DOS computer will understand.

May 2 — Opening Day on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 2 — Nautical Swap Meet, Owl Harbor, Isleton, 9 a.m.-noon. Part of Delta Loop Fest. Reserve a free space at (916) 777-6055 or info@owlharbor.com. Info, www.owlharbor.com.

May 2 — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Includes a 'Responsible Disposal Day' for electronics, appliances, computers, cushions, sails, small batteries, etc. No hazardous waste. Info, (619) 862-2835.

May 2, June 6 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. A public sing-along of sea chanteys. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-1717.

May 2-30 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Info, (415) 281-0212 or www.baads.org.

May 3 — Sail under the full moon on a Sunday night.

May 3, 6 or 17 — Volunteer Docent Training, San Francisco Maritime National Historical Park, 10 a.m.-4 p.m. Free, but RSVP required to Mark, (415) 561-7174 or mark_neuweld@nps.gov. Info, www.nps.gov/sqfr.

May 3-31 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

May 6 — Corinthian Speaker Series featuring Elaina Breen, crew on the Clipper Round the World Yacht Race, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

May 6 — Racing Rules of Sailing Seminar with Randy Smith, Long Beach YC, 7 p.m. Info, www.lbyc.org.

May 6-27 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfy.com.

May 6-27 — 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 for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

May 9 — Amateur Radio Class, 9 a.m.-3 p.m., Petaluma. Cram Tech or General class/exam. \$25. RSVP required, (707) 762-9414 or wb6tms@arrl.net.

May 10 — Take Mom sailing for Mother's Day.

May 14, June 11 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

May 16 — Delta Doo Dah Cruising Seminar/Kickoff Party, Richmond YC, 6-9 p.m. Snacks, no-host bar, door prizes. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

May 16 — Nautical Swap Meet, Marina Bay, Richmond,

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- 40' Catalina 400, 2004 **NEW LISTING** \$181,950
- 35' Catalina 350, 2007 \$135,000
- 34' Catalina 34, 1984 **ARRIVES 5/31** \$37,000
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- 30' Catalina 30, 1985 **NEW LISTING** \$28,500

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- 44' Norseman 447, 1984 **SOLD**
- 44' Mason 44, 1989 **NEW LISTING** 229,500
- 43' C&C CUSTOM, 1973 225,000
- 40' C&C 121, 1999 **REDUCED** 97,128
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- 21' Ranger Tug EC, 2009 **SOLD**

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May 16 — Mariners Swap Meet, Channel Islands Landing, 8 a.m.-3 p.m. Buy or sell boating, fishing, scuba and surfing gear, kayaks, dinghies, outboards, etc. Snacks and beverages available. Paul, (805) 985-6269 or paul@tbyci.com.

May 16 — USCGA Vessel Safety Check for boats on trailers in the West Marine parking lot, Marin City, 10 a.m.-3 p.m. Free. Allen, (415) 827-1122.

May 16 — Race Training/Seminar. MPYC, www.mpyc.org.

May 16-17 — Women's Sailing Seminar, Corinthian YC, Tiburon. Info, www.cyc.org.

May 16 — Safe Boating Week Expo, USCG Station Golden Gate, Sausalito, 10 a.m.-2 p.m. Free event; free life jackets, plus tours, seminars, demos, courtesy vessel safety checks, and more. Info, www.auxgoldengate.org.

May 17 — US Sailing Safety at Sea Seminar, Encinal YC, Alameda, 8 a.m. Info, www.pacificcup.org.

May 17, June 14 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

June 6-7 & 13 — Ham Radio Class, Oakland YC, 9 a.m.-4 p.m. \$45/1st student; \$25/2nd student sharing the *Ham Radio License Manual*. Rich, (510) 565-4706.

June 13 — Pacific Offshore Academy, Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

June 19-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38*, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music & dance performances, cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

Racing

May 1-3 — San Diego Yachting Cup at SDYC. Info, www.yachtingcup.com.

May 1-3 — Ocean Great Lakes Challenge for Shields on Monterey Bay. Info, www.mpyc.org.

May 2 — Commodore's Cup Youth Regatta. HMBYC, www.hmbyc.org.

May 2 — Feather Fiesta. First annual regatta for C15, Banshee, Thistle, Laser, Lido, etc., and open class centerboard boats in Oroville. Feather River SC, www.frsailing.org.

May 2 — UC Davis Sailing Team Benefit Regatta. Free entry; \$5-\$10 meals. LWSC, www.lwsailing.org.

May 2, 16 — WBRA Races. YRA, www.yra.org.

May 2, 17, 30 — Spring Series. GCYC, www.gyc.net.

May 2, 30 — Small Boat Races. EYC, www.encinal.org.

May 2-3 — Great Vallejo Race, with divisions for multihull, sportboat, one-design, PHRF, and non-spinnaker fleets. VYC has dredged, so deep-draft boats will be able to join the raft-up for the Saturday night party. YRA, www.yra.org.

May 2-3 — Elvstrom Zellerbach. StFYC, www.stfyc.com.

May 2-3 — Cinco de Mayo. Santa Barbara Sailing Club, www.sailsbsc.org.

May 3 — Monterey Bay Leukemia Cup, hosted by SCYC. Info, www.leukemicup.org/gba.

May 3 — Frank Ballentine Memorial Pursuit Race. CPYC, www.cpyc.com.

May 3, 16 — Races #9-12 on the San Joaquin River. Andreas Cove YC, www.andreascoveyc.org.

May 3, 17, 31 — Spring Series. SSC, www.stocktonsc.org.

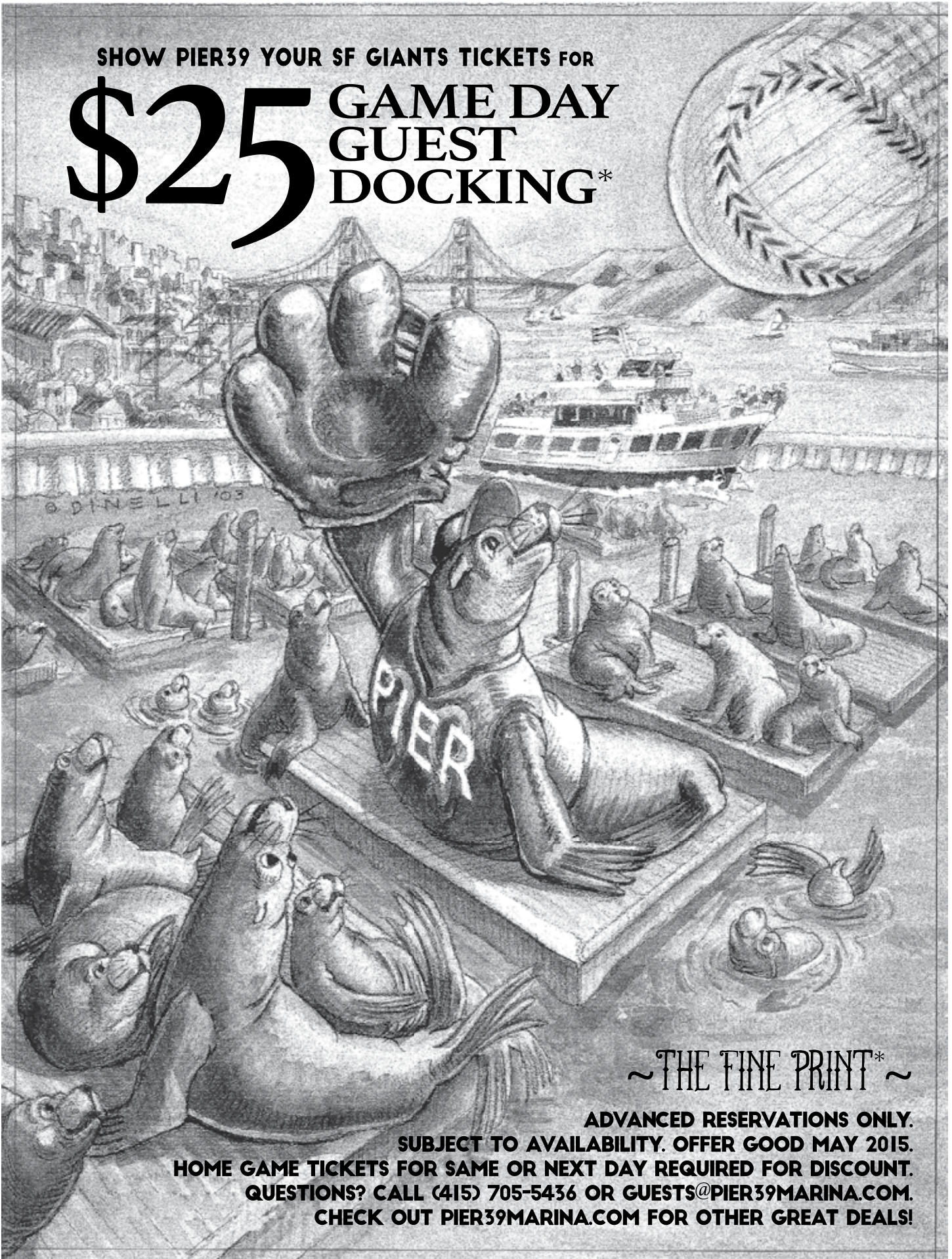
May 3, 31, June 14 — Spring Series at Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 8-10 — Ficker Cup. LBYC, www.lbyc.org.

May 8-16 — International One Metre World Championship, hosted by South Bay Model YC on Central Lake, Foster City.

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CALENDAR

Info, www.usaiomworlds.com.

May 9 — OYRA Farallones Race. YRA, www.yra.org.

May 9 — Single/Doublehanded Series Race #2. SeqYC, www.sequoiayc.org.

May 9 — Long Distance #2. SSC, www.stocktonsc.org.

May 9 — Monterey Laser Championships. MPYC, www.mpyc.org.

May 9 — Shields Make-up Clinic. MPYC, www.mpyc.org.

May 9 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.

May 9, June 6 — Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

May 9, June 6 — North Bay Series. VYC, www.vyc.org.

May 9, June 13 — South Bay InterClub Race Series. Info, www.jibeset.net.

May 9, June 13 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

May 9, June 13 — LWSC One Design Series. Richard (530) 304-7038, Dave, (530) 304-7230, or www.lwsailing.org.

May 10, June 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

May 13-17 — Congressional Cup. LBYC, www.lbyc.org.

May 16 — Women Skippers Race. Male and female crew welcome. SYC, www.sausalitoyachtclub.org.

May 16 — Spring One Design. SCYC, www.scyc.org.

May 16 — Cal Cup Series for windsurfers. BYC, www.berkeleyyc.org.

May 16 — Lady & the Tramp Race. FLYC, www.flyc.org.

May 16, June 7 — Races #11-14 on the San Joaquin River. ACYC, www.andreascoveyc.org.

May 16, June 13 — Spring Series. YRA, www.yra.org.

May 16, June 13 — WBRA Series. YRA, www.yra.org.

May 16-17 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyc.com.

May 16-17 — Elite Keel & J/24 Westerns. SFYC, www.sfyf.org.

May 17 — Baxter/Judson Series Race #3. PresYC, www.presidiyachtclub.org.

May 17 — Fremont Relays for El Toros on Lake Elizabeth. Teams alternate between two skippers, with a 'Le Mans' start from the dock. Info, www.eltoroyra.org.

May 17 — Spring 5 & 6 One Design. MPYC, www.mpyc.org.

May 22-24 — J/24 Nationals. BYC, www.berkeleyyc.org.

May 22-24 — SoCal 200 Offshore Race, co-hosted by Santa Barbara & San Diego YCs. Info, www.socal300.com.

May 22 — SFYC/MPYC Spinnaker Cup to Monterey. Info, www.sfyf.org.

May 23 — Master Mariners Regatta, with a start off the SF Cityfront and an epic post-race raft-up and party at EYC. Info, www.mastermariners.org.

May 23 — Singlehanded Farallones, a stepping stone to the 2016 Singlehanded TransPac. SSS, www.sfbaysss.org.

May 23 — Monster Race from Konocti Bay to Lakeport on Clear Lake. KBSC, www.kbsail.com.

May 23 — Championship #2. CYC, www.cyc.org.

May 23-24 — Whiskeytown Memorial Regatta. WSC, www.whiskeytownsailing.org.

May 23-24 — US Sailing Match Racing Championship Qualifier. StFYC, (415) 563-6363 or www.stfyc.com.

May 23-24 — Memorial Day Regatta in Long Beach. ABYC, www.abyc.com.

May 24 — SCORE #2. SCYC, www.scyc.org.

May 29-31 — Woodies Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

May 30 — Summer #2. SeqYC, www.sequoiayc.org.

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CALENDAR

May 30 — TYC/CYC Friendship Regatta, hosted by TYC this year in conjunction with their 50th birthday celebration. Info, www.tyc.org.

May 30 — Ladies Day Race. MPYC, www.mpyc.org.

May 30-31 — Inaugural Bay Bridge Regatta. SBYC, www.southbeachyc.org.

May 30-31 — Easom Founders/Etchells PCCs. SFYC, www.sfyf.org.

May 30-31 — Hobie & Multihull Regatta. SCYC, www.scyf.org.

May 31 — Spring 5 & 6 PHRF. MPYC, www.mpyc.org.

June 3-7 — Coastal Cup, San Francisco to Santa Barbara. EYC, www.encinal.org.

June 4 — Race to Alaska. From Port Townsend, WA, to Ketchikan, AK, by sail or paddle. Info, www.r2ak.com.

June 6 — Delta Ditch Run, RYC to SSC; also Doo Dah Ditch Run for DDD fleet members. SSC, www.stocktonsc.org.

June 6 — OYRA Junior Waterhouse. YRA, www.yra.org.

June 6 — Merton Yolles Race. CPYC, www.cpyc.com.

June 6-7 — Ronstan Bay Challenge. StFYC, (415) 563-6363 or www.stfyf.com.

June 6-7 — June Invitational. SFYC, www.sfyf.org.

June 6-7 — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. GCYC, www.gcyf.net.

June 6-20 — Van Isle 360, a 10-leg circumnavigation of Vancouver Island starting in Nanaimo, BC. Jeff or Sylvia, (604) 669-7245, (250) 324-8886 or www.vanisle360.com.

June 7 — Tri-Island #1. BYC, www.berkeleyyc.org.

June 13 — Great San Francisco Schooner Race. SFYC, www.sfyf.org.

June 13 — Jack and Jill. SSC, www.stocktonsc.org.

June 13 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 13 — Lake Tahoe Windjammers YC Around the Pins. Kurt, (530) 307-0903, www.tahowindjammers.com.

June 13-14 — Ken Gardiner Trophy. StFYC, (415) 563-6363 or www.stfyf.com.

June 14 — Summer 1 & 2 One Design. MPYC, www.mpyc.org.

June 20 — Summer Sailstice, a global sailing celebration. Info, www.summersailstice.com.

June 20 — Delta Doo Dah Summer Sailstice Potluck, Tiki Lagan Marina, 6 p.m. Info, www.deltadoodah.com.

June 25-28 — Ullman Sails Long Beach Race Week. LBYC/ABYC, www.lbrw.org.

July 9-14 — Great Pacific Longitude Race (LongPac). SSS, www.sfbaysss.org.

July 13-18 — Transpacific Yacht Race starts, Point Fermin. TPYC, www.transpacyc.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 5/1, 5/15, 5/29, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness Spring Series: 5/11, 5/25, 6/8, 6/22 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com. Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, www.beniciv15.org.

BERKELEY YC — Every Friday night through 9/18. 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.

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CALENDAR

CORINTHIAN YC — Every Friday night through 8/28. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 5/8, 5/29, 6/12. Doug, (510) 867-8064 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/6-8/26. Friday Night Summer Sunset Series: 5/15, 6/12, 7/17, 8/7. Racing will be canceled if the lake elevation falls below 400 feet. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Dennis, (510) 703-5779 or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 5/15, 6/5, 6/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SAILING CLUB — Every Friday night: June-August. OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/7. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night: 5/1-9/25. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: May-Aug. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30; Summer Solstice Fiasco Race: 6/17. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series, every Wednesday night through 6/17. Jim, (510) 277-4676, oycracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YACHT CLUB — Thursday night Crazy Eights: 5/7, 5/21, 6/4, 6/18, 7/2, 7/30, 8/13, 8/27. Anne, (415) 331-5335, www.presidioyachtclub.org.

RICHMOND YC — Wednesday nights: 5/6, 5/20, 5/27, 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 5/6, 5/13, 5/20, 5/27, 6/3, 6/10, 6/17, 6/24, 8/5, 8/12, 8/19, 8/26. Melanie, (415) 563-6363 or www.stfyyc.com.

SANTA CRUZ YC — Every Wednesday night through 10/28. Laser Friday Nights: 5/15, 6/19, 7/17, 8/14. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 5/12, 5/26, 6/9, 6/23. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night: through 10/14; Hannig Cup: 8/26. Rick, (650) 255-5766 or sycbeercan@sequoiayc.org. Soda Can Series for adults & kids in Laser Radials & 4.7s: 5/1, 5/15, 5/29. Peter, (650) 847-9018. Info, www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 5/6-9/30. Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night: 5/25-



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- 1995 56' Perry Custom\$619k
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- 2000 42' J/42\$199k
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- 2005 38' Sabre 386 **PENDING**
- 1992 35' J/105\$70k
- 1999 35' 1D35 *Relentless*\$79k
- 2008 35' Hanse 350 **PENDING**
- 2004 35' J/109 \$178.5k
- 2004 26' J/80 **SOLD**



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43' J/133 2005
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42' Bruckmann Zurn 2006
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41' Tartan 4100 2004 carbon rig
\$275,000 Contact: Alan Weaver

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- 2009 30' RAIDER RIB\$69k
- 2005 36' Doral Boca Grande ..\$108k
- 2005 35' Chaparral \$123.5k
- 02/12 85' Azimut \$1.697M



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40' J/124 2007
\$249,000 Contact: Kenyon Martin



40' J/124 2006 \$239,000
Contact: Charlie Underwood



40' Sabre 402 1999
\$152,500 Contact: Jack Lennox

ALAMEDA



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ALAMEDA

38' Sabre 386 2004
\$229,000 Contact: Alan Weaver



ALAMEDA

38' Aerodyne 38 2003
\$169,000 Contact: Diego Gomez



PRICE REDUCED

35' J/109 2004
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CALENDAR

8/24; Rick, (530) 581-4700. Beer Can Series, every Wednesday night: 5/27-8/26; Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/22-9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night through 9/10. Info, www.vanguard15.org or www.tilaserfleet.org. Vanguard 15 Tuesday Team Racing through 10/27. Info, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/30. Dave, (925) 580-1499, www.vyc.org or fleetcaptainsail@vyc.org.

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/02Sat	0522/0.2	1157/4.5	1709/1.6	2331/5.6
5/03Sun	0555/-0.2	1239/4.5	1742/1.8	
		HIGH	LOW	LOW
5/09Sat	0321/5.2	1005/-0.5	1737/4.5	2232/2.7
5/10Sun	0422/5.0	1103/-0.3	1833/4.7	2352/2.5
		LOW	HIGH	HIGH
5/16Sat	0448/-0.7	1132/4.8	1635/1.3	2303/6.4
5/17Sun	0535/-1.1	1228/4.9	1723/1.6	2344/6.5
		HIGH	LOW	LOW
5/23Sat	0323/4.9	1010/-0.2	1743/4.7	2300/2.6
5/24Sun	0418/4.5	1102/0.2	1834/4.8	
		LOW	HIGH	HIGH
5/25Mon	0012/2.4	0522/4.1	1156/0.6	1920/4.9
5/30Sat	0422/0.2	1100/4.0	1552/1.9	2216/5.7
5/31Sun	0457/-0.2	1148/4.2	1631/2.1	2250/5.9

May Weekend Currents

date/day	slack	max	slack	max
5/02Sat		0327/3.4E	0746	1011/2.3F
	1302	1552/2.6E	1908	2152/2.4F
5/03Sun	0017	0351/3.5E	0820	1053/2.5F
	1345	1634/2.5E	1940	2229/2.4F
5/09Sat		0209/1.6F	0403	0750/3.5E
	1225	1532/2.3F	1837	2124/2.0E
5/10Sun	0032	0309/1.4F	0458	0854/3.2E
	1326	1626/2.3F	1933	2225/2.1E
5/16Sat		0242/4.3E	0659	0935/3.1F
	1235	1524/3.0E	1839	2125/3.1F
	2357			
5/17Sun		0325/4.5E	0748	1028/3.3F
	1330	1617/2.9E	1926	2212/3.1F
5/23Sat	0007	0220/1.6F	0422	0814/3.1E
	1248	1528/2.3F	1846	2146/2.2E
5/24Sun	0119	0316/1.2F	0513	0914/2.7E
	1341	1617/2.1F	1939	2246/2.1E
5/25Mon	0235	0416/1.0F	0616	1019/2.4E
	1433	1706/1.9F	2028	2348/2.2E
5/30Sat		0221/3.2E	0651	0909/2.0F
	1203	1443/2.3E	1752	2036/2.2F
	2302			
5/31Sun		0244/3.5E	0725	0951/2.3F
	1249	1526/2.3E	1828	2116/2.2F
	2331			

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LETTERS

↑↓ TAKING THINGS FOR GRANTED

While on a flight from Boston to New York on business last week, I got to talking with the guy in the seat next to me. He told me he lived in San Francisco, and after awhile he started to moan about San Francisco's problems — the recent influx of so many people, the high cost of housing, terrible traffic, and above all, the difficulty in getting away from the mobs of people.

I lived in San Francisco for much of the 1980s and 1990s, and did a lot of sailing. Even if the City was as crowded back then, sailing was still my much-needed way to escape from crowds and get back in touch with Nature. So I asked my seat neighbor if he sailed. He told me he had when he was younger, but not recently.

I told him I envied him, because after living in San Francisco, my career path has taken me to Seattle, Chicago and most recently Boston. I told him that of the four places that



LATITUDE / LADONNA

San Francisco Bay has some of the best and varied sailing conditions anywhere.

I had lived and sailed, San Francisco had by far the most to offer sailors. San Francisco has the most consistent summer wind, it has the greatest sailing variety, and it has the most spectacular scenery. It also has great places where you can get away for the weekend that are only a couple of

hours away. You can also sail year-round, and unless you go out in the ocean, it's delightful flat-water sailing.

Seattle? No wind, gray skies, and lots of drizzling. Chicago? A short season, not much scenery, and no place to go. The Northeast? Sailing there is great during the three months of summer — if it doesn't rain — and there are lots of places to go. But just three months of sailing a year?

The way I see it, living aboard a boat and sailing San Francisco Bay would be the solution to most of the guy's problems. That's what I plan to do when I retire in about six years. The bottom line is that San Francisco sailors don't have any idea of how lucky they are.

Martin McCarthy
Boston

↑↓ THE AMERICA'S CUP IS ABOUT DESIGN AND SPEED

I'm sure this is unwanted feedback, but I think *Latitude* is missing the point about the fundamental nature of the America's Cup. It is a design and sailing skills competition. Using



BALAZS GARDI

A 45-ft boat, even with foils, doesn't have the gravitas for the America's Cup.

MOD70s, as *Latitude* has suggested, would eliminate the design aspect, totally altering what this race is about.

The America's Cup is a 'fastest around the race course' competition, using the fastest race course sailboats in the world. And sorry, the AC45s are faster than the MOD70s.

Plus, the America's Cup is supposed to be about cutting-edge technology, such as wing sails and foiling.

Sorry, but with the advent of foiling, the MOD70 is 'old news' already. Yes, they can go 40 knots on a beam reach, but they would never come close to competing with the upwind



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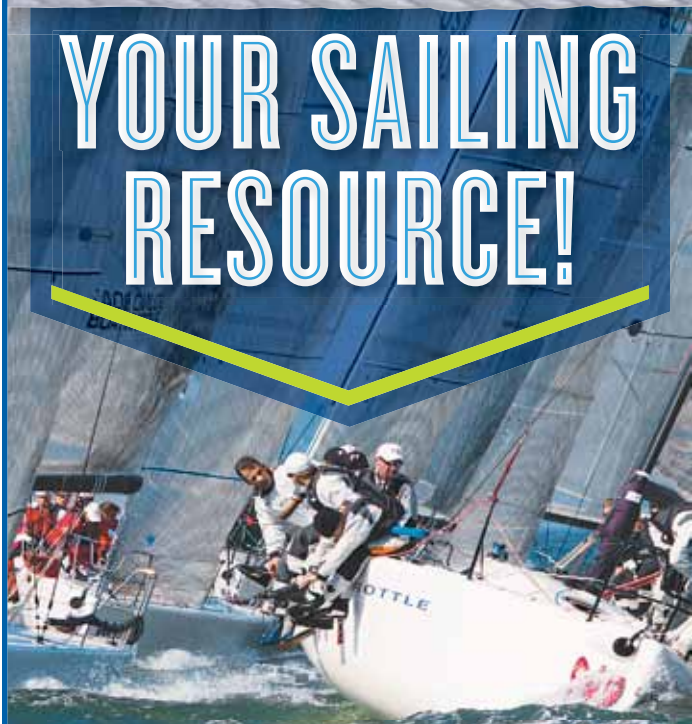
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LETTERS

foiling speeds or 'around the race track speeds' of the AC45s.

As a sailor, I'm bummed that the next America's Cup won't be as spectacular to watch as the AC72s were, or the AC62s that were planned, but I really don't get your constant push for MOD70s, which would be as boring to watch as the old 12 Meters.

As for myself and many other sailors, we can't wait to see the world's fastest foiling catamarans duke it out in foiling designs and sailing skill challenge in Bermuda. But all the best, and keep up the great reporting.

Seth Hynes
Honeymoon, Lagoon 380
Mill Valley

Seth — Does anybody know what the America's Cup really is anymore? A huge segment of the sailing population has tuned it out because the last several Cups — except for the last Finals — have been more about bickering billionaires, lawsuits and politics than sailing. And with last month's abrupt dumping of the AC62 design, the image of the America's Cup has swirled further down the commode. Luna Rossa, one of the pitifully few competitors, understandably dropped out as a result of the change in boat design that cost them many millions, so even more sailors who had been America's Cup enthusiasts their entire lives are turning away in disgust. It's a hot mess the likes of which nobody could have anticipated after the brilliant Finals last time on San Francisco Bay.

The America's Cup has not historically been about the "fastest boats around the course." The 12 Meters were never the fastest boats around in their time, nor were the IACC boats when they were used.

As for the notion that the Cup is about design innovation, the AC62s were to have one-design elements, as do the AC45s. MOD70s could be made semi-one-design, too.

We loved the AC72s on San Francisco Bay, but unlike you, we don't believe that foiling is the end-all, be-all of the future of the America's Cup. After all, the top-end speed for the AC72s was something like 49 knots, while Tom Siebel recently told us that his non-foiling MOD70 Orion hit 45 knots on the Bay. When it comes to bigger bang for the buck to attract more entrants, a MOD70 campaign would cost 1/10th of what some teams spent on the last Cup at a loss of just 10% of boat speed. We'd gladly give up four knots of speed to get a dozen more entries. Perhaps the quickest fix to the Cup would be to make it affordable to mere multimillionaires as well as billionaires.

Don't take this the wrong way, but we'd rate your statement that watching MOD70s is as boring as watching 12 Meters as one of the most ridiculous we've ever read. Please flip to the front



LATITUDE / RICHARD

So what if MOD70s don't foil? No one who has ever seen 'Phaedo' screaming along could ever call this kind of sailing boring.

cover, then tell us if you've ever seen a 12 Meter sailing upwind at 28 knots like that. And maybe ask the guys who were on the windward hull 20 feet above the water if they were bored. They were more likely thrilled as they hung on for dear life.

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LETTERS

We spent two hours one afternoon last month chasing Lloyd Thornburg's MOD70 Phaedo³ around the Caribbean, as it hit speeds in the middle 30s in just 17 knots of wind. We were on a chase boat with two 450-hp Cadillac outboards, and it was all the boat and our bodies could do to keep up with that sail-powered boat. Boring? You never would have used that word if you'd been on either boat.

We also want to make it clear that we only use the MOD70 as an example of a very inexpensive design — relatively speaking — that would offer the size, speed and incredible thrills that should be part of any America's Cup. If the organizers wanted to do an America's Cup variation of a MOD70, perhaps with foils, that offered similar advantages, we'd be all for that, too.

By the way, there is no such thing as "unwanted feedback." And differing opinions are the most desired feedback of all.

UPDATE: Just before going to press we were informed that the MOD70 Gitane is being outfitted with foils and T-rudders for sailing on foils this summer.

↑↓FOR THE SAKE OF ACCURACY

In the *Letters* section of the March issue of *Latitude*, there is an image of Liz Clark of the Cal 40 *Swell* carrying her 40-lb Bruce anchor to reset it. Don Scott expressed concern that the image might have been modified based on his own personal experience carrying anchors — albeit heavier ones — underwater.

The *Latitude* editor rightly pointed out that submerged objects are 'buoyed' by the weight of the fluid, in this case saltwater, that they are submerged in. He then went on to make a noble estimate at the underwater weight of the anchor.

Below you will find the calculations to describe the actual submerged weight.

First, some constants:

- The density of water is 62.4 lbs per cubic foot (lb/cf). (Note: this density is at 23° Celsius).
- The density of carbon steel is 490 lbs per cubic foot.

First, let's calculate the volume of the anchor in cubic feet. The volume of an anchor equals the weight of anchor/density of carbon steel.

Second, let's calculate the buoyant effect of water, which equals the volume of the anchor times the density of water.

Third, let's calculate the actual weight of the submerged anchor. The submerged weight of the anchor equals the weight of the (unsubmerged) anchor minus the buoyant effect of water.

The resulting value will give us the actual submerged weight of the anchor to within 1/10th of a pound.

Here we go:

The volume of the submerged anchor = 40 lbs/490 lbs/cf = 0.08163265 cf.

The buoyant effect of water = 0.08163265 cf * 62.4 lb/cf = 5.09 lbs.

The weight of the submerged anchor = 40 lbs - (5.09 lbs) = 34.9 lbs submerged weight.

Please note that no matter how deep the anchor, the buoyant effect of water is the same.

Mark Waters

Greatful Daze, Bruce Roberts OS 38
King Harbor YC, Redondo Beach

Mark — We don't mean to brag, but for philosophy/Russian majors, we think our guess as to the underwater weight of the anchor was pretty darn close.

↑↓THE INTERNATIONAL GOLDEN RULE OF LAUNDRY

I was very disappointed that *Latitude* elected to publish the April issue article by Rick Meyerhoff of *Maya* about doing

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LETTERS

laundry in the Caribbean.

We have cruised extensively on our boat in numerous countries, and we have learned much in our travels, including that washing machines — and especially dryers — are luxuries in most places in the world. The energy costs alone are prohibitive. When you do find washers and dryers, it is a treasure. For much of my time in the Caribbean, I used the bucket on the boat to wash, and I hung the clothes in the air to dry.

I also used the facilities in Grenada as Meyerhoff did and was glad to have them. But cruisers need to learn the Golden Rule of Shared Laundry Facilities, which applies everywhere in the world. That rule is Stay With Your Laundry! That's because invariably someone else is waiting to use that machine.

I have folded more strangers' underwear than I want to remember, just so I could put my things in the dryer. When the people who belonged to the clothes returned — although sometimes they never did when I was there — they would give every excuse imaginable: I had to work on my boat, I had to eat lunch, I had to go shopping, etc.

That said, for Meyerhoff to respond by purposely doing something to sabotage someone else's laundry is just unpardonable.

As cruisers, we try very hard to show people that as a group, we are good people. We are often guests in someone else's country. This kind of behavior gives the rest of us a bad name. If someone wants all the amenities of home, they should stay home.

Connie Finneran
Calaloo, Trident 38
Titusville, Florida

Readers — As Jennifer Massaro of the Pacific Seacraft 40 Benevento wrote so knowingly about in the March Changes, getting laundry done is one of the major challenges of the cruising life.

When the Wanderer is aboard 'ti Profligate in the Caribbean, Doña de Mallorca, who was "born to clean," barricades three of the four cabins to deny the Wanderer access so that the sheets and pillow cases won't need cleaning and body hair won't accumulate on the sole. Use a towel after showering on the back of the boat? You must be joking. The Wanderer is allowed one two-ft by three-ft bit of towel per month.

De Mallorca almost never has laundry done ashore in the Caribbean for two reasons. First, it's a pain to take laundry to and from shore. Second, it's expensive. Our musician friend Papagayo reports that it costs him \$22 euros — currently about \$25 USD — to get the same little load done in St. Barth that only costs him \$5 in New York City.

Did you see the item on Costco dress shirts in last month's Cruise Notes? We're going to buy about four more as soon as we get the chance because they are easy to wash in a bucket on the boat, and they air dry with far fewer wrinkles than do even linen shirts. Although de Mallorca loves to clean, she refuses to iron.

↑↓ NEARLY 40 YEARS WITHOUT GOING INTO A MARINA

My story starts in 1971, when at age 25, and with no money, no boatbuilding skills, and no sailing knowledge, I found a site in Liverpool where I could start building a 33-ft ferrocement sailboat. I launched *Sea Loone* in 1976 and set sail for the Caribbean. That cruise was not a great success, as I ran out of money, couldn't find work, got dismasted, and just before getting home, got battered by the Fastnet Storm of 1979 that claimed the lives of 18 sailors. We were penniless when we got back to Liverpool.

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Since then, I've done three convoluted circumnavigations with the same humble boat over a period of 39 years. When I started out, my boat had paraffin lights and I navigated using



ROY STARKEY

Roy enjoys photographing tropical flowers during his travels.

using a vernier sextant and Norries tables — although I had an unreliable Sat-Nav, too. Now I've got GPS and AIS, the latter being a dream for the singlehanded sailor.

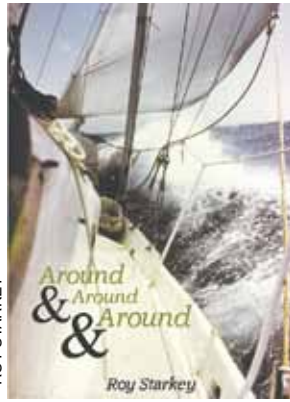
When I started out, *Sea Loone's* engine was a Lister diesel that I'd taken from a cement mixer. She was first replaced by a cast iron Volvo diesel with a gearbox and alternator. Now my boat has a three-cylinder Yanmar diesel. *Sea Loone's* solar panels provide reliable electricity, but I still don't have refrigeration. I do, however, have a pressure cooker and lots of Mason jars.

Believe it or not, I've never had *Sea Loone* in a marina. She's almost always been on the move, and I've never left her for more than a few weeks.

Why have I been cruising since 1976? It's the adventure of arriving in strange places, meeting new people, hearing different languages, and getting to know unusual cultures.

Having to find work, or at least ways to make money, proved to add spice to the mix. I did pile driving in the US and papermaking in Australia, and fabricated mining machinery in South Africa. I've also bought stuff — tagua nuts, rum, Makonda carvings, tapa cloth and Brazilian bikinis — in one place and sold it for a profit in another. I've also made and sold jewelry. All to keep the crew fed and the boat sailing.

ROY STARKEY



Find more stunning photos in Roy's new book.

It was — and still is — an interesting life that I've really enjoyed. Thinking some people might want to read about it, I've written *Round and Round and Round*, a 500-page book about my adventures. There are 70 color photos — including a few with tits and bums for the older sailors.

Using my name and the title, you can find and buy the book at *Amazon*. But if you go to *Amazon.com.uk*, you can get the first 15 pages for free.

Roy Starkey
Sea Loone, 33-ft ferrocement homebuild
The Oceans of the World

Readers — Starkey is just more proof that there are alternatives to being a cog in the machine, and that money is not the obstacle to the cruising life that many people believe it is.

↑↓ A TIP ON TIPS — CANCEL YOURS WHEN NECESSARY

I attended the 'Documentation Needed When Cruising in Mexico' seminar presented by Diego Fernandez of Baja Naval at the Strictly Sail Boat Show last month in Oakland. My boyfriend, Rob Macfarlane — whom I got together with during the 2009 Baja Ha-Ha — and I were curious about any news. After all, we had both been aboard Rob's Nelson/Marek 45 *Tiger Beetle* at Baja Naval during the November 2013 'raid' that caused so much trouble for foreign boatowners and for

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LETTERS

Mexico's reputation. None of the boats at Baja Naval had a problem, but following *Latitude's* suggestion, Rob later used a Dremel tool to put his boat's hull identification number on the transom of his boat.

Enough background. During the seminar, Diego raised the same point that was discussed in the April 13 'Good News From Mexico' *Lelectronica* — that prior to anyone's buying a boat in the US, the prospective buyer should check if the boat ever had a TIP (Temporary Import Permit), and ensure it's been canceled. That's because a TIP isn't transferable to the new owner, and the new owner can't get a new TIP until the old one is canceled.

If the new owner isn't going to be taking the boat to Mexico, canceling the TIP wouldn't be an immediate issue for him. However, if he wanted to sell the boat seven or eight years down the road, and the prospective buyer found that she still had an active TIP, and the previous owner who had gotten the TIP couldn't be found to cancel it, the sale might go up in smoke.

Diego went on to mention that his warning would extend to boats with TIPs that had expired, but had never been canceled. He said it would be worse to be found with a boat in Mexico with an expired TIP than with no TIP at all, as having an expired TIP would make it look as if you'd imported the boat into Mexico without intending to pay duty.

Diego emphasized that buying a boat with a TIP in Mexico would be a bad idea because it's illegal to sell a boat that has a valid/current TIP. He said that if someone wants to buy a boat in Mexico, he would recommend that the seller check the boat out of Mexico, cancel the TIP, conclude the sale in international waters, then have the new owner get a new TIP online before returning to Mexico. The computer program for applying for a TIP will not process the application if the boat has a current TIP.

How does an owner cancel a TIP? According to an online SAT (Mexican IRS) document, these are the instructions:

"In all cases of canceling a TIP for vehicles, motor homes and sea vessels, the person whose name is on the TIP must go to a CIITEV Module at a border Customs office. He/she must present the vessel (or car or motorhome), the TIP, and the hologram sticker on the TIP, in order to get the cancellation receipt."

I look forward to learning Tere Grossman's findings on the subject.

Kristen Soetebier
Pueo, Santana 22
Alameda

Kristen — The details and nuances of all this are still a little fuzzy to us, but Diego's main point — don't buy a boat until her Mexican TIP has been canceled — is an excellent one. If someone does, they can be setting themselves up for problems. How can you tell for sure if a boat has a current TIP? We presume you could apply for a new one, and if the application is rejected, it will be because the boat already has a TIP. If you can't get that far into the application to find out, you may have to call or even go to a customs office at the border.

We're confident Tere Grossman would concur with everything that Diego said. We did ask her why a boatowner would cancel a TIP when leaving Mexico if he thought he might return to Mexico a number of years later before the TIP expired, as the TIP is good for unlimited ins and outs. She said it was confusing, and that she was working with the Tourism Department to try to get the law changed so TIPs would self-cancel when they expired. What Mexico really needs is to change the law so that when a new owner applies for and gets a new

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LETTERS

TIP, the old one is automatically canceled. You can find the details in the new Visiting Mexico by Private Boat, which will be distributed to all Ha-Ha entries.

↑↓ NO PASSION WITHOUT RISK

I suspect that many *Latitude* and *'Lectronic* readers would also like to have a copy of the "wilder younger sister" Pantae-nius Insurance poster that *Latitude* featured in the March 25 *'Lectronic*. In fact, I think a bunch of us would like to have larger versions to frame. Perhaps *Latitude* could use its interpersonal and business skills to convince Pantae-nius to release large size posters of the "wilder younger sister," as it surely would promote their brand.

William Rehm
Blue Sovereign, Buizen 48
New Zealand

William — Since anyone who missed that 'Lectronic will have no idea what you are talking about, we're going to re-run the here:

"We stepped up to a portable bar on Quai Charles de Gaulle during a party following one of the St. Barth Bucket races, and were taken by the poster hanging on the back wall. As you can see from the accompanying photo of the poster, it features a sophisticated and haughty blonde woman, her hair up, holding a megayacht in her hand.

"As much as we liked the art, we liked the caption even better: 'No Passion Without Risk.' Surprisingly, the poster was produced by Pantae-nius, the big European insurer of yachts. Most US insurance companies would have done a poster of a wrecked boat with a caption that said 'BE CAREFUL ON THE WATER!!!'

"We liked the poster so much we thought about 'keeping it' as a souvenir. We reluctantly decided against it.

"A couple of days later we walked into Le Ship Chandlery in St. Barth and saw the accompanying 7-inch by 4-inch artwork, enclosed in cellophane, by the cash register. As you can see, the artwork was similar to the first, but a little more provocative. In this one, a sophisticated blonde seems to be so stimulated by

the sight of a megayacht sailing in her direction that she's — and correct us if we're wrong — about to drop the top of her dress. This is not something the plain and sexless Flo would do in one of the ubiquitous Progressive Insurance ads.

"Are these for sale or what?' we asked our friend Claudia the cashier.

"No," she said, 'those are for cleaning your glasses. They're free.'

"We would have taken two, but there was only one left. We're looking for an appropriate size frame.

"We don't know about you, but we say, 'Vive la difference!'" Anyway, William, we think you'll be interested in the following letter.



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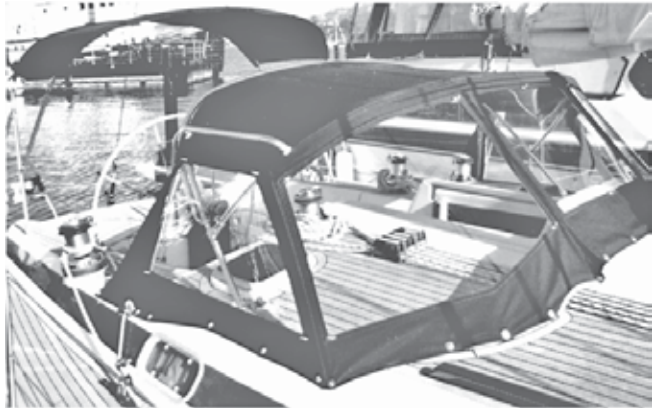
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LETTERS

↑↓FORGET 'GOING WITH THE FLO'

In case *Latitude* isn't aware, Pantaeenius commissioned a series of 12 'There Is No Passion Without Risk' nautical-themed posters as part of their ad campaign. They can be found at www.pantaeenius.com/en/superyacht/art-gallery.html. If you click on them, they'll

get larger.

Did *Latitude* say something about the woman holding the superyacht as though it were a rifle? The title of that poster is 'Gunshot'.

John Peters
Velero, Union Cutter 32
San Francisco



LATITUDE / RICHARD

The name of this fantastic insurance poster is 'Gunshot'.

John — Thanks for the heads-up. Not only does the Pantaeenius site have copies of all 12 posters, which are as sophisticated as they are sensual, it also has what we found to be very interesting interviews with Martin Baum, managing director of the Pantaeenius Group, the force behind the admittedly provocative campaign, and German illustrator Hinnerk Bodendieck, who created the superb artwork.

↑↓WOOD IS GOOD. SO IS JAZZ IN THE BOAT SHED

I was pleased to note recent interest by *Latitude* readers in classic wooden yachts — and surprised to see a photo of my classic S&S 52 ketch *Finesse* pictured in both the February *Latitude* and a *Lectronic*. She has had a very interesting history that *Latitude* touched on.

Finesse has spent the last 23 years under my ownership, first working as a charter boat on the East Coast from New

England to the Florida Keys and also to the Bahamas. In the mid-1990s, I sailed her to my Koehler Kraft Boatyard in San Diego for a refit. In 2011, she won the coveted Strathmore Cup — first overall, skipper's weight in champagne — at the McNish Classic at Channel Islands, the biggest of Southern California races for classic yachts.

During my 23 years of owning *Finesse*, I have kept her fully functional — although her aesthetics have certainly fallen by the wayside. The reason for this is that I spent much of my time doing a complete restoration of *Sally*, my other classic wooden beauty. She's a 59-ft Burgess-designed 10 Meter that was built by Abeking & Rasmussen in 1928. Now that *Sally* is out winning trophies again, *Finesse* will get spruced up and will soon be back in fine form and working.

Unfortunately, most stories about classic wooden boats don't turn out so well. But I'm glad to share these success stories, and can prove that love affairs with classic wooden boats don't have to end in heartbreak and splinters. Many of the beloved classics have been — or can be — given a new life, and with even more strength and vitality than when they were launched.

Wooden boat enthusiasts such as myself have much to look forward to. In the last few months we have seen a huge



LATITUDE / RICHARD

C.F. Koehler has owned and maintained 'Finesse' for 23 years.

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LETTERS

resurgence of business, especially for the classics. Not only is our shed currently full, but there is a wait list. One of the yachts on the list is a beautiful 1904 yawl that has a fascinating Southern California past. She will undergo a complete Koehler Kraft reconstruction.

We have been fortunate in the opportunity to reconstruct a couple of dozen old beauties over the past two decades to a condition where they sail better than when they were new. I am still amazed — even as a second-generation boatbuilder and sailor — at just how well these rebuilt classics perform. I would encourage readers who love sailing to experience the joy and thrill of sailing a rebuilt classic. But be warned, it's addicting.

Latitude readers are always welcome to stop by Koehler Kraft on Shelter Island — or *KoehlerKraft.com*, or our Facebook page — to see what we have going on. If you like boats, it's always interesting.

By the way, the 25th Annual San Diego Wooden Boat Festival, a Father's Day tradition, will be held at Koehler Kraft June 20-21. The yard, shed and marina will be packed with wooden boats of all shapes and sizes, from the newest to the oldest boats around. There will be lots of hands-on exhibits and demonstrations. In addition to a good time messing about



**Live jazz music in a working boatyard?
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with boats on Shelter Island, there will be food and music.

Speaking of music, the San Diego Jazz Concert Band, in which I play, has been around for about 40 years. We play at Koehler Kraft every other Wednesday evening. (Check our Facebook page for exceptions.) Bring something to sit on, something to sip on and a blanket to stay warm, and enjoy music in a truly unique setting.

C.F. Koehler
Koehler Kraft Company
San Diego

Readers — For those in the area, the Koehler Kraft yard, the Wooden Boat Festival, and the jazz band music nights are all well worth the time.

↑↓ THE VALUE OF VETTING SURVEYORS

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That's what the surveyor said to me 16 months ago when I was considering buying the Cheoy Lee Offshore 40 *Dorothy*. I purchased the vessel in Mexico with the intention of cruising the Sea of Cortez and points south.

After three months of preparation, I crossed the Sea of La Paz, and only then discovered that three of the six chainplates on the mizzen mast were broken. The breaks were from crevice corrosion, fracturing or a combination of both. It was obvious from the rust that they had been broken for a long while. I spent a lot of time and money replacing all fourteen chainplates on the yawl rig. I also belatedly discovered that both my water tanks leaked, and that the pump needed to be replaced.

This same surveyor recommended a technician to fix my radar display unit. The tech held onto the unit for over two months — then announced he couldn't do the repair. And he never returned it. The 'sailmaker' referred by the surveyor replaced the hanks on my No. 1 genoa with the wrong size bolt

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"Less judgement than wit is more sail than ballast." – William Penn



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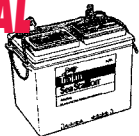
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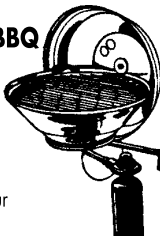


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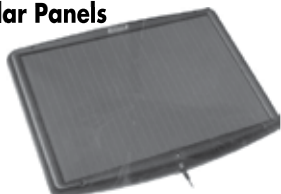
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rope. A competent sailmaker later told me that the workmanship was substandard.

I phoned the surveyor in May and reminded him that he had never sent me a copy of the survey. A few weeks later, I sent him an email pointing out I was unable to get insurance without the document. I never heard back from him, but I thought of him frequently while riding out Hurricane *Odile* in La Paz. I ultimately had to get another survey.

Many people with little or no experience other than owning a boat call themselves surveyors. Others claim years of experience fixing boats, but have no other qualifications. The only way I know cruisers can protect themselves when getting a professional evaluation of a vessel is to check all the surveyor's qualifications. Fortunately, there are two organizations that screen and qualify individuals: the Society of Accredited Marine Surveyors (SAMS) designates the Accredited Marine Surveyor (AMS); and the National Association of Marine Surveyors (NAMS) gives the Certified Marine Surveyor (CMS) designation. Candidates for these designations are required to have five years' apprentice experience or a combination of experience and specialized education, pass a written exam, take continuing education classes, abide by standards and a code of ethics, and have a qualified sponsor. Both organizations require their members to have liability insurance.

Cruisers should check a prospective surveyor's business card for SAMS/AMS or NAMS/CMS designations. Membership can be quickly verified at the organizations' web sites. With some individuals, it's necessary to get the survey document 'in hand' before paying for it.

Mark Wheelles
 Dorothy, Cheoy Lee Offshore 40
 Sea of Cortez

Mark — Sorry to hear about your unfortunate experience. We not only second your advice when it comes to hiring a surveyor, we'd go further: ask for copies of previous surveys and recent references before selecting a surveyor. Furthermore, we can't recall ever paying for a survey without first seeing it and discussing the results with the surveyor.

THEFTS AT MAZATLAN'S STONE ISLAND

I'm sad to report that at around 1:30 a.m. on April 7 there were some brazen thefts in the Stone Island (Isla de la Piedra) anchorage just to the south of Mazatlan. When we woke up in the morning to listen to the cruisers' net, I went outside to fire up our Honda EU2000i generator. Unfortunately, it wasn't on the cockpit seat where we had left it the night before.

We also had our 8-ft Walker Bay dinghy hauled out of the water and tied to the rail with the 4-hp Johnson outboard, gas can and oars. All but the dinghy were stolen. The thieves also attempted to take our 1973 6-hp Johnson outboard that was stored on the stern rail. They were unsuccessful because it has a broken motor mount handle that requires a wrench to loosen. The thieves also took my two-year-old son's favorite flip flops from the dinghy. He was not happy about it!

The thieves couldn't manage to steal the older outboard.

We consider ourselves lucky that our boat wasn't entered, and that we slept through the theft. Based on conversations with Mazatlan cruisers, it's been about 18 months since a theft was reported from the Stone Island anchorage, and it was

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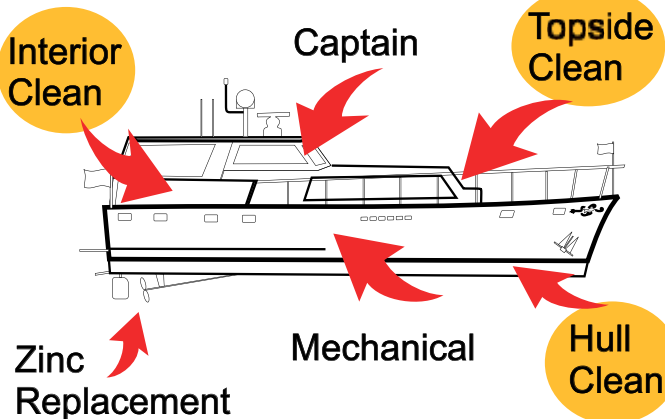
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about seven years ago that any stolen items were recovered. We're hoping to get our stuff back, but not counting on it.

Despite the theft, we still love cruising Mexico and are excited about continuing on up into the Sea of Cortez later this month. Until then, we'll be locking our stuff up better and keeping our companionway locked at night to help prevent theft aboard.

P.S. We love *Latitude* and *Electronic*, too

Nate, Natalie & Sully Kraft
Astraea, Cheoy Lee 41
Currently Cruising Mexico
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Readers — The following letter is from the other boat that was a victim at Stone Island.

↑↓NO RESPONSE FROM AUTHORITIES

At 1:30 a.m. on April 9, our sailboat *Mis Gale* was boarded and our dinghy and outboard stolen at the Stone Island anchorage just south of the old harbor at Mazatlan. The dinghy had been on the archway about six feet above the water. We heard the thieves when they cut the lines holding up the dinghy.

I started calling the port captain on channel 16 while the bandits were still beside the boat. I called them 10 times in English and Spanish, but they never responded. Mind you, the port captain's office was only five minutes from us by boat.

Finally we went to channel 22, where Mike of *Tortue* answered. He went to 16 and was able to reach the port captain. But by this time the bandits had a 20-minute head start. But the port captain didn't send anybody to our boat anyway, and we've yet to have any official come to our boat.

Although it took us two days, we finally got a report filed with the port captain. The port captain tried to send us to the police, but the police had sent us to him. He also tried to send us to the other port captain, but the other port captain sent us back.

The cruising nets didn't seem to want to talk about this incident either. For example, a friend had a very hard time getting it out on the cruiser net in Puerto Vallarta. It's as if nobody wants anybody to say anything that might make Mexico look bad. This is foolish, as the only way we cruisers can help other cruisers is by making everyone aware of such threats. Then each cruiser can make up his/her mind about whether to visit a given place. Cruisers in the Caribbean can be well informed of security issues via the Caribbean Safety & Security Net and other local nets.

We've been cruising for 14 years — 11 in the Caribbean and three on the Pacific Coast — and understand that there are criminals in all countries. But in the places we've been before — and particularly Venezuela, four years; Colombia, two years; and Panama, two years — law enforcement would respond to reports of thefts. The thing we find most disturbing in Mexico is the authorities' lack of response.

Elmer Gustafson
Mis Gale, CSY 44
Tarpon Springs, Florida

Elmer — We're sorry about the incident. If it brings you any solace, the citizens of Oakland and San Francisco also complain that their police departments won't respond to calls for help unless somebody is being physically assaulted.

We've been aware of the Caribbean Security & Safety Net for a long time and think it's a great thing. While many incidents don't get reported, there is a long list of incidents — something

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like 86 for the last year — and they give readers a good idea of the kinds of threats there are and where they are prevalent. The reason there hasn't been a Mexican Cruisers' Security & Safety Net is that there aren't anywhere near as many cruisers as in the Caribbean, and there haven't been anywhere near as many incidents.

Like you, we believe that cruisers deserve to know if an area has a history of crime so they can make intelligent decisions about whether to visit. Cover-ups and withholding bad news is completely irresponsible. We at Latitude will publish all reports of cruiser-related crime in Mexico — and everywhere else.

↑↓ A DELIGHTFUL SURPRISE IN NOME, OF ALL PLACES

My husband and I were visiting Nome, Alaska for the finish of the Iditarod sled dog race. When exploring outside town, we saw masts in the distance. Not expecting to see sailing vessels in remote western Alaska, we naturally had to investigate.



CHRISTINE JETTE

**You never know what you'll find
... even in Nome.**

After first driving through a yard of gold dredges, we came upon the beautiful schooner *Gitana* on the hard. We speculated on what kind of adventure must have brought such a lovely boat to such a remote yard. Later that very night, we read the August 22, 2014 *Lectronic* story about Mike Johnson's attempt on the Northwest Passage. I suddenly recalled reading that story months ago, and how the passage would be completed in Nome. How exciting to have happened upon his boat!

You never know what you will find when curiosity leads you to go find the boat that goes with those masts you see in the distance. Especially in unlikely places.

Christine & Christopher Jette
Corinna, Allied Princess
Anchorage, Alaska / Brisbane, California

Christine and Christopher — It's a rare boatyard that's not home to some really interesting stories.

↑↓ I'M A BELIEVER

I believe Louis Jordan's story about being dismasted and drifting for 66 days off the Carolina coast in his dismasted Alberg 35.

Christopher Karo
Ed Radin

Readers — Neither Karo or Radin penned the above letter, but it paraphrases their belief — as well as that of a minority of those who responded to Latitude's query. To make sure everyone understands what they are referring to, we're reprinting the article we wrote in the April 8 'Lectronic.

"Louis Jordan, 37, is the novice sailor who claims he spent 66 days at sea aboard his dismasted Alberg 35 before being spotted by a German ship and then being rescued by the Coast Guard off the coast of North Carolina. The Coast Guard team that rescued him did something unusual by calling the survivor's story into question.

"We don't have any reason to believe anything he told the media is false," said Coast Guard spokesman Nate Littlejohn. "However, we don't know for a fact he was out at sea for 66

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LETTERS

days. All we know is his family reported him missing on 29 January.'

"There are three things that initially made us at Latitude skeptical. First, the repeated reports from numerous sources — including the normally reputable BBC — saying, 'A German tanker spotted him [Jordan] sitting atop his 35-ft boat's overturned hull 200 miles off the North Carolina coast.' There is no way that a full-keel Alberg 35 is going to continue floating some 60 days after she turned over. She's going to the bottom, and in a lot less than 60 minutes. The ultimate explanation for this is that there was a miscommunication between whoever was on the German ship and news sources, and the news sources didn't know enough



about boats to follow up on the impossibility of an Alberg floating upside down for more than two months.

"The second thing that makes us skeptical is that Jordan was found in the Gulf Stream not that far from where he was supposedly dismantled. The Gulf Stream moves at 3-5 knots, and after 60 days should have put him and his boat off Ireland. On the other hand, he could have just been at the edge of the Gulf Stream, which has lots of back eddies.

Many readers don't believe Jordan's story.

"The third thing that made us dubious is that the weather from January 6 until when he was rescued 66 days later was anything but pleasant in the area where he was ultimately found. The Coasties who rescued him repeatedly said how surprised they were at what good shape he was in. Indeed, he'd apparently lost something like 60 lbs — pounds he needed to lose.

"On the other hand, Jordan apparently made no monetary or credit card transactions during the period he was supposedly lost at sea. Nobody reported having seen him during that time. And if the story is false, what did he do, hide out for a couple of months, then deliberately go out in treacherous weather and dismast his boat?

"Others have survived long periods at sea. Mexican fisherman Jose Salvador Alvarenga ended up in the Marshall Islands 6,000 miles to the west of where he'd taken off in Mexico 440 days before to do coastal fishing. His story was given more credence in 2006 when Mexican shark fisherman Jesus Vidana and his crew spent 270 days drifting from Mexico to those same Marshall Islands. The one case nobody doubts is that of US sailor Steven Callahan who, in 1982, drifted across the Atlantic for 75 days after a whale had sunk his sloop Napoleon Solo."

↑↓ NO, I DON'T BELIEVE LOUIS JORDAN'S STORY

I don't believe Jordan.

Fred Lowe
Lee Finn
Rod Remington

Readers — While Fred, Lee and Rod didn't write the above letter, it paraphrases their sentiment — and that of the majority of others who responded to Latitude about the matter.

What follows are some letters with more detailed reasons that the authors do or don't believe Jordan.



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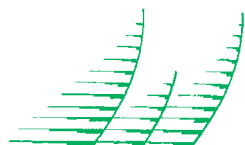
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LETTERS

↑↓ LIAR LIAR

Pants on fire! Nobody with a "broken right shoulder" or "fractured right collar bone" can walk around with his backpack hanging from his right shoulder.

Bob Willmann
Viva!, Casamance 47 cat
Golden, Colorado

↑↓ BROKEN SHOULDER OR FAKE INJURY?

I believe Jordan, but I'm curious about the fact that he seemed so healthy after having suffered a self-described "broken shoulder."

Bill Sikich
Island Drifter, Victoria motorsailer
Seattle, Washington

Bob and Bill — We think there is a simple explanation for the "broken shoulder." Jordan isn't a doctor and had no idea what kind of injury he had.

↑↓ NO CREDIBILITY

I've lost count of the number of times I've crossed the Gulf Stream between the US and the Bahamas somewhere between Florida and North Carolina. *Latitude* is correct about there being eddies in the Gulf Stream, but the idea that a boat adrift could hold position off the Carolina coast for two months and not move on toward Ireland is not credible.

Tom Boynton
Traverse City, Michigan (summer)
Somewhere in the Bahamas (winter)
Valentino, PDQ34 Powercat

Tom — See this month's Sightings for proof positive that a boat can be abandoned in the Gulf Stream and end up more than 100 miles to the south over a month later.

↑↓ THE POINT OF VIEW FROM AFRICA

I watched a CNN news piece on Jordan, and my immediate thought was that the story was nonsense. He didn't strike me as a man who had been at sea for two months in very cold conditions.

Nonetheless, greetings from the Tungsten Explorer Sixth Generation Drill Ship 48 miles off of Pointe Noire in the Congo! When the publisher of *Latitude* and I last talked, I was doing boat deliveries from Puerto Vallarta to San Diego. I now hold a Master Unlimited, Dynamic Positioning Officer Unlimited ticket and am working off Africa.

Captain David Hare
Currently off Africa

↑↓ THE TRUTH IS STRANGER THAN FICTION

I will take the sailor's word until I see credible evidence to disprove it. The truth can be stranger than fiction.

Fran Stater
Melati, Pearson 365
Vallejo

Fran — Sometimes the truth is stranger than fiction. We're reminded of the time one winter about 20 years ago when six seniors were thrown into frigid Sonoma County ocean waters after their open fishing boat capsized. The Coast Guard eventually rescued them, but according to survival tables, all the elderly gentlemen should have died of hypothermia hours before. The men attributed their survival to taking turns talking about their families rather than worrying about death. It



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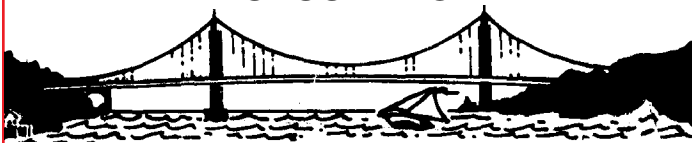
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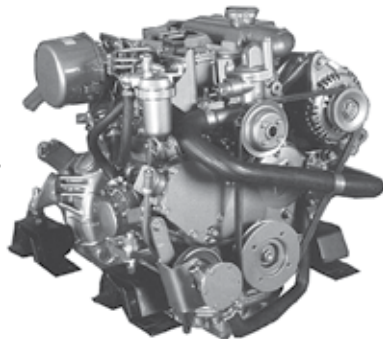
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LETTERS

was an incredible story that should have been the subject of scientific research.

↑↓THE LOUIS JORDAN DIET

For me, the most compelling evidence that Jordan is telling the truth is that he lost 50 lbs in 66 days. Not even Jenny Craig promises such great results.

Jon Hafstrom
Sea Horse, Island Packet 35
San Francisco

↑↓WHAT WAS HIS MOTIVATION?

Why would Jordan fake it? Would it be worth losing his boat for such a stunt?

P.S. Even though I'm living in Redding 200 miles from my boat in San Francisco Bay, I still dream about the super time Linda and I had on the 2008 Baja Ha-Ha! Keep up the great work.

Scott Brear
Samantha, Nauticat 38
San Francisco / Redding

↑↓"I THINK THEY'RE BOTH LYING"

I don't believe Jordan, but I don't believe the Coasties either. "We don't have any reason to believe anything he told the media is false," was an outright Coast Guard lie. Or a legal B.S. line to prepare to go after Jordan for the cost of the rescue. Either they had a reason to believe his story was false or they should have shut up.

Latitude praises the Coast Guard bureaucracy more than they deserve. I can tell you a whopper of a story of their incompetence.

Roy Wessbecher
Breta, Columbia 34 Mk II
Brookings, Oregon

Roy — *The ultra low-budget circumnavigation you did with a series of female backpackers on your \$10,000 Columbia 34 Mk II Breta remains one of our all-time favorites, but we don't understand your point of view here. We think the Coast Guard was telling the truth. They had no hard evidence that contradicted Jordan's story, but he seemed unusually healthy for having been at sea so long. As for your thinking they were prepping to go after Jordan for the cost of the rescue, we're not aware of the Coast Guard's ever trying to be reimbursed for the expense of rescues.*

Latitude doesn't praise the Coast Guard bureaucracy; we praise the fantastic job done by the Coast Guard SAR folks. Which is not to say they have never made a mistake, but overall they have a phenomenal record. As for the Coastie bureaucracy, we've taken them on a number of times over the years, most famously for the 'Zero Intelligence' program they instituted a number of years ago.

↑↓MAKE SURE NAMES MATCH ON BOAT DOCUMENTS

We checked-in at the Chiapas Marina in southern Mexico on March 6 when delivering a Spirit 50 north to Cabo. In my opinion Chiapas has improved quite a bit since it first opened. Back then the port captain's inspection included a request for "coffee" — which we later discovered meant a bribe. In addition, the paperwork cha-cha included long trips to the distant airport. During our last stop everything was above board, as best I could tell, and the official offices were only a short distance away.

Both Enrique and Memo at the Chiapas Marina were very



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LETTERS

friendly and helpful. They arranged for a driver to take me to the Guatemala border — about 50 minutes away — to get a TIP. But here is where we had a hassle.

The problem was that the name on the vessel's US document didn't exactly match the owner's name on the copy of his passport — the document didn't have a middle name. As a result, the Banjercito officials at the border refused to issue a TIP, which caused us problems in trying to get an exit *zarpe*. It was a Catch 22 situation. Thanks to Memo's good relationship with the port captain, we were able to leave without a *zarpe*.

Since we didn't get a TIP until later, there's not much to report. However, I would encourage everyone to make sure that the name on the boat owner's passport exactly matches the name on the boat document. And to perhaps get the TIP online before getting to Mexico.

Arnstein Mustad
 San Francisco

Arnstein — Good advice on making sure that the names on the various documents are exactly the same. Bureaucrats love to make major problems over minor errors. Getting a TIP online before a boat gets to Mexico is also excellent advice.

Why would the Chiapas port captain think you needed a zarpe if you were headed north to another domestic port in Mexico? Maybe he was so used to southbound boats leaving the country needing a zarpe that he assumed northbound boats bound for domestic ports should have them, too.

↑↓ NOT NECESSARILY ACCORDING TO THE RULES

We passed through Puerto Chiapas in January on our way to the Panama Canal. All went smoothly for us. The marina was a real pleasure, and the staff treated us royally, chauffeuring us around in the staff vehicle and holding our hands through the formalities at the government offices.

Although it was unspoken and unwritten, we nonetheless got the impression that the head guy at Aduana liked to do things his own way — and not necessarily according to the rules. Perhaps it's best if we don't say more.

Anonymous
 Tucson, Arizona

↑↓ UNIQUE SITUATIONS

I was in Marina Chiapas while the incident you wrote about in the April 8 edition of *Lectronic* was unfolding. Five or six other boats in the marina had TIP problems, too, although each one was unique. Only the one boat ended up paying a fine.

The language on the back of the TIP does not address the subject of multiple entries and exits. It just says that when the boat leaves the country, the TIP must be turned in. Entry and exit requirements for people are different than for boats, as the former is covered by visa law. So if a person wanted to leave a boat in Puerto Vallarta for 10 years, commuter cruising in the interim, there would absolutely be no problem. But if the same person wanted to sail back and forth from San Diego to Puerto Vallarta each season, there is a potential TIP problem.

Mexico is a Napoleonic law country, so perhaps we are supposed to assume that what is not explicitly permitted is forbidden. Those of us from common law countries might make the opposite incorrect assumption that what is not explicitly forbidden may be permitted.

As for Chiapas versus other ports, what Memo and Enrique said is that the current anti-corruption drive of the Mexican government includes trying to establish uniform interpretation of the laws throughout the country. Their interpretation

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of the TIP language is along the Napoleonic law interpretation above. If they are correct, then this problem is going to spread like a Southern California brush fire.

Paul & Gayle Sommers
Dragon's Wing, Ganley Snowbird
The World's Oceans

Paul and Gayle — Tere Grossman of the Mexican Marina Owners Association confirms that officials in Mexico City have advised the official in Chiapas that he was wrong. TIPs are good for unlimited entries and exits.

For what it's worth, you completely misunderstand the difference between Napoleonic law and common law. It's an oversimplification, but Napoleonic (Code) law was a set of statutory laws decreed by Napoleon Bonaparte in 1804 with the goal of establishing clear and understandable laws that would be readily accessible to the ordinary citizens. Common law, on the other hand, is made by judges creating precedents based on statute law passed by legislators. For example, once it was decided that Miranda should have been read his rights, it became the same for all future suspects under common law. That would not have been the case under Napoleonic (codified) law.

While it's an entirely different aspect, another of the big differences between the two legal systems is that under Napoleonic criminal statutes, a defendant is considered guilty until proven innocent, while the opposite is true under common law. Mind you, this is an entirely different concept from 'everything not specifically permitted is forbidden'. That's 'unspoken Cuban law'.

↑↓ EVERYTHING IN CHIAPAS WENT LIKE CLOCKWORK

We spent a lot of time at Chiapas, both on the hard and in the water. Memo helped us with the papers and with the officials, and it all went like clockwork. However, we know of two young budget cruisers anchored off Chiapas who got asked for "additional money" to get cleared out of Mexico.

But for us it was a great place.

Ron & Judy Odenheimer
Cetacean, Tayana 37
Seattle, Washington

Readers — Based on the responses we received, nobody has anything but great things to say about Marina Chiapas and its staff. And while taking care of paperwork can be annoying because northbound boats that didn't get a TIP online in advance have to go to the Guatemalan border to get one, most people didn't have significant problems.

↑↓ TIP? WHAT'S A TIP?

I greatly appreciate all the valuable information *Latitude* has published since I started reading in 1984.

I have a 27-ft trailerable sailboat that I launched at Puertecitos, Mexico around 1990. I have all the documents for my truck, trailer and boat, and my passport, but I never knew anything about Temporary Import Permits (TIPs). I have cleared in at other ports and never had a problem, and coming home was a piece of cake, too.

My question is about the current rules for visiting Mexico by private boat. Do these laws apply to trailerable boats, too?

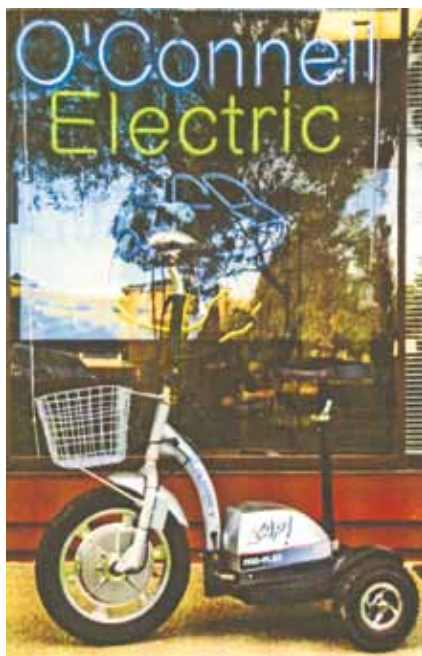
Harold Anderson
Hannalula, Balboa 27
Grass Valley

Harold — Much has changed in the last 25 years. Temporary Import Permits didn't exist back then, and Mexican officials

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LETTERS

didn't pay much attention to foreign boats. That's all changed. It doesn't matter what kind of boat you have, if you're a foreigner taking a boat to Mexico, you need to follow the rules by getting a TIP. It only costs about \$50 for 10 years, and you can get a TIP online, so there is no reason not to get one.

↑↓ USING QUADS FOR TARGET PRACTICE

Some of the recent aerial shots in *Latitude* and *Lectronic* have been quite impressive. I'm sure that I'm not the only sailor who would like to know more about the drone you used to take them.

First and foremost in my mind are considerations about the noise. If Amazon starts using them to deliver in my neighborhood, will I have to blow them out of the sky with my flare gun?

David Demarest
 Burbujas, Vanguard 15 #1004
 San Anselmo

David — All our recent shots have been taken with a DJI Phantom Vision 2+ Quadcopter, which ran a little over a grand, and is controlled by our iPhone 6+, which is not included. DJI seems to dominate the 'prosumer' market, and just released an even better version at the same price.

While not the latest and greatest, our year-old Vision 2+ is all we need for magazine work. We'd previously used and



LATITUDE / RICHARD

Drones are a terrific way to capture aerial views of anchorages.

crashed two Phantoms that were equipped with GoPro cameras as opposed to the proprietary 14 megapixel DJI camera on our current quad. In our opinion, the Vision 2+ package, which costs less than half as much as the package with the GoPros, is just as good if not better, and certainly so for still photos. Some argue that quads equipped with GoPros take better quality video, but we stopped taking video because it takes forever to edit even short pieces.

With just a little practice, the quads are very easy to fly. We usually launch ours from our boats and fly almost exclusively over water. The most common causes of problems/crashes are launching the quad before it's picked up the six satellites it needs to hover by itself, and batteries running out of juice. There are four different batteries in the system. The former problem results in 'flyaway' quads, the second results in either flyaways or quads dropping from the sky.

Contrary to all warnings, we never land our quad on the ground or on the deck of our boat. We catch it in our hand. It's potentially a little more dangerous for our body, but less dangerous for the quad.

Quads are moderately noisy up close, but we estimate they are somewhat less noisy than a Honda portable generator. They are certainly less noisy than the main on our Olson 30 when we tack in a good breeze.

The laws regarding quads vary from country to country. In the US, you can pretty much fly anywhere to 400 feet in uncrowded areas and away from airports. Actually, the newer quads are programmed so they won't fly over 100 feet up within a mile or two of US airports. When we got to the BVIs there was a big sign coming out of Customs telling quadcopter owners to "fly carefully." In France, and thus in the French West Indies, you need a pilot's license to legally fly quads. If there are any laws restricting the use of quads in Mexico, we don't know

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LETTERS

about them. Quads are sort of like trees falling in the forest. If nobody hears or sees them, were they really there?

Quads/drones are far too useful to ever go away. But we don't expect to see drones delivering pizza, beer — or windlasses from West Marine — anytime soon.

Before thinking about trying to shoot quads out of the sky, keep two things in mind: 1) They are small and quick, and thus would be hard to hit; and 2) some quad owners have already equipped theirs with missile-like devices.

↑↓ HAS THE 'VOICE OF REASON' LOST ITS BEARINGS?

I have been reading *Latitude* since 1985, and *Lectronic* since it started. I always thought I knew the publisher of those publications, and that the publisher was always the voice of reason. But the March cover shot of an anchorage taken by the publisher's quadcopter made me crazy! I threw that issue in the trash and canceled my subscription to *Lectronic*.

In my opinion it's wrong for people to fly drones in a marina or an anchorage — or any other place where the peace and quiet is ruined by what sounds like angry hornets. It's also wrong on the grounds that it's an invasion of privacy.

I know people like to call these things drones, but they are actually radio-controlled helicopters. When I was a kid, my dad and I built radio-controlled airplanes and flew them at a 'radio control' airport that was far from where the planes would bother anyone.

All right, it's been 24 hours and I've calmed down a bit. I think I'm gonna dig the March issue out of the trash and resubscribe to *Lectronic*. But I still think you ought to have a vote to see what your readers think about them.

By the way, thanks for running the spread shot of our little old *Patricia A* on pages 74-75 of the January issue.

Mark Miller

Patricia A, Westsail 28
Southern California

Mark — The quadcopters/'drones' that we and most people fly are technically 'unpiloted aerial vehicles' or UAVs. They differ from radio-controlled aircraft in that you can easily program them to take off, go to any number of precise GPS positions, then return to their place of launch — all by themselves.

We're probably biased, but we don't think the noise of the common DJI Phantom is much of an issue. They aren't any noisier than a two-stroke outboard, and once they get a little elevation you can't hear them at all. And it's not as if there is much reason to fly them for an extended period of time.

We think the invasion of privacy concerns are overblown, too. Is it any more an invasion of your privacy than if somebody takes a photo of your boat with a telephoto lens from shore or another boat or the Golden Gate Bridge? In those cases you wouldn't even realize that your photo was being taken. Furthermore, unless somebody buys a much more sophisticated drone with a much more expensive telephoto lens, they're not going to see much detail. Those who think they'll be able to hover a drone over a neighbor's boat to take photos of the beautiful woman sunbathing naked in the cockpit are going to be disappointed. Unless, of course, they are willing to fly their drone so close that the woman could swat it from the air with her hand.

LATITUDE / RICHARD



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LETTERS



WEBB LOGG

Quadcopters/drones are just technology, and thus can be used for good or evil. Most people don't have any idea of the incredible number of excellent applications they have. For example, a company in the Netherlands has developed a drone that can be used to locate swimmers in distress and drop a lifejacket to them. It's already being used on some beaches in Italy. And as you can see from the accompanying photo, some owners are using their drones to give their pets a broader view of the world.

Drones are an ideal way to get your pooch off the boat for 'relief' without having to take it to the beach in your dinghy.

↑↓ THE RETURN OF THE 'UP & DOWN' GIRLS

I'm one of those 'up and down' kind of girls. The accompanying photo was taken by me as I went up the mast of *Legacy*, the Columbia 52 we owned before we bought our Deerfoot 62



DEB ROGERS

Moonshadow, in San Diego's La Playa Cove. If you look closely, you can see my foot holding on tight. I was up there to retrieve a halyard. I hate it when a halyard goes aloft.

Deb Rogers is a devoted 'up and down' girl aboard 'Moonshadow'.

When it comes to cleaning the bottom, my husband John and I have done it the entire three years we've owned *Moonshadow* — except for one time in San Diego.

Cleaning the bottom is great exercise, and once you're done, you feel as though you've really earned your beer.

Deb Monnie Rogers
Moonshadow, Deerfoot 62
San Diego

↑↓ ALL-FEMALE BIKINI CREW CLEANS THE BOTTOM

I know of a number of capable women sailors here in the Islands who do it all, going 'up and down' on boats. As for me, I've been 'up and down' on three boats that are special to me.

I have the pleasure of skippering *Scotch Mist II*, Santa Cruz 50 hull #22. Not only was she first to finish in the 1982 Vic-Maui Race — a couple of years before I was born — but she was also the first Bill Lee design that was commissioned for charter service.

Since she's a Coast Guard 'inspected vessel', meaning she can carry more than six paying passengers, and because I'm a conservative new captain — three years as mate, 18 months as captain — we're required to go aloft each month to enjoy the view and check for potential problems. We never find any problems because, as an inspected vessel, *Mist's* mast must be pulled every four years and the shrouds replaced as necessary. But for me, going aloft is a fun chore.

As for 'going down', those of us on *Scotch Mist* switch it up between keeping the local bottom cleaner employed and occasionally taking the boat out for a short sail, where our all-female crew cleans the bottom — in bikinis — free diving.

All of us who sail on *Mist* know she's got soul, and we know that the more we put our hands on her, especially in those hard-to-reach places, the more we contribute to her legacy and become one with her.

My boss owns the Olson 30 *Oa Oa*, which has done multiple doublehanded Pacific Cups (perhaps because her original



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LETTERS

owner navigated for Matson and she got free rides back to the West Coast). In addition to also having a beautiful, salty soul, *Oa Oa* is the most fun boat I've ever sailed on. She's rad, too! She got a double spreader rig and an extra deep carbon rudder. So I love to go up and down her, scrubbing and detailing all the way, I do foredeck on her during the local beer cans and regattas. I have to admit my intentions are not purely altruistic, as I'm hoping that if I put in enough sweat equity, my boss might let my husband and me take her out ourselves.


Lastly, but certainly not the least, there is our beloved Allied Princess *Three Sheets*. She's been in *Latitude*, as her previous owners, a bunch of young surfer dudes, cruised her through Mexico. My husband outweighs me by nearly 100 lbs and, without self-tailers, can get me to the top much more quickly and easily than I could get him up. Although, for the record, I have winched him up. As for going down to clean the bottom, that somehow became a pink job on our vessel. I often recruit another lady sailor friend to help out, and we each get a side done. Then we do the same on her boat. It really helps that the water in the islands is so warm and clear.

Among the other rad boat chicks out here who do the same things I do are Alice Woods of *True Blue*, Lila Shaked of *Privateer*, Iwa Hartman of *Kainani*, and Michelle Fallon of *Scotch Mist* and *Oa Oa*.

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WILD CHILD LYNN

Growing up as a wild child on a ranch, I climbed trees and mountains, so why wouldn't I climb the masts of the sailboats we've owned? Sometimes I did it just for the fun, other times to get better photographs.



I'm just as likely to clean the boat bottom as clean the dishes, as the former is more fun since it burns off beer calories. On occasion, I can be found getting my hands dirty in the bilge and engine room, too. Why let the boys have all the fun?

I love being an up, down and all-around boat chick, and a fun-loving galley wench.

Lynn Ringseis
 Novato

Lynn is still a wild child and loves to 'get down'!

Readers – Lynn and her husband John owned and cruised a *Catalina 30*, and then, after running boats for *The Moorings* for years, chartered their own *Lagoon 410* and later *Leopard 43*. They've also done numerous *Ha-Ha's* aboard *Profligate*.

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

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

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

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Thanks Don Wieneke for commissioning Jim to do a great painting of *Lulu* racing during Big Boat Series!
I think we all agree, Jim hit a home run with this one!



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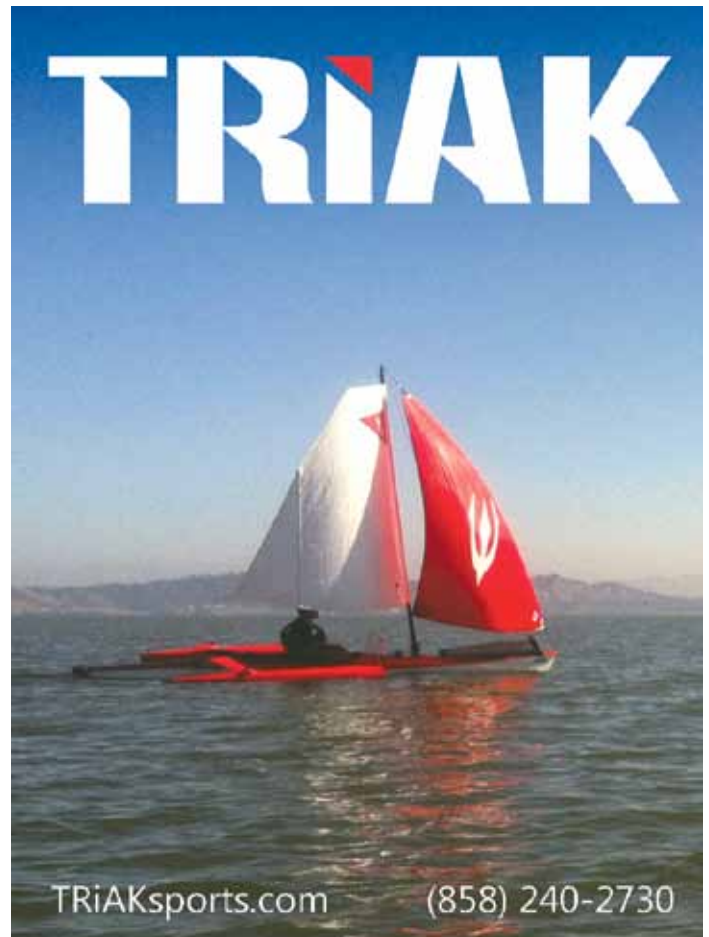
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SIGHTINGS

san francisco to shanghai

In the realm of offshore sailing, speed records for some stretches of ocean seem to get crushed with regularity, while others remain for decades. A case in point is the San Francisco-to-Shanghai, China record, set in 1853 at the height of the China clipper era by the 169-ft clipper *Swordfish*. Her benchmark of 32 days, 9 hours has stood for 162 years — since eight years before Lincoln became president.

That said, nonstop passages along this potentially punishing, 7,000-mile trade route are not often attempted by sailing vessels these days. But as George Mallory said of summiting Everest, ". . . because it's there" seems to be reason enough to challenge *Swordfish's* feat



It's apt to get a bit lonely on 'Maserati's 7,000-mile route across the Pacific to Shanghai.

— that, and the promise of making headlines.

In any case, by the time you read this, renowned ocean racer Giovanni Soldini will have arrived in San Francisco Bay aboard his well-known VOR70 *Maserati*, where he and an international crew of offshore adventurers will await an ideal weather

window (at Jack London Square) to attempt a new Shanghai record.

Regular readers may recall that the last time *Maserati* passed beneath the Golden Gate was in February 2013, as she shattered the 14,000-mile New York-to-San Francisco record held by Frenchman Yves Parlier of *Aquitaine Innovations*, and originally established by the 225-ft clipper ship *Flying Cloud*.

When we met Soldini in 2013, he explained that he'd been fascinated by clipper ships and the NY-to-SF record ever since he read about *Flying Cloud* as a kid. We suspect he probably heard about *Swordfish's* Shanghai record long ago also. In order to break it, *Maserati* will have to average about 217 miles a day, a seemingly easy target for this thoroughbred warhorse. But anything can happen while crossing 7,000 miles of open ocean, especially when you have to pass through the vast minefield of debris know as the Pacific Garbage Patch.

— andy

mystery solved, explanation bolstered

There were two major sailing mishaps off the East Coast that garnered a lot of international attention since January. The first was the dismasting and resulting abandonment of *Rainmaker*, hull #1 of the Gunboat 55 catamarans. The second was the rescue of Louis Jordan from his Alberg 35 *Angel* after 66 days in pretty much the same area.

The mystery is what happened to *Rainmaker* after she was abandoned 200 miles southeast of North Carolina's Cape Hatteras. Aerial searches were made the next two days, and while debris was sighted, there was no sign of the cat. Some thought she might have sunk because there had been a violent impact

between her and a ship that attempted to rescue the crew. But we

continued on outside column of next sightings page

STEVE EARLEY / VIRGINIAN-PILOT



Louis Jordan after rescue.

ha-ha & ta-ta

On your marks. Get set. Go! Every spring there's a mad dash to be the first to sign up for the annual Baja Ha-Ha rally and SoCal Ta-Ta. Both registration sites open May 1 at www.baja-haha.com and www.socaltata.com respectively.

If you're a regular reader, you could probably write the following synopsis of these events yourself, but here's a capsule explanation for the uninitiated:

- The Baja Ha-Ha is a 750-mile cruising rally from San Diego to Cabo San Lucas, Mexico, with two rest stops along the way. Dates: October 25-November 7. All boats of 27 feet or longer that were designed, built and have been maintained for offshore sailing may enter. No singlehanding. Motoring is allowed. All boats must



Legendary racer Giovanni Soldini.

MICHELE SIGHEL

signups begin now

have an AIS receiver or working radar. Entry fee is still \$375 per boat (or \$325 if the owner's age or his/her boat's length is under 35.) Rules are minimal, and the fun factor is off the graph, although safety is paramount.

- The SoCal Ta-Ta is a one-directional cruise from Santa Barbara to Catalina, with three stops en route (roughly 120 miles). Dates: September 13-19. Boats of 27 feet or longer; no soloing; no night sailing necessary. Fee is \$270 per boat. The event's playful theme, Reggae 'pon da Ocean, is an indication of its fun-focused nature, but again, safety is paramount.

The Ta-Ta is a great shakedown for the Ha-Ha, so some boats will do both.

— andy

mystery solved — continued

thought it was highly unlikely that she would sink, and more likely that the Gulf Stream would eventually take her to Ireland.

While in the Caribbean, we met up with Gunboat founder Peter Johnstone, and were shocked by the answer when we asked, "What-ever happened to *Rainmaker*?"

"Oh, she was spotted two months ago by another boat."

"What?! We, and we're sure the 14 people who have deposits on the 55s, would like to have gotten the news when it was fresh."

"And I would have liked to get the boat back. We searched for her after she was sighted again, but weren't able to find her. But I really want her back."

We were in for an even bigger surprise when Johnstone told us where *Rainmaker* was last seen.

"She was spotted 150 miles south of her last known position."

"What!? She was abandoned in the strong northeasterly flowing Gulf Stream, and two months later she was found 150 miles farther south?"

continued on outside column of next sightings page



The repurposed VOR70 'Maserati' during her record-breaking sprint from New York to San Francisco via Cape Horn. Sailing aboard her is always wet and wild.

SIGHTINGS

mystery solved — continued

"That's right."

"She must have gotten caught in back eddies. It would certainly give credence to Louis Jordan's explanation of why his Alberg 35 didn't head off to Ireland, too."

"I totally believe his story," said Johnstone.

Given the latest information, so do we.

The other juicy news we got from Johnstone is that hull #2 of the 40-ft Gunboat G4 foiling cat will be delivered in late October to . . .

San Francisco Bay. She's been purchased by a well-known name in the tech world. If you have \$850,000, you can put your order in for hull #3, and be the second owner to cruise the West Coast on foils.

— richard



The Gunboat 55 'Rainmaker'.

GUNBOAT

delta doo dah

The Delta Doo Dah has never been the same twice, and this year's seventh edition is shaping up to be no exception.

The Doo Dah was started by the *Latitude* crew in 2009 as a one-week cruising rally from San Francisco Bay to the California Delta for 30 boats. The inspiration for it came because we felt that the Delta was an underused resource right in our own backyard, and we wanted to share its secret charms, warm weather, and fine sailing with our fellow SF Bay sailors.

In 2013 the rally became a do-it-yourself event, with 100 boats meandering the inland waterways on their own schedules. This year's DDD 7 will combine the best of both concepts.



doin's

Registered boats can still follow their own itineraries, but they can also join in some planned events, starting with the Kickoff Party. This year, the Doo Dah is joining forces with Richmond Yacht Club's annual Delta Cruising Seminar, led by the club's current commodore, Craig Perez. The seminar/party will be hosted by RYC on Saturday, May 16, starting at 6:00 p.m., and yes, there will be door prizes!

The Doo Dah is also teaming up with RYC and Stockton Sailing Club for the Delta Ditch Run on June 6, which will start in Richmond and finish some 67 miles later at SSC. Separate registration — and an entry fee — is required for

continued in middle column of next sightings page



Spread: 'Mayan' ghosts along in SoCal waters. **Inset:** Prior to installing a modern mechanical unit, the Vrolyks used this elegantly simple, old-school 'autopilot' technique.

mayan's busy summer dance card

As every classic boat aficionado in the Bay Area knows, May is the month when vintage wooden sloops, ketches and schooners throughout the region come out of hibernation to compete in the Master Mariners Regatta — May 23 this year. Without a doubt, this eye-popping Central Bay spectacle is one of the most highly revered events on Northern California's busy racing calendar, and this year it will have a splendid new entry: the 59-ft Alden schooner *Mayan*.

As reported here last August, the big centerboarder — which was a familiar centerpiece of Santa Barbara Harbor for decades while owned by crooner David Crosby — was purchased last spring by well-known Bay racers Stacey and Beau Vrolyk. The 1947 classic now occupies a permanent slip in Santa Cruz Harbor.

This season *Mayan* will not only be on the starting line of the Master Mariners Regatta (May 23), but will also compete in the Delta Ditch Run (June 6) and the Great San Francisco Schooner Race (June 13). In addition, Beau and Stacey intend to do six Monterey Bay races, including the Monterey Bay Leukemia Cup (May 3). In the fall *Mayan* will race in the San Francisco Bay Leukemia Cup (October 17-18).

When we checked in with Beau to ask about any recent upgrades, he had to laugh. When he and Stacey bought the boat a year ago the only major upgrade they had on their must-do list was enclosing the head and adding a shower. But, as you've probably already guessed, the job list soon got longer and longer. "As we dug into it, one thing led to another," Beau recalls. Not only did they build in an interior shower — Crosby never had one — and enclose the head, but they soon found themselves adding a hot water heater system; reconfiguring some of the double berths back to sea berths, as originally designed by John Alden; installing a new refrigeration system; and redoing roughly half of the wiring and plumbing.

Most if not all of this work was done at Wayne Ettel's boatyard in Wilmington, which was the obvious choice, as Ettel, a master shipwright, did a meticulous rebuild for Crosby in 2005-6 that included replacing the original single-planking with double-planked kapur wood below the waterline and Douglas fir over Port Orford cedar on the topsides, all sandwiched with epoxy. As Beau explained to us last summer, roughly 70% of the original frames were replaced with double-sawn purpleheart, and the teak decks were re-laid with modern caulking. Now, he says, she's not only stronger than ever, but "she doesn't leak a drop" — a statement that's undoubtedly music to his ears.

But the upgrade that Beau and Stacey may be most excited about is their brand new suit of sails from Ullman Sails in Santa Cruz. These replace a thirty-year-old set that Crosby bought in Sausalito from the late Pete Sutter. In addition to five new working sails, her arsenal now includes a huge asymmetrical and a massive gollywobbler — yeah, remember those? — that's more than twice the sail area of the main. You won't be able to miss it even from a mile away, as it's emblazoned with the schooner's new logo: a stylized Mayan war mask.

— andy



It takes a lot of canvas to get a heavy schooner like 'Mayan' flying. No doubt that's why she now races with a massive gollywobbler (center).

CYNTHIA SINCLAIR

COURTESY MAYAN

SIGHTINGS

alaska or bust

The San Francisco Bay Area is known for spawning unconventional, innovative and downright crazy ideas. But apparently we have no monopoly on wild-and-wacky concepts. Consider, for example, the inaugural Race to Alaska (R2AK) that's slated to start June 4. Backed by the nonprofit Northwest Marine Center and claiming to honor the self-reliant spirit of the Northwest's forefathers, the race is a loosely structured 750-mile contest that runs from Port Townsend, WA to Ketchikan, AK, and is open to sailing, rowing or paddling craft of any size, as long as they have no engine and accept no assistance along their route.

Combining the edginess of an extreme sports competition with the potential dangers of a made-for-TV survival show, R2AK will take competitors first across the Strait of Juan de Fuca to Victoria, BC (a 40-mile warm-up), then another 710-miles north through Southeast Alaska's maze of islands, inlets and fjords — where currents can run close to 20 knots — before reaching the finish line at Ketchikan. In addition to its entry restrictions and its route, another thing that distinguishes R2AK from more traditional boat races and rallies is the \$10,000 prize that's offered to the first boat to reach Ketchikan — possibly the largest cash prize of any boat race in the country.

Whether due to that impressive enticement or to the seductively masochistic notion of traveling 750 miles upwind and up-current by sail or human power alone, 30 teams ponied up the \$650 entry fee prior to the April 15 registration deadline. Among them are a guy with a standup paddle board, various oar-powered craft, several pocket cruisers, various small cats, tris and sportboats, and even a Paul Beiker-designed proa.

Needless to say, most if not all these entrants would not fit in with the blue blazer set. Take Alan Hartman, for example, who will compete on his 17-ft triyak, whatever that is. According to his entry bio, he "walked into the Alaskan wilderness 12 years ago with not much more than an axe, a bag of beef jerky, and a general disdain for the way most people do things, and made a log cabin he still lives in today... he's Paul Bunyan boiled down into human scale."

We wish Hartman and all the others the best of luck, as they will probably need it. See www.r2ak.com for details, team bios and info on following the racers' transponder tracks, as entries must carry SPOT transponders.

— andy

budding sailors in alameda

On April 19, some 70 kids and parents from Alameda made their way to the beach off the Encinal Boat Ramp on the south side of the island to try out sailing FJs and JY Trainers as part of an Alameda Community Sailing Center open house. Volunteers and previous graduates of ACSC's youth camps took first-timers out for boat rides and coached novice sailors. "The weather was perfect, 6-10 knots

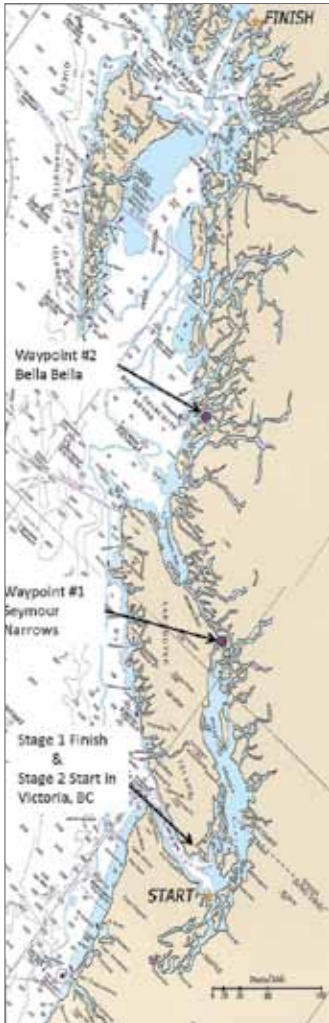
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doo dah

the Ditch Run (see www.stocktonsc.org). Special 'Doo Dah Ditch Run' activities and prizes are planned at SSC on June 7.

On June 20, Doo Dah sailors are invited to join Tiki Lagun tenants to celebrate Summer Sailstice with a potluck supper at the marina on Turner Cut.

Owl Harbor will welcome Doo Dah-ers on Saturday, July 18, with a potluck and a special movie night. On Sunday morning, the cruisers will enjoy a complimentary breakfast at Owl before sailing downwind up the San Joaquin River to SSC for a jam session and dinner.



Alameda kids learned the secrets and discovered the joys of sailing at an open house and barbecue at Alameda Community Sailing Center on April 19.



REBECCA HINDEN PHOTOGRAPHY

— continued

SSC will also welcome Doo Dah sailors at their Hot August Nights classic car show and barbecue on August 15. We've arranged for a stopover on the way upstream at Pittsburg YC on the evening of August 14, where fleet members can join club members for their regular Friday night dinner.

Free registration for Delta Doo Dah 7 is open through August 28. Learn more and sign up at www.deltadoodah.com.

We hope to see you in the Delta this summer!

— chris

budding sailors — continued

right on the beach!" said Rich Jepsen, volunteer chair of the program committee.

"We had a very diverse group of guests," he added. "Ages ranged from 5 to 75, boys and girls, men and women, and all major ethnicities were represented. Many families have committed to camps this summer."

Led by 'Czar of Programs' Victoria Anweiler, two dozen volunteers freshened up the site and prepared the boats, the barbecues, the food, and the learning center for the event and for the season.

ACSC's next event on May 3, in conjunction with the National Women's Sailing Association, will include free half-day camps for up to 24 girls from Alameda Boys and Girls Clubs, Girls Inc., and Alameda Girl Scouts. See www.sailalameda.org for more info.

— chris



SIGHTINGS

long time gone

During the nine years that Tom Olson and Jan Holbrook spent building their 40-ft ferrocement schooner *Ambler*, they undoubtedly looked forward to cruising in far-flung destinations. But we have to wonder if they expected to be 'out there' for nearly 30 years.

These salty, longtime travelers were standouts among the many fascinating crews we met at our recent Pacific Puddle Jump party at Panama's Balboa YC. And we were lucky enough to have an extended chat with Tom later. Read on and you'll see why we nicknamed him Mr. Old School.

Having lived aboard since 1982, the year *Ambler* was completed in Washington, Tom and Jan first sailed south of the border in '88. Eventually, they took a hard right into the Pacific. "We spent four years going across the Pacific," recalls Tom. Hearing him reminisce was like getting swept up into a Michener novel: "Polynesians are happy people. On that first trip, nearly 30 years ago, we met Polynesians who had been to France, had gotten college educations, but wanted to return to their islands and live a simple life fishing and working the copra fields. It's so beautiful out there. We just love it."

Ambler's crew has always sought out less-traveled cruising

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mystery body is

A body found last summer has been identified via DNA as a missing sailor, but the cause of his death as well as the whereabouts of his sailboat and companion remain a mystery.

Last August 8 a badly decomposed body was discovered by a marine biologist working at Simonton Cove on remote San Miguel Island, the westernmost isle in Southern California's Channel Islands archipelago. The decomposition was so advanced that coroners could not determine the exact cause of death, but they found no evidence to indicate foul play. Last week it was announced that the US Department of Justice had determined through DNA testing that the mysterious corpse was that of Richard Martin Smith, 63, of Sacramento. Smith, his sister Monique Krewedl, 57, and dog Chloe



sacramento sailor

were last seen on May 24, 2014, leaving Ventura County's Channel Islands Marina aboard the 34-ft sloop *Xiao Xiang*. According to Smith's daughter, he had recently purchased the boat with his life savings.

As seen in news photos, the sloop appeared to be very well cared for. We're naturally curious if she carried an EPIRB.

Last June family members filed missing-person reports after communications from Smith and Krewedl ceased and the boat became overdue to arrive in the Bay Area. Despite search efforts by the Coast Guard and a lengthy investigation by the Sacramento County Sheriff's Department, no clues as to the whereabouts of Krewedl, the dog or the sloop have been found. If you have info, please contact Sacramento detectives at (916) 874-5115.

— andy

After laying her keel in 1973, Tom and Jan spent nine years building 'Ambler'. They lived aboard for six years before beginning their cruising career that's spanned three decades. Although Jan is finally itching to live in an actual house again, she's agreed to do one more Pacific circuit.



FRANK NITTE

ambler — continued

grounds: "Our favorite places are those that cruise ships can't get to; places that planes can't land; places where the people still live in the old ways," says Tom. "When we were leaving the northern Solomons years ago, 30 people came out in dugout canoes, half of them topless. They asked, 'Why are you leaving? We love having you here. If you want some land, you can have it.' That was a lovely place. But I won't tell you where it is, because it's off the charts."

After four years of island-hopping, the couple was running low on money when they pulled into Guam with the intention of simply stocking up on groceries and water. (*Ambler*, too, is old-school, having no watermaker and few electrical gadgets that many contemporary cruisers consider to be essential. Tom and Jan still use paper charts, and he can use a sextant if necessary.)

"We ended up staying for 12 years," says Tom. He found work driving offshore tugs, while Jan pursued, and eventually obtained, a degree in nursing — reasoning that this would be an ideal profession for a world cruiser.

After 12 years in Guam

— during which *Ambler* endured several colossal typhoons that raged with winds up to 250 knots — Tom quit his job running tugs. "They couldn't understand why I was leaving. 'Because I'm a sailor,' I told them." The couple sailed on to Asia, where they suffered two unfortunate mishaps: *Ambler* getting run over by a fishing boat — repairs from which held them up for two years — and Jan getting run down by a motorcycle-riding thief who not only snatched her backpack, but left her lying unconscious in the street with a dislocated shoulder.

But those dark memories pale when compared to visiting awe-inspiring cultural sites like Cambodia's Angkor Wat. "I cried when I walked into that place," admits Tom. "It's the biggest religious site in the world." (And is a World Heritage Site.)

They eventually worked their way around the world via the Cape of Good Hope, and at some point arrived in Panama, where they were about to jump off for the Marquesas again when we met them. After all these years, Jan is just about ready to move into a house ashore again, but she's agreed to do one more 'amble' around the South Pacific first.

By their very nature ferro boats such as *Ambler* are heavy and slow — hence the choice of name. But traveling slowly suits these veteran cruisers just fine. Tom claims he almost never resorts to running the engine, even when crossing the ITCZ, and almost always makes landfall with full fuel tanks. They firmly believe that traveling without a strict timetable and lingering in the places they visit helps them to break down cultural barriers and build cherished friendships. "I think we're all sort of ambassadors," Tom says. "People everywhere are all basically after the same things: we want a roof over our heads, we want to feed ourselves, we want to educate and raise our children. If we could just get these governments out of the way, we'd have a wonderful world."

We hope to cross paths with *Ambler* again someday, perhaps in some dreamy distant anchorage. In the meantime they say, "We can't wait to get back to the Pacific, 'cause for us that's home."

— andy



FRANK NITTE

Jan and Tom are intimately familiar with the rewards of traveling slowly. They have a passion for spending time at rarely visited islands.

SIGHTINGS

record run to bermuda

On April 20, the San Francisco-based CEO of Lending Club, Renaud Laplanche, with co-skipper Ryan Breymaier and the crew of the 105-ft trimaran *Lending Club 2*, set a new record for the 635-mile course from Castle Hill Lighthouse in Newport, RI, to Kitchen Shoal Beacon in Bermuda. The big tri averaged a remarkable 27 knots, to set the new record of 23 hours, 9 minutes, 52 seconds, pending ratification by the World Sailing Speed Record Council. The team bided its time at Newport Shipyard for a week while prepping the boat and waiting for suitable conditions — a moderate reaching breeze and manageable seas — which would allow *Lending Club 2* to reach speeds surpassing 40 knots.

The previous record for Newport to Bermuda was held by the late adventurer Steve Fossett for 15 years. Fossett's time of 38 hours, 35 minutes and 53 seconds was set in 2000 on the 125-ft catamaran

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historic talofa

"At around 5 a.m. on April 23 my family's historic schooner *Talofa* was T-boned while at anchor off Tortola," writes Beau Bryan, son of owners Cactus and Betsy Bryan. The 97-ft (LOA) schooner, whose keel was laid in Oakland in 1928, was on charter at the time.

"The vessel that hit her was a steel landing craft loaded with road-building equipment bound for Virgin Gorda. My father was able to beach her before the rising water flooded the engine. The force of the impact was tremendous and it was lucky that nobody was injured or killed by this senseless act of negligence."



t-boned in bvi

With the help of local marine resources, *Talofa* was refloated, but she is severely damaged along her starboard side and underbelly. Sadly, she was uninsured, and as Beau notes, "all of the income we were expecting from the second half of the charter season is no more." Consequently, the family is looking for any help they can get from the sailing community to facilitate repairs. (Email Betsy at talofatallship@gmail.com.) They anticipate a having to endure a lengthy legal process before a settlement can be reached with the barge's owners.

continued in middle column of next sightings page

The 105-ft trimaran 'Lending Club 2', driven by Renaud Laplanche and Ryan Breymaier, has broken the Newport to Bermuda record.



LLOYD IMAGES

bermuda race — continued

PlayStation, sailing at an average speed of 16 knots.

Just the previous week, the WSSRC ratified a new record for the English Channel passage from Cowes to Dinard in Brittany, France. *Lending Club 2* set that record in early April, having covered the 138-mile course at an average speed of 26.36 knots in 5 hours and 15 minutes — 8 minutes faster than the previous record, which had stood since 2002.

"We set our sights on three speed sailing records for the 2015 season: Cowes-Dinard, Newport-Bermuda, and the 2,215-mile Transpac," said Laplanche.

With success in the first two attempts, the team will now focus on July's Transpac. At stake is not only the Transpac course record but also the outright sailing speed record to Hawaii. "We're more primed than ever for the Transpac," said Laplanche, who personally chartered the tri for the record attempts. The boat, which began life as as *Groupama 3* in 2006, is expected to arrive in San Francisco next month after sailing through the Panama Canal.



QUIN BISSET

The record-setting crew were Quin Bisset, Jan Majer, Jean-Baptiste Le Vaillant, Boris Herrmann, Roland Jourdain, Ryan Breymaier, Delbarre Stanislas and Renaud Laplanche.

— chris

where islands come from

"Mommy, where do islands come from?" asked the curious child. "Well, let me tell you, this is how it happens..."

Amid plumes of gas, steam, and ash, a new island was born when the Hunga Tonga-Hunga Ha'apai volcano erupted during December and January, 28 miles north of Nuku'alofa, the capital of the South Pacific kingdom of Tonga.

The baby island is now 1,640 feet long (about five and a half football fields), and 825 feet high.

Hunga Tonga is considered unstable, not safe to tread upon, and might not last long, as the ocean waves are likely to return it bit by bit to the sea.

Nevertheless, birds have begun nesting on it, and Gianpiro Orbassano, a 63-year-old photographer who owns a hotel in Tonga, walked on the island in March, taking marvelous pictures. "It's really quite solid once you are on it, and quite high," he said. "The surface was hot — you could feel it."

Go to www.bbc.com/news/world-asia-31848255 to see Orbassano's photos.



Hunga Tonga before (above) and after (below).



CNES / AIRBUS

— chris

new boat inspections in mexico?

Hundreds of sailors are now making preparations for sailing south to Mexico this fall. Undoubtedly, some are nervous about properly complying with government regulations, but Mexican Tourism officials are working hard to minimize confusion about immigration and boat import regulations.

"We were just informed that Customs is going to start a new round of inspections of boats, BINs (Boat Identification Numbers), and Temporary Import Permits (TIPs) of foreign-owned boats," writes Carol Dean. "The folks at Marina Coral here in Ensenada have gone



This new guide does a good job of clarifying often-confusing government regulations on importing private boats to Mexico.

around and photographed all the boats and, if they could find them, their BIN numbers. Here we go again!"

There have been several false alarms of this nature before, but even if this is the real deal, there is no reason for there to be a repeat of the fiasco of 2013-2014, in which 338 foreign-owned boats in eight marinas were impounded by SAT (the Mexican IRS) for a number of months. (Very few of them are still impounded.)

Why shouldn't there be a repeat of the disaster of 2013-2014? First, because it's been made clear to all Mexican marinas, and all foreign boat owners who have been paying attention, what the Mexican government wants/needs to see in order to keep track of vessels in their country. Second, because the last time around the AGACE/SAT agents were so ig-

norant of boats that they had to carry little diagrams showing them which was the bow and which was the stern. Thanks to millions of dollars in terrible publicity, the agents have reportedly received much better training now.

As far as *Latitude* is concerned, Mexico has as much right to keep track of boats in their country as the U.S. does in the States. Our only objection was with how heavy-handedly and incompetently compliance was checked the last time around.

As long as boat owners have complied with Mexico's requirements, there shouldn't be any problem. Indeed, when there were problems last time around, the marinas got in as much trouble as the boat owners. As a result, they should now be making sure that all of their tenants are in compliance with Mexican law.

The other great thing is that this process allows you to take care of almost all your paperwork in advance of sailing to Mexico, and even allows you to make stops prior to calling at your first Port of Entry.

This new guide, produced by Mexico Tourism, is an attempt to make legal issues easy and streamlined for visiting boaters. Read or download it at: www.latitude38.com/pix/BoatingInMexico.pdf

We're not sure if it's a coincidence, but just three days ago Neil Shroyer of Marina de La Paz sent us the latest version of *Visiting Mexico by Private Boat*, a quick guide to entry requirements for private vessels, and their owners and crew, plus a directory of Mexican marinas. As the guide explains, there are four steps you need to take before taking your boat to Mexico.

One of the first things you'll notice is that the document has been produced by SECTUR, which is the Department of Tourism, and the document states, "This brochure is not an official government docu-

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talofa

As longtime readers may recall, *Talofa* has a very colorful history. Her story began during World War I, when brothers Charles and Chester Carter discovered a sunken trove of copper ingots while on duty with the Navy in the Solomon Islands. The story goes that when they returned home, they decided to build a strong, ocean-going vessel so they could return to their 'treasure' site, retrieve the booty and become rich.

The Carters and others worked on *Talofa* diligently for over 14 years, but had to give up their building site and launch her prematurely when WWII broke out. At that time they had finished her hull, but had not yet rigged her. The Carter brothers never realized their dreams of treasure hunting under sail, and *Talofa*



Imagine your own boat being anchored in this "secret cove" on Baja California's Isla Partida, just outside La Paz. Alone in the anchorage is Al Mason's vintage Ranger 33 'Serenity' built in 1972, which, by the way, won her division in the 2014 Baja Ha-Ha. This splendid shot nicely illustrates that you don't need a gold-plated megayacht to enjoy the cruising life.

AL MASON

— continued

was relegated to the inglorious status of an Oakland Estuary liveaboard for the then-aging Carters. Later owners did complete her, however, and she did a 10,000-mile South Pacific circuit, and served for some time as a sail training vessel for U.C. Irvine. During the 1970s he raced in the Master Mariners Regatta, and became a fixture on the Sausalito waterfront.

In 2004, the Bryans bought her and did an exhaustive refit on her prior to sailing her to Mexico to begin her career as a crewed charter vessel.

Many West Coast sailors helped with her daunting refit a decade ago, and some later sailed on her. We hope some of these 'friends of *Talofa*' will come to her aid again now, so she can soon sail again.

— andy

mexico — continued

ment but a brief guide to help you understand and ease the process of entering Mexico by sea and complete the immigration process (Maritime Mexico FMM Process)." Why it can't be an 'official document' is beyond us, because that's what visiting boat owners really need.

That said, there are several major improvements in this latest *Visiting Mexico by Private Boat* guide. The first is that we can't find any obvious errors such as appeared in the first version of the guide, which was passed out to foreign boat owners last October. For example, the first version said that only people who were going to fish needed fishing licenses, when in fact everybody needs a license if there is any fishing gear aboard a boat. Also, the new guide includes links to pages that give clear examples of how you are supposed to complete the four necessary steps and fill out the forms. Before, instructions were often opaque if not counterintuitive.

Maybe we're being naive or overly optimistic, but it looks to us that procedures for sailing to Mexico with all one's ducks in row have greatly improved in the last 18 months. If anyone finds this not to be true, we'd like to hear about it (email: richard@latitude38.com).

— richard



BEER CAN

Much in the way that the beer industry has exploded in variety in the last couple of decades, with micro-breweries popping up everywhere, so has the selection of beer can race series. In May, 1989, *Latitude 38* listed 17 summer season evening race series. By 2015, that number had doubled to 34. And those are just the ones we know of.

Within that list there's surely a series to meet everyone's taste, and a sailing venue close at hand to most.

Beer cans are a great opportunity for a lower-stress entrée into racing. If

*Late to the start? So what?
Over early? Big deal.
No instructions? Improvise.
Too windy? Quit.*

you've been thinking that racing looks like fun, exciting, invigorating, yes it is. If you've been thinking that it looks intimidating, complicated, scary, yes, it's those things too. But beer cans are less so. The whole idea is that anyone can bring their out-of-date leadmine, put up sails that were already old at the turn of the millennium, pile on a bunch of buddies who may or may not know how to sail, and go race against the yacht club member of the year and his semi-pro pals on the latest, greatest, costliest speedster.

Beer cans are usually a lot shorter than weekend regattas, requiring a

Paul Kamen's Merit 25 'Twilight Zone' crew were all smiles during this BYC Friday night race.



SHARON HIND-SMITH

smaller investment of time, ranging from about 45 minutes to two hours from start to finish.

Each series has its own personality. Some are more serious than others, with trophy presentations at the end of the season. Others don't even bother to keep score or charge an entry fee — Santa Cruz and Richmond come to mind in the latter category. Some aren't even associated with an actual yacht club. Last we heard, dock neighbors at Antioch Marina were still racing each other on Wednesday nights.

Sailing out of the Port of Redwood City, Sequoia YC's beer cans are pursuit races. Start times are based on each boat's handicap rating as one might expect, but racers receive a ratings hit for winning and a bump for crew memberships, which fosters a culture of inclusiveness and helps to level the playing field.

Much as you can choose a refreshing lager or a more robust stout, you can find beer can venues that vary from calm and relaxing to adrenaline-pumping, salt-spray-in-your-face exhilarating. At other locales you'll find a start and finish in a protected cove and a course out to a windy bay, with the opportunity to practice headsail changes and/or mainsail reefing.

In some fleets you'll find regular racers who don't seem to be able to tone down the aggressiveness that should be reserved for big regattas, while others are all too eager to help the newbies get a leg up.

For novice crewmembers, beer cans



WWW.NORCALSAILING.COM

are a great way to connect with boat owners and quickly climb the skills curve. Taking new sailors and non-sailors along is part of the beer can credo.

To connect with a boat owner looking for new crew, you can put your name on *Latitude 38's* online crew list at www.latitude38.com/crewlist/Crew.html and also scan the Racing Skippers list for a likely match. But finding a beer can ride can be simpler than that: Just show up.

Wear some warm, water-resistant clothes and nonskid, non-marking shoes (like sneakers or gym shoes), bring beverages to share or some homemade cookies, arrive at the hosting club about an hour before the race starts (5:00-5:30 if you're not sure), smile, and start asking around wherever it appears the sailors are gathering — the parking lot, the hoist, the bar, the docks.

Two of the cheapest purchases of sailing gear will make the biggest difference to your comfort and turn you from a passenger into a working crewmember: sailing gloves and knee pads. More expensive but worth the investment is your own lifejacket. There's a reason it's called a 'personal' flotation device.

Some keys to being a good crew: Pay



The enduring popularity of the CYC Friday Night Races continues this year, with 45 boats signed up for the first race on April 17.

attention to what's going on around you, try to be helpful but don't take over other people's jobs, be reliable, make it to as many races as possible, be cheerful, and stay calm.

Once you've connected with a boat you like, show up for every race and we predict that by the end of the summer you'll know all the lingo, have some new friends, and be sought after as crew on weekend races.

You can find a beer can race every weeknight, but Fridays are a favorite with many of us working stiffs. Friday just seems like the ideal evening to shake off the stress of the work week and transition into the adventures that await us on the weekend. Out on the water, with the excitement of the starting sequence crowding out other thoughts, the beauty of the aquatic scenery adding further distraction, and the companionship of our mates creating team spirit, we can literally feel the release of tension from our shoulders. And that's before we even

pop an eponymous beverage.

Corinthian YC in Tiburon offers a Friday night series from mid-April to late August. Their numbers are bolstered by neighboring San Francisco YC, which has no beer can series of its own. But the races are open to everyone — yacht club membership is not a requirement. The formula for success includes dinner from the grill and drinks back at the club,

plus daily trophies for the first three finishers in each division (glasses or coffee mugs), encouraging the sailors to join in the post-race socializing, which is half the fun anyway.

Berkeley YC runs beer cans on Friday nights too, with a start and courses on the Berkeley Circle and a finish back at the clubhouse. BYC's casual Friday nighters run April through the end of October, when twilight creeps up too early to continue. Undaunted, BYC switches to equally casual Sunday afternoon Chowder races and carries on with those until the evenings brighten up again in the spring.

Also offering race series on Friday night are South Beach and Golden Gate YCs in San Francisco, Encinal, Island and Ballena Bay YCs in Alameda, and Tiburon YC.

But Fridays aren't even the most popular nights for beer can series. Even more clubs like to break up the week on hump day. Clubs hosting races on Wednesday nights include Monterey, Oakland, Richmond, St. Francis, Vallejo, Coyote Point YC in San Mateo, and Sequoia. Santa Cruz Wednesday night races are not technically run by the yacht club, or by any race committee, for that matter. Rather they are super-casual do-it-yourself affairs using a 'rabbit' start.

(In a rabbit start, the designated rabbit boat passes a mark or tacks onto port at a prescribed time. Other boats must pass behind the rabbit on starboard tack in order to start.) You've finished when you've passed the harbor entrance, but

As illustrated in this Sausalito YC Tuesday night photo, size really doesn't matter in beer can racing. There's no reason a Hinckley 38 and a Santana 22 can't compete together.



ROXANNE FAIRBAIRN / WWW.ROXSHOTS.SMUGMUG.COM

BEER CAN

CHRIS RAY / WWW.PRINTROOM.COM/PRO/CRAY1VP



Proving that you don't even need a boat to do a beer can series, StFYC hosts kiteboarders and windsurfers as well as plain old keelboats.

no one's writing down your time. SCYC prolongs the fun by hosting a post-race barbecue.

Can't make a Wednesday or a Friday? You can literally find a beer can race every night of the work week. As a matter of fact, *Latitude 38* created just such a Beer Can Challenge. Race every night for five nights straight, and you could be the next King or Queen of the Beer Cans. A T-shirt and 15 minutes of fame

in *Latitude* are the rewards. Should you choose to accept the Beer Can Challenge, email us at racing@latitude38.com.

Not near San Francisco or Monterey Bay? Not a problem. Beer cans abound on lakes and rivers inland. From Lake Tahoe to Lake Yosemite, from Stockton Sailing Club to

Lake Washington Sailing Club in West Sacramento, from Folsom Lake to Clear Lake — well, we could go on, but you get the idea.

Prefer dinghy sailing? Some of the lakes offer racing for centerboarders, but you can find small boat racing closer to the Bay too. Vanguard 15s and Lasers race in Treasure Island's Clipper Cove and the V15s also have a fleet in Beni-

cia. Sequoia offers a 'Soda Can Series' for junior and grownup Laser short rig sailors.

We'd need much more room to list all of the region's beer can series in this article, but you can find most of them in the *2015 Northern California Racing Calendar & YRA Schedule*, and an even more up-to-date list at www.latitude38.com/YRASchedule/BeerCans.html.

You might ask, "Why not just go sailing after work?" So we'll tell you. Signing up for a race, or to crew on someone's boat who's racing, brings focus and commitment to the plan. Otherwise, you might find yourself staying late at the office to complete just one more task. Or, you might discover errands that need running or other chores that seem important in the moment. Or, that barstool might beckon for happy hour. Much better to earn your place on it.

The complexities of racing engage the

Clockwise from top left: Breeze on! RYC's Wednesday night series was off to a rollicking start on April Fool's Day; SBYC's Friday night races south of the Bay Bridge are often treated to blustery conditions; for a mellower twilight sail, try a flat-water Estuary race; socializing at pre- and post-race barbecues is half (or more!) of the fun in Santa Cruz.

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CINDE LOU DELMAS

brain in a way that's above and beyond the practice of seamanship. If you have friends who are more cerebral than brawny or don't know the difference between a halyard and a foreguy, they can still get involved by being in charge of the Sailing Instructions, the countdown to the start, and spotting and identifying the signal flags.

Besides which, sailing in a group of

RYC observed the first commandment on April 1, mocking 'Hoity Toity Yacht Clubs' with an on- and off-the water costume contest. These were the winners, Merrick and Grace Cheney.

boats, occupied by current or future friends, is just more fun.

In case you still need help figuring out how beer can racing fits in the big scheme of things, we're republishing the Ten Commandments of Beer Can Racing on this page. These Commandments were originally handed down by our late, great racing editor, Rob Moore, who first revealed them in our May 1989 issue.

Now that you know a little more about these after-work opportunities to sail, we hope you take advantage of them. Let us know how it goes, and send along a photo or two to racing@latitude38.com.

— *latitude*/chris

THE TEN COMMANDMENTS

I) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. As the ad says, "Safe boating is no accident."

II) Thou shalt honor the racing rules if thou knowest them. The 2013-2016 US Sailing Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For Beer Can racing, just remember some of the biggies (port-tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

III) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'Beer Can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

IV) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only Beer Can racing.

V) Thou shalt not amp out. No screaming, swearing or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been

OF BEER CAN RACING

medically proven to have a calming influence on the nerves. (One's probably plenty if you're driving though.)*

VI) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a Beer Canner. Besides proving that you're unclear on the concept of Beer Can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.

VII) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: As the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

VIII) Thou shalt always go to the yacht club afterwards. Part of the gestalt of Beer Can races is belying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

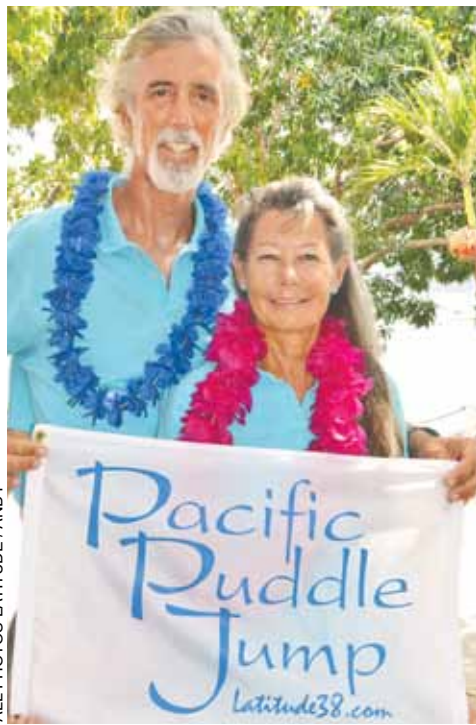
IX) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

X) Thou shalt not worry; thou shalt be happy. Leave the cellular phone in the car; bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

(*Strangely enough, this sentence does not appear in the original text.)

PACIFIC PUDDLE JUMP PROFILES, PT II —

In 1513, when Spanish explorer Vasco Núñez de Balboa became the first European to lay eyes on the Pacific Ocean, he was actually looking for gold. Today, many of the sailors who reach the Pacific via the Panama Canal are seeing it for the first time also. But they're traveling in search of a different sort of 'precious commodity': access to storied isles of the South Pacific.



ALL PHOTOS LATITUDE / ANDY

The 'French Curve' crew shows off their new PPJ burgee. Every boat crew who attends our sendoff parties gets one.

On any day at this time of year you can find dozens of international cruising boats in the anchorages and marinas of Panama, most of which will soon jump off on the long passage to French Polynesia that we like to call the Pacific Puddle Jump.

In addition to the continuous stream of westbound yachts arriving from Europe, Africa, the Caribbean and the Eastern Seaboard of the US, many West Coast cruisers stage for the Jump here also, having completed stints of cruising in Mexico and Central America.

The sailors you'll meet in these pages were all guests at our two Pacific Puddle Jump Sendoff Parties at the Balboa YC (on the Pacific side of the Ditch) and the Shelter Bay Marina (on the Caribbean side). As you'll learn, their backgrounds and the ultimate destinations they seek are as varied as their nationalities. We wish them all the best of luck on the crossing.

French Curve — Beneteau First 47.7 Mark & Cheryl Mitchell, San Diego, CA

After sailing south with the 2013 Baja Ha-Ha rally, Mark and Cheryl have spent the past year and a half exploring Mexico and Central America. Probably the most exciting — if not terrifying — experience thus far was when a 50-knot *Papagayo* wind piped up as they were rounding Cabo Santa Elena, Costa Rica. They clocked 17 knots under main alone going DDW. "It was insane; an 'E ticket'," says Mark.

Twenty-five years ago, the couple 'sailed' the Society islands on a *Wind-song* cruise for their honeymoon. And as Cheryl puts it, "Mark's been wanting to go back and relive that honeymoon ever since." They wisely secured six-month, long-stay visas, and their schedule is open-ended.

Nauti Nauti — Leopard 40 Allen & Patricia Valkie Fond du Lac, WI

"Forty or 50 years ago I went to Tahiti three times by air, and those were some of the best experiences of my life," says Allen. "Ever since then I've dreamed of getting back to it." Patricia chimes in, "I married him when I heard what he wanted to do."



This crew is 'Nauti Nauti'.

It's taken them 10 years to put all the pieces of their plan together, but now they're finally heading west with an open-ended timetable.

Sea Angel — Lagoon 42 TPI David Lawn, San Francisco, CA

"We're actually headed for Tonga to work for a nonprofit called Sea Mercy," explains David. The two-year-old organization provides "floating health care clinics" in outlying areas of Tonga, Fiji and



'Sea Angel' Samaritans.

Vanuatu. "I wanted to buy a boat and give back a bit with the skills I have," explains David. "I'll do it for as long as I feel compelled."

Ironically, only a few days after that conversation Cyclone Pam clobbered Vanuatu, leaving those sparsely developed islands in a terrible state. Sea Mercy quickly became involved with the relief effort. (See: www.seamercy.org.)

Wes Williams will crew on the passage to French Polynesia.

Antara — Westsail 42 Don Russell, Oakland, CA

Talk about a longtime plan. Don claims he's been pipedreaming about making an extended South Pacific voyage since his teen years when he read about Robin Lee Graham's adventures aboard *Dove*.



Buddies aboard 'Antara'.

Now, decades later, he'll follow Graham's lead. Don often sails singlehanded, but on the crossing he'll be joined by his son-in-law and friend Tom Abbott.

Maluhia — Catana 42s David & Kim Wegesend, Aiea, HI

After a long stint exploring Mexican waters and upgrading their boat, David and Kim began heading south toward Central America on New Year's Eve 2013 and were promptly greeted by a ferocious rain-storm complete with thunder and lightning.

Their route to Panama was an unusual one: After Costa Rica they sailed to the Galapagos for a two-month visit, then to the Ecuadorian coast where they left *Maluhia* for several months to travel inland. They absolutely loved 'Darwin's islands'. So much so, in fact, that they'll make another stopover there while en route to Polynesia.



Hawaiians on 'Maluhia'.

ALL THE BEST IS WEST

Guinevere I — Hallberg-Rassy

Ben & Marian Gendre, Edmonton, AB

"If things go as planned," say Ben and Marian, "we'll probably go to French Polynesia, then up to the Line Islands



The 'Guinevere I' crew.

and Hawaii. If we really like Tahiti the first time through, we might sail back there again from Hawaii for another visit the next season.

"We actually started out with a plan to circumnavigate

the globe in the other direction, but since arriving in Panama we've become convinced that all the best is west, so why would you want to go east?"

Vimy — Beneteau First 47.7

Darryl Laurin, Vancouver, BC

It's pretty obvious that Darryl enjoys singlehanded, as he's sailed mostly solo since buying this boat in Barcelona. He did two circuits around the Med, crossed the Atlantic, then explored the Caribbean. Now it's off to Tahiti alone and on around the world.



Darryl of 'Vimy'.

It's not that he doesn't enjoy traveling partners, though. As he explains, "My girlfriend doesn't like sailing. She likes British Airlines tickets to visit me wherever I go." Yeah, he's a retired pilot.



The 'Orient' crew is on the home stretch.

Orient — Beneteau Oceanis 473

Maurice Cross, Auckland, NZL

When we met Maurice and his two strapping young crewmen, Patrick and Adam, they were about to set off on the final sprint of a very fast lap around the planet. They'd departed from their homeport, Auckland, only seven months earlier. Why the rush? Who knows? Perhaps because fast is fun.

As you might imagine, the toughest sailing was going around Africa, and some of the sweetest was sailing up the South Atlantic to Brazil and the Caribbean. Once back home, Maurice will definitely keep the boat. "I'll be back here again one day," he predicts.

Sail la Vie — Catalina/Morgan 45

Lars Larsen & Laura Crowell
Park City, UT

We were happy to hear Frank confirm that our South Pacific seminars had a positive influence on his cruising plans. "I went to the Seattle Boat Show a year ago and heard about all this," recalls the Utah native, "then bought a boat in Gig Harbor not long afterward." There, he met Laura, as her boat was in the

Attendees to our Balboa YC fiesta strike a pose. Far right, out of frame, is the end of the Canal.

neighboring slip. They hit it off, and he soon convinced her to quit her job, sell her boat and sail around the world with him. So far, he says, we're having nothing but fun.

Seems that Lars definitely found the right shipmate. Laura has been sailing inshore waters since she was 13, but had never been out on the open ocean. Now that she's been initiated she says, "I'm in love with sailing offshore."



Matched up on 'Sail La Vie'.

Suluk — Tradewind 35

Pieter Bokhoven, Gouda, NED

As Peter explains, "When I was 16 I started sailing on the North Sea, and after a while I started dreaming about far-off destinations." These days, he's become a very experienced singlehander.

In 1994 and '95 he did a solo circuit around the Atlantic. Then eight years later he set out to pursue what he considers to be the dream of his life: to sail to New Zealand in his own boat. With any luck, he'll make landfall there in a few months, and will begin extensive travels in that island nation.



Pieter of 'Suluk'.

Hot Lips —F-P 40 cat

Richard Selby, NZL

Richard bought this lovely Fountaine-Pajot cat almost three years ago out of a charter fleet in Turkey. Having



PACIFIC PUDDLE JUMP PROFILES, PT II —



Our PPJ party at Shelter Bay Marina was a huge success, with boats from many nations.

vacationed in Tahiti 40 years ago, he's anxious to get back there for a second look. Afterward, he hopes to reach his New Zealand homeport by Christmas.

**Cattiva — Beneteau 39
Maurice Graff
& Maria Di Giandomenico
Toronto, CAN**

As Maurice explains, "We waited until late in life to buy a boat." Before officially becoming full-time cruisers this year, Maurice and Maria were part-timers for five years, doing stints of sailing in the Bahamas and Trinidad.



Canadians on 'Cattiva'.

"I eventually got a little bored with the Caribbean," admits Maria. "I said, 'I need more.'" Maurice wasn't ready to stop cruising, so they evolved their current plan to head west to French Polynesia.

**Ednbal — Beneteau 393
Roger Boxall & Sasa Barac
Fremantle, AUS**

Often when we meet Aussie cruisers in Panama, they've just bought a boat and are beelining home with it. But that's not Roger and Sasa's story. They bought this comfy Beneteau on the East Coast of the US nine years ago and have been sailing the heck out of her ever since. "We sailed around the Caribbean — both east and west — for three years, then over to the Med for three or four years, then back here (Western Carib) for a couple more years," says Roger, "and now we're off to the South Pacific."

"We think we'll be out in the Pacific for another three or four year — heading back home gently and slowly."



Sasa & Roger of 'Ednbal'.

"We went to Tahiti years ago on a bareboat charter cruise," explains Sasa, "but only 10 days there was much too short." One of the things they're looking forward to most is kiteboarding — a sport they both took up only recently — on the flat water of the Tahitian lagoons.

**Joalea — Hylas 54
Tony Monteiro & Margaret de Araujo
Vancouver, B.C.**

Due to a recording glitch, we lost most of our interview with Tony and Margaret, but we do recall that since buying this boat



The 'Joalea' crew.

four years ago, they've put plenty of miles on her, and are thrilled to be heading out to the islands now, with their 24-year-old daughter Jessica along as crew, in addition to friend George Sandor.

Evidently the couple secured long-stay visas, as their game plan is to cruise French Polynesia for a year.

**Continuum — Caliber 40 LRC
Bob & Mona Jankowski,
New Bern, NC**

Although Bob and Mona, are actually

from Valparaiso, Indiana — not exactly a major sailing center — they are seasoned sailors, who've been out cruising for two years. Unlike most of the folks we meet at our Sendoff Parties, they had no intention of heading to Tahiti until they got swept up in the enthusiasm of the many west-bound cruisers whom they met in Panama.

The decision to follow their lead proved to be truly serendipitous, because about 3/4



'Continuum' to the rescue.

of the way across they found themselves answering a mayday call from another PPJ boat, the Canadian-flagged S&S 42 *Nirvana Now*. Because that boat had both a disabled rudder and headstay problems, owners Randy and Dawn Ortiz made the tough decision to scuttle their floating home and accept a ride to the Marquesas from *Continuum*.

**SeaKey — Lagoon 380 S2
Rick Naugler & Lara Basbas
Key West, FL**

"For 30 years I've been dreaming of next week, when I'll set sail for Tahiti," says Rick. Part of the reinforcement for that dream — and the general idea of vagabonding around by boat — was due to his working for years as a manager at Jimmy Buffet's famous Margaritaville



The international 'SeaKey' crew.

bar and restaurant in Key West.

After that, Rick made a radical change and lived for six years in the Philippines, where he met lovely Lara. They bought

ALL THE BEST IS WEST

this boat last year, and somewhere along the way picked up two Swiss crew, Lorraina and Nicco. *SeaKey's* future is wide open, but the Philippines is definitely on the destination list.

Anahata — Passport 42 David Hartman, Toronto, ON

Inspired by the writings of Bernard Moitessier and other classic sailing authors, David says, "The Caribbean was nice, but I'm *really* looking forward to getting out to the South Pacific." He claims he's dreamed of sailing there for 35 years.



'Anahata' David.

A Canadian, originally from South Africa, David learned to sail at age 12. Perhaps that's why he's comfortable singlehandedly this 42-footer. On the crossing to the Marquesas, however, he will have several crew. David's long-term cruising plan: "Getting lost in the Pacific."

Il Sogno — Oyster 56 Craig & Karene White, Newport, RI

After busy careers in the Big Apple (New York City), Craig and Karene are thrilled with the cruising lifestyle they've had for the past four years — mostly in the Caribbean.



'Il Sogno' is westbound.

"I've been to many places in the world," says Craig, a former journalist, "but I haven't really spent much time in any of them. Now I really enjoy seeing the world at seven knots rather than 700."

For Karene, who is relatively new to sailing, meeting new people along the way has been the highlight so far. After French Polynesia, the couple's plans are flexible — as well they should be, given the nature of the cruising lifestyle.

Ambler — Self-built Ferro 40 Tom Olson & Jan Holbrook Olympia, WA

Unlike many cruisers who spend years building up a nest egg before finally going cruising, Tom and Jan have

their own approach: "We sail a while, then we stop and work for a while,"

says Tom, "then we sail a bit and we work some more. We've been on our boat since 1982." Prior to that, explains Jan, "We spent nine years building it."

Their first crossing to French Polynesia was 30 years ago — back when the islanders raced in the lagoons aboard wooden outrigger canoes rather than the sleek fiberglass boats used today, and the raucous and raunchy Quinn's Bar still raged every night, just a short stumble from where yachts stern-tied along the Papeete quay.

As you'll read in our *Sightings* profile of Tom and Jan, they've had more than a few adventures during their 33 years aboard *Ambler* — a well-named boat, if ever there was one.

Oceanna — Lagoon 410 cat Greg & Kaycee Evans, Victoria, BC

Ironically, in our interview lineup behind the vastly experienced *Ambler* crew, were some of the fleet's greenest ocean voyagers, Canadians Greg and Kaycee. What they lack in experience, though, they make up for with enthusiasm.

During a surf trip to Fiji a few years ago, Greg was first exposed to the cruising lifestyle, and despite the fact that he'd never sailed before, he immediately decided that traveling under sail would fit perfectly with his twin passions: surfing and spearfishing. If we've got the story straight, not long after the Fiji trip, while working in the Canadian oil fields to put together a cruising kitty, he met Kaycee.

They bought *Oceanna* sight-unseen, and when they arrived in North Carolina to inspect their purchase they found her in pretty rough shape. But after five months of hard work, they had her back in seaworthy condition again. And after "loading up with spearguns and surfboards," they took off last April on the big adventure.



The ambling 'Ambler' crew.



Surf's up on 'Oceanna'.

Boxing Kangaroo — Van de Stadt 34 Bregt & Lynn Swinnen, Antwerp, BEL

Some European sailors we meet in Panama have never heard of *Latitude*, but we were pleased to learn that Bregt is a longtime reader of the online version.

"Circumnavigating is a longtime dream for me," he explains. But Lynn claims she had never sailed before departing Belgium in 2013 — and the first leg was in the notoriously rowdy Bay of Biscayne. So far, she is "hanging on" with no threats of jumping ship. Their eventual plan is to sail all the way back home via the Cape of Good Hope. As Bregt puts it, "Only three more oceans to cross."



'Boxing Kangaroo' crew.

Palarran — Hans Christian 38T CB & Tawn Midkiff, Seattle, WA

"I didn't even know this was a thing," recalls CB, explaining that Tawn, who is a lifelong sailor, introduced him to the sport with an unforgettable experience.



The 'Palarran' pals.

"His first time sailing," she says with a laugh, "was on a Chicago to Mac Race during one of the worst storms in 75 years."

Born into a sailing family, Tawn says she's wanted to cross oceans on her own boat since she was a kid. Having now amassed a cruising kitty that will hopefully last for four or five years, the couple refers to their current status as "pre-tirement." (Actually, they'd like to go all the way around the world, but don't want to jinx it by saying so.) By the way, in case you're wondering, the name *Palarran* was borrowed from JRR Tolkien and means 'far wanderer'.

Wairua — Freedom 33 Andy & Megan Vance, Kerikeri, NZL

Andy, a native New Zealander, bought

PACIFIC PUDDLE JUMP PROFILES, PT II —



'Wairua' is NZ bound.

Wairua in Hawaii 10 years ago and sailed her to Seattle. There, he met Megan, then a grad student, who is originally from Southern California. It was definitely a fortunate matchup, as she grew up in a sailing family — "My parents threw me in a Sabot when I was six" — and she raced FJs for UCSB during her college years.

The couple has already had plenty of adventures aboard *Wairua*, including a trip up to Alaska. But the goal now is to island-hop west to her official homeport, Kerikeri, New Zealand.

Dora — Custom Van der Stat 37 The Horvath family, HUN

It's rare enough to find a sailing family who comes from a landlocked country such as Hungary, but the Horvaths actually built their own boat over a seven-year period — out of aluminum, no less.



Being landlocked didn't stop the 'Dora' crew.

We're not sure where they got the inspiration to pursue the cruising life, but Attila (dad), Erika, (mom), and their kids Dora and Daniel all seemed psyched up to be about to jump off for the islands. They intend to circumnavigate.

Jenny — Jeanneau 45 Alan Franklin & Lynne Gane Southampton, GBR

"The boat has already done one global circuit," explains Lynne, "and we're about to embark on the second." Since leaving England, she and Alan cruised with the OCC East Atlantic Rally before crossing to the Caribbean. Before crossing to Panama, they thoroughly explored the Windward Antilles islands.



Lynne of 'Jenny'.

Their game plan now is to island-hop to Australia, then eventually up to Indonesia and Japan, then east across the Pacific to British Columbia.

Mezzaluna — Tashiba 40 Jeff Anderson & Katie Lauritzen Bay View, WI

We didn't get to know Jeff and Katie very well, but we do know that they are both longtime sailors who retired early to pursue their cruising dreams. They bought this boat — a former Caribbean 1500 winner — six years ago. Their goal this season is to reach New Zealand, but after that *Mezzaluna's* schedule is wide open.



'Mezzaluna' Midwesterners.

Firefly — Contest 33 Drew Morant & Shelly Tennyson AUS

"This is literally the third time we've left to do this — on the third boat," says Drew, an Australian who works professionally aboard yachts with his American girlfriend Shelly. "This time we're pretty determined to actually get across to the other side."

Their previous attempt at jumping the puddle was two years ago, when they bought a boat on the West Coast with the intention of taking her into the Pacific. But they liked Mexico so much that they stayed for five months and screwed up their timetable. Drew and Shelly eventually sold that boat, then bought and sold another, and now they're cruising aboard *Firefly*, a Dutch-built sloop that they picked up recently in Florida.

"We've been wanting to do this together for six years," explains Shelly. "So it's time to stop screwing around and do it!"

Falshator — Hanse 445 John & Shelly Colebourne Auckland, NZL

For John, who is a former racer, the

transition to the cruising life hasn't been easy, but after nearly a year and a half he is definitely warming up to it. He and Shelly bought this boat in Croatia, cruised the Med for nine months, then crossed to the Caribbean last December.

Now they're excited to be heading west into the Pacific, but their trip home might be a little rushed, as they hope to reach Auckland by October, when their eldest daughter is due to have a baby. John offers these thoughtful words to would-be cruisers who have yet to leave the dock: "Your dreams are what give you strength. But you never know if you have the strength to realize your dreams — unless you try."

Fanny Fisher — Jeanneau 42 DS David & Dimity McMurtrie Sydney, AUS

This spirited Aussie couple subscribe to the six-on, six-off plan. That is, since buying the boat in the Med in 2011, they've spent six months a year sailing and six months at their home, 500 kilometers inland of Sydney.

The Jeanneau sloop takes her name from one of the first two boats built Down Under. Launched in the 1820s, the original *Fanny Fisher* was owned by Dimity's great grandfather, who famously won the first race between the two boats, from the Manning River build site to Sydney. He went on to be harbor master of the port.

Phileas — Lagoon 450 The Erodiades family, Toulon, FRA

The handsome Erodiades family left Europe four years ago, and judging by their upbeat attitude, they seem to be thoroughly enjoying the cruising life.

"It was a longtime dream for us to cruise the world with our family," says Nicolas (dad). "Yes," adds Virginie (mom), "it was his idea was to leave our country, and my idea to cross the Canal and sail to French Polynesia."

"And we are very happy that we will



John of 'Falshator'.



Aussies on 'Fanny Fisher'.



Third-timers Drew & Shelly.

ALL THE BEST IS WEST



The family on 'Phileas' may circumnavigate.

meet not only French people there," adds Nicolas. Their daughter Etina and son Oscar are always on the lookout for other 'kid boats'.

Toccata — Najad 440 Anne Lomax & Peter Kemp Cape Town, RSA

You might say that Brad and Saskia Stemmet were testing the waters of the cruising life when we met them.

They are taking 10 months to crew aboard this Swedish-built 44-footer for her parents (who were out of town at the time of our Shelter Bay fiesta.) The young couple races cats back home in South Africa, and they have dreams of retracing this voyage before too long in their own boat. As we often observe, learning a route while aboard OPBs (other people's boats), is a great preparation for doing it on your own.



'Toccata' is from Africa.

Unwind — Simonis Voogd 48 Niels & Margret Hendriks Barendrecht, NED

Having bought this custom-built aluminum sloop in South Africa, where they

own a business, Dutch citizens Niels and Margret are now headed around the world. Or should we say the rest of the way around the world. They've already sailed up the South Atlantic, of course, and have bounced all around both sides of the Caribbean



Planning to 'Unwind'.

basin.

Having done lots of sailing in Holland before moving to Africa, it was tough for them to be boatless there for 10 years, so they were itching to get back out on the water and pursue their longtime dream of circumnavigating. After 10 years there, when their dogs died they took it as a signal that it was finally time to go.

Imoogi — Catalina 470 Dean & Sally Johns, Brisbane, AUS

Now that many if not most international boat listings are available on the Internet, customers sometimes come from halfway around the world to make a sweet deal. That was the case with Dean and Sally. When they bought this boat in Daytona Beach, FL — we assume for a very good price — she had never been sailed. A 2001 model, she had suffered some internal fire damage before ever being sold, then sat in a yard for a decade before she was bought by a group who repaired the fire damage, then ran out of money.

After Dean and Sally took possession, they did a nine-week refit, which included equipping her with up-to-date nav and communications gear. Once home in Brisbane, they'll start building a kitty for their next extended cruise. "Maybe we'll see you back here in about five years," says Dean.



They got 'Imoogi' sailing.

Ocean Star — Beneteau 50 Steve & Alice O'Brien, Kemah, TX

Since buying this boat in Virginia five years ago, Steve and Alice have explored much of the US East Coast, as well as both sides of the Caribbean Basin.

They share a longtime dream of circumnavigating, and while they're not making any promises that they'll complete a full lap, Steve says, "We'll get at least as far as Indonesia and Thailand." Two highlights thus far have been Roatan, where they loved the diving, and



Texans on 'Ocean Star'.



Grenada, which is home to a "wonderful cruising community."

Unfortunately, Steve was due to have two surgeries in Panama when we met him. But, typical of a Texan, he was stoic about his situation, and hopeful to still make the crossing this season, albeit a bit later than originally planned.

Flying Cloud — Taswell 44 Walter & Meryl Conner, Seattle, WA

We first met Walt and Meryl Conner at a Tahiti seminar years ago, but their cruising dreams had been sparked long before that. "We've sailed and read *Latitude* our whole lives," explains Walt, "so an extended cruise like this has been on the horizon for a long time."

They picked up this comfy cruiser in Florida four years ago, and since then have cruised the Caribbean extensively — all up and down the Antilles chain and across the north coast of South America to Panama.

Having secured one-year long-stay visas at the French consulate in Panama — where the staff is reputed to be very friendly and helpful — their French Polynesian cruising options are completely flexible.

We'll suspend our coverage of the 2015 Puddle Jump here, but in the coming months look for our report on the Tahiti-Moorea Sailing Rendezvous plus the complete PPJ Recap on this year's westward migration.

— andy

VOILES DE ST BARTH —

With a record 70 boats actually sailing, the six-year-old Voiles de St. Barth in the French West Indies continues to grow in popularity. This despite the fact that the emphasis is on the quality rather than quantity of boats — as in no Moorings- or Sunsail-type charter boats that fatten the fleets of many Caribbean regattas. Curiously, the Voiles has become ever more popular with West Coast sailors, particularly those who have prospered in the tech field.

Here are the 11 lessons we learned from the most recent four-race regatta, one that featured the two newest and wildest monsters of the deep, and a revolutionary foiling cruising cat:

1) That *Phaedo*³, a \$5 million MOD70 with a crew of eight, cleans the clock of *Comanche*, a \$25 million, 100-ft monohull with maybe 30 crew, every time and in all conditions. And it wasn't close, as Lloyd Thornburg's (Santa Fe, Newport Beach) *Phaedo*³, under the watchful eye of former Bay Area resident Brian Thompson, walked away from Jim Clark's (Northern California/Netscape/Silicon Graphics) red and black behemoth. In the 42-mile race around Tintamarre Island, the tri was 30% faster. But how could a monohull keep up with a trimaran sailing to windward at 30 knots in 17 knots of wind?

2) That Clark's *Comanche*, with North Sails president Ken Read at the wheel, could beat George David's new Juan K *Rambler 88*, which must have cost \$20 million, boat-for-boat in every race. But that *Rambler* could easily correct out on *Comanche* in each race. *Comanche's* Clark and Read claimed they didn't care about corrected time to the extent they professed not to even know their boat's rating. It might be true.

3) That the revolutionary 40-ft Gunboat G4 foiling 'coastal cruiser' *Timbalero III* often isn't particularly fast upwind compared to the Gunboat 66 *Elvis*, but was very fast downwind — especially when she could foil and stay right side up. Alas, in the fourth race she seemed on the verge of being out of control several times, and finally went over. Fortunately, nobody was hurt, and a boat with two 250-hp outboards was able to pull her upright without destroying the mast. But a 'foiling coastal cruiser'? See the video at <https://vimeo.com/125378004> and make up your own mind.

4) That half the boats in Maxi 2 division were from California. They included Silicon Valley's Wendy Schmidt, philanthropist and wife of Google Executive Chairman Eric Schmidt, who normally



CHRISTOPHE JOUANY



LATITUDE / RICHARD

wins this division with her impeccable Swan 80 *Selene*. But *Selene* had a DNF, followed by three bullets, which was only good enough for second. Third-place honors in Maxi 2 went to Newport Beach's Jim Madden and his Swan 601 *Stark Raving Mad*. Like Schmidt, Madden is a Voiles regular.

Fifth out of six boats in Maxi 2 was

Tom Siebel's; yet another Northern California tech (Siebel Systems, C3 Energy) success story, with his Swan 90 *Odin*. Unlike some boatowners — we won't mention Clark's name — the enthusiastic Siebel not only sails in every race, he drove all the time. While *Odin* didn't correct out well, Siebel's boat did establish the Maxi 2 division reference time for the

A JAW-DROPPING SPECTACLE

LATITUDE / RICHARD



Spread; Lloyd Thornburg's MOD70 'Phaedo' in full flight. Insets: A Maxi 1 start. Peter Aschenbrenner's surprisingly fast 'Paradox'.

'Tintamarre Speed Run'.

After a hard week of racing and a little partying, Mill Valley's Hogan Beattie and some of the other *Odin* crew had to hurry to St. Martin immediately following the last race to hop onto Siebel's jet to get back to Northern California. Why? To rush Siebel's MOD70 *Orion* down to Newport Beach for the start of the Ensenada

Race the following Friday. Siebel is one of the top-ranked philanthropists in the world.

5) That Jim Swartz's Utah-based TP 52 *Vesper* was again unbeatable, winning all four races. Driven by Gavin Brady, she's managed by Ken Keefe of KKMI in Sausalito. He actually conducts a lot of business on the island.

6) That even excellent sailors have bad days. We're talking about Greg Slyngstad of Seattle (founder of Expedia), a vet of last year's event, who was in contention until the start of the last race with his much-loved J/125 *Hamachi*. During his 25-boat starting sequence, Slyngstad got trapped while on port, and couldn't find a way out before his boat was holed badly

VOILES DE ST BARTH —

by a boat on starboard. Like a gentleman, Slyngstad sought out the owner of the boat he'd fouled, and exchanged appropriate information.

It's small consolation, but the *Hama-chi* crew had won the 'caviar treasure hunt' just days before at the Nikki Beach party.

7) That Rick Wesslund (honorary Northern Californian as a result of living in Tiburon and being a member of the San Francisco YC until 2007) of the Florida-based J/122 *El Ocaso* doesn't like 'parades'.

"I can't understand why they don't have windward-leeward courses instead of reaching parades around the islands," he told *Latitude*. "If they had windward-leeward, we'd be the best boat out there." Dave Hampton, one of Wesslund's San Francisco crew, was in total agreement.

We raised their complaint with Ken Read, president of North Sails. "You can do windward-leeward anywhere in the world," Read said. "It would be blasphemy to have those kinds of races in such a beautiful place as this, that has so many little islands and rocks."

8) That San Francisco's Peter Aschenbrenner is hardcore with his Iren's 63 'cruising trimaran' *Paradox*. This was his third and fastest Voiles.

"Last summer we had new curved foils installed while we were in Brittany," he told *Latitude*. "This keeps the leeward hull from being pushed down as far, and we're 15 to 20% faster." *Paradox* took second in class and twice beat *Comanche* boat-for-boat.

Aschenbrenner will be doing the TransAtlantic Race, the Fastnet Race and the Middle Sea Race. He won't be alone, as Voiles boats *Phaedo*³, *Comanche*, *Rambler 88* and the Gunboat 55 *Toccata* will be competing, too.

9) That former Northern Californians Bob and Kristen Beltrano know how to finish strong with their Swan 53 *Nai'a*. Their first place in the final race earned them a third in class. Their crew bunked aboard *Nai'a* or aboard old-friends Greg Dorland and Debbie Macrorie's Lake Tahoe-based Catana 52 *Escapade*.

10) That the Gunboat in-house showdown was fascinating. The company had a G4, hull #2 of the new 55s, and an older 62 in the same class. Our opinion? The G4 *Timbalero III*, which is understandably very small for her length, is a real stretch as an \$850,000 'cruising' boat. And she had trouble keeping up with the 62 *Elvis* going to weather. But she was much faster off the wind.



When the 62 sailed side by side with the 55 going to weather in 16 knots, the former pitched significantly less than the 55, which also seemed rather small for her length. The 62 was clearly the swift luxury liner of the trio.

11) That St. Barth is one hell of a place for a regatta, and that the Voiles

organizers and sponsors know how to put on a first-class event. As Sergio Sagreroso of the Puerto Rico-based Melges 32 *Lazy Dog*, winner of all four races, said repeatedly on the podium, "This is the best regatta in the Caribbean. And maybe in a lot of other places, too."

A JAW-DROPPING SPECTACLE



CHRISTOPHE JOUANY



Clockwise, from below: The mighty 'Comanche'. Eight hundred people showed up for the evening crew party on Shell Beach. Bob and Kristen Beltrano. The victorious TP52 'Vesper'. 'Timbalero III' foiled at up to 30 knots. The engaging Loïck Peyron was the godfather of the event, and sailed on the fastest four boats. Saucy "cabaret" acts were part of each evening's festivities. The holed 'Hamachi'. 'Rambler'. Hogan Beattie of 'Odin'. All photos by Latitude/Richard except as noted.



CHRISTOPHE JOUANY

How can you participate in a Voiles if you're not a multimillionaire? First, you could charter a Melges 24 — or some other sub-40-ft racing boat — at a relatively modest price. Second, you could charter a regular charter boat in St. Martin and sail 15 miles to St. Barth

to try to snag a crew position on a race boat. (Just don't ask to crew on *Comanche* or one of the other elite boats.) Or, third, just get a charter boat from which to watch the racing. You've never seen anything like the tacking duel between *Comanche* and *Rambler 88*, in which they crossed three times, or *Phaedo*³ going by

at 30 knots. And once the fleet has gone by, you can head to Columbie for an hour of R&R on the hook before catching the last windward leg.

Then again, if you're a woman who sails, or even just a woman, a lot of doors automatically open to you.

— **latitude/richard**

THE CONE CLUTCH CONUNDRUM —

Yanmar designs and manufactures excellent diesel engines, which are ubiquitous on sailboats. Unfortunately, we think that many boat owners and marine mechanics would agree that the same can't be said for the reliability of Yanmar saildrives, be they SD-30s, 40s or 50s.

There are two primary ways for the power of sailboat engines to be trans-

sferred to the props. The traditional method via a straight shaft. These are usually very reliable, but because of their horizontal orientation take up a lot of precious space. For example, the straight shafts in *Latitude's* Leopard 45 catamaran 'ti *Profligate* in the BVIs means that the engines have to be located directly beneath the aft cabin berths in each hull. This means that in order to check the oil or adjust the belts, you have to lift up the mattress or crawl in a tunnel from aft. Engine access is average at best.



LATITUDE / RICHARD

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Saildrives, on the other hand, allow engine installations to be compact, as they are often less than one-third the length of a straight shaft. This is why the two Yanmar diesels/transmission in our 63-ft *Profligate* can be in a separate engine room aft of the bunks. It's one of the reasons that engine access is excellent.

Owners of boats with Yanmar saildrives have long complained that they've had many more problems with their saildrives than owners with Yanmars equipped with straight shafts, and sometimes after only a few hundred hours of use. Having one's boat transmission

suddenly stop working may be annoying when getting ready to leave the dock, but it can be much more serious — and expensive — when it happens coming down a dead-end fairway in a breeze or at some remote reef-strewn cruising destination. Invariably, the saildrive transmission problems are with its 'cone drives'.

For many years Yanmar denied there was a design or manufacturing problem with their saildrives. More recently they have all but admitted there was a problem by announcing that the checking, lapping or replacing of the cone drive every 500 hours is now a 'standard maintenance item' as opposed to a repair. Five hundred hours is a ridiculously short time to call for such heavy 'maintenance', particularly when compared with straight shafts. Furthermore, Yanmar now calls

for the cone drives to be replaced every 2,000 hours.

Owners of saildrives have found this to be rather galling, because Yanmar initially said the repair/replacement of the cone drive required the engine to be separated from the transmission. If professionally done, such 'maintenance' might cost \$1,200 to \$2,000, even if the cone drive, a hockey puck-sized Yanmar proprietary part that costs about \$600, didn't have to be replaced.

There has long been much discussion on the Internet about problems with the 'cone clutch', as it's commonly called, and there have been calls for class action lawsuits. To our knowledge nothing has come of it.

The Yanmar diesels with straight shafts on 'ti *Profligate* in the Caribbean both have over 10,000 hours on them, and we haven't had any significant problem with the engines or the transmissions. We wish we could say the same for the saildrives on *Profligate* in California and Mexico. Although the two sets of engines and saildrives have had less than 12,000 combined hours on them, we've had at least four occasions when the cone drives have failed and needed to be replaced.

The most recent was in Cabo San

Lucas at the end of the last Ha-Ha. We had no reverse on the starboard side, an all but sure indication that it would be just a matter of time before we wouldn't have forward either. (Before failing, cone drives will often work intermittently or in only one gear for a short time before failing completely. If your transmission doesn't work, then works again, don't assume that it has fixed itself. It's given you a warning you need to heed.)

Shortly after arriving in La Cruz on the mainland, we found that we had no forward or reverse on the port engine, as we sort of expected. We managed to leave and return to the dock for the three-race Banderas Bay Blast in such a crippled state, but something obviously had to be done. The fact that we couldn't find a mechanic in the Puerto Vallarta area who had 'done' a cone drive convinced us that it was a skill that we, of limited mechanical skills and inclination, needed to acquire. After all, there was no telling when and where one or both transmissions might go out again, potentially leaving us stranded in some remote location or in a precarious circumstance.

The failure of the Yanmar saildrives is usually caused by the cone drive slipping when mating with the tapered surface of the gear. There are two primary causes. One is that the surface of the cone drive has become too slick, or

This is the one that made us want to strangle the tech writers.

otherwise damaged, causing it to slip when it comes into contact with the gear. The second cause is the surface of the gear's having become slick or coated with burned oil, causing the cone drive to slip against it.

In the best-case scenario, a cone drive repair requires little more than basic tools, some lapping compound, and a few hours of the owner's time. In the worst-case scenario, you're going to need a new cone drive and to have a professional do the work for you. In such a case, you need to set aside as much as \$2,500.

There is much discussion on the Internet regarding 'maintaining/repairing' Yanmar saildrives. Some people — no doubt experienced mechanics or gearheads with all the tools and experience

REPAIR TIPS FROM THE WANDERER

— report it took them four hours to do the job the first time, and two hours after that. It took our team — which consisted of a painting contractor, a Realtor, and a publisher — four days and involved some intense frustration. But having now done two cone clutches, the painting contractor, who did most of the wrenching, figures our team could do one again in two hours. We like to think by sharing our experience as laymen, we could cut the first-time amount of time for other laymen down to four to six hours.

Perhaps the best Internet guide we've found to lapping or replacing the cone clutch is by Leu Cat Adventures. See their posts from 08/08/2011 through 08/14/2011, starting with www.sailblogs.com/member/leucat/?xjMsgID=184002. We know the instructions are mixed in with their cruising narrative, but it's still the best we've found. It's also good to have an online copy of your saildrive's parts catalog handy.

What we think the Wanderer can add to the party is a couple of details that caused us to needlessly waste days and bang our collective heads in confusion, and maybe save others the same grief. Mind you, we're not pro mechanics, so we're not guaranteeing this will work for you, only that our *Latitude* 'Layman's Guide to Maintaining/Replacing Cone Clutches' worked for us on two engines.

The first thing to do is go over the LeuCat Adventures guide — or a similar repair guide — slowly and carefully about five times. Take some time between reviews to better absorb it.

The maintenance/repair doesn't require any tools not found on most boats — except perhaps for a medium-sized vise and a torque wrench. One of our biggest time-wasters — and we're not even including this in the four days — was searching for a spline socket, which is supposedly required to take the cone clutch assembly apart. That tool would have been nice, but after driving ourselves crazy trying to find one in Mexico and having friends try to find one in the U.S., we discovered that we didn't even need it. That said, here goes our guide:

Step One: Undo four bolts to get access to the cone assembly. It's easy. About five minutes.

Step Two: Undo the two bolts that hold the shifter on the starboard side of the transmission. It's helpful if you first disconnect the Morse cable that goes to

the shifter. A small amount of oil will spill out if you don't suck some out first, but sucking oil out is hard because the opening at the top of the assembly is so small. We let the oil spill out and cleaned it up later. Fifteen minutes.

Step Three: Partially undo the four bolts that connect the transmission to a carrier that you can't see behind the bell housing. Do not separate the transmission from the engine! This was the old-school way of doing it and required at least an extra half day by professionals. It's simply not necessary, and why Yanmar ever thought it was is beyond us.

The four studs are a little difficult to reach, and may require some 'encouragement' from a plastic mallet or a small sledge. A hundred small taps are better than one big whack that might cause, as happened to one owner, the sledge to bounce off the stud and break the bell housing. What you are trying to accomplish in this step is backing the carrier behind the bell housing far enough so that you can lift the cone assembly up and out of the transmission case. Because of access issues, it might take 30 minutes.

In our case, Step Three took about six hours. Some engine touch-up paint had spilled on the back of one of the studs, so when we tried to remove the nut from the stud, the stud would just back out from the carrier instead of the nut's coming off. We tried to clean up the old stud, but ended up having to make an hour trip to the fastener store when it opened the next day to get a clean replacement stud.

Step Four: Once the transmission has been sufficiently separated from the engine, use one of the bolts from the top of the assembly to lift the oil drenched cone drive assembly out and into a bucket. You don't need the special and expensive tool that Yanmar sells to do this. If you can't pull the cone clutch assembly out, you haven't loosened the four studs enough. Five minutes for lifting.

Step Five: Getting the cone clutch assembly apart was one of our biggest ignorance-based time wasters of all. Yammer and everyone else admits that the assembly is bolted together with very serious torque. At a ruinous price, Yanmar sells something called 'Tool A' that you put in a vise, and will precisely accept the bottom half of the assembly. Using a lever arm and more than a little muscle, you can get the nut off — it's left-handed so everything is backward. Internet mechanics say you could also use a "universal spline tool" from Sears. Sears didn't have any in their Colorado Springs stores, so we had to do without.

Our first cone clutch disassembly attempt was to put the cone assembly spline in a vise, where it was cushioned by two strips of aluminum, and have a go at the top bolt with a long lever arm. No matter how hard we and the Sea Tek crew tried, we could not get the darn thing apart. Eventually we tried impact wrenches of various sizes from various tire places from La Cruz to Sayulita. Nothing worked. This was extremely annoying.

Finally we consulted with Irving, who



The cone clutch assembly. The bronze-colored thing in the middle of the assembly is the cone drive that can wear out.

runs heavy farm equipment during the season in the Midwest and rides motorcycles through the Mexican jungle with the Wanderer in the winter. He concluded that the top nut must have been secured with Loctite, and thus we needed to heat it to get it off. After a 90-minute round trip to Home Depot in Puerto Vallarta to buy a propane kit, we heated the nut,

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put the spline back in the vise with the aluminum cushions, and *voilà*, it came apart rather easily. But we had wasted at least 24 man-hours trying to solve a problem that shouldn't have been a problem at all. Lack of mechanical experience makes everything take longer. Much, much longer.

Step Six: Disassemble the cone assembly, which has a bunch of parts. Take pictures so you remember where everything goes, and which is up and which is down when it comes time to reassemble it! Did we mention taking pictures so you know how to put it back together properly? You can also consult the Yanmar parts guide.

Note that each of the cone clutch assemblies is custom fitted to the transmission with varying amounts of very thin shims, so some assemblies may have more shims than others. For example, our port-side transmission had two more shims at the top, and one more at the bottom, than the starboard side. Also note that the bottom shim(s) may 'stick' in the transmission and not come out with the assembly. It's not a problem; just know that they might be there so you don't spend hours looking for a part that's already there.

Step Seven: Either lap the cone drive and the surface it contacts or replace the cone drive. Depending on if or how badly the cone drive and/or surface is damaged, lapping may or may not work, or it may just work for a limited amount of time. There is no way to tell, unless the cone is completely trashed, in which case lapping won't help at all. Yanmar shows a way of measuring how much wear there is on the cone, but we don't have the correct measuring tool, and the whole concept is above our pay grade. So our plan is to try lapping first, and if that doesn't work, have a spare cone drive handy. Mind you, Yanmar distributors seems to stock precious few parts, and we were told that parts would have to come from Japan, meaning it would be weeks before we could get them in Mexico.

But here's a frustrating aspect of the lapping process. 'Experts' on the Internet suggest lapping by doing three to five circles of the cone with the lapping compound with a little 30 weight oil mixed in. Yet Yanmar, which finally produced a document on how to 'maintain' sail drives, recommended something like 10 times as many turns! We have to believe that Yanmar has the best advise, but nonetheless the disparity shook our

confidence.

After lapping and cleaning the resulting mess thoroughly with kerosene or gas, you reassemble the assembly. Caution: the cone drive almost looks symmetrical, but it's not. Do not put it in upside down. We did, and it added hours to our process, as once we got it all together we had to take it all apart — and get out the propane torch — all over again. As John Wayne said, "Life is hard, but it's harder when you're stupid."

Replacing a cone drive and reassembling the assembly could be done in 15 minutes. If you're going to lap as opposed to replace, it might take an hour or more, as you have to be careful to get all the gritty lapping compound out. If you don't, your transmission will be lapping itself to no good end.

Step Nine: This is the one that made us want to strangle the Yanmar tech writers, and wonder why nobody on the Internet made this step clearer. Once we reassembled the assembly and tightened the nut really tight, the shims in the middle of it wouldn't line up precisely with the assembly. This meant the assembly wouldn't fit back into the hole in the transmission. The assembly would go all the way back in except about the last inch. And darn if there was anything in the world we could do to get it in that last inch.

After a couple of hours of extreme frustration, we decided that since we were now so expert at removing cone assemblies, we'd remove the one from the starboard engine transmission to compare and see what we were doing wrong. This was risky, because the forward gear we had in the starboard engine was the only gear we had left in the two engines.

Alas, when we removed the assembly and immediately tried to slide it back into the hole, it hung up on the shims just as the other one did! F-----k!!!!!! We were stumped.

We called Yanmar dealer Drake Marine, and we called Devon at Cabo, who had once done the cone replacement process for us. They couldn't figure out what we were doing wrong. This hang-up caused us hours of greasy frustration to the point that the Realtor and the painting contractor, on their limited snow-free vacations, decided they were done spending their time in *Profligate's* engine rooms. As for the Wanderer, he wanted to run screaming into the jungle. We were at our wits' end and figured we might have to fly a mechanic in from the



With the clutch assembly tightened down, the shims would come out of alignment, preventing the assembly from fitting into its hole.

States, which certainly wouldn't cost much.

Lying in his bunk at night, the supremely dismayed Wanderer read over the Yanmar instructions for the umpteenth time. And there, in cryptic language, and way out of order, was the remark that the 27mm nut could be tightened *after* the assembly had been replaced in the transmission case.


Why the hell didn't they mention this key, counter-intuitive information in proper order?! Had we known we could tighten the assembly after it had been put back into the hole, instead of before, when it knocked the shims out of alignment, we could have done this step in 15 minutes, not 12 miserable hours.

Step Ten: Once the assembly is set atop the hole, the top nut needs to be wiggled and jiggled until the assembly spline drops into place, at which point you loosely tighten the four studs to the carrier. Next, you align the shifter to slip into the side, the fat part aft. With the shift cable disconnected, you can make sure the shifter is in right, then tighten. Once it's good, you tighten the nut on the cone clutch assembly really hard. It's best if you have a torque wrench. All this shouldn't take more than half an hour.

Step Eleven: Add the necessary amount of oil, put the cover back on, and tighten down the four nuts on the stud into the carrier.

Step Twelve: Check everything. In the case of our port engine, we checked the Flexofold prop just for kicks . . . and found that it must have fallen off a day or two before! So maybe we hadn't had a

REPAIR TIPS FROM THE WANDERER



cone drive problem on that engine at all! The prop had been checked by a diver just two days before, and it's impossible for the prop to fall off, but it had. To put a positive spin on the discovery, at least it forced us to learn how to deal with cone clutch problems.

Dino, our painting contractor/mechanic, says our team could do the cone clutch repair again in two hours. We think that's possible, but four hours is more likely for first-timers armed with the Internet knowledge and our tips. But be patient. And read the directions front to back four times before taking any action, because you can't count on their being in order. They can be cryptic, too. When totally frustrated, stop for a night's sleep, pizza, sex, anything to give you a new perspective in the morning.

From now on, we're going to carry a spare cone and some spare shims, as the latter tend to get a little bent when removed from the hole. We'll also carry

lapping compound and get a vise.

But the bottom line is that mere mortals can do this maintenance/replace-ment, and with a little luck, at almost no expense. Having the knowledge has given us confidence that we won't get stuck with cone drive issues in Bongo Bongo.

Working on engines is frustrating, so humor helps. Our trio's consisted of 'That's what she said' jokes. For example, when somebody suggested, "Maybe it will go in with a little more lube" or "Next time I can get that nut off in less than four hours." or whatever, it was, always followed by someone chiming in with, "That's what she said." Maybe you had to be there.

In any event, with the engines working fine once again — and a borrowed prop — we sailed our brains out for the next three days. Fabulous!

It's often said that an ounce of prevention is worth a pound of cure, and we

believe this applies to Yanmar saildrives. As such, it's critical to make sure that your gear shift adjustment is exact, so that the cone drive gets engaged completely. If not, it will slip and prematurely wear the cone and the surface it mates with. Secondly, experts insist that you must shift firmly, not gradually. "There is less wear when you slam it in." That's what she said.

Lastly, the less you shift, the less wear there will be on transmission surfaces. Catamarans aren't as directionally stable as monohulls when weighing anchor or raising the main in a good breeze, so in the past we've done a lot of shifting. By being more careful during these procedures, as well as when docking, we think we can eliminate more than half of the shifting we've done in the past. We think this will reduce our need for as much cone drive maintenance and replacement. That would be a good thing.

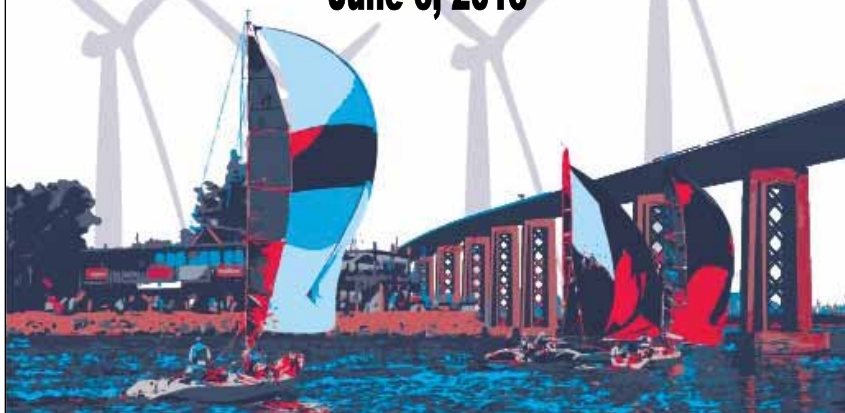
We hope this helps, and welcome any further suggestions from others who have done it. (Email richard@latitude38.com.)

— **latitude/richard**

25th Anniversary

Delta Ditch Run

June 6, 2015



The 25th Annual Delta Ditch Run starts in the San Francisco Bay and goes up the Delta and finishes at the Stockton Sailing Club. In the past, this event has attracted over 200 boats with racers from across the country showing up for this generally downwind sixty-five mile race.

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"Where did that thing come from?" I said to the dog.

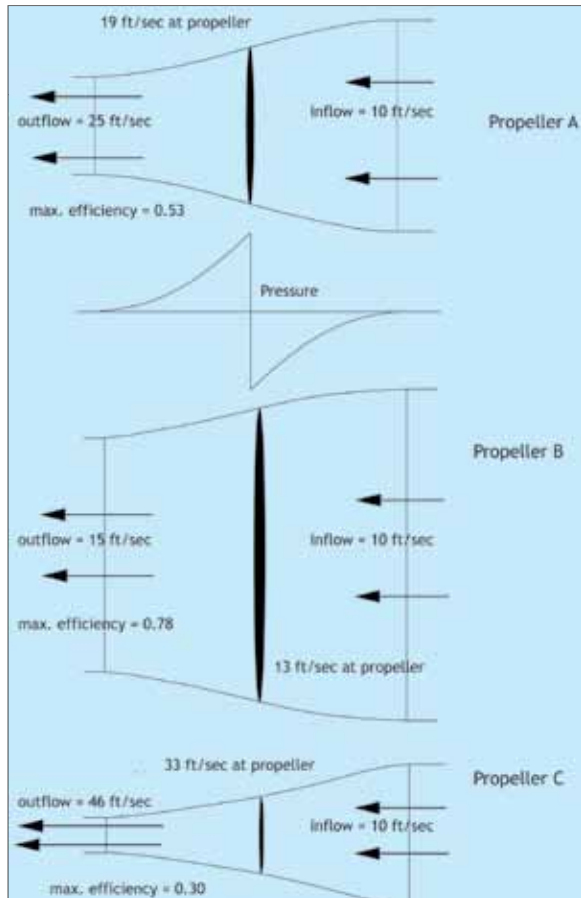
A few seconds earlier we had been watching the sunset from a very peaceful park bench in our local waterfront park, just a short walk from the marina. But the mood was shattered by this flying contraption that acted more like a huge robotic wasp and sounded like a flying vacuum cleaner.

Now, I don't have a dog, but my dock

The mood was shattered by this flying contraption. . ."

neighbor, a part-time liveaboard with a dog named Nimby, had asked me and some other nearby boat owners to take the pooch out for walks and a run in the park while he was away on a short business trip. The dog was described as a "Brittany Spaniel" or some such, and

All three hypothetical propellers produce 500 lb. of thrust. Propeller A, with one square foot of swept area, has a maximum theoretical efficiency of 53%. Propeller B, at twice the diameter, can reach 78%. Propeller C, at half the diameter, can only reach 30% efficiency.



I was told it needs lots of exercise. It was my turn for the park run, and we had made good use of the designated off-leash area.

Spaniels don't wear out easily, especially after being left in a boat all day. But eventually, thanks to an ingenious tennis ball launching device, we were both ready for a rest as we watched the sun go down from one of the memorial park benches facing the water.

But that infernal drone! It seemed to be taking an interest in us. Hovering, buzzing, climbing and descending for a better camera angle. Without considering the consequences, my hand reached for the tennis ball flinger.

"This will just be a warning shot across their bow," I explained to Nimby as I wound up for a fast pitch at what I guessed would be the field of view of the offending machine's camera.

It was a fluke — one of those amazing lucky shots. The tennis ball curved one way, the drone took evasive action the same way, and the ball made high speed contact with one of the drone's propellers. The contraption started to spin out of control, describing a number of small circles inside a wide circle as it lost altitude, and went down somewhere in the tall grackle grass on the hillside behind us.

There was no stopping Nimby. Something snapped deep in his genetic memory, and the leash was out of my hand before I could even think to get a better grip. I jumped up to chase him up the hill.

Out of breath, huffing and puffing at the ridge top, I found no sign of the drone in the tall grass. But there was Nimby, a hundred feet away. In full point position. Where on earth did he learn that? This dog had never been hunting, as far as I knew. And, there was Lee Helm, holding a box with an antenna and some funny goggles pushed up above her eyes, running up to the ridge top from the opposite side of the hill.

"You crashed my drone!" she

shouted accusingly. "Did you see where it went down?"

"It must be over there," I gestured toward the dog, tail high in the air.

And sure enough, a few feet from Nimby's pointing nose, lay the crashed machine, invisible in the tall grass until we were right over it.

"Just a broken propeller," Lee breathed a sigh of relief. "It's like, *no problema*. I carry spares."

"Gosh, Lee," I said apologetically after my breath had returned. "If I had known it was you flying this drone..."

"You would have thrown it harder?" she teased. "But, like, no harm done, and the video will be way cool."

I gave Nimby an extra treat as Lee walked with us back to our park bench.

"I guess it's just a matter of time before all helicopters have four rotors," I predicted. "It seems like a very much more efficient way to build a helicopter. You know, back when I was flying model airplanes, nothing got off the ground without a gas motor. Look, I still have a scar on my finger from an oh-four-nine..."

"I don't think so, Max. Quadcopter drones are only possible because of tiny cameras, teensy electronics, good electric motors, and really good batteries. Big propellers are still a lot more efficient than small ones. Same as a boat propel-





STUART HOOPER

A mid-ocean drone selfie. "This will change photography more than digital."

ler. I mean, like, nearly all boat propellers are way too small."

"How's that?" I questioned. "My boat has the recommended size."

"Oh, It's okay for going hull speed in flat calm," Lee explained. "But then you're only using about one-eighth of the installed horsepower."

"But I need almost full power to punch into big head seas and headwinds," I reminded her.

"And that's when a much bigger propeller with a deeper reduction ratio would be way more efficient. Like, that's why I hate sailboats under power. They're never working at an efficient design point, light air or heavy. The engineering aesthetics are always wrong."

Lee, a naval architecture grad student at the university, was probably the only person I knew who would be bothered by the "engineering aesthetics" of an inefficient propeller.

"Well then you probably appreciate well-designed powerboats with propulsion systems optimized for a design cruising speed," I suggested.

"Not even. The propellers on nearly all powerboats are still too small and turn too fast," she asserted. "On a

conventional arrangement, the propeller has to fit between the bottom of the boat and the end of the propeller shaft, and to make that space bigger the shaft angle gets too big for the propellers to work efficiently. Plus it's cheaper to build small propellers that turn fast instead of bigger ones with deeper reduction ratios and a lot more torque in the driveline."

"So what is it about small, fast-turning propellers that makes them so bad?" I asked cautiously as I regained my position on the park bench with the great view. "Seems to me that a propeller works by pushing water backward, and the faster you push the water back, the more thrust you get."

Lee sighed. "Remember Newton?"

"Force equals mass times acceleration?" I answered.

"Actually, Sir Isaac expressed it as force equals the time-rate-of-change of momentum," Lee corrected. "Like, it amounts to the same thing, but makes propeller theory more intuitive..."

"And pushing water back imparts forward momentum," I stated.

"Time for propeller theory 101," Lee put the spare propeller back in her bag and took out a piece of orange chalk.

"Most people think that water gets to the propeller moving at the same speed as the boat, and then shoots out the back of the propeller going faster," she said. "Wrong! The propeller diameter in front is the same as the propeller diameter in back. And water is incompressible. What goes in has to equal what comes out, so the speed of the water going into the propeller has to be the same as the speed of the water coming out of the propeller."

She paused for a few seconds to let this sink in.

"A propeller can not increase the speed of the water. All it does is increase the pressure. And, like, for computational purposes, we can assume the propeller is just a kind of magic disk with an infinite number of blades and no rotation. The water flows in at low pressure, and flows out at the same speed at much higher pressure. This is the 'actuator disk' theory of propellers, and, like, it's not literally true, but it's very useful for understanding how propellers work."

"Okay, Lee, I will, for now, suspend intuition and go with your actuator disk theory."

"To make the math simple," she continued, "we'll assume the ideal case where water is frictionless and the pressure drop in front of the propeller is equal to half the pressure increase across the propeller. So the pressure curve looks like this..."

She drew a graph on the sidewalk with her piece of chalk, showing water approaching at ambient pressure, dropping to some low value, increasing to an equal and opposite high value, and then dropping again to ambient.

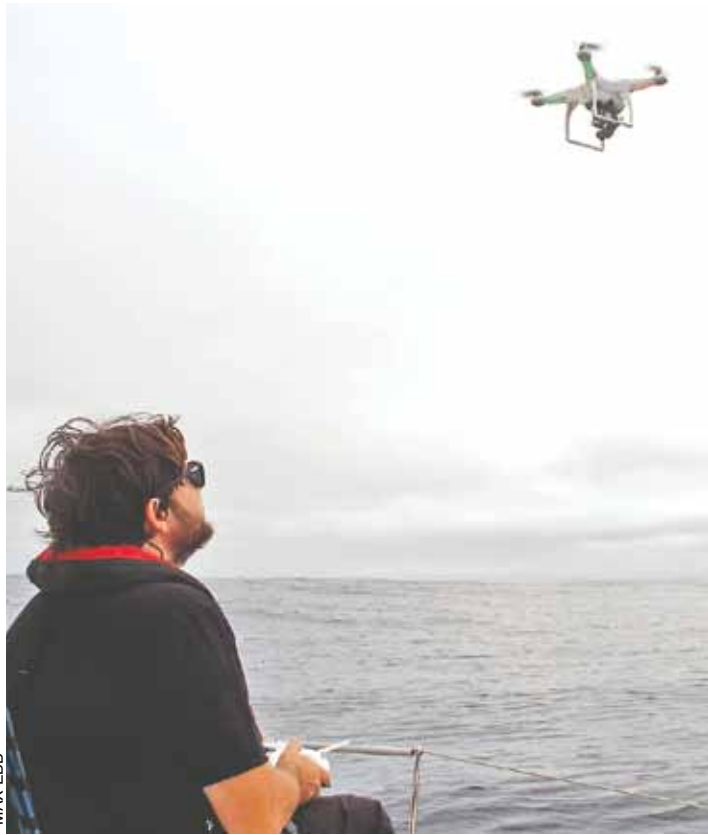
"Enter Bernoulli," she announced. "Dynamic pressure is one-half rho-V-squared. If no new energy goes in or out, a static pressure drop means dynamic pressure has to go up, so the water accelerates toward the low pressure ahead of the propeller. The result is that we get the classic wine glass flow field: The water flow starts as a larger diameter flow tube at ambient pressure, it necks down as it approaches the low pressure

"A propeller cannot increase the speed of the water. All it does is increase the pressure."

on the front of the propeller where the static pressure is less, because it's accelerating into the low pressure, and because what goes in has to equal what comes out. Then the pressure jumps up as water flows through the actuator disk, aka propeller. Then the water continues to accelerate and the flow tube continues to neck down as the water returns to ambient pressure. And that's all we need to know to calculate maximum theoretical propeller efficiency."

Lee drew the wine glass shape on the sidewalk.

"Thrust is proportional to the rate of change of momentum, as per Newton," Lee explained. "But energy is propor-



MAX EBB

Out in the middle of the Pacific, Stuart Hooper positions his camera-equipped drone for an optimal photo angle during the 2014 Pacific Cup.

tional to velocity squared. So, like, the way to get maximum efficiency — the most thrust for the least energy — is to accelerate the largest amount of water by the smallest increase in speed. That means a big and lightly-loaded propeller."

This was definitely not intuitive, at least not to me.

"Time for an example with real numbers," Lee continued as she dug into her bag and produced a small tablet computer with what looked like a spreadsheet on the display. "Let's use a propeller with one square foot of area producing 500 pounds of thrust, on a boat moving at 10 feet per second. To make it simple we'll assume the inflow pressure drop is the same as the outflow pressure boost. Then...."

Nimby was tugging at the leash. After a quick check for anyone likely to be bothered by the fact that we were just outside the off-leash area, I sent another tennis ball far down the slope for him to retrieve.

"The inflow tube is 37% larger than the propeller diameter, the water is moving through the propeller at 19 feet per second, and the outflow tube is 64% of

the propeller diameter. The maximum possible efficiency is only about 53%."

"How did you get from there to maximum possible efficiency?" I asked.

She started to say something about kinetic energy in the slipstream, but changed her tactics.

"Think of the stick and the conveyor belt," she explained.

"If you are in a boat in shallow water, and you push the boat forward by pushing against the bottom with a barge pole, then your propulsive efficiency is 100%. But what if, instead of finding a solid bottom, your stick found a conveyor belt moving backward? Work

is force time distance, and your boat's resistance doesn't change, and the force you push on the pole doesn't change, but if you have to push the pole back twice as fast because the bottom is sliding backward, then you have to do twice as much work, because you're pushing the same force through twice as much distance

"This was definitely not intuitive, at least not to me."

over the same time interval. Propulsive efficiency is then only 50%. So, like, the propulsive efficiency can never exceed the ratio of the boat speed divided by the water speed through the propeller."

This conjured up long-dormant images of Davy Crocket's keelboat, Mike Fink, and the river pirates of Disney legend. I had always wondered why they poled their way up and down the river instead of rowing.

"If the propeller is big, lightly loaded, and producing a minimal pressure drop, the propeller is acting on water that's

close to stationary and efficiency is close to 100%, like poling on the bottom."

She keyed some numbers into her spreadsheet, demonstrating that a bigger propeller, with four feet of area, could be up to 78% efficient, while a smaller propeller with only one quarter of a square foot of area would only be 30% efficient. She drew the inflow and outflow lines to illustrate how the shape of the "wine glass" changes with thrust loading, and then defined propeller loading in terms of a thrust coefficient that equals the propeller disk pressure over the dynamic pressure of the boat's forward speed.

"All you need to know is thrust coefficient to estimate propeller efficiency," she asserted. "Lower is better, only limited by real-world annoyances like frictional resistance."

"But then why are waterjets so efficient?" I asked. "That's all you see on jet skis and a lot of other fast boats."

"No way, Max. Waterjets have some operational advantages, especially when they use carefully designed ducting to increase pressure at the impeller and reduce cavitation. But the high exit velocity leaves most of the energy in the slipstream."

Lee turned her attention back to replacing the broken propeller on her drone, while I launched the tennis ball for Nimby a few more times. In a few minutes the machine was ready to fly again.

"I only have, like, a couple of minutes left on this battery," she complained.

"What's the efficiency of your propellers?" I asked.

"Hovering, it's always zero," she stated. "Just like static thrust from a boat propeller. When the boat's not moving, there's no real work being done, so it's more useful to look at thrust per horsepower instead of efficiency. Same principle applies, though: Move the largest amount of air or water by the smallest speed increment, so you get the most momentum exchange for the least amount of energy lost in the slipstream, 'cause momentum is proportional to mass flow times speed change but energy is proportional to speed squared."

She pulled the tablet computer out again and put in a few more numbers.

"For a two-pound aircraft, with four 6-inch propellers, in theory it could stay aloft with only 90 watts of power. Up the propeller diameters to 18 inches, and it only needs 30 watts. With a single 72-inch propeller, it could hover with only 15

DRONE DOG

watts. Not counting friction and induced drag and vorticity and all those messy annoyances, of course. Still, my next

"All you need to know is thrust coefficient to estimate propeller efficiency,"

quad will have much bigger propellers that turn a lot slower."

Lee then gave me the goggles to wear for the short final flight, for a real-time view from the drone.

"They call it 'first person view,' and it's, like, totally awesome," she explained as I saw myself sitting on the park bench from a hundred feet up. "I'll take some pictures."

"I think this is going to revolutionize

model airplanes," I remarked, remembering how much trouble I used to have with my RC models when they were flying directly toward me. And it will revolutionize photography too. "Have you tried it from a boat under sail?"

"The carrier landings take some practice," she conceded. "I mean, there's a 'return to start' button for land-based ops, using the drone's GPS, but, like, that's not much good at sea. What I did was borrow a trick from the people who fly real helicopters from small ships, where they attach a tether from the helicopter to a deck winch that pulls through a fairlead in the middle of the flight deck for the final landing approach. I have a long tether hanging below the drone, and as soon as someone can reach up and grab the tether, I go into climb mode and they haul the thing down. Same idea.

"Time for me to bring Nimby back home," I said as the drone's low battery warning was flashing and Lee brought it back to earth. "Sorry about the anti-



MAX EBB

Stuart brings his drone in for a one-hand catch, or 'carrier landing'. A hanging tether makes landings a lot easier when the wind and waves are up.

aircraft fire."

"Thank you for spotting for me," Lee said to Nimby as she packed up the gear. "I don't think I would have found it without help from a good bird dog like you."

"Drone dog," I corrected her.

— max ebb

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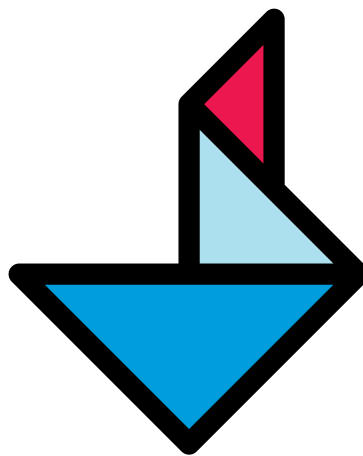
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THE RACING

This year's Newport to Cabo Race was a ripping good time; the statu-
esque **SF Cup** took a ride from San Francisco to Belvedere; the boats were the
scenery at **America's Schooner Cup** in San Diego; a Wylie Wabbit dominated
the **Wheeler Regatta**; and another sporty little twentieth century design from
Northern California brought home the proverbial pickle dishes in a pair of
doublehanded ocean races. Plus **Box Scores**.

NHYC Newport to Cabo Race

Sailors in the Newport to Cabo Race at the end of March described a wildlife show by day and a sky show by night, all the while thundering down waves and breaking personal and course records. Les Linkogle of the Bavaria Farr 42 *Briar Rose* described the surfing conditions. "There was a big swell out there. The boat started shaking. We were ripping out there." This despite sailing on an A2 (asymmetrical spinnaker) only. They had blown up two spinnakers, lost a tack line, and lost the cars on the main, all about 50 miles past Ensenada. "The A2 seemed to handle everything except heavy wind. Then we just put up the jib," said Linkogle.

The PHRF fleet started from Newport Beach on March 20, ORR on March 21, and the three multihulls on March 22. Manouch Moshayedi's Bakewell-White *Rio100* was first to reach the finish in

bottle of red wine and a story about the vintage." The morning of their finish, "whales were breaching all around us. It was just spectacular.

Santa Cruz native Morgan Larson sailed on Brack Duker's Santa Cruz 70 *Holua* and praised the crew, including "amazing navigating" by Australian Adrienne Cahalan. "It forced a lot of pressure on the *Pyewacket*, which pushed hard and deserved to win." *Holua* took second overall.

In the three-boat multihull division, Lloyd Thornburg's second-place Gunboat 66 catamaran *Phaedo* hit a new top speed for the boat: 29 knots. "We did 435 miles in 24 hours," said Thornburg.

The new Gunboat 66, Pat Benz's *Extreme H2O*, finished third. The boat had only been in the water 30 days, with six days of sailing, before the start of the race. "We learned a lot," said Benz.

Leading the multihulls and finishing a little more than an hour after *Rio100* was Texan Howard Enloe's *Mighty Merloe*, a Newport Beach-based ORMA 60 trimaran. Enloe noted a top speed of 38 knots. "We were doing 35.5 approaching the line. The wind shut off about four boatlengths from the finish, so we coasted across the finish line." In so doing, *Mighty Merloe* set a new course record of 40 hours and 14 minutes.

Richmond's Matt Noble was a trimmer and driver aboard *Merloe*. "The Newport-Cabo was a great ride!" he reports. "It started out a little slow, however the first night the wind quickly ramped up to a steady 26 knots with a few puffs into the low 30s. We ran the big gear for a while (gennaker and full main) until the waves got big enough to make us a little uncomfortable, around 11:00 p.m. With that set-up and breeze in the mid-20s



BOTH PHOTOS LYN COFFEY

we were sailing 26-31 knots of boat speed. As the waves increased we went to first reef and fractional gennaker. Then around 3:00 a.m. we had a little nosedive/handstand issue." They switched the headsail down to the Solent jib. "Prior to that we probably had been pushing the boat a little too hard." Boatspeed remained in the 20s.

"As daylight broke we went back to the gennaker and continued on to Cabo, again pushing hard," said Noble. "The next highlight of the race was the last few miles coming into the finish. We had to sail a bit high... reaching... sitting on 34-36 knots of boatspeed!"

Noble added that driving the ORMA 60 on his watch is fun but difficult, mentally draining, and a lot of responsibility.

Crew rations in the fleet ranged from freeze-dried to granola to the full menu out of *Extreme H2O's* fully-equipped galley, a tour of which reveals panini and espresso machines. Ross Pearlman described the menu on his *Jeanneau*, *Between the Sheets*, which won the PHRF division: "Tri-tip the first night; turkey, stuffing and mashed potatoes; chicken parmesan — and we barbecued one day."

Between numerous sail changes, Dave MacEwen's crew on the ORR 3-winning SC52 *Lucky Duck* were treated to a Hawaiian dish one night and chicken marsala another.

Paul Scripps' San Diego-based 78-ft Lindblom ketch *Miramar* had the advantage of a steward/deck hand. "The boat may have been on her ear, but we had magnificent dinners, breakfasts and luncheons," said Scripps. On the last night before the finish they had a traditional captain's dinner with steaks.



NHYC CABO RACE

The crew of 'Pyewacket' celebrate their victory in Cabo San Lucas. Owner Roy P. Disney is front and center holding the bottle of bubbly.

Cabo San Lucas on March 24. They hit a top speed of 24 knots. "Our navigator set us up really nicely with all the jibes that we had to do," said Moshayedi. "We avoided all the light areas."

Roy P. Disney's Andrews 70 *Pyewacket* corrected to first place over the 23 monohulls. "The race was one of the best I've ever done," he said. "We had a fellowship hour every night with a nice



Spread: With a score of 11 to 1, SFYC took the San Francisco Cup away from hosting defenders StFYC in a match racing regatta on March 28-29. This photo shows the women's division in a tight finish. The winning skippers were Chris Perkins, Open Division; Katie Maxim, Women's Division; and Jack Barton, Youth. Inset: The rather impressive Cup arrives at SFYC in the arms of Suzie Moore, the winning club's commodore.

"The boat was thundering along, and yet everyone had a beautiful experience."

Scripps described "a lot of wind, a lot of surprises, a lot of adventure, a lot of excitement on this race. She performed beautifully throughout. We did more sail changes on this race than any I can remember, and they all went so well. *Miramar* took good care of us. Back in 1977, the first time we sailed this race, she was a new part of our family. That turned out to be a record-setting race, and we were fortunate enough to be first to finish. In this race, we had the joy of several of us who were there 38 years ago on this crew. She was thundering, she was flying." Skipper Lou Starkey has been with the crew since 1976. "I'm so proud, I think he's the best anywhere in the fleet," said Scripps. "We had the best of everything. You can't be luckier than that."

— *latitude/chris*

NEWPORT TO CABO RACE, NHYC (3/20-26)

ORR 1 — 1) **Invisible Hand**, R/P 63, Frank Slooman, EYC; 2) **Bad Pak**, STP65, Tom

Holthus, SDYC; 3) **Wizard**, R/P 74, Peter & David Askew, NYYC. (4 boats)

ORR 2 — 1) **Pyewacket**, Andrews 70, Roy P. Disney, Waikiki YC; 2) **Holua**, SC70, Brack Duker, California YC; 3) **Grand Illusion**, SC70, James McDowell, Waikiki YC. (7 boats)

ORR 3 — 1) **Lucky Duck**, SC52, Dave MacEwen, StFYC; 2) **Timeshaver**, J/125, Viggo Torbensen, Dana Pt. YC; 3) **Horizon**, SC50, John Shulze, Balboa YC. (7 boats)

PHRF — 1) **Between The Sheets**, Jeanneau Sun Odyssey 52, Ross Pearlman, Balboa YC; 2) **Miramar**, Lindblom 78, Paul Scripps, SDYC; 3) **Second Wind**, Swan 651, John Chamberlain/Dean Fargo, Waikiki YC. (4 boats)

OVERALL — 1) **Pyewacket**; 2) **Holua**; 3) **Grand Illusion**; 4) **Maverick**, SC70, Chris Slagerman, California YC. (18 boats)

Full results at www.nhyccaborace.com

America's Schooner Cup

For 27 years, schooners from up and down the West Coast have been competing for the America's Schooner Cup on San Diego Bay. Hosted this year on March 28 by Silver Gate YC, the race benefits the Navy Marine Corps Relief

Society.

Largest in the fleet at 142-ft LOA was the state's official tall ship *Californian*, racing for the first time and giving passengers a unique view of the competition and the handling of an 1850s-era Coast Guard revenue cutter. The smallest, sailing in her 25th Schooner Cup, was the lovely 36-ft LOA Atkins design *Maid of Kent*.

"The conditions varied from rail-down sailing to ghosting calms," said Bob Harrison of *Curlew*, "an exciting combination that draws on all one's skills."

The class starts were arranged in reverse handicap order, beginning with the tall ships *Bill of Rights* and *Californian* crossing the line with the smallest schooners in Class C.

Regulus, crewed by three capable women, won that start but soon gave up the lead to *Californian*, which charged out of the harbor under full sail at about 9.5 knots.

"By the time we were rounding buoy 4 out past Point Loma," recounts Art Lohrey from *Dirigo II*, "it was blowing 20-25 knots with a decent sea running — perfect for *Dirigo II*, heavily built for the sea. We had the rail down, with water squirting up through the gunwales and spray flying, making 11.5 knots steady!"

"We were flying a large sail plan for the

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THE RACING



ALL PHOTOS BAY SHOTS EXCEPT AS NOTED

America's Schooner Cup, this page, clockwise from top left: the winning crew of 'Dirigo II'; onboard 'Dirigo II' during the race; 'Lively' looking lively; rail down on 'Curlew'.

conditions," said Perc Jones of *Skookum III*. "At times the helmsman, having used up all of the available rudder travel, was calling out to the main sheet trimmer, 'You are steering the boat! We were sailing faster than we ever have.'"

A rare treat in Class A was the meeting of two 100-year-old Crowninshield schooners: *Fame* (1910) and *Martha* (1907). *Fame* had been beautifully restored in 2010 by Dennis Conner, and the Schooner Martha Foundation, Robert d'Arcy, and half of Port Townsend recently restored *Martha* to offshore racing trim in preparation for the 2015 Transpac. Given the large difference in waterline between the 29-ft LWL *Fame* and 50-ft LWL *Martha*, it was surprising to see them finish just a few minutes apart on elapsed time.

The Class A schooners passed the leaders just outside Point Loma for the beat back into San Diego Bay. A cruel header around Ballast Point separated the first third of the fleet from the rest, frustrating the efforts of the tall ships *Bill of Rights* and *Californian* to finish at speed. Line honors went to Byron

Chamberlain's *Rose of Sharon*. Winner on corrected time overall was the slippery Alden gaffer, *Dirigo II*.

"The fact that the event drew *Martha* and *Dirigo II* from the Pacific Northwest speaks highly to the status the race is achieving," said Harrison. "We have April 2, 2016, set aside in our calendars."

— Jerry Newton & Paul Mitchell

AMERICA'S SCHOONER CUP, SGYC, 3/28

GROUP A — 1) **Skookum III**, Crocker-designed 72-ft LOA, Perc Jones; 2) **Curlew**, Alden 82, Bob Harrison; 3) **Rose of Sharon**, Burgess 51, Byron Chamberlain. (5 boats)

GROUP B — 1) **Dirigo II**, Alden 72, Arthur Lohrey; 2) **Lively**, Field 36, Newport Sea Base; 3) **Witchcraft**, Roue 42, Brian Eichenlaub. (4 boats)

GROUP C — 1) **Maid of Kent**, Atkins 36, Jerry Newton; 2) **Scrimshaw**, French 39, Dennis Daoust; 3) **Californian**, Smith 142, Maritime Museum of San Diego. (5 boats)

OVERALL — 1) **Dirigo II**; 2) **Skookum III**; 3) **Curlew**.

Full results at www.americasschoonercup.com

BYC Wheeler Regatta

On April 11-12, the 49 entries in the

43rd Rollo Wheeler Memorial Regatta were treated to fantastic racing weather. Saturday saw 10-12 knots with minimal shifts and on-time starts.

Two races were run in the deep-water Wheeler Group. The first went from the start near the end of the Berkeley Pier to Harding Rock buoy and back, and the second went around Alcatraz and back.

The Wheeler Trophy went to Colin Moore's *Kwazy*. This makes the second year in a row that a Wabbit wuled. Also, it turns out that Colin has won this trophy before — in fact it was 22 years ago! Sailing sure is a healthy sport.

Concurrent with the deep-water Wheeler Regatta is the City of Berkeley event, designed for smaller and shallower-draft boats. The 26 boats in four divisions also got in two races, with the second one finishing in front of the yacht club. BYC commodore Michael Whitfield's *J/24 TMC Racing* won the City of Berkeley Trophy. Rumors abound about rank having privilege.

Saturday night partying included pitchers of margaritas, music, dinner and the stars of the weekend: oysters!



STEVE NAPEAR

ALL PHOTOS BAY SHOTS EXCEPT AS NOTED

The arrival of Sunday's predicted breeze was delayed by an hour and 15 minutes. The 10.1-mile pursuit race course went from the start near the end of the Berkeley Pier to Harding and Blossom Rocks, down to a leeward turning mark, and then up to the finish. The race committee witnessed the true meaning of 'pursuit'. Up until almost the leeward mark, Richard vonEhrenkrook's Cal 20 *Can O'Whoopass* was still in front. But Wabbits are hard to slow down, and those sporty Open 5.70s seemed to skip across the water. In the end Colin Moore managed a weekend sweep with *Kwazy* finishing first. Second was Joe Wells in his Open 5.70 *The Rooster*, and third was *Can O'Whoopass*.

— bobbi tosse

WHEELER REGATTA, BYC, 4/11

DIVISION A — 1) *Peregrine*, J/120, David Halliwill, 4 points; 2) *Deception*, SC50, Bill Helvestine, 4; 3) *Jeannette*, Frers 40, Henry King, 6. (5 boats)

DIVISION C — 1) *Mintaka 4*, Farr 38, Gerry Brown, 2 points; 2) *Ahi*, Santana 35, Andy Newell, 4; 3) *Flexi-Flyer*, Soverel 33, Mitchell Wells, 6. (6 boats)

This page, clockwise from top left: 'Californian' struts her stuff; 'Dirigo II' and 'Witchcraft' at the start; an all-female crew sailed the San Francisco-based 'Regulus'; 'Shine On' in the spray; lovely 'Martha'.

EXPRESS 37 — 1) *Eclipse*, Mark Dowdy, 3 points; 2) *GoldenMoon*, Kame Richards/Bill Bridge, 3; 3) *Expeditious*, Bartz Schneider, 6. (5 boats)

WYLIE WABBIT — 1) *Kwazy*, Colin Moore, 2 points; 2) *Keala*, Ron Tostenson, 12; 3) *Furrari*, Ethan Peterson, 6. (4 boats)

CITY OF BERKELEY REGATTA, BYC, 4/11

DIVISION F — 1) *TMC Racing*, J/24, Michael Whitfield, 2 points; 2) *American Standard*, Olson 25, Bob Gunion, 4; 3) *Alchemy*, Olson 25, Nicholas Ansel, 6. (5 boats)

OPEN 5.70 — 1) *Boaty*, CJ Anderson, 4 points; 2) *Frolic*, Marc Finot, 5; 3) *Bigair*, Andrew Rist, 7. (8 boats)

SANTANA 22 — 1) *Byte Size*, Anna Alderkamp, 2 points; 2) *Alegre*, Chris Klein, 5; 3) *Meliki*, Deb Fehr, 7. (7 boats)

CAL 20 — 1) *Can O'Whoopass*, Richard vonEhrenkrook, 2 points; 2) *Coyote*, David Gardner, 5; 3) *Green Dragon*, Marcus Choy, 5. (4 boats)

Full results at www.berkeleyyc.org/racing.com

BAMA Doublehanded Farallones

On March 28, the Bay Area Multihull Association's Doublehanded Farallones Race kicked off the spring season on the ocean just outside San Francisco Bay. Although BAMA is an association for

multihulls, the DHF is for everyone — the majority of entries sported just one hull.

A last-minute push after confusion about the safety requirements helped to increase the entries. "BAMA has attempted to be accommodating of legacy Midget Ocean Racing-type boats by providing alternate solutions to improve safety in an affordable, practical way," said the regatta chair, Bob Naber, who is also BAMA's commodore this year. "BAMA holds a skippers' meeting with Coast Guard talks, recently including demos with DSC radio, as well as incident reviews by those involved. Selected incidents are required reading." An archive of such reports can be found at www.sfbama.org/fs.

Fifty-two of the starters were able to finish the fast race. The first boat back across the line at Golden Gate YC was the F-31 *Ma's Rover*, sailed by Mark Eastham and David Leach. Winning the Stewart Kett Memorial Trophy for the first PHRF monohull to finish was Buzz Blackett's 40-ft *California Condor*, with designer Jim Antrim aboard. The little Cal that can was the last boat to finish,

THE RACING

at 7:11 p.m.; *Can O'Whoopass* corrected out to win her division.

Moore 24s took the top four monohull spots, with Peter Schoen and Ian Rodgers on *Mooretician* correcting out to first place overall. They sailed the 52-mile course with only four tacks and two jibes.

"Thankfully, there was no need for anchors this year," Shoen wrote about the start, "and a freshening 5- to 8- knot breeze and early ebb allowed us to sail with our #1, headed straight for the South Tower of the Golden Gate Bridge." The ebb helped flush them out the Gate. "By this time we had already passed all the Express 27s as well as several other boats in earlier-starting fleets."

They tacked over toward Bonita Cove on the Marin side to stay in the best current. "We tacked one last time on a line halfway between Point Diablo and Point Bonita. From there it was a drag race to the rockpile."

Staying north of the channel markers going out, *Mooretician's* crew found themselves in a tight match race with sistership *Banditos*.

In a light patch north of the SF Approach channel, they passed three Express 37s and the trimaran *Humdinger*. "The wind started to fill slowly, and by the time we were even with the Lightship we were thinking it was time to change down to the #3. *Banditos* started the change first. We quickly followed."

The seas built, as Shoen describes, "a prominent northerly swell that had very steep faces. Luckily we were mostly broadside to them so we could sail over them without pounding down the back



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Moore 24 start at the Doublehanded Farallones, the first of two ocean races dominated by Moores. The DHF-winning 'Mooretician' is #89.

sides. The sea state also had a northwesterly component that made for lumpy conditions."

Mooretician had the Farallones in view at noon. "Slightly after 1:00 p.m. we started to see the lead boats sailing back toward the Bay — on jibs. We reached the northeast tip of the island with *Banditos* less than 50 yards behind. In the leg from Point Bonita to the Farallones I don't think we were ever more than 250 yards apart."

Once around the island, Shoen and Rodgers saw 10+ knots of boatspeed and started to surf the swells — sans spinnaker. "The wind direction was such that we couldn't hold a kite on a reach if we tried, so we continued on our #3 jib, fully powered up. By the time we reached the Lightship again, the wind had built to a solid 20 knots with gusts into the mid 20s. It was now a screeching jib reach

back, surfing for what seemed like minutes at a time. We were in our element, hitting a top speed of 17.1 knots — with the #3 jib!"

About two miles from Point Bonita the wind shifted aft enough that they were able to set the spinnaker and carry it to the finish. "We watched

with a well-deserved cold beer in hand as *Banditos* finished three minutes behind us. What a race!"

— *latitude/chris*

DOUBLEHANDED FARALLONES, BAMA, 3/28

PHRF <49 — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **War Pony**, Farr 36, Mark Howe/Ian O'Leary; 3) **Symmetry**, J/111, Howard Turner/Jay Crum. (4 boats)

PHRF 50-80 — 1) **Ohana**, Beneteau 45f5, Steve Hocking/Markus Ehart; 2) **Elan**, Express 37, Jack Peurach/John Duncan; 3) **Twist**, J/120, Timo Bruck/Chris Desalvo. (10 boats)

PHRF 81-121 — 1) **Azure**, Cal 40, Rodney Pimentel/Ted Floyd; 2) **Lady Jane**, Jeanneau 39i, Gregory Dorn/Matthew Sessions; 3) **Cruzsea Baby**, Beneteau 10R, Brian Turner/Roscoe Taylor. (10 boats)

PHRF >121 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook/Paul Sutcheck; 2) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin; 3) **Eyrie**, Hawkfarm, Synthia Petroka/Liz Diaz. (7 boats)

ULDB — 1) **Nina**, Olson 29, Robert MacDonald/Jason Winkel; 2) **Outsider**, Azzura 310, Greg

We'll start off Box Scores by wrapping up results from midwinter series and then we'll launch right into spring races.

SCYC MIDWINTERS SERIES, SCYC (10r, 2t)

SPINNAKER <88 — 1) **Animal**, Sydney 38, Matt Lezin, 15 points; 2) **Stretch**, Hobie 33, Todd Bredehoft, 16; 3) **Aboriginal**, Sydney 38, Mark Langer, 17.5. (6 boats)

SPINNAKER >89 — 1) **Piñata**, Olson 30, James Crum, 13 points; 2) **Medusa**, SC27, Bret Gripenstraw, 17; 3) **Tonopah Low**, Moore 24, Mike Evans, 30; 4) **Wildthing**, Express 27, Bryan Myers, 43; 5) **Hanalei**, SC27, Rob Schuyler, 48. (20 boats)

NON-SPINNAKER — 1) **Sailing Pair a Dice**, Catalina 30, Barry Keeler, 10 points; 2) **Makani**, Catalina 34 MkI, Stuart Pearce, 17; 3) **Tranya**, Moore 24, Stephen Williams, 17. (5 boats)

DOUBLEHANDED — 1) **Lowly Worm**, Moore 24, Scott Nelson, 16 points; 2) **Nobody's**

THE BOX SCORES

Girl, Moore 24, Sydnie Moore, 27; 3) **Pegasus-MotionX**, Moore 24, Philippe Kahn, 29. (9 boats)

Full results at www.scyc.org

ISLAND FEVER SERIES, SBYC (3r, 0t)

SPINNAKER PHRF <99 — 1) **Aquavit**, J/105, Donald Olgado, 6 points; 2) **CentoMiglia**, Flying Tiger 10, Mark Kennedy, 8; 3) **Dare Dare**, Jeanneau SunFast 3200, Nico Popp, 16. (9 boats)

SPINNAKER PHRF >100 — 1) **Double Play**, Yankee 30, Robert Fairbank/David Crone, 6 points; 2) **Friday's Eagle**, Catalina 30, Mark Hecht, 10; 3) **Stratocaster**, J/32, Lewis Lanier, 11. (11 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar 23, John Wallace, 3 points; 2) **SeaView**, C&C 115, Peter Hamm, 9; 3) **Unanimous**, CS30, Jess Ramos, 14. (5 boats)

Full results at www.southbeachyc.org

SSS CORINTHIAN RACE (3/21)

SINGLEHANDED PHRF <109 — 1) **Rag-time!**, J/92, Bob Johnston; 2) **Windtrip Infinity**, J/92, Todd Olsen; 3) **Lightspeed**, Wylie 39, Rick Elkins. (7 boats)

SINGLEHANDED PHRF 111-159 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Rock On**, Olson 25, Tom Cavers. (8 boats)

SINGLEHANDED PHRF >163 — 1) **Summer-time Dream**, Schumacher 1/4-Ton, Scott Owens; 2) **Eyrie**, Hawkfarm, Synthia Petroka; 3) **Sirena**, Ericson 32-2, Greg Rohde. (9 boats)

SINGLEHANDED SPORTBOAT — 1) **Warpath**, Olson 30, Andrew Zimmerman; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Wetsu**, Express 27, Phil Krasner. (3 boats)

SINGLEHANDED NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr; 2) **Sobrante**, Ale-

Nelsen/Karl Crawford; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank. (5 boats)

EXPRESS 27 — 1) **Ergo**, Chris Gage/Steve Myers; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Tequila Mockingbird**, Matt Krogsstad/Dan McGraw. (7 boats)

MOORE 24 — 1) **Mooretician**, Peter Schoen/Ian Rodgers; 2) **Banditos**, John Kernot/Chris Chapman; 3) **White Trash**, Pete Trachy/Andy Hamilton. (4 boats)

MULTIHULL — 1) **Millennium Falcon**, Cross 27, John Donovan/Doug Frolic; 2) **Jabberwock**, Buccaneer 35, Ryan & Steve Galea; 3) **Papillon**, F-27, Andrew Scott/Gordie Nash. (8 boats)

OVERALL — 1) **Mooretician**; 2) **Banditos**; 3) **Millennium Falcon**; 4) **White Trash**; 5) **Snafu**, Moore 24, Karl Robrock/Gilles Combrisson. (55 boats)

First Coed: **Whirlwind**. First All-Female: **Eyrie**. First PHRF: **California Condor**.

Full results at www.sfbama.org

IYC Doublehanded Lightship

The 2015 Doublehanded Lightship race, for those that were able to enjoy it on April 11, will go down as one of the year's best-kept secrets in sailing. With other regattas and the boat show in Oakland jamming up many sailors' schedules for that weekend, Island YC's annual 25-mile ocean race attracted just fifteen doublehanded starters to race around the SF Approach Buoy in ideal conditions. Leaving on a 3-knot ebb in moderate breeze, the fleet rocketed out the Gate before slamming into the wind hole at Point Bonita. The boats that started with big headsails and could shift gears to a light-air mode sailed into



ERIK SIMONSON / WWW.PRESSURE-DROP.US

Pete Trachy and Andy Hamilton trashed the competition in IYC's Doublehanded Lightship on the Moore 24 'White Trash'.

the building northwesterly and made huge gains on those that carried more conservative headsails and were under-canvased and trapped in the light and lumpy conditions at Bonita.

Buzz Blackett's Antrim Class 40 *California Condor* rounded the Lightbucket first, just seven minutes ahead of Greg Nelsen's Azzura 310 *Outsider*, both having managed to hold off Peter Stoneberg's ProSail 40 catamaran *Shadow*. Once around the mark however, the cat quickly took off while *Condor* and *Outsider* continued their battle back to the Gate. *Condor* opted for a big A2 spinnaker and struggled to carry at times as the breeze built to 20 knots and veered

more northerly, while *Outsider* called for the fractional kite and was off and planing until near Point Bonita, where the wind lightened. "We jibed a few times on the way to the Gate," said Nelsen, "and we were once again lit up heading to Golden Gate YC and finished just before 12:30.

"It's a shame there were not more entries, as they missed an excellent day in the Gulf of the Farallones," added the ultra-experienced shorthanded sailor, who was able to maintain a 7-minute gap with *Condor* and easily correct out over the much bigger, faster 40-footer.

In the above-101-raters, it was a clean sweep of the podium for the timeless Moore 24s, which used the big ebb current and the Bonita hole on the way out, and the building sea breeze and hot-angle surfing conditions on the way in, to erase a waterline deficit and finish 1-2-3 in class, both boat-for-boat and on corrected time.

— ronnie simpson

DOUBLEHANDED LIGHTSHIP, IYC, 4/11

PHRF <100 — 1) **Outsider**, Azzura 310, Greg Nelsen/Dan Alvarez; 2) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 3) **Kilo**, Synergy 1000, Michael Radcliffe/Phil Hyndman. (4 boats)

PHRF >101 — 1) **White Trash**, Moore 24, Pete Trachy/Andy Hamilton; 2) **Mooretician**, Moore 24, Peter Shoen/Ashley Perrin; 3) **Snafu**, Moore 24, Karl Robrock/Anne Aldridge. (10 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg/Kyle Gundersen. (1 boat)

Full results at www.iyc.org

rion 28, Paul Descalco; 3) **Kynntana**, Freedom 38, Carliane Johnson. (8 boats)

SINGLEHANDED MULTIHULL — 1) **Raven**, F-27, Truls Myklebust; 2) **Tri N Fly**, F-27, David Morris. (2 boats)

DOUBLEHANDED PHRF <109 — 1) **Freedom**, Worth 40, Jib Martens/Jeff Drust; 2) **Andale**, J/109, Bruce Reeves/Tom Wooley; 3) **Bullet**, Express 37, Larry Baskin/Jim Murray. (13 boats)

DOUBLEHANDED PHRF 111-159 — 1) **Uno**, Wyliecat 30, Bren Meyer/Dave Weil; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Rhapsody**, J/32, Chris Boome/Skip Steveley. (13 boats)

DOUBLEHANDED PHRF >163 — 1) **Zeehond**, Newport 30 MkII, Donn Guay/Dave Salinovich; 2) **Sea Witch**, Yankee 30, Robert & Ansel Boynton; 3) **Capo Gatto**, Nonsuch 30 Ultra, Sal & Mary Balistreri. (4 boats)

DOUBLEHANDED SPORTBOAT — 1) **Out-**

sider, Azzura 310, Greg Nelsen/Karl Crawford; 2) **Moorigami**, Moore 24, John Siegel/Erica Mattson; 3) **JetStream**, JS9000, Dan Alvarez/Brendon Finlayson. (9 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Shenanigans**, Nick & Connor Gibbens; 2) **Abigail Morgan**, Ron & Oliver Kell; 3) **Dianne**, Steve Katzman/Jeff Fellicetti. (6 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Nemesis**, Pearson Commander, Pat & Jeff Sullivan; 2) **Jarlen**, J/35, Jeff Dunning/Alicia Yballa; 3) **Zingaro**, Santana 22, Jennifer McKenna & Suzanne Lee. (15 boats)

DOUBLEHANDED MULTIHULL — 1) **Lookin Good**, Corsair Sprint 750 MkII, Rafi Yahalom/David Kuettell; 2) **Roshambo**, Corsair 31R Trimaran, Darren Doud/Jeromy Boyette; 3) **Ma's Rover**, F-31, Mark Eastham/Stephan Lesaffre. (8 boats)

SINGLEHANDED MONOHULL OVERALL — 1) **Summertime Dream**; 2) **Whirlwind**; 3) **Crinan II**; 4) **Meliki**; 5) **Warpath**. (35 boats)

DOUBLEHANDED MONOHULL OVERALL — 1) **Shenanigans**; 2) **Outsider**; 3) **Abigail Morgan**; 4) **Dianne**; 5) **Moorigami**. (60 boats)

Full results at www.sfbaysss.org

SPRING SHORTEEZ, CPYC (3/28)

PHRF >180 — 1) **Smooth**, Santana 525, Tom Fedyna; 2) **Gypsy Baron**, Cheoy Lee Offshore 27, Aaron Swerkes; 3) **Catch-22**, Custom 22, Roger Anderson. (7 boats)

Full results at www.cpyc.com

EL TORO BULLSHIP RACE, SYC (4/4)

1) Fred Paxton; 2) Art Lange; 3) Gordie Nash; 4) Buzz Blackett; 5) JV Gilmour. (22 boats)

First Woman & First Maiden Voyager to Finish: Deb Fehr. First Clydesdale (heavyweight): Chris Nash. El Viejo Trophy (oldest skipper to finish): John Hege. First Wooden El Toro: James Savatone. Tail-Ender: Robert Hrubes.

Full results at www.eltoroyra.org

*With reports this month on **Why Bareboating is More Accessible Than You May Think** and **Memories of Schoonering on Banderas Bay**.*

Rebutting the Myths About Bareboat Chartering

Although many *Latitude* readers tell us they take bareboat vacations once or twice a year, others make excuses for not sampling this popular on-the-water vacation option.

They say the prospect of sailing in foreign waters would be too challenging for them; that chartering is too expensive; that they have no one to go with; or that they can't rationalize spending money on a charter vacation in some exotic location because they have a boat in the Bay that's crying out for upgrades or repairs.

Having done many charters in U.S. and foreign waters, we've got rebuttals to all of those arguments, which we'll lay out here.

- Too challenging? Depends on where you choose to sail. Many popular charter destinations feature well-protected waters with plenty of tranquil anchorages — the Caribbean's British Virgin Islands and Washington state's San Juan Islands come to mind. Before you leave the dock, every charter firm will do a thorough chart briefing with you, detailing hazards as well as recommended places to stop, and they will also go over your boat with you from stem to stern, making sure you understand all its systems, know how to reef it, etc.

If you've never taken full responsibility as a captain before, consider either hiring a captain from the charter outfit for the first few days, or joining a flotilla that offers bookings by the berth or cabin.

- Too expensive? Not necessarily.

While the cost of flying your whole family to Australia or Thailand might be a deal-breaker, there are a variety of venues that are relatively close to home such as Southern California's Channel Islands, the Northwest's San Juan and Gulf Islands, Baja California's Sea of Cortez (accessed via La Paz), and Belize.

You've gotta eat wherever you are, of course, and one of the great things about bareboating is that they come with fully equipped galleys and large fridges. So you can cook every meal aboard if your budget is tight. Even if you spend half again as much as you would at home to provision the boat, food costs shouldn't break the bank.

The cost of the boat, when split four, six or eight ways, won't be as much as you might expect either — almost always less than a fancy hotel, unless you rent one of the priciest boats in the fleet. Be aware also that there are 'second tier' companies that offer somewhat older boats at substantially reduced prices.

- No one to go with? Almost every sailing school (club) in the Bay Area offers flotilla charters to far-flung destinations, as do some yacht clubs. Plus, big outfits like Sunsail, The Moorings and Dream Yachts offer 'cabin charters' also.

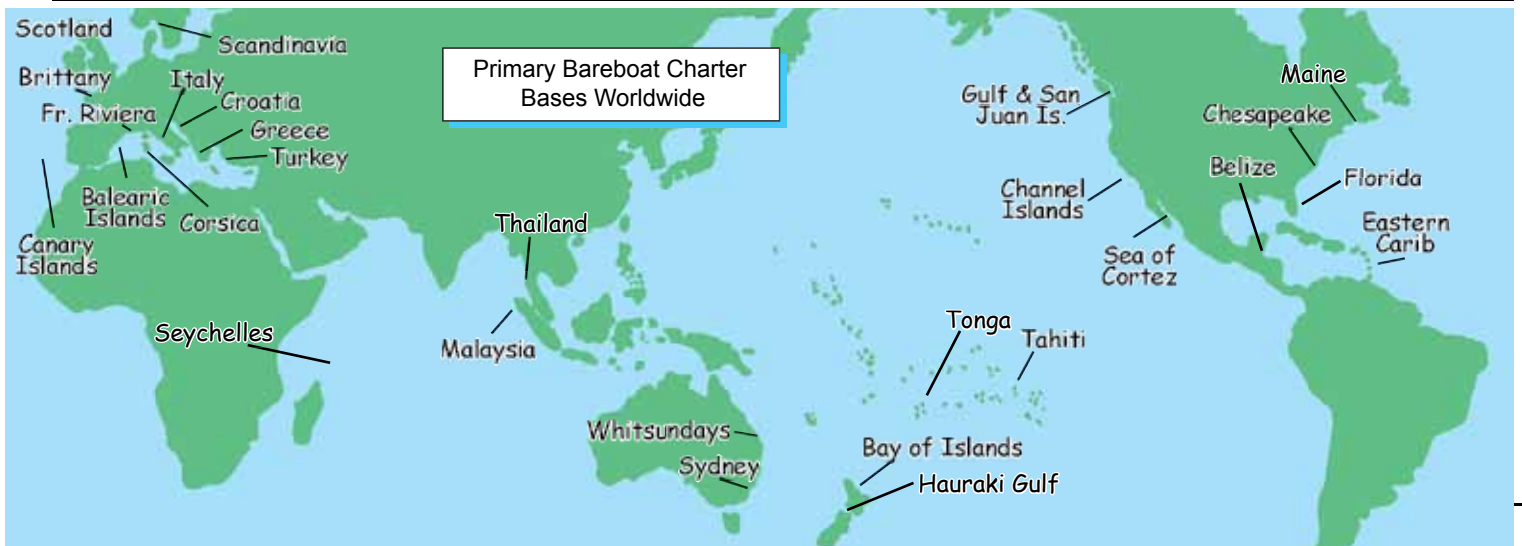
All of these options are great ways to have fun while improving your sailing skills and gaining confidence. In addition to bareboats, there are also lots of by-the-berth schooner trips offered in the Northwest and in Maine.

- Saving your pennies for upgrades on your own boat? We're not buying it. You know as well as we do that no boat



ALL PHOTOS WOODY SKORIAK

owner ever gets to the bottom of his or her 'to do' list. Besides, what you may not realize is that after splurging on an exotic charter trip, you'll probably come home more excited about sailing, boats and life on the water than you have been in years!





During her annual Mexico cruise, the mighty 'Seaward' heads out of the Paradise Village Marina for a sail on Banderas Bay.

Okay, how'd we do? Convinced yet? If so, then let's get this party started.

— andy

A Visit to Seaward in Paradise

If poet John Milton had ever made it to Puerto Vallarta, he might well have penned a sequel to his epic poem *Paradise Lost* — this one instead called *'Paradise Found'*. That was just one of the pleasant notions that crossed my mind as I kicked back for a week aboard the 82-ft steel schooner *Seaward* moored in — what do you know — Paradise Village Marina.

Seaward is a familiar sight on San Francisco Bay during the summer, serving as an on-the-water classroom for the Sausalito-based nonprofit Call of the Sea. For the last decade, the boat has been a teaching platform for youth groups participating in one-, three- or five-day training voyages from April

through November. When the winter winds begin to blow, *Seaward* heads south for a little charter duty.

A typical Mexico winter season will see everyone from sailing newbies to experienced hands come aboard. Sailors who have some experience but have never done an off-shore passage often sign up for the long ocean legs: San Francisco to Cabo, or the return trip, PV back to San Francisco. Under the watchful eyes of *Seaward's* captains and crew, charterers assist in every phase of operating the boat, from hoisting sails to steering; from navigation to anchoring; from contributing a favorite



Captain Rick Whiting takes his turn at the helm, while passenger and friend Tom Taliaferro looks on. The bare feet confirm that they are not on S.F. Bay.

recipe to washing the dishes. It's all part of the adventure!

I had flown down in mid-March with sailing friend and fellow captain Rick Whiting and his friend Tom to join the boat on the last week of its eighth successful season of adventure voyages in Mexico. We arrived on a Monday just in time for what some consider the best leg

of the trip: exploring Puerto Vallarta's Banderas Bay. After a pleasant nonstop three-hour flight from SFO, we found *Seaward* in her berth right behind the

Time for some old-fashioned fun. Mate Sam Daly launches the ship's sailing dinghy in order to take a spin around Banderas Bay.



WORLD OF CHARTERING

Vallarta Yacht Club, which has wonderful facilities, showers, full bar and restaurant, and a large open terrace overlooking the public dock.

We checked in with *Seaward's* 27-year-old captain, Scott Spilias. Originally from Leesbury, Virginia, Scott has been with *Seaward* and its parent organization, Call of the Sea, on and off for several years. Mate Samuel Daly, also 27, is from Oakland, and Diana Fenstermacher — yet another 27-year-old — hails from Berkeley. Rounding out the crew were New Yorkers Mary Rutz, 24, and *Seaward's* fantastic cook Lizzie Loomis. We'd heard charter guests raving all winter about Lizzie's cooking, and a dinner served shortly after our arrival confirmed their praise. It was going to be a great week.

We had a leisurely departure the next day and a pleasant daysail to nearby Marina Riviera Nayarit in La Cruz de Huanacaxtle, which lies about eight miles from PV, and just around the corner from Punta de Mita. The next day, we took a berth inside the marina



A recent transplant from New York, *Seaward* crew person Mary Rutz is as hardworking as she is cute.

in order to get some rigging work done, buy supplies, and fuel *Seaward* for the return trip. La Cruz has the area's only fuel dock, and fueling operations are

handled by two young ladies who looked like they belonged in a Victoria's Secret catalog — but weren't afraid to get their hands dirty.

The next days were spent alternating between preparing *Seaward* for the return trip to San Francisco, sailing the ship's wooden tender *Santo*, exploring the local villages, and lots of easy, pleasant sailing under warm and sunny blue skies. We gave Lizzie a few nights off by partaking of La Cruz's many great restaurants.

At week's end we returned to Paradise — the marina, that is — and checked in with longtime harbormaster Dick Markie, who always makes a berth available for *Seaward*. There was some discussion about which marina we enjoyed more, Paradise Village with its hotel, spas, yacht club and numerous facilities, or the wonderful La Cruz Marina. Everyone finally conceded it was like choosing between the best and the best.

But isn't that how it's supposed to be in Paradise?

— john 'woody' skoriak



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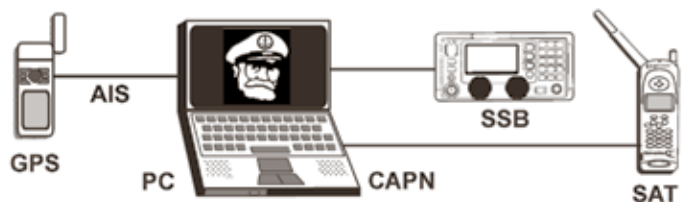
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CHANGES

With reports this month from **Wanuskewin** on Chiapas Marina and getting work done inexpensively in Cartagena; from **Yvanec** on doublehanding across the Atlantic with Monique the chicken; from **Curare** on sailing to and around Cape Horn; from the **El Salvador Rally** on arrivals this year; from **Profligate** on the Caribbean 10 years ago; and **Cruise Notes**.

Wanuskewin — Catalina 42 Mk II Michael and Holly Sanderson Chiapas and Cartagena (San Diego)

Since the Chiapas area of Mexico has been in the news lately [see this month's Letters], we'd like to share the experience we had there last April.

Enrique Laclette Macias and Memo

Garcia Stivalet, who run the Chiapas Marina, are both good friends of the voyaging sailor. Memo took us around to all the various offices — *aduana*, port captain, *migracion*. A

Holly and Michael, while in the Sea of Cortez.

'man's man', he knows all the officials, and shares big handshakes each time he sees them. Everything went smoothly between us and officialdom.

We then had the marina haul our boat with their new 70-ton Italian Travelift. The crew did a fantastic job hauling the boat and painting the bottom.

The marina didn't allow you to live aboard while the boat was on the hard, so we needed a hotel. There are two okay hotels on the beach, but they were a little too far to walk. Fortunately, we were able to borrow folding bikes from James and Charlotte of *Pegasus* while they went

The beautiful blue Travelift at Marina Chiapas. The Sandersons liked the work they had done at the yard, as well as the workers.

back home to Scotland. Apparently we were an entertaining spectacle for the locals as we rode our funny bikes down the highway.

The marina has good high-speed Internet. However, at the time it didn't have individual power and water meters at the slips, so people had to pay a flat daily rate. One rate was for those with A/C, and a lower rate for those without.

The only two negatives about the place had to do with the marina's being in the middle of nowhere. First, the little *tienda* was so lightly stocked that we had to make an hour car trip to Tapachula to do any real shopping. And while the marina restaurant had delicious food and a wonderful staff, after two weeks we hungered for a little variety.

We toured some of the coffee farms (*fincas*) as well as the old Mayan ruins. We also hired a tour guide who practices law on the side. For \$80/day, he drove us everywhere we wanted to go — including museums, mountain villages, waterfalls, bakeries, shops and so forth.

Our boat, a vet with us of the 2012 Ha-Ha, is currently back on the hard, but this time at the Manzanillo Marina Club at Cartagena, Colombia. In a moment of weakness, we decided to let 'Pedro the Painter', a fellow we met in front of Club Nautico, remove the blue polyurethane paint from our hull and put on 10 coats of blue gel coat. The project is going pretty well, although a little slow.

We've had two years to get used to the Latin American work culture, and things still amaze us. The guys certainly work hard, but as they say in the States, not always too intelligently.

For example, Cartagena has an interesting weather pattern. The wind comes up at noon, by 8 p.m. it's blowing the dogs off their chains, but by 3 a.m. it's calm again. Our workers don't like to plan their work around the wind, so at 4 p.m. each day they have to start putting up plastic sheets to protect their work from the wind. After they leave, the sheets all blow down at the height of the wind. So the next afternoon they have to put the sheets up again. We kind of laughed the first couple of times this happened, saying 'Such is life'. But after



it happened every day for a couple of weeks, it drove us bonkers.

Likewise, they'd come to work in the morning — and 30 minutes later would leave to buy the day's materials. Why not on their way to work or the day before? It's just not their way. Since we're paying by the job and not by the hour, our only extra cost for their inefficiencies was extra lay days.

But Cartagena is a very cool old city, and the current exchange rate of 2,500 pesos to one U.S. dollar makes it very reasonable. We're getting new gel coat on the topsides, decks, and cockpit, plus five gallons of antifouling applied, plus a complete polish and wax job, for less than \$10,000. That includes the hauling, yard fees, labor and materials.

The Manzanillo Marina Club isn't really a marina or a club as much as it is a working boatyard. But the folks are professional and super friendly.

We have again worked ourselves into a time bind. We'd planned to Puddle Jump this season, but some personal issues

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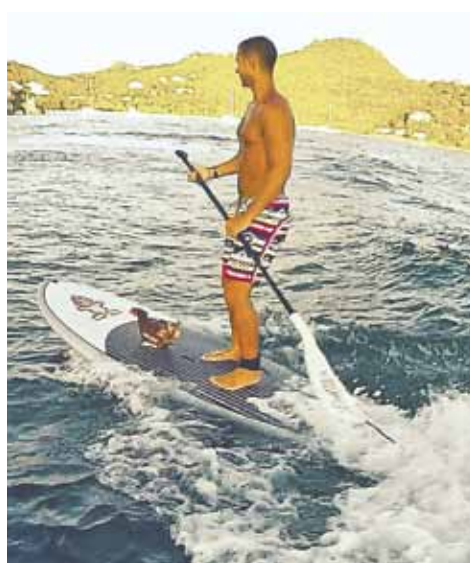
MOONTIDE



IN LATITUDES



PHOTOS COURTESY YVANEC



Fun times with 'Yvanec' and Monique; clockwise from bottom right: Tandem surfing at St. Jean; Monique checks the instruments; Monique in her diaper; the duo on the flopper-stopper hammock; chicks are attracted to sailors with chickens; the proud bird; reading about their exploits.

forced us to transit the Canal and stay closer to population centers.

It seems so long ago that we wrote *Latitude* asking where spend our 'career break'. We've now spent a year in Mexico, one in Central America, and the next one will be in the Caribbean — so we'll end up having done both Mexico and the Caribbean after all.

— mike & holly 04/15/2015

**Yvanec — 10 Meter Steel Sloop
Guirec Soudee and Monique
Chicken 'Wing-on-Wing'
(Yvanec, Brittany, France**

The Wanderer went down to the La Plage Watersports Center at Baie St. Jean on St. Barth to see French sailor Guirec Soudee about a chicken named Monique. A chicken that provided him with 25 eggs while he and the chicken were taking 28 days to sail across the Atlantic last year. A chicken that he brings to work with

him each day. A chicken he takes surfing with him. A chicken he plans on taking to Greenland with him. Ah, the French!

When the Wanderer got to the watersports center, he completely ignored the girl in the tiny bikini pole dancing above the sand a few feet away and asked Water Sports owner Jean-Michel if the 'chicken guy' was around.

"You just missed him. He took this guy named Puo Kaire to his boat anchored off the Eden Rock Hotel."

"Puo Kaire?"

"You know, the famous American sailor."

"You mean Marin's Paul Cayard, the guy who won the Around the World Race, had his own America's Cup campaign, and was the head of the Artemis Syndicate in the most recent America's Cup?"

"Oui, oui, him."

The Wanderer was able to guess it was Cayard because we'd seen him eating dinner with his lady friend at Eddy's the night before. And he'd been tactician on Rupert Murdoch's 150-ft Perini Navi *Rosehearty* during the St. Barth Bucket the week before.

The Wanderer thought it was pretty cool that Cayard, used to getting paid to sail on the most luxurious and/or fastest boats in the world, and his girlfriend, would be curious enough to visit a 33-ft hard-chine steel boat with a chicken aboard, particularly one that was rolling beam to the short swell off Baie St. Jean.

While the Wanderer missed 'the chicken man' that day, we caught up with Guirec Soudee a few days later and grilled him like a chicken. What an impressive guy! Young, personable, unpretentious and quite clearly fearless.

38: Where are you from?

GS: Brittany, France.

38: Where all the great French sailors are from.

GS: [Laughter.] Yes. I'm actually from the little island there of Yvanec, which is also the name of my boat.

38: Tell us about your boat.

GS: She's a heavy 10-meter hard-chine steel boat. But very safe if you're inside.

38: Where have you been on your trip?

GS: After Brittany, I sailed to Spain, Portugal, Madeira, the Canaries, then across the Atlantic in 28 days. During that time my chicken Monique provided me with 25 eggs. [Laughter.]

38: Why a chicken?

GS: For companionship and fresh eggs.

I was going to take a chicken from Brittany, but people there told me that if I did, it might get stressed and not lay any eggs. So I got Monique in the Canaries.

38: Why would a chicken from the Canaries experience less stress than a chicken from Brittany?

GS: I have no idea. [Laughter.] But

Guirec, a thoughtful captain, bought his crew Monique a rose and took her to an expensive dinner on the beach after crossing the Atlantic..



YVANEC

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Monique laid an egg the very first day, and then one egg almost every day for the rest of the voyage.

38: Was Monique comfortable or do you have to worry about PETA?

GS: She was very comfortable. She lived on deck and never went below.



Monique climbs the boatyard ladder.

Sometimes she'd go on the foredeck when it was rough even though I tried to call her back. Once she went forward all dry, but came back soaking wet. But she would often sit on my leg while I drove.

38: Did you have any rough weather?

GS: We ran into 70 knots of wind off France, and later on 50 knots of wind. She didn't seem to mind.

38: Is Monique like a domesticated pet?

GS: Almost. She follows me everywhere, and I take her surfing, SUP-ing, and just yesterday I took her skateboarding.

38: What does she eat?

GS: Chickenfeed. But when I caught a tuna and later a dorado, I fed some to her. She loved it. She's crazy.

38: Did the eggs taste different after she ate the fish?

GS: Yes. They tasted like fish.

38: How old is Monique?

GS: She was six months old when I got her, and she's now 18 months old. Chickens live to be five to 10 years old, but they only lay eggs for the first three years.

38: Where are you going next, and will Monique be going along?

GS: Next month I leave for Greenland,

Guirec, who is "not afraid" and not afraid to be alone, will soon continue north to Greenland to spend eight months trapped in the ice.



and Monique will be with me. I think I'll pick up three or four more chickens in Canada and maybe a husky. I plan on getting to Greenland in July or August and being stuck in the ice by October. I expect I'll be stuck for eight months, after which I'll complete the Northwest Passage.

38: Stuck in the ice for the winter like Tristan Jones? Why would you ever want to do that?

GS: Yes, like Tristan Jones, but I'm not going to bring any food. I want to do it for the experience.

38: No food!

GS: I plan to catch it all myself. But I'll probably have an emergency cache just in case. But I won't have any satellite communication equipment or anything.

38: [A gorgeous woman walks by in a sexy little black bikini.] You're 22 years old, what about taking a woman along?

GS: No, they are too much trouble. But I'll have fun with girls while I'm still in St. Barth.

38: We're still trying to understand why you want to spend eight months in the ice with a few chickens and a dog.

GS: I just want to learn as much as I can. It's my school. I'm only 22, I have no wife or children, so this is the perfect moment.

38: How much sailing had you done before you set off across the Atlantic?

GS: I spent about 90 minutes trying to figure things out just outside the harbor, then I took off. I'd never been on a sailboat before, but I had done some boardsailing.

38: Was it hard for you to learn how to sail by yourself as you went along?

GS: Yes and no. Having only been on a sailboat for 90 minutes before I took off, I had a lot to learn. For example, I had no idea how to fly a spinnaker. My autopilot broke when I was still close to Brittany, so I went back to get it fixed, but I didn't want to ask for help learning to sail because I thought they might

prevent me from taking off again. I started picking things up around Madeira.

But I had worked on a big fishing trawler off the west coast of Australia, so I wasn't new to the ocean.

38: Is that where you learned to speak English?

GS: Yes. I went to Australia at age 18 with \$200 and no English. I slept in the streets. Then I got a bike and rode it for about 1,200 miles. There are only about 20 people in



Australia who speak French, so I was immersed in English.

38: You speak very well, and without much of a French accent.

GS: I worked on the fishing boat to earn money for my boat, which cost \$29,000 euros. I have a new engine coming that costs \$13,000 and some new sails that cost \$9,000. It's crazy how expensive sailing is.

38: Have you done similar adventures before?

GS: No. Just the little bike thing. But I want to do many things.

38: Like what?

GS: I don't know, maybe swim around the world. [Laughter.] I'm not scared to do things. I just want to do them.

38: Thank you.

**Curare — Bowman 36
Geoff and Linda Goodall
Around South America
(Vancouver, B.C.)**

IN LATITUDES



BOTH PHOTOS COURTESY CURARE

Changes in latitudes, changes in temps. Spread; Linda driving in the snow-capped Beagle Channel. Inset; The couple in the tropics.

Like a lot of cruisers, retired geologists Geoff and Linda dreamed of cruising the South Pacific. But when they learned officials would make it difficult if not impossible to do it with Jessie, their admittedly large-for-their-boat Great Dane-Lab cross, they changed their plans. Instead of cruising the South Pacific, they would circumnavigate the more dog-friendly — if chillier — South America, rounding celebrated Cape Horn in the process.

"It worked out great," the couple told *Latitude* during an interview last month aboard *'ti Profligate*. 'Great' even though it meant they didn't swim in the ocean during the three years they went around the South American continent.

The Goodalls' adventure began in 2007, when they sailed directly from Vancouver to Ensenada. By chance they crossed paths with the Ha-Ha fleet in

both Turtle Bay and Cabo San Lucas, which is where we first met them. They seasonally cruised Mexico, including the Sea of Cortez, in 2008 and 2009. After cruising Central America, the couple sailed their now 40-year-old English built boat to the Galapagos and then Easter Island.

"We had a nice wind angle and fine sailing to Easter Island," says Geoff.

"The 2,300-mile trip east to Valdivia, Chile was just as nice, with mostly broad-reaching in tradewinds — although there were a couple of times when we either had to head up or head down to avoid what would have been much stronger winds."

"The most wind we ever saw was 35 knots," adds Linda. "Once we went to storm sails, and the other breezy time we just shortened sail."

By the time they reached Valdivia, a city of 125,000 that in 1960 had been hit by the most powerful earthquake ever recorded, they were at latitude 40, which is south of both the Cape of Good Hope and the Australian continent. Valdivia is 75% of the way down the west coast of the South American continent, which meant they had bypassed Ecuador, Peru and northern Chile. It was a conscious decision, as to do otherwise would have meant they would have to battle the north-flowing Humboldt Current and a lot of fog.

"Although Valdivia is about 600 miles closer to the equator than our homeport of Vancouver, it was wet and cold, so it felt like home to us."

"The summers were great," says Linda, "but it can really rain there."

The coastal area of Chile south of Valdivia is widely considered to be the most beautiful part of the country. The city, which has a heavy German influence, is located 100 miles south of the capital of Santiago, and 130 miles north of Puerto Montt, which is the gateway to the Chiloé Archipelago, Chile's most popular cruising ground.

"Chilean sailors from affluent Santiago keep their boats in Puerto Montt, and fly there to start cruising in the northernmost part of the fjord-studded Chiloé Archipelago," says Geoff. "The cruising area very much reminded us of the cruising area around Vancouver, where the islands offer excellent protection from the swells of the Pacific."

"It was at Valdivia and Puerto Montt that we started to see other cruising boats, most of them from Europe," says Linda. "We did, however, cross paths with American Richard Bylaw, who had built his wooden boat in Tacoma and sailed her to the Horn and back. I wish I could remember the name of his boat."

"Because it's the gateway to Chile's

Taking four lines to shore was the best way to 'anchor' in the Patagonian Canals, where the wind would often come up at night.



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most popular cruising ground, Puerto Montt has some good marinas for cruising boats," says Geoff. "The region is completely safe, as there is no piracy or theft, and the people are very friendly. For example, the fishermen aren't allowed

to take alcohol out fishing with them, so sometimes we were able to trade a bottle of wine for a five-gallon bucket of clams. The clams would last us as much as a week."

"We stored *Curare* on the hard at Puerto Montt one South American winter while we looked after a 500-hectare ranch in central Chile that is owned by a Brit ex-cruiser," remembers Linda. "He'd wanted to return to Old Blighty for the summer.

"We'd heard about the opportunity from a gentleman named Wolfgang on a SSB net that many of us cruisers listened to. It really wasn't a working farm anymore, as most of the land had been rented out to others who took care of the sheep and cows. We mostly walked around with the dogs, although I had to learn to take care of horses. In fact [laughter], I had to get on the Internet to learn how to trim the horses' hooves."

The transition from living in a home in Vancouver, to cruising on a relatively small cruising sailboat, to taking care of a ranch for the first time in their lives wasn't difficult for the couple. After all, they are both experienced in geology project management, exploring for gold, silver, copper and other precious metals in the more remote parts of Canada. Eu-

The monument to lost sailors at Cape Horn. Oddly enough, it's so popular with cruise ship passengers they have to walk on specific paths.

rope, South America, Australia and even the Solomon Islands.

"Our work lives were good back-grounds for cruising," says Linda.

Toward the end of the Southern Hemisphere winter, Geoff worked hard on *Curare* in Puerto Montt to get the boat ready for the Patagonian Channels, which are at the bottom of South America and just a short distance north of Cape Horn.

"In preparation, we insulated the interior of the hull with camp mat-like foam, using glue or double sided tape to attach it behind the hull liners — although up in the v-berth area we just stuck it on the liner," says Geoff. "And it worked."

"It didn't keep the boat any warmer," says Linda, "but it's the constant dripping, not the cold, that really gets to you. The cold isn't too bad because you can just keep putting on more clothes, but the drip, drip, drip — that's awful. And since we hadn't intended to sail around Cape Horn, we only had a small propane heater. But it wasn't bad."

"What do you mean it wasn't bad?" counters Geoff. "You were the one who kicked me out of bed each morning to light the stove."

"Yeah," says Linda laughing, "and to make the coffee. But the Patagonian Canals were excellent."

"They really were wonderful," agreed Geoff. "The area was again very similar to the Pacific Northwest, with lots of small channels. But the mountains — to 4,500 meters — were much taller. In addition to once again being protected from the ocean swells, we always had the wind from behind, and it was very consistent."

"We did have squalls, but only at night," says Linda. "Since the anchorages were only big enough for one or maybe two boats, we really made sure we were secure. We would work our way in, drop the hook, then Geoff would row ashore with the first of four 3/4-inch three-strand poly lines. The first time we did it, it took an hour. By the end of our time there we had it down to about 20 minutes,

"Most West Coast sailors aren't familiar with the Patagonian Canals," says Linda. "To give a rough overview, they are about 100 miles north of Cape Horn. We went down Smythe Channel, which hits the Magellan Channel, which runs east-west and bypasses the Horn. After sailing down the Magellan Channel, we worked our way through islands farther south to the

LATITUDE / RICHARD



Linda and Geoff, back in the warm tropics.



Beagle Channel. The Beagle Channel parallels the Magellan Channel about 100 miles to the south, but it takes you to Ushuaia and Puerto Williams, which are the gateways to the Horn."

Ushuaia is the Argentine city in the south, while Puerto Williams is the last outpost of Chile. The latter is also home to the famous Micalvi YC, on a retired Chilean Navy ship. All the expedition ships tie up there.

"We were in this area during the Southern Hemisphere summer, which is November, December and January," says Linda. "It rained a lot. I also remember that it was 12 degrees Celsius (56° Fahrenheit) at 12 noon on December 12. But it also got down to 6 Celsius (42°) one morning. It's not horribly cold, but you're wearing a lot of clothes all the time.

"And one morning when we were in Ushuaia, there was fresh snow in the mountains behind us," adds Geoff.

Contrary to what some people might assume, you can't just sail to Cape Horn anytime you feel like it.

"The 'Cape Horn Circuit' is strictly regulated by the Chilean Navy," says

CURARE



IN LATITUDES

ALL PHOTOS COURTESY EL SALVADOR RALLY

the flora."

"If anyone is thinking of doing the Horn, the thing they need to realize is that there is a lot of waiting involved," says Linda. "We had to wait a week, but we knew a window was coming, so we had raced to get through the Beagle Channel to be in time for that window."

"People also need to realize that the weather can go bad quickly," says Geoff. "For example, we were west of Puerto Williams and thought we'd go just six miles down the coast. As we turned into anchorage, it was blowing 35 knots and Linda couldn't keep the bow into the wind. So we just had to run with it, all the way past Puerto Williams because there was nowhere to stop. We hid out behind a tiny knob of land on the Argentinean coast until it blew out the next morning. The force of the wind wasn't unexpected; it was the fact it blew to 50 knots so quickly."

"The other thing that many people don't know about Cape Horn is that it's not attached to the South American continent, but is the southernmost of a group of islands to the south."

[Next month: The east coast of South America.]

— latitude/rs

Profligate — Surfin' 63 The Wanderer and De Mallorca Ten Years After (Tiburón/Pt. Mita/St. Barth)

While perusing some of our hundreds of thousands of sailing photos, we came across some that we took exactly 10 years ago. Was it ever a shock — and not a pleasant one — to be reminded of how quickly time passes and how much we change. But 10-year yardsticks are good, as they remind us that not a day is to be taken for granted or wasted.

Ten years ago was the winter that, immediately following the end of the 2004

'Profligate' at Grand Saline. Time rushes by so quickly it's important to remember the great times, and keep creating new ones.



LATITUDE / RICHARD



Bill Yeagen and Jean Strain of the El Salvador Rally report that by April 10, 39 boats, 22 of them rally boats, had arrived at Bahía del Sol. Left to right, from top: Karin and Joe from 'Flyin' Sideways'. 'Velvet Sky' crosses the bar. Tina from 'Seahorse V' cleaned the teeth of 47 local children. Survival training with a net. The Bahía del Sol Marina. Pam Bendall with welcome gifts for Henry and Rigo of 'Windrose'. Betty from 'Confidence' at the Welcome Party. 'Windrose' makes a splashy arrival across the bar. Her dental services completed, Tina from 'Seahorse V' cools down in the pool with ice.

Geoff. "There are only three anchorages in the approximately 90-mile Cape Horn Circuit, and each one can only hold about three boats, so the port captain regulates who can go and when. When you are doing the Circuit, you also have to report in regularly on VHF. They monitor it closely."

The Goodalls estimate that only about 10 regular cruising boats go west-to-east around the Horn each season, while none go in the opposite direction. In addition, Skip Novak has two charter sailboats that go around the Horn, and there are expedition vessels.

Other than a 28-ft German boat, *Curare* was the smallest boat that the Goodalls saw.

"We hung out in the Drake Passage for two nights," reports Geoff. "When the man on duty at the Horn reported it was *mas tranquilo* — meaning 18 knots

of wind and 10-foot seas — we went for it. It was lumpy going around the Horn, but not too bad.

"We anchored off the Chilean Navy Station, near the memorial to sailors lost in the area. The water is quite deep, so I rowed Linda and Jessie ashore. Even though it was calm, I decided to stay with the *Curare*."

"There is a guy who lives at the station there with his family," says Linda, "and they stay for a year before being rotated out. I was the first person they'd seen in two weeks. But you have to go with him — he almost holds your hand — and walk on a boardwalk so you don't ruin the vegetation. The problem is that many cruise ships call there, and everybody wants to climb all over. So they have to protect

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Ha-Ha, a *Profligate* crew with Doña de Mallorca took off like a bat out of hell for the Panama Canal and Antigua. Despite having to replace both saildrives in Panama, they managed to cover the 4,000 miles in just under 30 days. De Mallorca would spend the entire winter in St. Barth, working all day on the boat and partying all night on the island. She never slept. Meanwhile, the Wanderer worked to pay the bills and commuted between the boat and Mill Valley.

Woody Allen once said that "80% of life is just showing up". We don't know if that's true, but being on the scene of anything has its advantages. For example, while de Mallorca was working on the boat one afternoon, when Chris, the hard-working captain of the 92-ft R/P *Leopard of London*, asked if she would keep an eye on *Leopard* until they got back from lunch. And if there was a problem, she was to call a certain number. When they didn't come back on schedule, Doña had to get to town to party, so she called the emergency number. She got the owner's wife in Antigua. "Oh don't worry about the boat," she said, just go to town." So de Mallorca did.

It's through experiences such as that that you bond with other sailors. The following winter Chris would ask the Wanderer and de Mallorca to help crew for him aboard *Leopard* for the New Year's Around the Island Race. We did, too, and in the most minor way helped the boat take first.

We hadn't seen Chris in about five years until this winter, but it was like having seen him yesterday. "Make sure you look me up when you get to Antigua," he said. "A lot of sailing pros I know would love — like me — to charter your cat on their days off."

We had such a great winter that there was no way we could ever let another Caribbean season slip away. By the same token, there was no way that we could

Kris Sherlock at the helm of the R/P 92 'Leopard' for the Around the Island Race. 'Just being there' got the Wanderer and de Mallorca aboard.

take one month each winter to get from Cabo to the Caribbean, and then another month to get from the Caribbean to San Francisco, for a four-month season. The solution was to bring *Profligate* back to California, and put a Leopard 45 cat in a yacht management program in the Caribbean for three years. It worked so well that we kept the Leopard in the program for nearly a decade.

The accompanying photos are from exactly 10 years ago the beginning of May, which means *Profligate's* trip from Antigua to Panama, including a stop at the San Blas Islands and a transit of the Panama Canal. We had a group of about 14 aboard, including old friends, friends of friends from Tahoe, new friends from Vancouver, and we can't remember who all. It was a good group.

It blew in the high 20s and low 30s much of the way, with pretty good seas, as it often does on that passage. When one woman was asked what she wanted for her birthday, she asked if it would be possible for her to be taken off by helicopter. But she was a great sport, and we never even heard about it until later.

Given the wind and seas, it was no problem getting into the 20s with just a double-reefed main and a 75% headsail. Sometimes we found ourselves looking for a brake pedal. This was particularly true about 150 miles off the mouth of the Rio Magdalena one evening, where there was a 'river' of logs and other debris flowing deep into the Caribbean Sea.

As is often the case, the wind and seas finally backed off just past Cartagena.

After the five- or six-day passage from the Eastern Caribbean across the breezy and bouncy Caribbean, it's always nice to gain the shelter of the San Blas Islands. The one thing as sure as the sun rising in the east is that the Kuna women will latch onto your boat and patiently wait there either forever or until you buy what they think should be your quota of molasses and such. The men selling lobsters and vegetables aren't as patient.

The primary feature of Porvenir is the airport. Actually, it's just a runway. Planes make their approach at about the height of the first spreader on a lot of boats. When a plane lands, everybody rushes the plane, either to greet arriving guests or to get off. It's a miracle people haven't gotten chopped up by the



props. Maybe they have.

The San Blas Islands enjoy beautiful flat water because they are protected from the Caribbean by a series of reefs. The reefs don't allow for mistakes in navigation. Unfortunately, to err is human, so there are wrecks.

Even by Caribbean standards the 365 islands of the San Blas are primitive. Most of the people live in huts where food is cooked over open fires. It gets very smoky inside the huts. The Surgeon General reports it's equivalent to smoking 140 packs of unfiltered Camels a day.

The waters of the San Blas are incredibly clean. About as clean as the waters near the main islands are littered with paper and plastic debris.

Our boats have been through the Canal several times before, and the paperwork wasn't difficult. This time was different, as all our crew were required to be photographed and fill out all kinds of forms. It was though we were suspected of being merchant seamen or terrorists. Fortunately, Dracula, a taxi driver with a lazy eye, guided us through the process.

Ten years ago the Panama Canal YC,



IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD



Left to right, top to bottom: The then-new bridge across the Canal; 'Profligate' at the Panama Canal YC, which, like all good yacht clubs, had plenty of slot machines. Dona's San Blas family. Wet ride. 'Tropic Cat' locking through. Measuring time. A wreck on a reef. The crew, having cheated death.

which had slot machines, still existed. It was funky and wonderful. It was also the safe haven in Colon, one of the more dangerous cities we've been to. Each cash register at the El Rey Market, for example, was guarded by a man with an automatic weapon. But it was still plagued by snatch-and-run thieves.

The Panama Canal is a great crossroads, and you meet all kinds of other boats and sailors there. One of the boats we met — and later shared a lock with — was the canary-yellow *Tropic Cat*, which had just been completed by Gold Coast Yachts in St. Croix. She was headed for Cabo San Lucas, where she continues to do charters. Unlike *Profligate*, she had a waterslide down the back steps of one hull. It made us jealous.

As always, while locking up and locking down, we couldn't help but admire the skills of the engineers who designed the Canal over 100 years ago. In all that time it's hardly been improved. Of course, transiting the 'Ditch' consists of

locking up at one end, locking down at the other, but mostly motoring across a 40-mile long man-made lake. The sight of a Panamax container ship rumbling down narrow passageways of a lake surrounded by jungle is an unusual one.

Our transit was notable for two things. First, the new Bridge of the Americas hadn't yet been completed, so it looked similar to those old photos of the Golden Gate Bridge before it was completed. Second, we weren't doing the transit with Antonio as captain of our old Ocean 71 *Big O*. The last time we'd done it with him, he rejected the Canal authorities' specific order to spend the night at Lake Gatun. "We're going through today," he told them, "and that's all there is to it." This was the equivalent of a Cessna 172 pilot telling the control tower at JFK that he was taking off in front of a line of 747s, no matter what.

Actually, the transit

was notable for a third thing. Because Antonio wasn't with us, we didn't pass a ship in the narrow Gaillard Cut, something that was strictly prohibited, but something that Antonio did anyway. We expected to be arrested at the Miraflores Locks, but nobody said anything.

If anybody likes heat and humidity, Panama would be right up their alley. One of our most vivid memories on the Pacific side is bending over our laptop, sweat pouring off our brow onto the keyboard.

The last thing we remember of the trip from Antigua to Panama was getting paperwork done in Panama City, where the three biddies who ran the office recorded everything in a giant book instead of on a computer. While there, we ran into Pat and Ali Schulte of the Wildcat 35 cat *Bumfuzzle*. They had just started their circumnavigation and still didn't know what a two-speed winch did. Anybody remember them? They made it around.

Looking at our photos makes us realize that in just 10 years we'll be . . . well, we don't even want to think about how old we'll be. There are so many places to sail to and things we want to do before then that we're rushing out the door right now to get started. We encourage you to do the same.

— latitude/rs 04/15/2015

Cruise Notes:

Mike and Deana Ruel of the Dover, Delaware-based Manta 40 cat **R Sea Kat** now know that sometimes the failure of expensive gear and/or equipment can be a blessing in disguise. Having cruised from the East Coast to Southern California the 'long way' — meaning via the Caribbean, Panama Canal, Galapagos and Alaska — the couple set sail from Marina del Rey in mid-April on a 3,300-mile nonstop passage to the Marquesas. But the boat's port running light failed the night they took off, so they had to

If you have to replace your full complement of batteries, it's better to do it 10 minutes from the battery manufacturer than in the South Pacific.



MIKE RUEL

CHANGES

pull into Newport Beach to get a replacement. Mike picks up the story from there:

"We woke up to low voltage in the house battery bank, and unsuccessfully tried to start the generator to run the battery charger. We had to start both engines to get some charge on the house batteries, then fired up the generator and battery charger. Next we called Lifeline, the battery manufacturer, which just happened to be located only 15 minutes away in Costa Mesa. Their technician determined that our batteries were 10 years old — ancient for AGM deep cycle batteries.

"Without hesitation we ordered eight new batteries — two engine batteries with a total of 1000 CCA, and six 6-volt batteries in parallel for 1095 CCA. The guys from Lifeline delivered the batteries to the public dock on the Balboa Peninsula, and we loaded the 500 pounds of them into the dinghy and ferried them out to our boat. Two hours later all the batteries had been exchanged and the new ones topped up by the generator. This morning the bank voltages were 12.6 — 12.8v on all. We avoided a disaster waiting to happen."

No kidding. We can only imagine how long, difficult and expensive it would have been to replace such battery banks in the Marquesas or even Tahiti.

Sometimes it seems as though everyone is going cruising cat crazy. Bill Gibbs of Ventura, who set many Southern California elapsed-time records with his smokin' 52-ft cat **Afterburner**, had his new 46-ft Schionning G Force cat put aboard a ship in Cape Town in April for the trip to the British Virgin Islands. The hulls of the cat had been built several years before for the owner of Knysna Catamarans, and Gibbs bought the project on the condition that the cat be completed by December 2014 so he could

The Schionning-designed G Force 1400 launched in South Africa for Bill Gibbs looks super sleek — and fast, even at the dock.

use her in the Caribbean in early 2015. That schedule went by the wayside, of course, but the cat is finally on her way to Tortola — with a mast Gibbs specified that "scares" the builder. The thing that 'scares' us a little is that she only displaces 15,000 pounds.

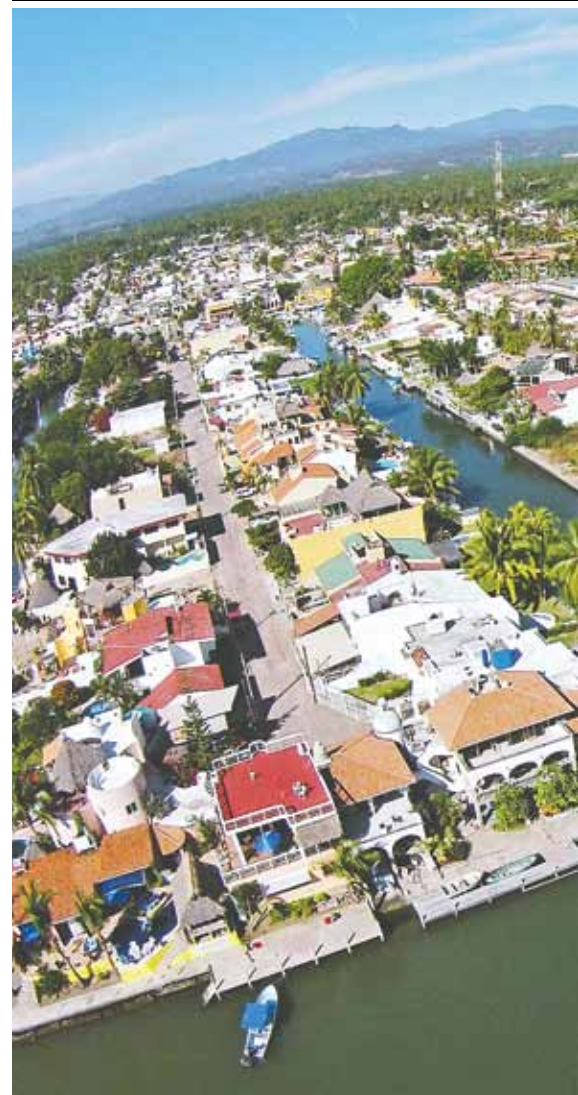
If will be interesting to see if Gibbs' new cat ever crosses paths with the new all-carbon **53-ft Paul Bieker-designed** cat that Seattle's Greg Slyngstad, another very successful West Coast racer, is about to have launched for him by Gold Coast Yachts of St. Croix. All the cat is waiting for is her mast to arrive from France.

By the way, **Gold Coast** has built 116 boats, most of them passenger-carrying catamarans to U.S. Coast Guard specs. They must be doing something right.

Then there is the Horangic family — parents Basil and Caroline, and children Theodora, 14, Helen, 12, and Basil, 6 — of Menlo Park. As a result of responding to a small ad in a multihull sailing publication, they rented an **Outremer 49** cat for 15 months. They started in the Black Sea, of all places, and spent last summer doing mostly Turkey and Greece. They then sailed across the Atlantic for a winter in the Caribbean. Enjoying the family cruise so much, they have extended the rental for another nine months. They will soon be headed back across the Atlantic to do the Western Med. The kids are doing well in school, and getting an education not found in books. All three of the children scuba dive, and all three of them kiteboard. Yes, even six-year-old Basil. In addition, 'Teddy' and Helen both compete in international Opti events, so they carry two Optis on the cat to keep in practice. We'll have an interview with the family in the July issue.

Charlie and Cathy Simon of the Spokane- and Puerto Vallarta-based Taswell 58 **Celebration** report they have just completed the 2014-2015 ARC World Rally. They covered 26,000 tropical miles in just 15 months — a fast trip around. How did they feel about going around so quickly? Tune in next month and read all about it.

"I'm not a low-budget cruiser, so I could have easily afforded the \$3/ft dock fee that **IGY Marina Cabo San Lucas** wanted to charge me for the use of their fuel dock on April 4," writes Curtis Johnson of the



Reno-based Hylas 46 **Aurora**. "Since I only needed 20 gallons to top off before starting the Baja Bash, there was no way I was going to pay a \$140 fee. So I said something to the effect of "Thanks, but no thanks," and cast off our lines.

"In typical Mexican hospitality and openness, the fuel dock attendant informed me that we could also get fuel at the fuel dock on the southwest side of the harbor, where they don't charge such a fee. The other fuel dock had been heavily damaged during last fall's hurricane, and had a marginal temporary dock surrounded by pilings. I didn't feel comfortable trying to get my boat into that fuel dock, so we anchored the boat in the bay and used our dinghy and jerry jugs to bring diesel out from the Pemex station.

"Marina Cabo San Lucas not only lost the sale of fuel to me, they lost the revenue from the two nights I had planned on staying in their marina. And they



MARK MCNUITY

IN LATITUDES



LATITUDE / RICHARD

Places where you can keep your boat at a dock in your backyard are pretty rare on the West Coast. They're even more rare in the tropical areas of the West Coast. But the development in this photo is one of them. Can you name it? If not, maybe you need to get out on your boat more.

have made sure that the next time I come south, I will bypass Cabo completely. Over-the-top service fees are not going to bring the marina more customers."

"We just stopped in Cabo to fuel up before heading north on the Bash, and the marina has instituted a new docking fee at the fuel dock," reports Jim Milski of the Schionning 49 **Sea Level**. "I had to pay \$140 for the privilege of buying fuel from them. I will never stop in Cabo for fuel again!"

The Grand Poobah is going to encourage the **Marina Cabo San Lucas** to reconsider their policy, which might well be costing them, rather than making them, money. Especially with regard to Ha-Ha boats.

Speed limits for **daggerboards**? A couple of months ago we reported that both the daggerboards on Greg Dorland and Debbie Macrories's Lake Tahoe-based

Catana 52 **Escapade** broke while sailing upwind in 25 knots from Curaçao to St. Barth. When they contacted Catana to get two new ones — at \$9,000 each — one of the technicians asked if they had read the owner's manual, because the owner's manual advises owners not to use the daggerboards when the boat is sailing at more than eight or nine knots. Curious. Anyway, Catana finally shipped the two boards to *Escapade* in St. Martin. End of story? Not quite. Not only were the boards different widths, both were two thin for *Escapade's* daggerboard cases. Catana says they will provide two new boards. Fortunately, Greg and Debbie are sailing to Europe, and

can pick up them up there instead of having to have them shipped across the pond.

To put this month's letters about dinghy thefts at Stone Island (Mazatlan) in perspective, **dinghy theft** is much more of a problem in the Caribbean. Our friend Pierre on **Kris** had his dinghy stolen two nights in a row. End-of-season dinghy theft is a real problem in the French Islands, even chic St. Barth.

"My blonde mermaid Alyssa [*Alexopolous*] and I are prepping our boat *Ellie* to leave Hawaii for the South Pacific next week," writes Lewis Allen of the Redwood City-based Tartan 37 **Eleutheria**. The couple previously sailed down to Mexico, across to the South Pacific, then up to Hawaii.

"We have all the tanks topped off, the systems are in good order, and the boat is well found," Lewis continues. "We plan to sail to Fanning Island and stay as long as it takes to decompress back into cruising mode. Once at Fanning, we'll take a look at the charts and see what lies downwind.

"Our current plan is to head to Australia by the end of the South Pacific season. Because we're young, we were both able to get work visas. That's good because we'll need to replenish the cruising kitty. Neither Alyssa nor I have been to Oz, but we expect we'll stay about two years.

"I've got other cruising news," Lewis continues. "On March 7 I flew to Tahiti to help Eric Laakmann, a friend from Redwood City's Bair Island Marina, sail his new-to-him 1999 Outremer 55 Light

Erik Laakmann's new-to-him Outremer 55 Light 'Zephyr' side-tied in the Marquesas. She'll soon be on San Francisco Bay.



Alyssa and Lewis.

ELEUTHERIA



LEWIS ALLEN

CHANGES

catamaran **Zephyr** up to Hawaii. He had purchased the boat in Raiatea just a week before my arrival. Mutual friends Jason and Johnny rounded out the all-Bay Area crew. It took us 11.5 days to cover the 2,100 miles."

"A Mayday call recently came in over the VHF after a large dive boat had hit a sailboat about 10 miles out of Ao Chalong, Thailand," report Gene and Sheri Seybold of the Stockton/Honolulu-based **Esprit 27 Reflections**. "There were injured people in the water, and the sailboat had a hole in her hull. We're told the dive boat picked one man, who was in shock, out of the water — then made him jump back in! Then the dive boat took off. Fortunately, assistance was soon on the way, but it was all private assistance, as there was nothing from the government. We're not surprised by the incident, as we've had some very close calls with local boats in Thailand. They scare the hell out of us. If you're headed this way, you've been warned."

"We enjoyed *Latitude's* March issue feature on optional places to head during the South Pacific tropical cyclone sea-



HAWAII TOURISM

Hanalei Bay, Kauai, finish line for the Single-handed TransPac, is the most famous anchorage in Hawaii. The Lowes say there are others.

son," write Brent and Susan Lowe of the formerly Seattle-based Royal Passport 476 **Akauahelo**. "We took the alternate route north to Hawaii twice, and found the Islands to be a great place to stay, get boat work done, and even land a job

to replenish the kitty.

"On our first 'dash' through the South Pacific, we got as far as the Marquesas," the Lowes continue, "and found them to be too incredible to rush through. After a five-month stay, we sailed north and reached Hawaii's Big Island in 16 days. We stayed in Hawaii for 18 months before heading back south. The passage south can be a little tougher, but we just fell off when the wind and seas got real nasty. We figured there are a lot of islands out there, and that we would find at least one of them. It turned out the wind made a favorable shift just after the ITCZ, and we had a nice sail back to the Marquesas.

"We spent the next 2½ years exploring many of the islands before reaching Tonga," the Lowes continue. "Once there, all the cruisers talked about was whether to go on to New Zealand or Australia. After agonizing, we decided to head back to Hawaii again, visiting the Samoas en route.

"The most dangerous thing about Hawaii is that once you get here, it's very hard to leave. We're proof of that. We've



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now been in the Islands seven years, but just haven't been able to figure out how to leave. After all, the weather is great, the water is clear and warm, and the many anchorages are almost always deserted. We now return to the Islands from our home in Mexico every summer, and spend the five months exploring the Islands. Although many of our anchorages are repeats, we have always been able to find a couple of new ones nearly every year."

Latitude thinks a lot of cruisers would be interested in a book titled *Akauahelo's Guide to Hawaiian Island Anchorages*.

The early forecast for the **2015 hurricane season** in the Atlantic/Caribbean calls for one of the least active ones in decades. According to scientists at Colorado State University, which is nowhere near the ocean, there will be seven named storms, three hurricanes, and one major hurricane — the latter meaning Category 3 or higher. The 30-year average is for 12 named storms, six hurricanes and three major hurricanes. Hurricane forecasting is notoriously

inaccurate, so we encourage readers not to put too much stock in this forecast. As far as we know nobody makes detailed hurricane forecasts for the Eastern Pacific (Mexico) hurricane season because: 1) Almost all of the hurricanes head out to sea, and 2) There are so many hurricanes every year.

We're glad to learn that Peter and Susan Wolcott, who have cruised the South Pacific with a Farr 44, a Santa Cruz 52, and a M&M 52 catamaran, are heading that way again, this time aboard **Kiapa Nui**, the Looping 48 catamaran they've been restoring.

"Our new-to-us cat is a pretty interesting design by a Frenchman who employed a couple of tricks that we think are pretty remarkable," the Wolcotts write. "She's low because she's bilgeless, with accommodations very low in each hull. She's not a hot-rod, but so far



The Looping 48 catamaran 'Kiapa Nui' is the fourth boat that the Wolcotts have taken to the South Pacific. Two monohulls, two cats.

we've liked her. We got down to the Sea of Cortez in November, and have been painting the boat at Puerto Los Cabos. With no more excuses, we hope to make the Marquesas by May."

Easter Sunday was especially festive at Tenacatita Bay, Mexico, as federal officials removed fences that for five years had blocked public access to popular Tenacatita Beach at the northwest part of the bay. Prior to the abrupt and highly

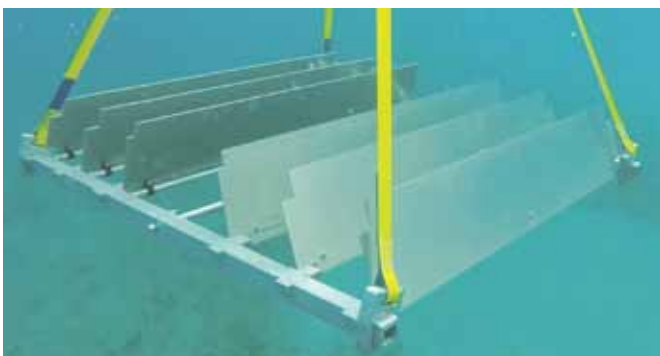
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STEERING THE DREAM

CHANGES

controversial beach closure in August 2010 because of a property dispute, the beachfront was a thriving vacation site, with many beachfront businesses. But the businesses were bulldozed and electrified fences were erected to keep people out. Given the value of the property and its contentious history, it wouldn't surprise us if we haven't heard the last of the struggle for the land.

The numbers game. Land Ho! The Tzortzis family aboard the San Francisco-based Lagoon 470 catamaran **Family Circus** arrived in the Marquesas from Puerto Vallarta after 19 days, 60 flying fish on deck (two of which hit people on watch), 30 squid, three showers, 15 squalls, three hooked birds on fishing lines, one bird in the cockpit, and lots of music. "What a journey!" they exclaim.

The number they left out? The number of kids that parents Chris and Heather sailed with: three. Tristan, 13, Lexi, 12, and Maia, 7.

Nobody wants to abandon their boat at sea, but sometimes there are no options. Early on April 9, while 1,200 miles east of the Marquesas, the 1982 S&S 42 **Nirvana Now**, owned by Canadians



LATITUDE / ANDY

Fortunately, Puddle Jumpers Bob and Mona Jankowski were right on hand when the crew of 'Nirvana Now' had to abandon ship.

Randy and Dawn Ortiz, had become disabled by problems with their rudder stock and forestay fittings. Fortunately, fellow Puddle Jumpers Bob and Mona Jankowski of the North Carolina-based Caliber 40 **Continuum** were near at hand and were able take the couple aboard. Bob and Mona had only decided

to do the Puddle Jump after catching a case of 'South Pacific Fever' while in Panama.

Although Randy and Dawn cut two hoses to scuttle their boat, the 203-ft Hoek schooner **Athos**, which had helped out with comms with the Coast Guard, reported that **Nirvana Now** was last seen floating high in the water.

There was a terrible instance of **narco gang violence** in Mexico on the night of April 6, when 15 Jalisco (Mexico) state police were killed in an ambush. According to the *Wall Street Journal*, *Reuters*, the *BBC* — and just about every other respectable news source — the incident happened "near the Pacific beach resort of Puerto Vallarta." This was the highest order of misinformation, as the incident actually took place at the remote village of Soyalan, which is about a three-hour drive from Puerto Vallarta, and about a mile higher in elevation.

"We were celebrating that Dr. Ken, our boat neighbor in La Paz, was renaming his boat, when a Belgian couple approached," report Betty and Jim Adams

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of the Discovery Bay-based Catalina 42 **Flibbertigibbet**. "Even though it was soon evident that the couple was at the wrong party, the guy took out his guitar and started playing some great old songs. So we sang along, and later passed a tip jar for the guitar player. I don't think the U.S. State Department knows how special life is down here in Mexico. We don't buy drugs, so nobody has shot at us."

It's true that **La Paz** has seen an unfortunate increase in murders in the last year as narcos battle for territory, but the cruisers there tell us they feel safe. It's the same with the Vallarta-Riviera Nayarit Coast, and the rest of coastal Mexico we're familiar with.

The violence in much of the world is, of course, about drugs. And we're surprised at the continued appetite some folks have for them. On April 23, the French Navy intercepted **Silandra**, an American-flagged vessel, 125 miles from Martinique. When they boarded her, they discovered that she wasn't a U.S. vessel at all, and was carrying 2.25 tons of co-

caine. And it was in plain sight, not hidden in the mast, keel or other secret compartments. The bust was equal to one-third of all the busts the French made in the Caribbean in the last 12 months.

For the last year we've had some good luck with the bottom paint on our Leopard 45 catamaran **'ti**

Profligate in the Caribbean. So we asked BVI Yacht Charters what had been used.

"The paint is **Sherwin-Williams MIL 24647B Anti-Foulant Topcoat Marine Paint Blue**," replied BVI Yacht Charters. "We switched to this paint after having good results with Hemple Anti-Fouling. When we tried to re-order from Hemple in 2013, they informed us that they had sold the formula to Sherwin-Williams. We have since been ordering paint in bulk through the dealer in St Thomas."

If you've had good luck with bottom



What we have here is a photo of the boom on the 90-ton crane at the St. Martin Shipyard being bent over an unfortunate Lagoon 50. We're not sure what failed, but the crane seems to have gotten the worst of it. This photo is a little personal, because the crane is the one we've used to launch 'La Gamelle' each year.

paint where you're cruising, we'd like to hear about it. Particularly in the waters of mainland Mexico.

"Did *Latitude* notice that in Mexico Tourism's new *Visiting Mexico by Private Boat* guide lists all of the marinas in Mexico — except the Fonatur marinas?" ask Dave and Merry Wallace of the Red-



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CHANGES

wood City Amel Maramu **Air Ops**. The Fonatur marinas were developed by and in most cases — maybe even all — are still owned by a branch of the Mexican government. So while we didn't notice it, it was a little weird.

"In December 2013, we pulled into **Puerto Chiapas** on a Lancer 36, on our way from Santa Barbara to Panama," reports Don Edwards of Ojai. "It was a welcome stop, as our window for crossing the Gulf of Tehuantepec had closed on us. We made about 10 stops on our way to Panama from Santa Barbara, and Chiapas was one of the most positive. Everyone from the marina staff to the officials was great, and nobody had their hand out. I was going to write *Latitude* to say what a great stop it was, so I hate to see these guys getting bad press."

Thank you, Don, for giving us another opportunity to clarify the situation in **Chiapas**. Everybody who has written us has raved about the Chiapas Marina staff, and most have had nothing but good things to say about the officials. Some, like Bill Lily and Judy Lang of the Newport-based Lagoon 470 **Moontide**, also point out that officials are now on

site, so cruisers don't have to make the hour drive to the airport to check in or clear out.

The reason Chiapas recently got a bad reputation is that **one official didn't know the law**, and assessed one U.S. cruiser a fine of \$1,000 because the cruiser's TIP had expired. The official didn't know this wasn't a problem because the TIP had expired while the cruiser was outside Mexico. Furthermore, the official didn't know that TIPs are good for an unlimited number of arrivals and departures during the 10 years the TIP is valid. TIPs absolutely do not have to be turned in when a boat leaves Mexico.

That Mexican officials aren't more knowledgeable about Mexican maritime law, and that the bureaucracy is both slow and reluctant to correct obvious errors, has exacted a big cost to Mexico's reputation. Many of you will remember the case of John Hands, who had to flee Mexico aboard his Beneteau

Idylle **Pelicano** because an official in southern Mexico — it might have been Puerto Chiapas — mistakenly made the expiration date for Hands' 10-year TIP 180 days later rather than 10 years later. The official was somehow confused by the expiration date on Hands' visa. That a 10-year TIP ought to be good for 10 years and not just 180 days should be obvious, but SAT (the Mexican IRS) went after Hands, assessing a large fine and telling him that they now owned his boat. Despite being in his 70s, Hands successfully fled the 1,000 miles from Puerto Vallarta to San Diego on his boat.

Thanks to the unstinting efforts of Mexican Marina Owners President **Tere Grossman**, and **Lic. Elena Carrillo**, the lawyer for the Association, Hands' boat has now been officially "released".

To keep things in context, there hasn't been a repeat of the 2013-2014 season, in which over 300 foreign boats were impounded for as much as four months. **Mexico** has made some dreadful paperwork blunders in the past, but things have greatly improved. It's a great thing, because Mexico is a fabulous — and inexpensive — place to cruise.



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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

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\$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**

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Due to our short lead time, deadlines are very strict and include weekends & holidays.

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- No billing arrangements
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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.



14-FT WHITEHALL FIBERGLASS SKIFF. 2015. Benicia. \$2,995. Like-new condition, trimmed with beautiful hardwood, very light, very fast, very stable. Contact Bill at bekbek2@gmail.com or (707) 745-8759.

8-FT WALKER BAY, COLFAX. \$1,250. This boat is like new. It has only been used once. Boat includes sail kit, tube and oars. A small outboard can also be used. Call (530) 637-1151 or foggate@gmail.com.



20-FT SANTANA, 1977. Alameda Marina. \$3,200. Solid singlehanded racer-cruiser. 2013 Re-manufactured trailer (Hayward, CA). 2012 Harken furling jib (100 & 150). Spinnaker. 2012 4-cycle Mercury outboard, 2013 Ballenger chainplates, glassed split backstay, bilge pump, custom jib sheet cam locks. Contact (321) 947-4908 or nsceny44@gmail.com.



22-FT O'DAY, 1975. Arnold, CA. \$3,200. Great little cruiser with shoal keel draws 24 inches. Set up for singlehanded. New topside paint. Good mainsail with one reef, working jib, nice genoa. Good running rigging with new main halyard. New standing rigging. Trailer with tongue extension. Outboard. Basic safety equipment included. Ready to sail lakes or the Bay. More information at (209) 768-8059 or gca@goldrush.com.

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16-FT ALUMINUM ROWING DORY. 2007. Pt. Reyes Sta. \$3,500. New trailer, 2 rowing stations, built in flotation, fast, seating for four. Comes with 2 PFDs and one set 8-ft oars and locks. Professionally built. Call (415) 663-8040.

24 FEET & UNDER

24-FT C&C, 1976. Sausalito. \$4,400. Great sailing family Bay boat, stiff and fast, solid construction, roller furling jib, 6hp Mercury 4-stroke. Also have complete original owner's manuals. Contact Dave at davesdivingservice@gmail.com or (415) 331-3612.

17-FT FIBERGLASS SAILBOAT. Sunnyvale, CA. \$1,400. Nearly new sails, 8hp Nissan, strong trailer. More info at (408) 245-9226 or mfstyle@sbcglobal.net.



16-FT BALBOA. 1983. Fortman/Alameda. \$1,800/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.



PACIFIC SEACRAFT DANA 24, 2001. Cutter rigged. Anacortes, WA. \$84,000. Refit/relaunch 07/14. Yanmar 2GM20F - 685 hrs. Max-Prop. New: bottom paint, AGM batteries, laminated bowsprit, ocean canvas dodger and canvas covers, running rigging, GPS receiver. Contact (310) 823-8900 or rharmel@mac.com.



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27-FT US YACHT (BAYLINER), 1982. Emery Cove Yacht Harbor. \$10,500. Teak interior. Stove/sink/head, roomy. New outboard motor/mount/controls. All gear in good condition. Sails great. You will love this boat as we do. Contact (916) 524-8030 or clive.delany@gmail.com.

22-FT MERIT 22, 1984. Pt. Richmond. \$3,500. Double axle trailer, 4hp Yamaha, good sails, center cockpit traveler. Reinforced keel box, ST1000 autopilot. Near-new interior cushions, Porta-Potti. Lifting gear (launch via trailer or hoist). Many extras. Please call (707) 280-7775 or skyvine@sonic.net.

19-FT OPEN 5.70, 2010. Alameda Marina. \$18,000. Built for the Bay! Beautiful black hull with Int'l Orange rudder/keel. Mainsail, 2 jibs, 2 spinnakers. Deck and jib covers. Pacific trailer. Honda 2hp with short-shaft motor mount; four stroke, air-cooled. Stainless steel keel lift. Rudder bags. Many safety features: Tacktick compass, GPS, LED navigation lights, VHF radio, etc. Excellent condition! Contact (415) 309-3412 or (650) 248-5387 or tgb47@yahoo.com.

25 TO 28 FEET



28-FT NEWPORT, 1981. OYC, Alameda. \$7,500/obo. 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. More information at (209) 988-4260 or (209) 477-6207 or margzabel@yahoo.com.



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://sites.google.com/site/norsea27forsale/home?> Contact: lewiskeizer@gmail.com or (831) 345-9384.



25-FT NORDIC FOLKBOAT, 1992. SF Marina-East. \$15,750/obo. Nordic Folkboat US 115, built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wood cabin house. Very good condition, bottom & mast refinished in 2014. New main, full cover, 4hp outboard. Actively raced in fleet. Possible San Francisco Marina East berth transfer. Call (415) 271-6267 or us115@myastound.net.



25-FT CHUCK PAINE CAROL, 1989. Vancouver, BC. \$24,000/obo. Cold molded, well-maintained, gorgeous. A rare gem. Built to professional standards in Port Townsend, WA. Very well equipped: 6 sails, Navik self steering. For more information, see website: www.jonr.ca. Or contact (604) 990-9659 or jonr@telus.net.



28-FT BENETEAU 285, 1988. Brisbane Marina. \$23,500. A well cared-for boat with many recent improvements. Race around the buoys or cocktail with friends - you won't find more comfort and performance in a boat this size. For more information see: <http://kokomoforsale.com/>. Contact: gkaplan@pobox.com or (415) 613-0712.

28-FT NEWPORT, 1980. Marina Bay, Richmond. \$7,000/obo. Diesel, wheel steering, new batteries, new fuel tank, spinnaker, pole, roller furling jib, depth/knot meters, full cushions. Great Bay boat, sails beautifully! Call (209) 527-7530 or (209) 204-7137 or Mike.chiavetta@gmail.com.



25-FT MERIT, 1983. Marysville, CA. \$9,500. Merit 25 #238, 150% 3DL, 130% Dacron, 100%, two spinnakers with launch bags. Boat and sails in excellent shape. Trailer included. Boat stored inside during off season. Free delivery in S.F Bay area. More info at (530) 845-0716 or (530) 635-5773 or lindgrentom@yahoo.com.



27-FT CAL 27-3, 1985. Coyote Point. \$7,000. Halsey Lidgard main, 3 jibs. Awesome Bay boat, good condition. Fin keel, fast and fun. Yanmar 1gm, but won't start. More info at www.dropbox.com/sh/q9pbng2t7gk6c9j/AACUc9xGldndar10AEVGMrxya?dl=0. Contact lkang@sbcglobal.net or (650) 464-9797.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Please contact (415) 577-1148 or fred@fredandersen.com.



26-FT MACGREGOR, 2000. San Francisco. \$6,500/obo. Roller furling jib. New cockpit for ease of use. 110 and 150 jibs. 4hp outboard motor. No trailer. More info at www.starboardyacht.com.



27-FT CHEOY LEE OFFSHORE CADET. 1969. West Vancouver, British Columbia. \$18,000/obo. Fully restored. 85-year-old owner has acknowledged it's time to sell. 2011 on-hard 18-page vessel survey - all 4 recommendations completed. Teak and hardwood refinished. 10hp Volvo diesel inboard engine (overhauled 7 years ago). All topside hardwood trim sanded and refinished. Sitka spruce mast refinished with 9 coats of marine varnish and in-mast wiring replaced. Full keel. Mainsail, genoa, jib, spinnaker sails. Contact (604) 738-2323 or info@zulico.com.

29 TO 31 FEET

30-FT WYLIECAT, 2004. Alameda. \$115,000. Excellent condition. Pineapple carbon main (2014), mast painted and new sail track (2014), mainsheet (2014), bottom paint (2014), VHF radio and masthead tricolor (2013), lifelines (2015). Yanmar 1GM10. Shorepower. Contact (510) 366-1476 or j_tuma@comcast.net.



30-FT ERICSON 30+, 1986. Redwood City. \$17,500 for fast sale. Good single-handing with self-tacking jib. All lines led to cockpit. Mainsheet traveler on cabin top. Sails in excellent condition. Raytheon autopilot. Teak and mahogany interior. Please call (408) 691-7271.

30-FT CATALINA, 1985. Richmond Yacht Club. \$19,500/obo. Wonderful Bay performance. Santa Cruz main and jib. Many new lines, block, and rigging. Engine-Union 3-cylinder diesel. Eudson pedestal wheel. Full dodger. 2 self-tailing 2 speed winches. All lines led aft.

30-FT J92, 1997. Redwood City. \$44,500. Turnkey boat. New bottom paint, engine service and race sails. ST60+ WSD. Upgraded halyards, sheets, and control lines. Proven PHRF racer and day sailer crewed or shorthanded. Contact (650) 400-7532 or tmsailing@gmail.com.

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30-FT ERICSON 30+, 1981. Marina Green, San Francisco. \$19,000. Well maintained with self-furling jib, diesel engine, wheel. Price includes Marina Green slip! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



30-FT FISHER MOTORSAILOR, 1977. Benicia. \$53,000. 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 trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.

30-FT CATALINA, 1986. Alameda, CA. \$33,000. Great turnkey Bay and coastal cruising boat. Excellent condition, professionally maintained. Raytheon dual display Radar/GPS chartplotter, wind, speed, and depth at helm with repeater at nav station. Autopilot. Standard Horizon VHF with AIS and DSC with RAM mike at helm. Refrigeration. Full batten mainsail with lazy jacks, 135% roller furling genoa, like-new gennaker. All lines led to cockpit. Dodger. Upgraded stainless steel mainsheet traveler and Garhauer boom vang. 4 deep-cycle Gel 73 batteries with Heart Interface monitor. Dinghy and 4hp outboard. Many other upgrades. Equipment list, repair and maintenance log available. Contact (925) 984-6556 or craighk@yahoo.com.



ISLANDER 30 MK II, 1973. Pt. Richmond. \$16,500. This Islander 30 Mk II is an exceptional Bay and coastal boat. It is well equipped and maintained. Raymarine chartplotter and radar. Bruce anchor with all-chain rode and Maxwell windlass. Volvo MD2020B diesel. Refrigeration. Good sails, standing and running rigging. Tiller pilot, etc. See Craigslist ad for pics and equipment list. <http://sfbay.craigslist.org/eby/boa/4964072583.html>. Call (530) 644-7943 or journey06@comcast.net.



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. San Rafael berth. Contact Tom at (408) 316-3744 or tarlowt@gmail.com.

31-FT RUSTLER, 1967. Richmond. \$37,500. Total refit, Beta 20, new LeFiell mast, Hood full batten main, 135, 110, storm. Dodger. Raymarine speed/depth. 5 Lewmar self-tailers. Monitor windvane. Some minor cosmetic issues. For complete inventory email mrckite@yahoo.com or call (707) 292-2596.

30-FT CATALINA, 1978. Berkeley Marina. \$17,000. Cruise/race ready, thoroughly refitted over the last 3 years, actively cruised and raced inside/outside the Bay. Yanmar diesel, wheel. More info at <http://sfbay.craigslist.org/eby/boa/4916240935.html>. Contact greg@gregotoole.com or (510) 708-5581.

32 TO 35 FEET



32-FT PEARSON VANGUARD, 1965. San Diego. \$21,500. This Philip Rhodes classic is a joy to sail. Recent upgrades include Yanmar YGM30G diesel (330 hours), new running and standing rigging, double lifelines, total rewiring, new main, Force 10 2-burner stove with oven and broiler, Lavac head and 25 gallon holding tank. Custom interior cabinetwork; six opening ports. Furuno temperature and depth sounder, Furuno GPS, Icom VHF radio, much more. Move to Europe forces sale. Info: www.sailboatlistings.com/view/48526. Contact (858) 888-3635 or simonpenteale@gmail.com.

32-FT GULF PILOTHOUSE SLOOP. 1985. Alameda. \$38,000. New 2015 refit Universal M40 engine, new transmission, new dripless shaft, bottom paint. Cruise-ready, great liveaboard. Radar, GPS, VHF, davits, stereo, refrigerator, microwave, new head. Sleeps 5. Email for photos and details at dickfolger@aol.com or call (510) 303-9533.



32-FT ERICSON, 1970. Redondo Beach. \$18,000. Best equipped Ericson 32 you will ever find. Proven race winner and comfortable cruiser with plenty of storage. A-4 engine, laminate sails, excellent electronics. South Bay PHRF 180 rating. Contact jgmccone@hotmail.com.



32-FT WESTSAIL, 1972. Portland, OR. \$32,500. Factory finished with many upgrades. She is well-maintained and is ready to sail south in the Baja Ha Ha, or? Double reef main, staysail, roller furling headsail, reacher/drifter, two speed self tailing primary winches and self tailing main halyard winch are just a few things. Perkins 4-108, custom fuel filter and oil filter. High output alternator. Contact Gerald for photos and more information at gastrella@aol.com or (541) 556-1113.

CAL 34 MK III, 1977. San Diego, CA. \$26,500. Fun racer, affordable cruiser, Westerbeke, Fleming wind vane, great ground tackle. New main, new dinghy. 15hp Yamaha, Kyocera panels, Engel freezer. All negotiable. Let's talk. Email gat3d@hotmail.com.



33-FT HOBIE, 1983. Healdsburg CA. \$10,500. Price reduced! Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/double-handing. 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. (707) 433-3692 or dijon1@sonic.net.

34-FT PANDA CUTTER, 1985. San Diego CA. \$85,000/obo. Ta Shing-built blue-water cruiser. Waiting to sail to Cabo and beyond. These boats have a reputation for strength, comfort, and resilience for world class sailing! Plenty of equipment ready for your adventure! (858) 274-1852 or (858) 274-7161 or herriman@san.rr.com.



35-FT ERICSON 35, 1972. Berkeley. \$23,000. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV surround sound/CD/DVD/X box. Great liveaboard. Contact: quickjantony@gmail.com or (510) 213-0202.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft. carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast & boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF Championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at www.danger-zone.net. Contact Steve at (617) 838-4648 or info@americanglobal.org.

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. (626) 410-5918 or ngolifeart@gmail.com.

32-FT COLUMBIA 9.6, 1976. Richmond Marina. \$8,000/obo. Working Volvo Penta MD6B engine. Full suite of sails, including blooper. Monitor windvane. Potential great liveaboard. AS IS: needs work. Call (510) 205-1590 or (510) 290-0797 or a-harkness@sbcglobal.net.



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33-FT MORGAN OUT ISLAND, 1973. San Diego. \$14,500. Sloop-rigged, 12-ft. beam, Roller furl jib, boom vang, lazy-jack-rigged mainsail, roomy cockpit, 6.5-ft. headroom through entire boat. Sleeps 6, nice galley and head. All documentation and maintenance records. Westerbeke 40hp engine, 50gal diesel, safety gear and more. Photos on website: <http://sandiego.craigslist.org/csd/boa/4946243119.html>. Please call (619) 675-3877 or questsailinggroup@gmail.com.



34-FT CREALOCK 34, 1988. Woodley Island, Eureka CA. \$74,900. This well built, extremely seaworthy bluewater boat is a veteran North and South Pacific voyager. Since 2008 I have kept it in La Paz, BCS, sailing in the Gulf and stored on the hard during the hurricane season. Well maintained. Returned to Eureka in spring 2014 and berthed there now. Increasing age (mine) and physical issues force sale. Survey, equipment list, details and photos via email: donaldesnyder@gmail.com or call (541) 890-4168.



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.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info. Contact: (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.



33-FT NOR'WEST, 1978. Alameda. \$23,500. Strong go-anywhere cruising sloop. Reasonable condition. New standing rigging, fully battened main, headsail furler, refurbished mast and boom 2007. 20hp Yanmar diesel runs well, transmission marginal. Priced to sell. (510) 507-0005.



32-FT PEARSON 323, 1979. Alameda (Marina Village). \$23,000. Volvo-Penta MD11C. Internet will provide pedigree and tech specs. I singlehand on SF Bay often. She excels in heavy wind. Cockpit stays dry in heavy chop. Life is getting busy, she needs new owner who will get her out. Contact: (508) 439-1159 or billacton66@gmail.com.



33-FT RANGER 33, 1977. Santa Cruz Harbor. \$12,000. Gary Mull design. Good condition. In berth Santa Cruz Harbor (A-15). Dove Sailing routinely cleans bottom. Will need bottom paint. Atomic 4 diesel engine. Usual sails including spinnaker. For more information call (831) 345-2656 or dranthonycalciano@gmail.com.



34-FT WYLIE, 1979. Redwood City. \$22,000. Ready to race or cruise, sleeps six and PHRF performer. New jib and asymmetrical spinnaker many good sails. Easom running rigging and a reliable Yanmar. Many extras. Email for details: rwcmccarthy@gmail.com or (650) 363-7996.

36 TO 39 FEET



36-FT HUNTER VISION, 1994. Marina Bay, Richmond, CA. \$67,000. Excellent, well maintained condition. Huge, bright interior. 800 hours on Yanmar diesel. Big dodger with all lines led aft makes sailing comfortable. Stayless mast and little wood on topsides means low maintenance. For complete details and pictures go to: www.sailboatlistings.com/view/48188. Call (530) 624-6738 or (530) 893-2620 or mike@alpinelandscape.net.

CATALINA 36 MK II, 2004. Rio Vista. \$95,000. Great cruising boat. Sleeps 7. Well equipped. 35hp diesel engine. 110% and 150% furling jibs. In-mast furling main. 24-mile radar. Autopilot. Electric anchor windlass. Full galley (refrigerator, microwave, propane stove w/oven). Stereo, radio and CD player. Marine head and shower. Canvas dodger. Will consider offer. Call (916) 317-7370 or paparay5@ymail.com.



37-FT S&S "CLASSIC 37", 1965. Vava'u, Tonga. \$33,000. *Cadence* is ready to go for start of cruising season. Hop onboard where we're leaving off. Fiberglass. New-ish main, assortment of headsails. S/T winches, A4 motor in great shape. More info on website: www.cadenceofthesea.com. Contact: cadenceemail@gmail.com.

38-FT FOLKES STEEL CUTTER, 1979. Marina Real, San Carlos, Sonora, MX. \$39,900. BC built, US documented, completely rebuilt ALL systems inside-out including rigging, wiring, plumbing, tanks, totally outfitted gear, electronics, sails. Cruise-ready, great condition. Email for a link to pictures and information or check CL: <http://losangeles.craigslist.org/wst/boa/4883528399.html>. Email: danagrnt@aol.com.

36-FT ISLANDER, 1977. Emery Cove Yacht Harbor. \$36,000. Beautiful interior. Great boat for the SF Bay. Never raced. Perkins diesel engine. Need to see to appreciate. Contact Bob for all details. (925) 330-0326 or bobknick@gmail.com.

36-FT ERICSON CRUISING 36C, 1977. Puerto Escondido, BCS, MX. \$36,000. Unique Bruce King design, spacious two-cabin interior, Yanmar 3GM30f, new bottom paint, new solar system, new shrouds and running rigging. Mooring at \$35/mo. included. More info at www.sailboatlistings.com/view/47936. Contact: dkfurber@gmail.com.



36-FT HUNTER, 2014. Alameda, CA. \$207,000. Like new, loaded! Racing hull, Yanmar diesel, cherry interior, Raymarine e125 MFD, CHIRP sonar, autopilot, HD color radar, i70 MFD, 2015 Micron 66, standard main, refrigerator, freezer, stove, microwave, computer. Contact (925) 519-3574 or rcbaine@yahoo.com.



36-FT ISLANDER, 1977. Brickyard Cove. \$42,500. Perkins 50hp diesel, dodger, VHF, Harken Mk II roller furling, newer 135% jib, two Harken ST44s, two Barlow ST 26s, new 35# Delta anchor with chain and rode. H/C pressure water. Contact (415) 999-6751 or (415) 383-9180 or arnoldgallegos@comcast.net.



37-FT HUNTER CHERUBINI CUTTER, 1984. Sausalito. \$35,000. Ideal Bay boat, popular cruiser. Dual furling headsails. Navico belowdeck autopilot. Cruising spinnaker. Garhauer vang. Avon inflatable. Sleeps 5, shower stall, microwave, Yanmar diesel. More at www.lauralei.com/Hunter-37/. Contact (415) 332-2555 or boat@gregorys.org.

37-FT O'DAY, 1979. Brisbane, CA. \$30,000. Center cockpit, Yanmar diesel engine, under-deck autopilot, color chart plotter and radar combo, refrigeration, roller furling, windlass. Many extras. Contact amtyndall@aol.com or (650) 464-1979.



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38-FT BENETEAU FIRST 38, 1985. Long Beach, CA. \$68,000. *Topa* has a three-stateroom layout, sleeps nine. Yanmar engine, beautiful teak interior, VacuFlush head, two showers, racing and cruising sails, new Awlgrip LP, recently replaced standing and running rigging, 110 gals. fresh water, 30 gals. diesel, two stainless galley sinks, three-burner propane stove. She is a race winner and a surprisingly comfortable Catalina cruiser. Call (714) 434-1910 or jkingjrnew1@gmail.com.



36-FT CATALINA CRUISER, 1983. Oxnard, California. \$55,000/obo. Sailing vessel *Sweet Lorraine* is for sale. Fully loaded and ready for coastal, long distance and/or liveboard travel. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. So she is beyond loaded. Call for details or "talk story." This boat "knows things." Mahalo for reading. Contact: (805) 218-4711 or captaindave_ventura@yahoo.com.



36-FT CAPE GEORGE, 1975. Moss Landing, CA. \$50,000/obo. Solid cruising boat. Harken winches, 4000 lb. wet. North sails, Aircel 4 anchors, Monitor 4000 lb. rode, 10-ft dinghy. VETUS diesel. Lots more gear.



39-FT JEANNEAU SUN ODYSSEY, 2007. Pt. Richmond. \$159,000. Deck Salon model with light and airy main salon. Extra clean, only 190 engine hours. Huge cockpit, room for six adults seated comfortably, twin helms and folding cockpit table with custom radar/GPS/chartplotter on swiveling mount, as well as safety grab rails. In-mast furling mainsail easily operated by one person using 2-speed electric winch. Roller furling genoa with UV cover, additional smaller jib. Full Raymarine electronics. Extra sharp teak cockpit with cushions. Well maintained in Bay Area, never raced, nearly-new overall condition. More information at <http://sailboatlistings.com/view/47126>. Contact Eric: (432) 214-2387 or yarboat@msn.com.



36-FT CATALINA, 1984. Alameda. \$47,500. 25hp Univ diesel, Micron 66 bottom paint, dodger, sunawning, new lines and halyard, Schaefer furler, newer main, Garhauer rigid vang, self-tail winches, autopilot, Raymarine wind ST60, Lifesling, knot, depth, VHF, stereo, 3 batteries, auto battery charger, new interior cushions, teak and holly sole, teak interior, water heater, refridge, micro, new CNG stove, autobilge, BBQ, dinghy with semi-rigid bottom, well maintained. (510) 410-3767 or purpleelvis@juno.com.



36-FT CUSTOM ALASKAN CUTTER, 1952. Poulsbo, WA. \$24,000/obo. Cypress on oak, steel decks and house, hard dodger. Great Yanmar JHTE turbo diesel, autopilot, cruising sails, spinnaker, storm sails. Life raft, EPIRB, chart plotter, speed and depth, VHF, Icom SSB and antenna tuner. Bruce anchor 300-ft. chain on electric windlass, Danforth anchor 250-ft. rode on manual windlass. Dickenson diesel heater, 115 gal fuel, 100 gal water. Dinghy 8hp Yamaha. Very roomy interior. Too much more to list here! We spent the last 10 years cruising Alaska and upgrading this boat. Just crossed Gulf of Alaska, Seward to Seattle. She is solid and bulletproof. More info at (907) 491-1144 or lutakfarms@msn.com.



39-FT CAL, 1971. Oceanside, CA. \$20,000. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signal instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: (949) 280-6220 or granahan@cox.net.



38-FT CHEOY LEE OFFSHORE, 1979. Berkeley Marina. \$13,850/obo. Project boat because of the need to refinish all exterior wood and the wood mast and boom. For sale "where is as is." Rebuilt engine installed in January 2015, bottom painted in July 2014. In recent years have installed a new exhaust system, new plumbing to the head, new fuel tank, purchased new mainsail and new batteries installed in July 2014. Hull is solid and has never been damaged. Call (510) 435-5575 or miltwerner@aol.com.



39-FT AMAZON, 2000. Port Townsend, WA. \$200,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. More info at (360) 808-1615 or waswain@gmail.com.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



36-FT FARR, 1976. Berkeley. \$20,000/obo. Experienced and successful IOR racing sloop. Rebuilt diesel BMW engine, 8-man life raft, full complement of sails. See website for photos and details: www.buckart.net/blog/. Call (510) 841-1445 or buckartrocks@gmail.com.



38-FT BENETEAU FIRST 38S5, 1991. Vallejo, CA. \$64,500. 2006 PacCup winner, SSB, heater, radar, recent rod rigging/bottom, Philippe Starck wood interior, dodger, Max-Prop, Volvo diesel, AGM batteries, Dutchman, private owner's head. Contact: (916) 233-6269 or (916) 441-4441 or jvetter@vetterlawoffice.com.

36-FT ISLANDER, 1975. Ballena Isle Marina. The boat is well maintained and sailed 12 times a month. \$10,000 spent last year for bottom paint, new mainsail, motor mounts, etc. Yanmar diesel has about 1015 hrs. (415) 994-5242 or mauldin.jim@gmail.com.



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37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$79,000. Jeanneau sells more boats to charter companies than any other boatbuilder. Good looks, comfortable, tough, good sailing. Autopilot, dinghy w/outboard. world weather radio. Call (760) 980-0204 or marshallkagan@yahoo.com.

40 TO 50 FEET

42-FT ATKINS DESIGN STEEL. Cutter sailboat, 1984. San Rafael, CA. \$38,500. Wood cabin, Hood sails, Albin diesel motor in good condition. Atkins design steel hull. Wood trim on exterior, classic brass finishes. Great condition! More info at: <http://sfbay.craigslist.org/nby/boa/4959527121.html>. Call (415) 793-0065.



43-FT BENETEAU 423, 1987. South Beach, SF. \$124,900. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.

41-FT NEWPORT, 1984. Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



42-FT COMANCHE, S&S DESIGNED. \$41,000/obo. F/G, bulletproof construction, liveaboard ocean-cruising sloop. Modern underbody, fast, responsive, doublehander. Major refit-mast, new Doyle sails, rigging, wiring, interior, dodger and anchor gear. Excellent Perkins diesel. New LPU topsides, bottom paint, prop. Call (415) 713-6876.



42-FT LACOSTE 42, 1985. Pt. Richmond. \$115,000. Dufour-built, S&S design performance sloop. 2 cabin/2 head. A graceful, fast, comfortable sailing boat. Baja Ha-Ha vet with many recent upgrades, including all new Ultrasuede cushions and curtains, new canvas upgrades, B&G electronics/pilot, new SS mast step, computerized charting/nav, dual integrated GPS, separate VHF/SSB/Ham, radar, inverter, solar panels, wind gen, and more. Less than 800 hrs on full engine rebuild. More information at: <http://svfavonius.com>. Contact mpordes@sbcglobal.net or (707) 864-1066 or (707) 631-2816.



41-FT DURBECK CUTTER. Emeryville Marina. \$16,500. Offshore bluewater family cruiser. Classic lines. Cutaway full keel with outboard rudder (with trimtab). Twin furlers. 8 bronze opening ports. Stout construction. Rare on West Coast. Diesel needs repower. A worthy project. Sisterships selling for 70-90K. Contact boatnerd2003@gmail.com.



47-FT JEANNEAU, 1999. Sausalito. \$119,000/obo. Excellent condition, great for bluewater or Bay sailing, well equipped. Roller jib, roller main, life raft, satellite email, Brownie's Third Lung, portable generator, radar, gps, 15 hp Yamaha, stereo. Please call (403) 561-8821 or prublen@albertamining.com.

44-FT OYSTER 435, 1993. Turkey. \$270,000. Center cockpit deck saloon. Loaded and ready to cruise the Mediterranean. Contact (510) 778-8314 or peteandjan@aol.com.



44-FT SPENCER, 1970. Marina La Cruz, Mexico. \$39,000. We have cruised and loved our Spencer 44 for 28 years, mostly "south of the border." But we are old and tired. Giveaway price because she needs new, young, energetic owners. Fully equipped, fully functional, ready to sail, already in Mexico. Picture from March '14 haulout in La Cruz. Call or email for details: (503) 812-3082 or bill@7milesys.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. Information at www.adream2sail.publishpath.com. Call (916) 607-9026.



44-FT BENETEAU FIRST 44.7. 2005. Seattle. \$219,000. So this is what we would do if we were in your deck shoes. Inspect our like-new First 44.7 in Seattle, a boat we bought originally and have babied ever since. We would buy it where it lies and sail her up to Desolation Sound and points north or south. Sail around in the sun and 70-degree water using her code zero and sail while others motor. North 3DL sails, electric winch, 3 cabin, 2 head, new dodger, new batteries, new radar/plotter. Sail west side of Vancouver Island to Barkley Sound and then? For more information, call (206) 284-9004.



44-FT HYLAS CENTER COCKPIT, 1990. San Diego. \$169,000. German Frers design. Travel in comfort with this well maintained cruiser. Yanmar, 11' Achilles, 18hp outboard, davits. New: Mainsail, batteries, 400ah solar, GPS, VHF, electric head. (916) 467-6448 or schmers@juno.com.



43-FT J130, 1994. Oceanside. \$149,000. Sail in comfort when the other guys are motoring. Complete inventory for cruising Mexico and beyond. 2x Baja Ha-Ha vet. Excellent and ready to go warm. Look. You won't be disappointed. Please contact (760) 519-9863 or leepryor@cox.net.



40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$109,500. 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.



40-FT SANTA CRUZ, 1983. Alameda. \$62,500. 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. Contact (408) 807-9630 or eggs@alum.berkeley.edu.



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 information at www.dropbox.com/sh/gxjff56ktnxvsa/4REqVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



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44-FT HUNTER 44DS, 2007. In California. \$185,000. Price reduced! Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handholds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! (602) 421-9964.



45-FT FASTNET, 1974. Portland, OR. \$49,000. 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 lighthouse45@yahoo.com.



CATALINA 42 MK II, 1996. Seattle, WA. \$124,500. Bristol condition. Popular 3-stateroom layout. Lots of recent upgrades including new B&G instruments, radar and autopilot, charger/inverter, dodger/bimini, folding prop, life lines, bottom paint. Details and photos available on website: www.yachtsoffered.com/listing.php?yacht_id=291. Please contact: (206) 923-8420 or andy@andydamis.com.



42-FT JEANNEAU 42DS, 2007. Marina del Rey. \$239,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hours. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hours, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged innerspring mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Ice maker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! Contact (858) 405-7107 or ellenjoy1118@aol.com.



43-FT SAGA, 1998. Ventura, CA. \$205,000. Rare West Coast offering of this sought-after performance cruiser. Meticulously cared for by second owners. Absolutely turnkey. Panda 4kw genset, 150 gpd watermaker, Hydronic 5-station cabin heat, Icom 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. Call (805) 985-4532 or lanikai3@live.com.



44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgrippped new non-skid, new electronics including Raymarine E127 chart plotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlessummersailing.tumblr.com/>. Contact (949) 291-6115 or jerrygahan@yahoo.com.



50-FT CUSTOM DEERFOOT, 1991. Auckland, New Zealand. \$279,000 USD. Exceptional world cruising yacht in splendid condition. Built in Port Townsend, WA by Lange and Sons and completed by Hinckley Yachts in Maine. Fast, safe and strong. Absolutely cruise-ready. Veteran of Pacific Puddle Jump and three seasons of South Pacific cruising. Just add food and fuel and head for the tropics. Please email for photos and comprehensive spec sheet. Contact svbluerodeo@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. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



43-FT HAMPTON. Pilothouse Cutter, 1996. Mazatlan, Mexico. \$200,000. Built in 1996 and commissioned in 2000. Strong, safe, full keel, bluewater cruiser. Fully equipped with genset, watermaker, radar, autopilot, GPS, SSB, etc. New main and jib. Inside and outside hydraulic steering stations. Located in Mazatlan, Mexico. 50-foot slip (12 year prepaid) also available. Contact (858) 437-2656 or Rutland_Scrimshaw@yahoo.com.



47-FT BENETEAU 473, 2005. Southern California. \$239,900. Beautiful and in excellent cruise-ready condition. 3 staterooms, electric winches, furling sails, bow thruster, dinghy with outboard, stereo, 2 TV's, autopilot, radar, VHF, Wi-Fi antenna, microwave, custom features. Owned in LLC for possible tax advantages. (310) 893-6061 or sylipman@earthlink.net.



40-FT VALIANT, 1988. Olympia, WA. \$110,000. Hull #272. 2nd owner. Bob Perry design, fast, solid, comfortable world cruiser. Hawaii vet. Volvo diesel. Well maintained. New upholstery and latex mattress. New sail instruments. Rebuilt hatches. Great boat, but life changes prevent us from using her as much as we would like. She needs a good loving skipper to enjoy her. Contact (541) 639-7504 or john@paulbattelle.com.



44-FT MILLER MARINE, 1980. San Rafael. \$99,500. Beautiful and cruise-ready. Mexico and Alaska veteran. Custom built by Miller shipwrights on Bainbridge Island, WA with a gracious teak interior. Solar, 85 hp Perkins. More information at www.yachtcontessa.com. Call (707) 813-1444 or yachtcontessa@gmail.com.

40-FT CAL, 1965. Alameda. \$34,995. 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.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. 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. More info at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com



42-FT CATALINA 42, 1991. Ventura. \$100,000. Beautifully maintained, new sails, furler, standing rigging, bottom paint, autopilot, rebuilt Aquastream prop. Garmin MFD, Raymarine radar and MFD, 2 VHF. AIS. Davits with 8' dinghy, propane motor. Turnkey boat. Contact Kenny at sailjerseygirl@gmail.com or (973) 600 6128.



41-FT CT, 1976. Vallejo \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.



51 FEET & OVER



53-FT SPENCER SLOOP, 1979. Alameda. \$259,000. *Cheers* is outfitted to go cruising. Well maintained in excellent condition. 24 year maintenance log is up to date. 3-staterooms. 2 heads each with a shower. Volvo TMD40A, 120hp. Numerous engine spares. 10 sails, 4 headsails, 3 spinnakers, storm sails and an anchor riding sail. Hydraulic backstay. 6 person Zodiac life raft. EPIRB. Raymarine radar. Simrad AP20 autopilot. 24gal per hour watermaker. SGC Ham/SSB. Northstar chart plotter. 11-ft dinghy with 15hp. Xantrex sine wave inverter. 200 amp Balmar alternator, 3 battery banks. Propane water heater. Surround sound music system, large flat screen TV. 3 anchors. Photos online at <http://m.imgur.com/a/NjBUD>. Please call (510) 846-2353 or casey_2020@yahoo.com.



68-FT DEERFOOT, 1980. Newport Beach, CA. \$340,000. Beautiful Doug Peterson/Steve Dashew performance cruiser will turn heads in any harbor. Significant refits in 2000, 2004 and 2008. Hall Spars carbon rig, Yanmar diesel, Northern Lts genset, Spectra watermaker, Technautics refig, North sails. Deerfoot is a Ha-Ha and Mexico veteran and ready to go again. For more details call (714) 915-8047 or john.fradkin@gmail.com.

51-FT JEANNEAU, 1994. Brisbane. \$135,000. Fast cruiser, Bruce Farr design, wing keel, new bottom paint in 2013, batteries and dual alternators in 2014, 4 cabin. 85hp Perkins, furling main. Brokers welcome. For 3/15 survey, contact (408) 687-0677 or bluheronmex@yahoo.com.



68-FT DERECKTOR, 1971. Richmond, CA. \$249,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. More information at www.apoloduck.com/feature.phtml?id=267073. Contact lorcarossmen@gmail.com or (415) 663-8776.



CLASSIC BOATS



30-FT BIRD BOAT, 1924. San Francisco. \$10,500/obo. Classic SF Bird Boat, *Mavis* #4. Restored, 2 sets of sails including spinnaker, inboard Yanmar engine, marine radio, auto water pump, elegant interior. Please call (415) 260-2224.



32-FT MARINER, 1971. Sausalito \$44,500 Recent professionally refit classic Japanese-made (Hull #1) fiberglass ketch. New standing, running rigging, headsail, furler, cockpit teak overlay, dodger, canvas, panel, wiring, head, hoses, chartplotter, VHF, paint, varnish. Has Perkins 4-108, SSB, radar, wind, solar, 300-ft chain, 2 anchors, windlass, Force 10 stove, A-B fridge, davits, main, mizzen, staysail, trysail, shade canvas, 6'3" headroom, solid mahogany below. Great lines In *Good Old Boat* - Jan. 2014. Outstanding Mexico boat. See Craigslist for pictures: <http://sfbay.craigslist.org/nby/boa/4982368702.html>. Email: tom_kucera@hotmail.com.



38-FT CLASSIC SLOOP, 1938. Richmond. \$20,000. *Nautigal*, San Francisco Bay designed. Design: Myron Spaulding, Builder: Anderson & Christophany. Fir over oak. Varnished teak trim. Good sails, boat cover. Owned 26 years. Sailing beautifully. (925) 787-6741 or (925) 935-7096 or cjefstokes@msn.com.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$55,000. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been maintained well and ready to sail. Contact (510) 654-7704 or dickwr8@gmail.com.

46-FT JOHN HANNA CAROL KETCH. 1946. Berkeley. \$35,000. Carvel-planked fir on oak frames, diesel, windlass, good sails and rigging, well maintained. Last hauled Jan. 2014. Priced under surveyed value. Owner moved out of state. More info at www.fairforsale.com. Contact (970) 261-1611 or (510) 507-4589.

MULTIHULLS



48-FT SCHIONNING WILDERNESS. 1480. 2007. Puerto Vallarta, Mexico. \$495,000/obo. Performance 48-ft. catamaran with 4 double staterooms, 3 heads, galley and salon up. Good bridge deck clearance. Elevated steering station. *Sea Level* has circumnavigated and wishes to continue the journey. Can be seen at www.multihullworld.com. Contact jimmilski@yahoo.com.



36-FT KELSALL. Ocean cruising catamaran, 1990. Sea of Cortez. \$49,000. Composite construction, meticulously crafted. Great sailing, bright spacious interior, beachable. Heavy weather proven. Lived aboard/cruised 20 years, age necessitates lifestyle change. Email for detailed description and photos. kelsallcat-info@yahoo.com.



47-FT CATAMARAN HARD TOP, 2006. St. Martins. \$60,000. This is a 1/6th ownership. Price includes: Malibu II 2-person kayak Pro-XL, fishing gear, windsurfer, cockpit cushions, upgraded JVC AM/FM with CD player, Bose marine speakers, inverter, generator, folding props, custom fitted blinds in salon and electric heads and LP barbecue. Manufacturer: Robertson and Caine, fuel: diesel, number of engines: 2, hull number: RAC47063J504. Galley: 1 sink, 4-burner stove, microwave oven, refrigeration. The Moorings 4700 is set up with a modern galley, 4 spacious cabins with in-suite heads. Launched November, 2014. More information at (702) 525-8520 or (562) 896-4524 or kekoa.lewis@gmail.com.

57-FT CUSTOM CATAMARAN, 2015. \$43,000/obo. 57x30 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridgedeck and basic interior completed. Needs finishing. Owner can help complete. Call (650) 773-6327.



20-FT NACRA, 2002. Fremont. \$7,500/obo. With trailer. Carbon mast, spinnaker, cat box, beach wheels, storage bags for all parts. Super nice condition, always covered. Please call (510) 219-4673.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$69,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. More info at www.yachtworld.com/boats/1986/BenetEAU-Blue-II-Catamaran-2765165/Ensenada/Mexico. Contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



40-FT LAGOON 400, 2010. Grenada. \$359,000. 2010 owner's version, 3 cabin, 2 head. Fully equipped; gen, solar, watermaker, dinghy, chartplotters, 110v & 220v power, ice maker, SAT modem, AGM batteries, electric winches, code 0 gennaker. Custom sun shades and full cockpit enclosure. Original owner. Has all bells and whistles. Picture yourself with family and friends, yachting in the world's most exotic destinations. Don't just dream of sailing into the sunset. Do it! Email dreamcatforsale@gmail.com.

POWER & HOUSEBOATS



28-FT PROTECTOR, 2007. Tiburon/Paradise Cay. \$149,000. Targa 28 with low hours on 2x225hp Yamahas. Boat is in great condition, but not used enough. New bottom paint and engine tune-up in spring 2014. Boat is cleaned monthly, bottom cleaned quarterly. Great for day trips on the Bay. Please email me for additional photos. Contact: (415) 380-8012 or bob@stonepropertymanagement.com.



50-FT INTERNATIONAL OFFSHORE. Pilothouse, 1981. Sausalito. \$47,000. Wide fiberglass motor yacht, excellent floorplan, large salon, flybridge, heads, staterooms, 2 walkaround queens. W/D. Twin walk-in engine rooms, Perkins diesels. 1200 hrs, generator. Quite livable but needs some work. Owner may consider some trades or help finance. Contact rogercperry@gmail.com or (415) 999-5626.

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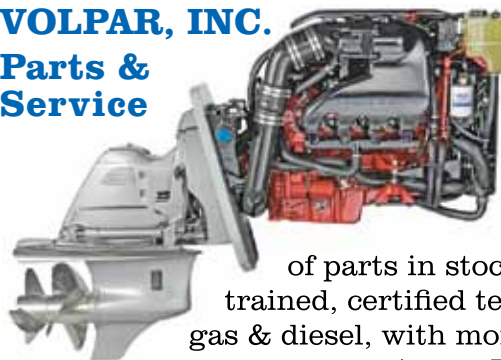
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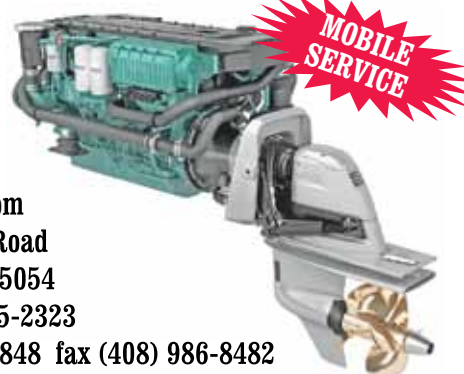
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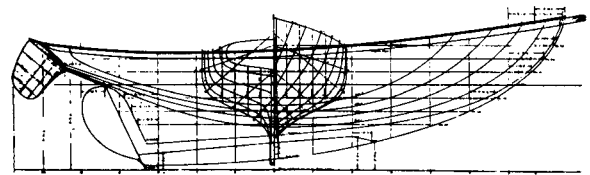
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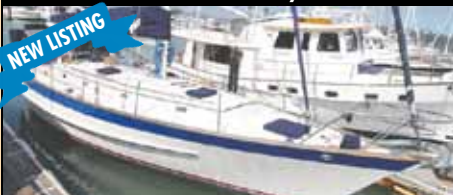
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43' HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6'6" headroom and lots of light and storage. Lying Oxnard. **\$97,000**

See at: www.marottayachts.com



36' CATALINA, 2001

Very clean example of this MkII and one of only a couple for sale in California at present. **\$95,000**

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. **\$92,000**

See at: www.marottayachts.com



38' CATALINA 380, 1997 Mexico veteran.

Set up for short-handed sailing. Deep draft version. Very competitively priced at \$79,000 – owner motivated.

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



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



30' HUNTER 306, 2002 Boat just professionally detailed and shows as new! Yanmar diesel, deep draft keel, nice heavy duty dodger and bimini, decent electronics, sails in great shape. **\$39,000**

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



18' ROTH-BILT CENTER CONSOLE RUNABOUT, 1999 Charming downeast-style runabout, hand-built in Mattapoisett, MA and a rare find in California! Flag Blue awlgripped hull. **\$18,900**

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27' PEARSON, 1989 Nice little day sailer with a Universal diesel, dodger, and roller furler. Boat just detailed and shows well. Affordable and fun at **\$13,500!**

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GREAT VALUE
37' TAYANA Cutter in exc. cond. Salty high quality and unusually stoutly-built traditional-looking FG double-ender. Full keel, dsl, wheel, warm varnished teak paneled interior, stays! and main are new. This sea-kindly passagemaker is a beauty and great cruiser. Asking **\$49,900**



36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed & this is a very nice one. Diesel, roller furler, dodger, self-tailers, 2-course lifelines w/pulpits. Beautiful tropical hardwood interior appointments, cruise equipped and MORE! A great value! Asking **\$42,500**



31' DUFOR 3800 Sloop. Seaworthy & comfortable Hawaii & Mexico vet. Repowered w/new diesel, wheel steering, lazy jacks w/zipper top sail bag. Just hauled & bottom done, new instruments, RF, lines led aft, new motor mounts & drive train just true'd & aligned. MORE! Asking **\$19,950**



REDUCED!
30' NONSUCH Sloop. Diesel, wheel, new batteries, dodger w/hardtop, autopilot, radar. Unusually spacious design below. Easy singlehanded. H&C press water, encl. head w/shower, full galley, davits, ship's table, dinghy w/ob, MORE. Ready for cruising & FUN! Asking **\$39,950**



30' J/30, RACING/CRUISING Sloop Well equipped & competitive, *lane* is a well known, successful Bay racer/cruiser with "the right stuff!" Rod rigging, self-tailing winches, lines led aft for efficient shorthanded sailing. Great sails: Doyle main (247), Pineapple jib (196), spin (704). Yanmar I/B diesel & MORE! Asking **\$23,950**



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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 **\$290,000/offers**



42' SEA RAY 420 SUNDANCER Twin Cat 3208 TA diesels, full canvas, roomy, comfortable, fast and fun. Stereo, 2 dbl strms, sleeps 6, 8 KW genset, transom door, swim plat., trim tabs, full galley, encl. head & shower, Furuno radar, GPS/plot, depth, VHF, AP, windlass, MORE! Asking **\$69,950**



GREAT BOAT!
37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



30' OLSON 30 Super popular ultra-light displacement racing yacht in nice shape. Wonderfully competitive sailer built in Santa Cruz. 3 spinnakers, 2 spinnaker poles, 2 mainsails, 3.5 Tohatsu and LOADS OF FUN! Overnight her, race her, or just knock about. Asking **\$13,500**



35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$43,900**



36' ISLANDER FREEPORT. Perry's brilliant mid-sized cruiser. Dsl, full galley. Very light & airy below w/great visibility, priv. Pullman strm, wheel, encl. head w/shower, self-tailers. Comfortable & seaworthy. Transom door, dbl lifelines w/bow & stern pulpits, ++. **\$37,950/offers**



IN LA PAZI!
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**



MAKE OFFERS!
45' (LOD) CRUISING Sloop. Super strong; low maint. ferro construction; nice cond., newly painted. Opportunities for improvement. Dsl eng. appears near new, press H&C H2O, liveaboard &/or cruise. Full galley & head, wheel steering, windlass, MORE! Big, comfortable. Asking **\$15,000**



REDUCED!
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 **\$79,950**



CLASSIC!
47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side piv strm, full galley, encl. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat. Some def. maint. Very salty & beautiful. Great opportunity. Asking **74,950/offers**



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**



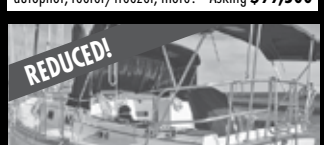
57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$119,900**



SPACIOUS!
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**



REDUCED!
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 **\$39,950**



REDUCED!
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 **\$110,000**



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34' STEPHENS BROS. Classic Sedan Cruiser Well-known & well-loved 1928 beauty. New Yanmar dsl, full galley. Perfect weekender. Always admired wherever she goes. Just tastefully refit & updated. **\$34,500/offers**

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